

Port of New York
July 2^d. 1882.

J. James D. Leary

65
The Peter Wright of Agents
for the Steamer "Edeland" survey the
said ship for damage caused by excessive
wave motion on her passage to this Port
Dec 13. 1881 Inspected her and found after
steering gear all broken adrift and partly
destroyed. Middle much out of line
Hull one after steering gear badly damaged
much pipe, and some badly damaged, and
some carried away. Skylights all damaged
base one lower saloon entrance carried
away. All water tight one carried away
the one left badly damaged Small boat
davits carried away with all their fittings
Upper deck rail carried away in several
places. Deck badly out in many places.
Smoke stack badly damaged, and renewal
whistle carried away also small minor
articles but or damaged.



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The deck was slit by articles falling away
which were in the deck carried away
edge and every thing attached thereto,
logbooks, weather cloths, life buoys, compasses
all damaged or destroyed

Sit. Mast staysail. Main top sail
a top sail blown away. Skylight & hatch
is destroyed. The accommodation ladder
destroyed. The companion way the bridge and
held ladders destroyed

Water about feet and fresh water
is damaged

Green water casks damaged
optical instruments scopes and deadlights
damaged. The rope windlass damaged.
Eight screens blown away. Lamp damaged.
out in main and after cabin destroyed
furniture, hard wood, running. Bedding
and various cabin fixings damaged or
destroyed by the salt water

All the standing
rigging shrouds and rigging for further use
being rigging very badly damaged.

A large number of boards
damaged broken and destroyed

Recommended ship to be placed on
by dock for further examination.

De Vack for rivets
lowest price
returned address.
for

clating in. The plates

edges unripped, and
about bolts take off
port stem zone, and
one foot lower. The
is over gassed suffic-
ient through the board,
a lean, and about bottom.

1882 the pilot survey
necessary to safety
conjunction

is done to cabin, and
satisfactory inside, was
not was delayed, until
about

James D. Leary



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Dec: 24th Ship on Dry Dock found rivets
loose in some patch of hull plating.

Rivets loose in garboard Sudder.
Pintles very loose.

Some butts of plating loose. Two plates
loose on stern.

I recommended sudder unstopped, and
loose pintles, to clean out butts to take off
patches on hull piece of stern frame, and
make them about two feet longer, the
pintle end to reach over garboard suffi-
cient to take fire rivets through garboard.
also recommended to clean, and paint bottom.

Jan: 30th 1882 On final survey.

I found all repairs necessary to safety
completed to my satisfaction.

The damage done to cabin, and
cabin furniture, viz. upholstery beds &c, was
not made good but was deferred, until
her return to this Port.

James D. Lean



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