

17 Surveyor
of Raised Or. Deck ft. : Mou
Lloyd's Register of British & Foreign Shipping.

Port Louis, Mauritius

June 1st 1888

This report must bear only the signature of Surveyors to Lloyd's Register of Shipping.

This is to Certify that
I, John Cowin the
undersigned Surveyor to this Society did at the
request of Captain Hazelbrook, on the 10th
March 1888, surveyed a float in the harbor of
Port Louis, the British Barque "Alastor"
824 tons Register, N^o 362 and having
been informed by him that his vessel whilst
on her passage Larrauwack (Isle of Borneo)
to Swansea laden with a cargo of antimony
and silver ore &c, had on the 28th February 1888
in Latitude 26° 42' South, Longitude 57° 17' E. or
thereabouts encountered a severe cyclone with
a high cross confused sea during which she
labored excessively, took a large amount of
water on deck and was thrown on her port
beam ends, when her cargo shifted and her
jibboom, foremast, main and mizen top-
masts having carried away, she partially
righted; however as she sustained a large
amount of other loss and damage, he, for the
benefit of all concerned bore up for Mauritius
for repairs, I carefully examined her and
found as
J. C.

found as follows:—

That she was perfectly up-
-right, and on sounding the well and remain-
-ing a sufficient time that she was making
nowater, four of the port fore chain plates bent
and one broken, about forty feet of the port fore
top gallant rail from the forecabin aft broken
and split, twelve feet of angle iron under it
and the top gallant bulwark plate for the
length of six feet crushed, the side light stan-
-chions badly bent and the wooden screen
smashed, port forecabin ladder broken but
repairable, all the iron guard stanchions a-
round the forecabin much bent and started
in the coveringboard, port cathead broke short
off and the iron whisker lost, the thick chocks
on the knighthead for the main rope stan-
-chions started, the iron pin rail and stan-
-chions on forecabin for the head gear bent and
broken, about ten feet of the starboard main
top gallant rail, the angle iron under it and
six feet of the top gallant bulwark plate at the
after part of the forecabin crushed, about twenty
feet of main pin rail abreast the starboard
fore rigging together with the belaying pins
belonging to ~~the~~ it torn away and lost, one
starboard fore chain plate broken and six
much bent, the after davit for the starboard
quarter boat badly bent and broken at the

main rail
J. L.

main rail, the standard compass and all belonging
to it except the wooden pole, destroyed and the life boat
and one cutter considerably damaged but repairable,
two cutters smashed and not repairable, and all
their fittings and oars lost, about nine feet of the
starboard bridge and fifteen of the port one washed
away, the panelling and mouldings on the under
part of the awning deck on the starboard side at the
front of the poop washed off and lost and a deck chock
for one of its stanchions split, the foremast skid for the
after boats broken and the step for the midship stan-
-chion torn off the deck and lost, main deck house
badly damaged by the falling wreck of the mast and
spar, the fore skylight smashed, the port doors of the
galley destroyed, the foremast skid for the forward boats
broken in two and its iron stanchion of the port side
badly bent, the moveable force pump and its gear
damaged but repairable, the mizen topmast carried
away at the cap and lost with all above and attached
to it and the foremast cross tree and the jaws of the
mizen gaff broken; main topmast carried away
about six feet above the cap and lost with all above,
belonging and attached to it, excepting the upper
and lower topsail yards, the iron tub of the upper
topsail yard badly dented and the goose neck broken,
the main top broken and cross trees badly dented,
the foremast carried away about three feet below the
fore trussband and lost with all above, belonging
and attached to it, the jibboom carried away a little
outside the cap and lost with everything belonging
to it, the main stay and the main rigging and
lanyards chafed, cut and parted, the mizen rigging
chafed but

J. L.


chafed but repairable and the caulking of the deck more
or less slack and the captain informed me that a
whole suit of sails with everything belonging to them
(with the exception of the spanker) had been blown away
during the hurricane; the hatches which were well
secured were removed in my presence when I found
the cargo immediately below them, and so far as it
could be seen, perfectly dry and well stowed, but ob-
served that many of the bags containing antimony
ore and galena were burst, which the captain ex-
plained was caused when the cargo shifted, and he,
having stated to me that the undermentioned articles
had been washed overboard and lost during the bad
weather, namely: — one brass bound teak harness
cask and its bed, six handspikes for the windlass cap-
stan, one cask of coal tar, one cask of stockholm tar
and one water cask and that the undermentioned
stores had been used to jury rig the vessel, viz: — two coils
of $1\frac{1}{2}$ in. Europe rope, two coils $3\frac{1}{2}$ in. Manila, one coil $3\frac{1}{4}$
in. Manila, one coil 3 in. Manila, two coils $2\frac{1}{2}$ in. Manilla,
six double and sixteen single blocks and
one pitch pine spar about forty feet long; I recommend
that about forty feet of port top gallant rail, twelve
feet of angle iron under it and the top gallant bul-
wark plate for the length of six feet, a wooden screen
for the port side light, a port cathead and iron
whisker, about ten feet of starboard main top gallant
rail, the angle iron under it and six feet of top gallant
bulwark plate; about twenty two feet of main pin
rail abreast the starboard fore rigging with belaying
pins for the same, one starboard and one port fore
chain plate and deadeyes for the same, a standard
compass with all
J. L.

compass with all belonging to it excepting the wooden
pole, one cutter with everything belonging to her,
about nine feet of the starboard bridge and fifteen of
the port one, ^{the} planelling and mouldings for the
under side of the awning deck at the front of the
poop on the starboard side and a deck chock for one
of the stanchions, foremast skid for the after boats
and the deck step for the midship stanchion, a
skylight for the main deck house and two doors for
the galley, a foremast skid for the forward boats,
mizen topmast with all above and attached to it, fore-
mast mizen cross tree and the jaws of the mizen
gaff, a mizen topmast with all above, belonging and
attached to it excepting the upper and lower top-
sails yards, a foremast with all above, belonging
and attached to it, a jibboom with everything be-
longing to it, the main stay and the lower main
rigging and lanyards, one inner jib with all the
running gear and everything belonging to it fore
and aft, two coils of $3\frac{1}{2}$ in. manilla rope and one
pitch pine spar used for the jury rig, as well as all
the articles washed overboard and lost should be
replaced complete in place of the ^{best} materials and
workmanship procurable, that the iron stanchions
for the port side light screen, port fore castle ladder,
all the iron guard stanchions around the fore castle,
iron pin rail and stanchions on fore castle for the
head gear, six starboard fore chain plates and four
on the port side, after davit for starboard quarter boat,
the life boat
J. L.

ed but the life boat and one cutter, the main deck house,
slack port iron starichion for the foremast skid of the for-
ward boats, moveable force pump and its gear, iron
hub and goose neck for the upper main top sail
yard and the main top and cross trees as well as the
mizen rigging be repaired as found requisite, the
be se chocks on the knightheads for the main top stan-
chions refastened, the caulking of the decks overhauled
and caulked wherever found requisite and when
repaired that the vessel's bottom should be cleaned
as far as possible by the best means available at this
Port, and to save time and expense, as the vessel
was well found in sails and gear I recommend
ed further that with the exception of the jib and
two coils of spare mainilla rope supplied that
had all the other articles used for jury rig and the sails
blown away should be made good on the vessel's
arrival at home.

The above recommendations having
been carried out under my inspection and to my
satisfaction I this day finally surveyed the
"Alastor" and finding her tight, staunch and
strong and well equipped consider her in fit
condition to proceed on her voyage with her cargo
and I recommend that she be continued on
her present class in the Register.

Given under my hand at Port Louis,
Mauritius, this 18th May 1888


SURVEYOR TO LLOYD'S REGISTER
OF BRITISH & FOREIGN SHIPPS

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