

CHAPTER 10

SCALE OF ACTIVITIES

Castles Shipbreaking brochures have frequently referred to the numbers of ships broken up by the Company over the years since the original business was established in 1838. In 1913 the claim was made in a brochure that Castles had broken up 800 ships amounting to 1,000,000 tons. Philip Castle in his letter of 15th June 1913, regarding the disposal of figureheads and published in the Times, also refers to these two statistics. By 1938 the figure claimed had risen to 1,000 ships.¹

At first we had assumed these figures to be approximately correct, however as it became known that the number of HM ships traced as broken up by Castles was around the 250 mark certain doubts began to emerge about the accuracy of the figures concerned.

Certainly the number of HM ships broken up from 1915 onwards was considerably reduced in volume from earlier decades and we have traced only some 32 ships as having been broken up by Castles in that period. It appears most unlikely therefore that an additional 200 ships plus were broken up since the earlier date of 1913 and no record of substance has been forthcoming to confirm otherwise.

Equally, the reference to 800 ships being broken up between 1838 and 1913 cannot be confirmed from any known records and therefore may be incorrect. We know that only about 216 HM ships were broken up in that period and therefore the remainder had to be other types of vessels. Merchant ships were broken up at Baltic Wharf, particularly the Royal Mail ships previously mentioned - see Chapter 4. In addition, barges and other smaller vessels such as tugboats may have been broken up. Whilst several can be traced the records have been sparse and minimal. Watkins have traced at least three tugboats, namely the *John Lee* in 1866, a wooden paddle tug, the *Black Prince* in 1878, a coal hulk ex- sailing vessel and another *Black Prince* in 1898.²

Whilst there is a great deal of written information about Thames barges during this period in the mid-nineteenth century and of the related volume of such traffic emanating from the canals as well as from the sea, there is no known source of information about the breaking up or of the sale of such vessels for breaking that we have been able to trace. Consequently, it is not possible to know exactly how many such vessels were purchased and broken up by the Henry Castle business. However, without counting such likely breaking activities within the overall totals of ships it would have been nearly impossible to reach the figure of a thousand ships claimed to have been broken up since the business was established in 1838 and as stated in the 1938 brochure.

Despite the above described anomalies the number of HM ships alone constitutes an amazing record of achievement as an analysis of Colledge has shown that some 800 ships of the line were disposed of by The Admiralty between 1861 and 1910.³ Castles have therefore been responsible for breaking up around 31% of the wooden walls sold out of the Navy for breaking up purposes. An analysis of this record is of great interest and a combination of statistics has been assembled in order to give an accurate and as complete a picture as possible of the Company's Scale of Activities.

The analysis covers the periods of trading previously outlined in earlier chapters and we summarise it again here, starting with Henry Castle as sole proprietor and subsequently in partnership with his sons, Sidney and Abercrombie, and also simultaneously with William P. Beech. Thereafter the period from 1869 to 1877 consists of a continuing partnership between Sidney and Abercrombie and then after 1877 as a sole proprietorship in the name of Sidney Castle. In 1894 a limited company was formed, Henry Castle & Sons Limited, which continued trading until it became insolvent in 1904.

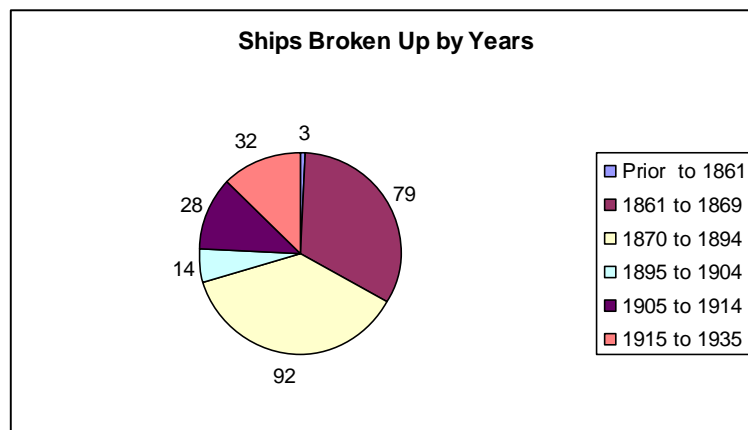
As previously described Castles Shipbreaking was formed in 1906 to take over the business of Henry Castle & Sons Limited and continued in a similar manner until the advent of World War II. Consequently, we have analysed the shipbreaking activities to

reflect these different trading combinations in order to better understand how the structure of the different changes would have affected the level of activity involved in each instance.⁴

Further analysis has also been undertaken of the ship types broken up.⁵ However limitations in time and research capacity have, of necessity, meant that it has not been possible to extract such information in as much detail as we would have liked. We have therefore relied on information gathered from a variety of sources in order to arrive at a reasonable overview of the work levels and volume of business being undertaken from time to time.

Ships Broken Up 1828-1935

Prior to 1861	3
1861 to 1869	79
1870 to 1894	92
1895 to 1904	14
1905 to 1914	28
1915 to 1935	32
	248



Between 1828 and 1860 there were three ships recorded as being broken up by Castles, the first being the *Larne* in 1828. Clearly this was before Henry Castle had set up his own business after returning from Australia and this ship must have been broken up by George Castle. George had moved downstream to the former Randall & Brent Yard in the 1820s from the previous location near Cherry Garden Stairs - see Chapter 2. The *Janus* (1856) and the *Flamer* (1858) would have been broken up at Baltic Wharf unless Henry Castle had taken over occupation of the Charlton Wharf by 1856.

Up to 1869 the figures for ships broken up have been recorded under the previous description of the activities carried out during the Castle & Beech partnership - see Chapter 5. However, as we know, the partnership was terminated in that year and thereafter the Castles Shipbreaking business was continued by Sidney Nash and his brother Abercrombie. Beech is recorded as breaking up the *Queen* in 1871 as also previously explained in Chapter 5, but thereafter no further recorded involvement with Beech took place. The statistics relating to the partnership are listed again here for ease of reference and as a part of the total picture of activity. The references used are HC Henry Castle & Henry Castle & Sons; CS Castles Shipbreaking and SC Sidney Castle junior.

HM Ships Broken Up by Castle & Beech 1861-1871

<i>Espiegle</i>	1861	Brig 12	CB	
<i>Crocodile</i>	1861	6th Rate 28		HC
<i>Messenger</i>	1861	Wood Paddle Vessel		HC
<i>Waterwitch</i>	1861	Brig Sloop 10		HC
<u>TOTAL</u>	<u>4</u>		<u>1</u>	<u>3</u>
<i>Cleopatra</i>	1862	6th Rate 26	CB	
<i>Tyne</i>	1862	6th Rate 28	CB	
<i>Vestal</i>	1862	6th Rate 26	CB	
<i>Britomart-resold S. Williams</i>	1862	Wood S Gunboat		HC
<i>Portland</i>	1862	4th Rate 50		HC
<i>Spartan</i>	1862	6th Rate 26		HC
<i>Teazer</i>	1862	Wood S Tender	CB	
<i>Vixen</i>	1862	Wood Paddle Sloop		HC
<i>Termagant</i>	1862	6th Rate 28		HC
<u>TOTAL</u>	<u>9</u>		<u>4</u>	<u>5</u>
<i>Eclipse</i>	1863	Brig Sloop 10		HC
<i>Prometheus</i>	1863	Wood Paddle Sloop		HC
<u>TOTAL</u>	<u>2</u>			<u>2</u>
<i>Banshee</i>	1864	Paddle Packet	CB	
<i>Fury</i>	1864	Wood Paddle Sloop	CB	
<i>Gorgon</i>	1864	Wood Paddle Frigate	CB	
<i>Hermes</i>	1864	Wood Paddle Sloop	CB	
<i>Inflexible</i>	1864	Wood Paddle Sloop	CB	
<i>Penelope</i>	1864	5th Rate 46	CB	
<i>Retribution</i>	1864	Wood Paddle Frigate	CB	
<i>Sampson</i>	1864	Wood Paddle Frigate	CB	
<i>Sidon</i>	1864	Wood Paddle Frigate	CB	
<i>Trusty</i>	1864	Floating Battery	CB	
<i>Alacrity</i>	1864	Wood S Sloop		HC
<i>Cyclops</i>	1864	Wood Paddle Frigate		HC
<i>Daphne</i>	1864	Corvette 18		HC
<i>Daring</i>	1864	Brig 12		HC
<i>Dragon</i>	1864	Wood Paddle Frigate	CB	
<i>Fantome</i>	1864	Brig Sloop 16	CB	
<i>Firebrand</i>	1864	Wood Paddle Frigate	CB	
<i>Frolic</i>	1864	Sloop 16		HC
<i>Phoenix</i>	1864	Wood Paddle Sloop		HC
<i>Roebuck</i>	1864	Wood S Gunvessel		HC
<i>Venus</i>	1864	5th Rate 46		HC
<u>TOTAL</u>	<u>21</u>		<u>13</u>	<u>8</u>
<i>Achille</i>	1865	3rd Rate 74	CB	
<i>Eurotas</i>	1865	5th Rate 46	CB	
<i>Hecate</i>	1865	Paddle Sloop	CB	
<i>Odin</i>	1865	Wood Paddle Frigate	CB	
<i>Scourge</i>	1865	Wood Paddle Sloop	CB	
<i>Alecto</i>	1865	Wood Paddle Sloop	CB	
<i>Ardent</i>	1865	Wood Paddle Sloop		HC
<i>Hasty</i>	1865	Wood S Gunboat		HC

<i>Horatio</i>	1865	5th Rate 38		HC
<i>Snapper</i>	1865	Gun Brig 12		HC
<u>TOTAL</u>	<u>10</u>		<u>6</u>	<u>4</u>
<i>Calyпсо</i>	1866	6th Rate 20	CB	
<i>Edinburgh</i>	1866	3rd Rate 74	CB	
<i>MV26</i>	1866	Mooring Lighter	CB	
<i>Terpsichore</i>	1866	Sloop 18	CB	
<i>Archer</i>	1866	Wood S Sloop		HC
<i>Devastation</i>	1866	Wood Paddle Sloop		HC
<i>Flying Fish</i>	1866	Wood S Despatch Vessel		HC
<i>Foxhound</i>	1866	Wood S Gunvessel		HC
<i>Inconstant</i>	1866	5th Rate 36		HC
<i>Lightning</i>	1866	Sloop 18		HC
<i>Modeste</i>	1866	Sloop 18		HC
<i>Persian</i>	1866	Brig Sloop 16		HC
<i>Renard</i>	1866	Wood S Sloop		HC
<i>Seaflower</i>	1866	Cutter 4		HC
<i>Tartar</i>	1866	Wood S Corvette		HC
<i>Trident</i>	1866	Iron Paddle Sloop		HC
<i>Vulture</i>	1866	Wood Paddle Frigate	CB	
<i>Wanderer</i>	1866	Wood S Gunvessel		HC
<i>Wrangler</i>	1866	Wood S Gunvessel		HC
<u>TOTAL</u>	<u>19</u>		<u>5</u>	<u>14</u>
<i>Arrogant</i>	1867	Wood S Frigate	CB	
<i>Chesapeake</i>	1867	Wood S Frigate 51	CB	
<i>Colossus</i>	1867	3rd Rate 80	CB	
<i>Cressy</i>	1867	Screw 3rd Rate 80	CB	
<i>Euryalus</i>	1867	Wood S Frigate	CB	
<i>Termagant</i>	1867	Wood S Frigate	CB	
<i>Collingwood</i>	1867	3rd Rate 80	CB	
<i>Imperieuse</i>	1867	Wood S Frigate	CB	
<i>Leander</i>	1867	4th Rate 50	CB	
<i>Orion</i>	1867	Screw 2nd Rate 91	CB	
<u>TOTAL</u>	<u>10</u>		<u>10</u>	
<i>Emerald</i>	1869	Wood S Frigate		HC
<i>Niger</i>	1869	Wood S Sloop		HC
<i>St. George</i>	1869	1st Rate 120		HC
<u>TOTAL</u>	<u>3</u>			<u>3</u>
<i>Queen</i>	1871	1st Rate 110	CB	
<u>TOTAL</u>	<u>1</u>		<u>1</u>	
<u>GRAND TOTAL</u>	<u>79</u>		<u>40</u>	<u>39</u>

The following matters from 1870 onwards are described in more detail in Chapter 6 where we learned that the family problems needed to be sorted out following Henry and Harriet's deaths and the dispute over her will. Despite these problems, funding for the business continued. Accordingly, we have shown below the known HM ship purchases between 1870 and 1894, the year that the limited company was formed. This subsequently proved to be greatest period of activity in the history of the business.

Ships Broken Up 1870-1894

Name	Year	Ship Type	Breaker
<i>Hydra</i>	1870	Wood Paddle Sloop	HC
<i>Spider</i>	1870	Wood S Gunboat	HC
<i>Clinker</i>	1871	Wood S Gunboat	HC
<i>Hero</i>	1871	Screw 2nd Rate 91	HC
<i>Shannon</i>	1871	Wood S Frigate	HC
<i>Medusa</i>	1872	Wood Paddle Packet	HC
<i>Princess Royal</i>	1872	Screw 2nd Rate 91	HC
<i>Chanticleer</i>	1875	Wood S Sloop	HC
<i>Constance</i>	1875	4th Rate 50	HC
<i>Cossack</i>	1875	Wood S Corvette	HC
<i>Diadem</i>	1875	Wood S Frigate	HC
<i>Icarus</i>	1875	Wood S Sloop	HC
<i>James Watt</i>	1875	Screw 2nd Rate 80	HC
<i>Liverpool</i>	1875	Wood S Frigate	HC
<i>Melpomene</i>	1875	Wood S Frigate	HC
<i>Mersey</i>	1875	Wood S Frigate	HC
<i>Neptune</i>	1875	1st Rate 120	HC
<i>Phoebe</i>	1875	4th Rate 51	HC
<i>Pylades</i>	1875	Wood S Corvette	HC
<i>Raven</i>	1875	Wood S Gunboat	HC
<i>Royal George</i>	1875	1st Rate 120	HC
<i>Serpent</i>	1875	Wood S Gunvessel	HC
<i>St. Jean d'Acre</i>	1875	Screw 1st Rate 101	HC
<i>Curlew</i>	1882	Wood S Gunvessel	HC
<i>Daphne</i>	1882	Wood S Sloop	HC
<i>Galatea</i>	1882	Wood S Frigate	HC
<i>Ocean</i>	1882	Ironclad Ship	HC
<i>Prince Consort</i>	1882	Ironclad Frigate	HC
<i>Ringdove</i>	1882	Wood S Gunvessel	HC
<i>Rodney</i>	1882	2nd Rate 92	HC
<i>Rosario</i>	1882	Wood S Sloop	HC
<i>Scylla</i>	1882	Wood S Corvette	HC
<i>Sparten</i>	1882	Wood S Sloop	HC
<i>Undaunted</i>	1882	Wood S Frigate	HC
<i>Arethusa/Bacchus</i>	1883	5th Rate 46	HC
<i>Bristol</i>	1883	Wood S Frigate	HC
<i>Immortalite</i>	1883	Wood S Frigate	HC
<i>MV51</i>	1883	Mortar Vessel	HC
<i>Narcissus</i>	1883	Wood S Frigate	HC
<i>Royal Albert</i>	1883	Screw 1st Rate 121	HC
<i>Spiteful</i>	1883	Wood Paddle Sloop	HC
<i>Agincourt renamed Vigo</i>	1884	3rd Rate 74	HC
<i>Albion</i>	1884	2nd Rate 90	HC
<i>Erebus</i>	1884	Iron S Floating Battery	HC
<i>Glasgow</i>	1884	Wood S Frigate	HC
<i>Gloucester</i>	1884	3rd Rate 74	HC
<i>Hunter</i>	1884	Wood S Gunboat	HC
<i>Pearl</i>	1884	Wood S Corvette	HC
<i>Research</i>	1884	Ironclad S Sloop	HC
<i>Rhin</i>	1884	5th Rate 38	HC
<i>Stork</i>	1884	Wood S Gunboat	HC

<i>Topaze</i>	1884	Wood S Frigate	HC
<i>Vestal</i>	1884	Wood S Sloop	HC
<i>Dauntless</i>	1885	Wood S Frigate	HC
<i>Diamond/Joseph Straker</i>	1885	6th Rate 28	HC
<i>Doris</i>	1885	Wood S Frigate	HC
<i>Dublin</i>	1885	3rd Rate 74	HC
<i>Earnest</i>	1885	Wood S Gunboat	HC
<i>Echo</i>	1885	Wood Paddle Vessel	HC
<i>Lapwing</i>	1885	Wood S Gunvessel	HC
<i>Laurel</i>	1885	5th Rate 38	HC
<i>Lord Clyde</i>	1885	Ironclad Battle Ship	HC
<i>Porpoise</i>	1885	Mortar Vessel	HC
<i>Royal Alfred</i>	1885	Ironclad Sloop	HC
<i>Royal Oak</i>	1885	Ironclad Frigate	HC
<i>Royal Sovereign</i>	1885	Screw 1st Rate 121	HC
<i>Sirius</i>	1885	Wood S Sloop	HC
<i>Vulture</i>	1885	Wood S Gunvessel	HC
<i>Worcester</i>	1885	4th Rate 52	HC
<i>Aeolus</i>	1886	5th Rate 46	HC
<i>Blanche</i>	1886	Wood S Sloop	HC
<i>Caledonia</i>	1886	2nd Rate 91	HC
<i>Druid</i>	1886	Wood S Corvette	HC
<i>Enterprise</i>	1886	Ironclad Sloop	HC
<i>Favorite</i>	1886	Ironclad S Corvette	HC
<i>Hastings</i>	1886	3rd Rate 74	HC
<i>Pallas</i>	1886	Armoured Corvette	HC
<i>Zealous</i>	1886	Ironclad	HC
<i>Hound</i>	1887	Brig 8	HC
<i>MV50</i>	1887	Mortar Vessel	HC
<i>Sappho</i>	1887	Compos. S Sloop	HC
<i>Hood/Edgar</i>	1888	Screw 2nd Rate 91	HC
<i>Rainbow</i>	1888	Wood S Gunboat	HC
<i>Chichester</i>	1889	4th Rate 52	HC
<i>Lord Warden</i>	1889	Ironclad Battle Ship	HC
<i>Repulse</i>	1889	Iron Clad Ship	HC
<i>Waterwitch</i>	1890	Iron Hydraulic Gunboat	HC
<i>Columbine</i>	1892	Sloop 18	HC
<i>Orontes</i>	1893	Iron S Troopship	HC
<i>Euphrates</i>	1894	Iron S Troopship	HC
<i>Leonides</i>	1894	Iron S Troopship	HC
<i>Serapis</i>	1894	Iron S Troopship	HC
<u>TOTAL</u>	<u>92</u>		

Seven ships were broken up between 1870 and 1872 and then there is a pause in activity for about three years until 1875. During this period we know that additional wharf facilities were acquired at Long's Wharf, Woolwich around 1872. In addition, the Baltic Wharf lease was acquired as well as the adjoining premises belonging to William Freeman.

Following this three year consolidation period there was a sudden upsurge in 1875 when ten out of the sixteen ships broken up were large 1st Rate, 2nd Rate, 3rd Rate, 4th Rate and 5th Rate ships and/or frigates. There is then a seven year gap until 1882, during which time no further purchases took place.

Up to 1872, half the ships acquired were smaller vessels such as paddle boats and gunboats and therefore more easily broken up. However, four larger ships including the *Queen* were purchased - see lists above - being the *Hero*, the *Shannon* and the *Princess*

Royal, whose figurehead, until 1913, adorned one of the pillars of the gate of the central entrance to Baltic Wharf.

However, at this stage in the business's development Abercrombie Castle decided to retire from the partnership with his brother and this took place in 1877. It is therefore unsurprising that there were little or no shipbreaking activities during the ensuing years as in all probability money would have had to be found to pay out the retiring partner - see Chapter 6. There were 23 ships broken up during the time the two brothers were still in partnership together after William P. Beech had departed. We have no information however regarding Sidney and Abercrombie's activities or working procedures.

What is certain is that for the rest of the century the remaining years were very active and 69 HM ships were broken up at Castles Yards between 1877 and 1894 representing an average of four ships per annum. This was also the period when the garden furniture manufacturing started in a significant way and this period heralds the beginning of the major era of the recycling of ships' timbers from old Men O' War - see Chapter 8.

Many famous ships are listed in this period, particularly the well-known Ironclads including all twelve ships of the Bulwark Class.

Whilst the formation of the Limited Company in 1894 does not particularly create a dividing line in the level of activity it is noticeable that by that time there was a distinct slowing down in the numbers of ships acquired. This was in accord with the numbers being sold off by the Admiralty; consequently the era of the wooden sailing ship of the line had nearly reached its conclusion. Therefore, the remaining wooden ships available for breaking were rapidly diminishing.

This is confirmed by the number of ships broken up between 1895 and 1904, the fateful year of bankruptcy and as set out below where we note that a total of some thirteen ships only were acquired for breaking up.

Ships Broken Up 1895 - 1904

Benbow	1895	3rd Rate 72	HC
Grampian (late Gibraltar)	1899	Screw 1st Rate 101	Garnham
Castor	1902	5th Rate 36	HC
Africaine	1903	5th Rate 46	HC
Gorgon	1903	Turret Ship	HC
Monmouth/Hotspur	1903	5th Rate 46	HC
President	1903	4th Rate 52	HC
Ajax	1904	Battleship	HC
Anson/Algiers	1904	Screw Ship 91	HC
Biter	1904	Wood S Gunboat	HC
Duke of Wellington	1904	Screw 1st Rate 131	HC
Edgar	1904	Screw 2nd Rate 91	HC
Hannibal	1904	Screw 2nd Rate 91	HC
Pet	1904	Wood S Gunboat	HC
<u>TOTAL</u>	<u>14</u>		

We can see that only one ship was acquired in 1895 and the next in 1899 with the remaining 12 being purchased in 1903 and 1904. Reference to the previous list shows that only some 6 ships were acquired between 1890 and 1894, making a total of 20 ships over the 14 year period 1890 -1904. However, if the ships acquired in 1903 and 1904 are deducted we find that only 8 ships were in fact purchased between 1890 and 1900.

There were no business or family background difficulties that we are aware of during the 1890s to indicate why fewer ships were broken up during this decade. It is assumed that greater attention was being given to the development of the garden furniture business

opportunity. In addition there were fewer ships sold off by the Admiralty at this time as well, compared to earlier years, and many of those that were sold off were smaller vessels such as sloops, corvettes, brigs and gun vessels,⁵ which may not have been quite such an attractive proposition to Castles after they had majored on breaking up the larger wooden walls in the 1880s.

We now turn to the new period when the Castles Shipbreaking Company Limited was formed to take over the business and assets, as a going concern, of Henry Castle & Sons Ltd. We have therefore dealt first with the period up to 1914, being the year in which World War I started.

Ships Broken Up 1905-1914

<i>Arethusa</i>	1905	2nd Class Cruiser	Garnham
<i>Cossack</i>	1905	Torpedo Cruiser	Garnham
<i>Mohawk</i>	1905	Torpedo Cruiser	Garnham
<i>Monarch/Simoom</i>	1905	Iron S Ship	Garnham
<i>Pembroke</i>	1905	3rd Rate 74	Garnham
<i>Severn</i>	1905	2nd Class Cruiser	Garnham
<i>Belvidera</i>	1906	5th Rate 36	Garnham
<i>Boscawen/Trafalgar</i>	1906	1st Rate 110	CS
<i>Caledonia - late Impregnable</i>	1906	2nd Rate 91	CS
<i>Camperdown/ Trafalgar/Pitt</i>	1906	1st Rate 106	CS
<i>Formidable</i>	1906	2nd Rate 84	CS
<i>Mildura ex Pelorus</i>	1906	3rd Class Cruiser	Garnham
<i>Skylark</i>	1906	Wood S Gunboat	Garnham
<i>St. Vincent</i>	1906	1st Rate 120	CS
<i>Superb</i>	1906	Battleship	Garnham
<i>Widgeon</i>	1906	Compos. S Gunboat	CS
<i>Conquerer</i>	1907	Battleship	CS
<i>Alexandra</i>	1908	Battleship	CS
<i>Calcutta</i>	1908	2nd Rate 84	CS
<i>Lily</i>	1908	Brig 16	CS
<i>Orontes (late Swiftsure)</i>	1908	Iron Armoured Ship	CS
<i>Seaflower</i>	1908	Training Brig 8	CS
<i>Thunderer</i>	1909	Turret Ship	Garnham
<i>Tenedos II/Duncan</i>	1910	Screw 1st Rate 101	CS
<i>Daedalus</i>	1911	5th Rate 46	Garnham
<i>Hardy</i>	1911	Destroyer	Garnham
<i>Trafalgar</i>	1911	Battleship	Garnham
<i>Indefatigable</i>	1914	4th Rate 50	CS
<u>TOTAL</u>	<u>28</u>		

It is noted that a total of 28 ships were acquired and broken up between 1905 and 1914. Garnham undertook the purchase of 10 of these ships during 1905 and 1906. We have assumed this was done to assist the liquidator of Henry Castle & Sons Limited to keep activity in shipbreaking going until Castles Shipbreaking Limited was formed. Thereafter he purchased a further 4 ships for the new company but not until 1909 and 1911. Presumably this was done to aid the total finance required in arranging the purchases involved and as described in more detail in Chapter 7. What we do not at present know is how many of these ships, if any, were supplied on a breaking up contract basis with the Admiralty rather than by Private Treaty. Clearly Garnham had a plentiful supply of funds but we do not have specific information available about the firm's finances in order to determine what actually happened in every case.

The total funds involved would have been large if all the ships had been purchased outright. Furthermore, the Admiralty always preferred to be paid in full, where possible, so

it has to be assumed that money for the respective purchases had to be forthcoming from sources within the Company as well. Whilst Garnham was involved with 14 ships in this period prior to 1914, Castles Shipbreaking itself acquired 14 ships. The 1916 Balance Sheet of Castles Shipbreaking in our possession shows that the capital and resources available to the company at that time, albeit a later date, would not have previously supported the outright purchase form of contract. Therefore breaking up type contracts may also have been utilised.

Following the period after the end of World War I there is a record of 9 ships being bought by Castles Shipbreaking and it is during this era of decline in the availability of wooden sailing ships for breaking up that we become aware of the change in activity from breaking to an even greater involvement in garden furniture manufacturing, thus explaining the reduction in the former levels of shipbreaking activity. The way in which this developed has been explained previously - see Chapters 6 & 7.

Ships Broken Up 1915-1935

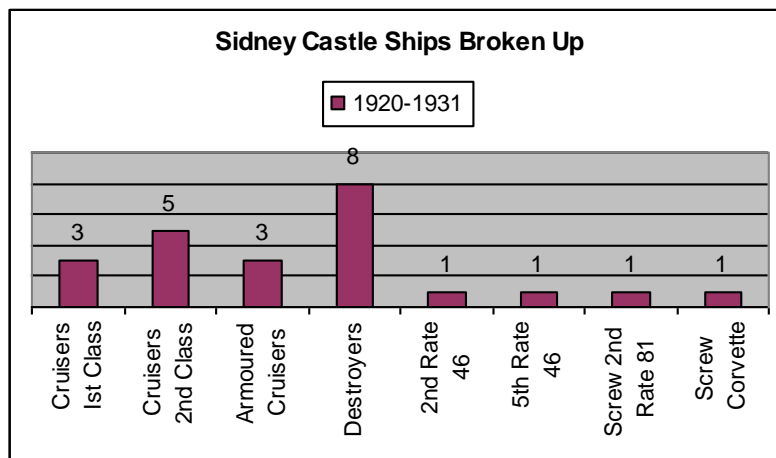
<i>Challenger</i>	1921	Wood S Corvette	Garnham
<i>Helena</i>	1921	Brig Sloop 16	Garnham
<i>Hindustan/Fisgard III</i>	1921	2nd Rate 80	Garnham
<i>Impregnable/Howe</i>	1921	1st Rate 110	Garnham
<i>Dido/Actaeon II</i>	1922	Wood S Corvette	Garnham
<i>Ariadne/Actaeon/Vernon II</i>	1923	Wood S Frigate	CS
<i>Newcastle</i>	1929	Wood S Frigate	CS
<i>Arethusa</i>	1933	4th Rate 50	CS
<i>Defence</i>	1935	Iron S Ship	CS
<u>TOTAL</u>	<u>9</u>		

The parallel situation at this time concerns the separate career of Sidney Castle junior after his departure from Hughes Bolckow and his subsequent move to Plymouth. We have explained this involved situation in Chapter 7. However, what is quite distinct about Sidney's Plymouth scale of activity is his early involvement with redundant metal ships from the 1914-18 war. Whilst there are a few wooden ships purchased for breaking, including the *Defiance* in 1931, they are not numerous. However, an understanding of the type of work involved in both cases has enabled us to define with greater clarity the breaking up processes used and these are explained in Chapter 11.

Sidney Castle - Ships Broken Up 1920-1932

<i>Andromache</i>	1920	2nd Class Cruiser	SC
<i>Apollo</i>	1920	2nd Class Cruiser	SC
<i>Astraea</i>	1920	2nd Class Cruiser	SC
<i>Avon</i>	1920	Destroyer	SC
<i>Bacchante</i>	1920	1st Class Cruiser	SC
<i>Diana</i>	1920	2nd Class Cruiser	SC
<i>Donegal</i>	1920	Armoured Cruiser	SC
<i>Earnest</i>	1920	Destroyer	SC
<i>Euryalus</i>	1920	Armoured Cruiser	SC
<i>Grafton</i>	1920	1st Class Cruiser	SC
<i>Griffon</i>	1920	Destroyer	SC
<i>Leander</i>	1920	2nd Class Cruiser	SC
<i>Lively</i>	1920	Destroyer	SC
<i>Orwell</i>	1920	Destroyer	SC
<i>Sprightly</i>	1920	Destroyer	SC
<i>St George</i>	1920	1st Class Cruiser	SC
<i>Suffolk</i>	1920	Armoured Cruiser	SC
<i>Circe/ Impregnable IV</i>	1922	5th Rate 46	SC
<i>Sturgeon</i>	1926	Destroyer R Class	SC
<i>Ganges / Impregnable III</i>	1929	2nd Rate 84	SC

<i>Cleopatra/Defiance III</i>	1931	S Corvette	SC
<i>Defiance</i>	1931	Screw 2nd Rate 81	SC
<i>Tintagel</i>	1932	Destroyer S Class	SC
<u>TOTAL</u>	<u>23</u>		



We now show below an analysis⁵ and summary of the types of ship broken up by Castles over the years as this demonstrates, very clearly, the scale of the work undertaken in connection with breaking up the last of the wooden walls. The narratives for each class are similar but there are sufficient variations, particularly regarding the number of guns, to warrant showing them all individually.

HM Ship Types 1828-1935

<i>Camperdown/Trafalgar/Pitt</i>	1906	1st Rate 106	CS
<i>Queen</i>	1871	1st Rate 110	HC
<i>Boscawen/Trafalgar</i>	1906	1st Rate 110	CS
<i>St. George</i>	1869	1st Rate 120	HC
<i>Neptune</i>	1875	1st Rate 120	HC
<i>Royal George</i>	1875	1st Rate 120	HC
<i>St. Vincent</i>	1906	1st Rate 120	CS
<u>TOTAL</u>	<u>7</u>		

<i>Arethusa</i>	1905	2nd Class Cruiser	Garnham
<i>Severn</i>	1905	2nd Class Cruiser	Garnham
<i>Andromache</i>	1920	2nd Class Cruiser	SC
<i>Astraea</i>	1920	2nd Class Cruiser	SC
<i>Apollo</i>	1920	2nd Class Cruiser	SC
<i>Diana</i>	1920	2nd Class Cruiser	SC
<i>Leander</i>	1920	2nd Class Cruiser	SC
<u>TOTAL</u>	<u>7</u>		

<i>Hindustan/Fisgard III</i>	1921	2nd Rate 80	Garnham
<u>TOTAL</u>	<u>1</u>		

<i>Formidable</i>	1906	2nd Rate 84	CS
<i>Calcutta</i>	1908	2nd Rate 84	CS
<i>Ganges/Impregnable III</i>	1929	2nd Rate 84	SC
<u>TOTAL</u>	<u>3</u>		

<i>Albion</i>	1884	2nd Rate 90	HC
<u>TOTAL</u>	<u>1</u>		
<i>Caledonia</i>	1886	2nd Rate 91	HC
<i>Caledonia - late Impregnable</i>	1906	2nd Rate 91	CS
<u>TOTAL</u>	<u>2</u>		
<i>Rodney</i>	1882	2nd Rate 92	HC
<u>TOTAL</u>	<u>1</u>		
<i>Mildura ex Pelorus</i>	1906	3rd Class Cruiser	Garnham
<u>TOTAL</u>	<u>1</u>		
<i>Benbow</i>	1895	3rd Rate 72	HC
<i>Agincourt renamed Vigo</i>	1884	3rd Rate 74	HC
<i>Gloucester</i>	1884	3rd Rate 74	HC
<i>Dublin</i>	1885	3rd Rate 74	HC
<i>Hastings</i>	1886	3rd Rate 74	HC
<i>Pembroke</i>	1905	3rd Rate 74	CS
<i>Achille</i>	1865	3rd Rate 74	CB
<i>Edinburgh</i>	1866	3rd Rate 74	CB
<i>Colossus</i>	1867	3rd Rate 80	CB
<i>Collingwood</i>	1867	3rd Rate 80	HC
<u>TOTAL</u>	<u>10</u>		
<i>Portland</i>	1862	4th Rate 50	HC
<i>Leander</i>	1867	4th Rate 50	HC
<i>Constance</i>	1875	4th Rate 50	HC
<i>Indefatigable</i>	1914	4th Rate 50	CS
<i>Arethusa</i>	1933	4th Rate 50	CS
<i>Phoebe</i>	1875	4th Rate 51	HC
<i>Worcester</i>	1885	4th Rate 52	HC
<i>Chichester</i>	1889	4th Rate 52	HC
<i>President</i>	1903	4th Rate 52	HC
<u>TOTAL</u>	<u>9</u>		
<i>Inconstant</i>	1866	5th Rate 36	HC
<i>Belvidera</i>	1906	5th Rate 36	Garnham
<i>Horatio</i>	1865	5th Rate 38	HC
<i>Rhin</i>	1884	5th Rate 38	HC
<i>Laurel</i>	1885	5th Rate 38	HC
<i>Penelope</i>	1864	5th Rate 46	CB
<i>Venus</i>	1864	5th Rate 46	HC
<i>Eurotas</i>	1865	5th Rate 46	CB
<i>Arethusa/Bacchus</i>	1883	5th Rate 46	HC
<i>Aeolus</i>	1886	5th Rate 46	HC
<i>Castor</i>	1902	5th Rate 36	HC
<i>Africaine</i>	1903	5th Rate 46	HC
<i>Monmouth/Hotspur</i>	1903	5th Rate 46	HC
<i>Daedalus</i>	1911	5th Rate 46	Garnham
<i>Circe/Impregnable IV</i>	1922	5th Rate 46	SC
<u>TOTAL</u>	<u>15</u>		
<i>Larne</i>	1828	6th Rate 20	Charlton
<i>Calypso</i>	1866	6th Rate 20	CB
<i>Cleopatra</i>	1862	6th Rate 26	CB
<i>Vestal</i>	1862	6th Rate 26	CB

<i>Spartan</i>	1862	6th Rate 26	HC
<i>Crocodile</i>	1861	6th Rate 28	HC
<i>Tyne</i>	1862	6th Rate 28	CB
<i>Termagant</i>	1862	6th Rate 28	HC
<i>Diamond/Joseph Straker</i>	1885	6th Rate 28	HC
<u>TOTAL</u>	<u>9</u>		
<i>Pallas</i>	1886	Armoured Corvette	HC
<u>TOTAL</u>	<u>1</u>		
<i>Donegal</i>	1920	Armoured Cruiser	SC
<i>Euryalus</i>	1920	Armoured Cruiser	SC
<i>Suffolk</i>	1920	Armoured Cruiser	SC
<u>TOTAL</u>	<u>3</u>		
<i>Ajax</i>	1904	Battleship	HC
<i>Superb</i>	1906	Battleship	Garnham
<i>Conquerer</i>	1907	Battleship	CS
<i>Alexandra</i>	1908	Battleship	CS
<i>Trafalgar</i>	1911	Battleship	Garnham
<u>TOTAL</u>	<u>5</u>		
<i>Espiegle</i>	1861	Brig 12	CB
<i>Daring</i>	1864	Brig 12	HC
<i>Lily</i>	1908	Brig 16	CS
<i>Hound</i>	1887	Brig 8	HC
<i>Waterwitch</i>	1861	Brig Sloop 10	HC
<i>Eclipse</i>	1863	Brig Sloop 10	HC
<i>Fantome</i>	1864	Brig Sloop 16	HC
<i>Persian</i>	1866	Brig Sloop 16	HC
<i>Helena</i>	1921	Brig Sloop 16	Garnham
<u>TOTAL</u>	<u>9</u>		
<i>Widgeon</i>	1906	Compos. S Gunboat	CS
<i>Sappho</i>	1887	Compos. S Sloop	HC
<i>Daphne</i>	1864	Corvette 18	HC
<i>Seaflower</i>	1866	Cutter 4	HC
<u>TOTAL</u>	<u>4</u>		
<i>Hardy</i>	1911	Destroyer	Garnham
<i>Avon</i>	1920	Destroyer	SC
<i>Earnest</i>	1920	Destroyer	SC
<i>Griffon</i>	1920	Destroyer	SC
<i>Lively</i>	1920	Destroyer	SC
<i>Orwell</i>	1920	Destroyer	SC
<i>Sprightly</i>	1920	Destroyer	SC
<i>Sturgeon</i>	1926	Destroyer R Class	SC
<i>Tintagel</i>	1932	Destroyer S Class	SC
<u>TOTAL</u>	<u>9</u>		
<i>Flamer</i>	1858	Gun Brig 12	HC
<i>Snapper</i>	1865	Gun Brig 12	HC
<u>TOTAL</u>	<u>2</u>		

<i>Orontes (late Swiftsure)</i>	1908	Iron Armoured Ship	HC
<i>Repulse</i>	1889	Iron Clad Ship	HC
<i>Waterwitch</i>	1890	Iron Hydraulic Gunboat	HC
<i>Trident</i>	1866	Iron Paddle Sloop	HC
<i>Erebus</i>	1884	Iron S Floating Battery	HC
<u>TOTAL</u>	<u>5</u>		
<i>Monarch/Simoom</i>	1905	Iron S Ship	Garnham
<i>Defence</i>	1935	Iron S Ship	CS
<u>TOTAL</u>	<u>2</u>		
<i>Orontes</i>	1893	Iron S Troopship	HC
<i>Euphrates</i>	1894	Iron S Troopship	HC
<i>Leonides</i>	1894	Iron S Troopship	HC
<i>Serapis</i>	1894	Iron S Troopship	HC
<u>TOTAL</u>	<u>4</u>		
<i>Zealous</i>	1886	Ironclad	HC
<i>Lord Clyde</i>	1885	Ironclad Battle Ship	HC
<i>Lord Warden</i>	1889	Ironclad Battle Ship	HC
<i>Prince Consort</i>	1882	Ironclad Frigate	HC
<i>Royal Oak</i>	1885	Ironclad Frigate	HC
<i>Favorite</i>	1886	Ironclad S Corvette	HC
<i>Research</i>	1884	Ironclad S Sloop	HC
<i>Ocean</i>	1882	Ironclad Ship	HC
<i>Royal Alfred</i>	1885	Ironclad Sloop	HC
<i>Enterprise</i>	1886	Ironclad Sloop	HC
<u>TOTAL</u>	<u>10</u>		
<i>Bacchante</i>	1920	Ist Class Cruiser	SC
<i>Grafton</i>	1920	Ist Class Cruiser	SC
<i>St George</i>	1920	Ist Class Cruiser	SC
<u>TOTAL</u>	<u>3</u>		
<i>MV26</i>	1866	Mooring Lighter	CB
<u>TOTAL</u>	<u>1</u>		
<i>MV51</i>	1883	Mortar Vessel	HC
<i>Porpoise</i>	1885	Mortar Vessel	HC
<i>MV50</i>	1887	Mortar Vessel	HC
<u>TOTAL</u>	<u>3</u>		
<i>Banshee</i>	1864	Paddle Packet	CB
<i>Hecate</i>	1865	Paddle Sloop	CB
<u>TOTAL</u>	<u>2</u>		
<i>Cleopatra/Defiance III</i>	1931	S Corvette	SC
<u>TOTAL</u>	<u>1</u>		
<i>St. Jean d'Acre</i>	1875	Screw 1st Rate 101	HC
<i>Grampian (late Gibraltar)</i>	1899	Screw 1st Rate 101	Garnham
<i>Tenedos II/Duncan</i>	1910	Screw 1st Rate 101	CS
<i>Impregnable/Howe</i>	1921	Screw 1st Rate 110	Garnham
<i>Royal Albert</i>	1883	Screw 1st Rate 121	HC
<i>Royal Sovereign</i>	1885	Screw 1st Rate 121	HC
<i>Duke of Wellington</i>	1904	Screw 1st Rate 131	HC
<u>TOTAL</u>	<u>7</u>		

<i>James Watt</i>	1875	Screw 2nd Rate 80	HC
<i>Defiance</i>	1931	Screw 2nd Rate 81	SC
<i>Orion</i>	1867	Screw 2nd Rate 91	HC
<i>Hero</i>	1871	Screw 2nd Rate 91	HC
<i>Princess Royal</i>	1872	Screw 2nd Rate 91	HC
<i>Hood/Edgar</i>	1888	Screw 2nd Rate 91	HC
<i>Edgar</i>	1904	Screw 2nd Rate 91	HC
<i>Hannibal</i>	1904	Screw 2nd Rate 91	HC
<u>TOTAL</u>	<u>8</u>		
<i>Cressy</i>	1867	Screw 3rd Rate 80	CB
<i>Anson/Algiers</i>	1904	Screw Ship 91	HC
<u>TOTAL</u>	<u>2</u>		
<i>Frolic</i>	1864	Sloop 16	HC
<i>Terpsichore</i>	1866	Sloop 18	CB
<i>Lightning</i>	1866	Sloop 18	HC
<i>Modeste</i>	1866	Sloop 18	HC
<i>Columbine</i>	1892	Sloop 18	HC
<u>TOTAL</u>	<u>5</u>		
<i>Cossack</i>	1905	Torpedo Cruiser	Garnham
<i>Mohawk</i>	1905	Torpedo Cruiser	Garnham
<i>Seaflower</i>	1908	Training Brig 8	CS
<i>Gorgon</i>	1903	Turret Ship	HC
<i>Thunderer</i>	1909	Turret Ship	Garnham
<u>TOTAL</u>	<u>5</u>		
<i>Gorgon</i>	1864	Wood Paddle Frigate	CB
<i>Retribution</i>	1864	Wood Paddle Frigate	CB
<i>Sampson</i>	1864	Wood Paddle Frigate	CB
<i>Sidon</i>	1864	Wood Paddle Frigate	CB
<i>Cyclops</i>	1864	Wood Paddle Frigate	HC
<i>Dragon</i>	1864	Wood Paddle Frigate	HC
<i>Firebrand</i>	1864	Wood Paddle Frigate	HC
<i>Odin</i>	1865	Wood Paddle Frigate	CB
<i>Vulture</i>	1866	Wood Paddle Frigate	HC
<u>TOTAL</u>	<u>9</u>		
<i>Medusa</i>	1872	Wood Paddle Packet	HC
<u>TOTAL</u>	<u>1</u>		
<i>Janus</i>	1856	Wood Paddle Sloop	HC
<i>Vixen</i>	1862	Wood Paddle Sloop	HC
<i>Prometheus</i>	1863	Wood Paddle Sloop	HC
<i>Fury</i>	1864	Wood Paddle Sloop	CB
<i>Hermes</i>	1864	Wood Paddle Sloop	CB
<i>Inflexible</i>	1864	Wood Paddle Sloop	CB
<i>Phoenix</i>	1864	Wood Paddle Sloop	HC
<i>Scourge</i>	1865	Wood Paddle Sloop	CB
<i>Alecto</i>	1865	Wood Paddle Sloop	HC
<i>Ardent</i>	1865	Wood Paddle Sloop	HC
<i>Devastation</i>	1866	Wood Paddle Sloop	HC
<i>Hydra</i>	1870	Wood Paddle Sloop	HC
<i>Spiteful</i>	1883	Wood Paddle Sloop	HC
<u>TOTAL</u>	<u>13</u>		

<i>Messenger</i>	1861	Wood Paddle Vessel	HC
<i>Echo</i>	1885	Wood Paddle Vessel	HC
<u>TOTAL</u>	<u>2</u>		
<i>Tartar</i>	1866	Wood S Corvette	HC
<i>Cossack</i>	1875	Wood S Corvette	HC
<i>Pylades</i>	1875	Wood S Corvette	HC
<i>Scylla</i>	1882	Wood S Corvette	HC
<i>Pearl</i>	1884	Wood S Corvette	HC
<i>Druid</i>	1886	Wood S Corvette	HC
<i>Challenger</i>	1921	Wood S Corvette	Garnham
<i>Dido/Actaeon II</i>	1922	Wood S Corvette	Garnham
<u>TOTAL</u>	<u>8</u>		
<i>Flying Fish</i>	1866	Wood S Despatch Vessel	HC
<i>Trusty</i>	1864	Floating Battery	CB
<u>TOTAL</u>	<u>2</u>		
<i>Arrogant</i>	1867	Wood S Frigate	CB
<i>Euryalus</i>	1867	Wood S Frigate	CB
<i>Termagant</i>	1867	Wood S Frigate	CB
<i>Imperieuse</i>	1867	Wood S Frigate	HC
<i>Emerald</i>	1869	Wood S Frigate	HC
<i>Shannon</i>	1871	Wood S Frigate	HC
<i>Diadem</i>	1875	Wood S Frigate	HC
<i>Liverpool</i>	1875	Wood S Frigate	HC
<i>Melpomene</i>	1875	Wood S Frigate	HC
<i>Mersey</i>	1875	Wood S Frigate	HC
<i>Undaunted</i>	1882	Wood S Frigate	HC
<i>Galatea</i>	1882	Wood S Frigate	HC
<i>Bristol</i>	1883	Wood S Frigate	HC
<i>Immortalite</i>	1883	Wood S Frigate	HC
<i>Narcissus</i>	1883	Wood S Frigate	HC
<i>Topaze</i>	1884	Wood S Frigate	HC
<i>Glasgow</i>	1884	Wood S Frigate	HC
<i>Dauntless</i>	1885	Wood S Frigate	HC
<i>Doris</i>	1885	Wood S Frigate	HC
<i>Ariadne/Actaeon/Vernon II</i>	1923	Wood S Frigate	CS
<i>Newcastle</i>	1929	Wood S Frigate	CS
<i>Chesapeake</i>	1867	Wood S Frigate	CB
<u>TOTAL</u>	<u>22</u>		
<i>Britomart-resold S. Williams</i>	1862	Wood S Gunboat	HC
<i>Hasty</i>	1865	Wood S Gunboat	HC
<i>Spider</i>	1870	Wood S Gunboat	HC
<i>Clinker</i>	1871	Wood S Gunboat	HC
<i>Raven</i>	1875	Wood S Gunboat	HC
<i>Hunter</i>	1884	Wood S Gunboat	HC
<i>Stork</i>	1884	Wood S Gunboat	HC
<i>Earnest</i>	1885	Wood S Gunboat	HC
<i>Rainbow</i>	1888	Wood S Gunboat	HC
<i>Biter</i>	1904	Wood S Gunboat	HC
<i>Pet</i>	1904	Wood S Gunboat	HC
<i>Skylark</i>	1906	Wood S Gunboat	Garnham
<u>TOTAL</u>	<u>12</u>		

<i>Roebuck</i>	1864	Wood S Gunvessel	HC
<i>Foxhound</i>	1866	Wood S Gunvessel	HC
<i>Wanderer</i>	1866	Wood S Gunvessel	HC
<i>Wrangler</i>	1866	Wood S Gunvessel	HC
<i>Serpent</i>	1875	Wood S Gunvessel	HC
<i>Curlew</i>	1882	Wood S Gunvessel	HC
<i>Ringdove</i>	1882	Wood S Gunvessel	HC
<i>Lapwing</i>	1885	Wood S Gunvessel	HC
<i>Vulture</i>	1885	Wood S Gunvessel	HC
<u>TOTAL</u>	<u>9</u>		

<i>Alacrity</i>	1864	Wood S Sloop	HC
<i>Archer</i>	1866	Wood S Sloop	HC
<i>Renard</i>	1866	Wood S Sloop	HC
<i>Niger</i>	1869	Wood S Sloop	HC
<i>Chanticleer</i>	1875	Wood S Sloop	HC
<i>Icarus</i>	1875	Wood S Sloop	HC
<i>Daphne</i>	1882	Wood S Sloop	HC
<i>Rosario</i>	1882	Wood S Sloop	HC
<i>Spartan</i>	1882	Wood S Sloop	HC
<i>Vestal</i>	1884	Wood S Sloop	HC
<i>Sirius</i>	1885	Wood S Sloop	HC
<i>Blanche</i>	1886	Wood S Sloop	HC
<u>TOTAL</u>	<u>12</u>		

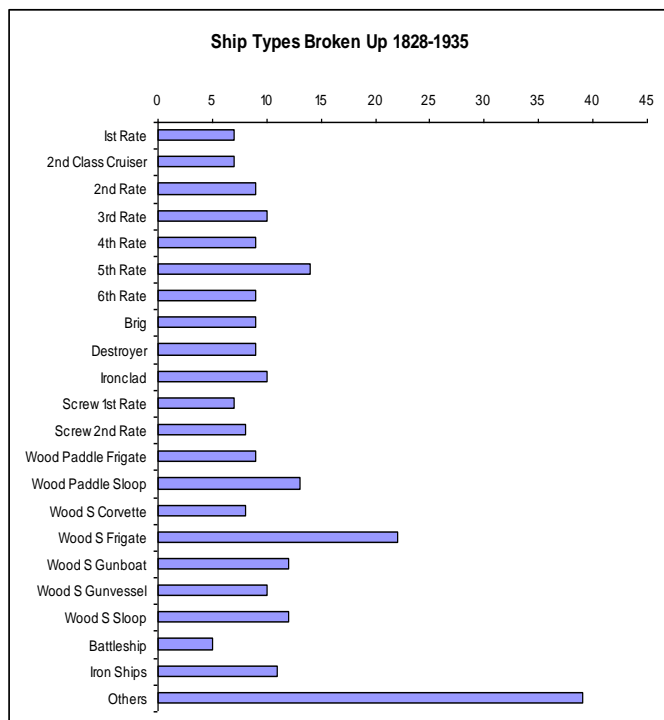
<i>Teazer</i>	1862	Wood S Tender	HC
<u>TOTAL</u>	<u>1</u>		

Total Number of Ships **248**

Summary

Ist Rate	7
2nd Class Cruiser	7
2nd Rate	8
3rd Rate	10
4th Rate	9
5th Rate	15
6th Rate	9
Brig	9
Destroyer	9
Ironclad	10
Screw 1st Rate	7
Screw 2nd Rate	8
Wood Paddle Frigate	9
Wood Paddle Sloop	13
Wood S Corvette	8
Wood S Frigate	22
Wood S Gunboat	12
Wood S Gunvessel	10
Wood S Sloop	12
Battleship	5
Iron Ships	10
Others	39

248



Overview of the Scale of Activities

Several difficulties arose in terms of analysing the scale of activities, the first of which was that very often there is no record of the name of the breaking company or the ships ultimate destination in the source documents and in books such as Colledge. Therefore, there is no way of knowing for certain who the shipbreaker was. As a result there may be many ships that could be attributed to Castles as the breaker but which cannot be traced.

Fortunately, many ships can be traced from Castles archive records, which give details about the ships being broken up by them. Further research may identify other ship names but as the research to date has indicated that the numbers are still relatively fewer than claimed it is considered at the present time that the conclusions reached would not be materially different.

Furthermore, one of the figures which has been hard to calculate is the length of time it took to break up a particular ship, although estimates can be made from passing comments in correspondence, such as Castle & Beech's letter⁶ of the 29th February 1868 to the Controller of the Navy which states:

"We are now fast approaching the completion of the ships we bought last March and we are very desirous of finding more work for the employment of our staff."

It is known that on this occasion they had bought ten ships in 1867 with a total tonnage of 23,524, which equates approximately to 1960 tons per month. However, there is no other direct evidence to suggest that this is representative of the industry as a whole. In Chapter 5 we estimated that a ship could be broken up in as little as one month, however this would probably be the exception rather than the rule. In addition, we have noted in some of the tender documents that the offers made by various breakers indicate that one ship every three months might be the norm. However, this would obviously depend on extent of the breaking up facilities available in each case. Furthermore, we learned from the analysis of ships broken up between 1877 and 1894 that an average of four ships per annum was realistic. Accordingly, we feel that the figure of one ship every three months is about right. Nonetheless, these assumptions are averages and it is noted that Castles were breaking up more than one ship at a time, which of course could make the calculations more imprecise.

The number of ships purchased during the period 1861 - 1894 shows clearly that ships were purchased in large numbers at particular times. The 1860s stand out as a period of intense activity when the firm was known to be the official shipbreaking contractors to the Admiralty. Indeed, of the 171 ships in total acquired between 1861 and 1894, 46% or 79 ships were bought during the seven year period 1861 - 1869. The 1880s were the next most prolific period when a total of 63 ships or 37% of the total were acquired. The peak in the 1880s appears to have started with the award of a new contract. The Admiralty Digest for that year describes a contract with Messrs H. Castle & Sons for "not less than 35,000 tons of old ships in 1882-3 & 1883-4 for which a Bond amounting to £30,000 was provided by Castles".⁷

Thereafter the numbers of wooden ships available for breaking declined substantially and with few exceptions had dwindled to just a handful of ships after the end of World War I in 1918.

During the whole breaking era from 1861 to 1935 however, in terms of sheer size, perhaps the most important category of ship purchased was the '1st Rate'. A total of 14 1st Rates were purchased, 7 sailing and 7 propeller-driven (screw ships). These were the largest line of battleships, always three-deckers and invariably carrying one hundred guns or more. The '2nd Rates', the next to largest ships of the line were also purchased in significant quantities, namely 8 sailing ships and 8 screw driven.

In conclusion therefore, we can confidently state that the scale of shipbreaking activities between 1861 and 1904, the year of fateful bankruptcy, and between 1905 and 1935 was substantial and involved the breaking up of more than 21 types of Naval Ship. This achievement is significant in both volume and content and represents a major historical record about the end of many famous wooden ships of the line and of how the materials from which they were built continued to live on in many other forms of product that endure to this day.

CHAPTER 10 - REFERENCES

1. Castles Archives - Brochures 1913 and 1938
2. Watkins Thames Tugs - Information dated 12/1/2008
3. Castles Archives - Internal Analysis - 1861-1910 - J. Sargent/J.J. Colledge
4. Castles Archives - Internal Analysis - Various
5. Castles Archives - Internal Analysis - Ship types broken up 1828-1935
6. PRO ADM/6079 - Letter to Controller of Navy dated 29.2.1868
7. Admiralty Digest 1882/3 & 1883/4 7.11.1882 CP 569/83