

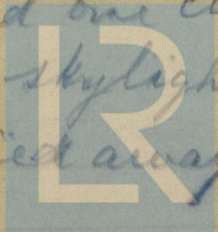
Wilmington

27 December 1908

From the ...

... the ...
... the ...
... the ...
... the ...

Master while in the outer harbour for the purpose of ascertaining the damage she is stated to have sustained through stress of weather on November the 5, 12 & 13 1908 while on her passage from Middleborough to Adelaide with a cargo of pyrites and Prophyllite. For further particulars see Logbook & Protest. On examination found as follows, the main boards around the poop deck split & broken three hand rail stanchions started on the Port side of the Poop the brass binnacle top badly indented, and the glass broken, one square of figured glass in the fore end of the Poop skylight and one circular figured square on the top of the skylight broken, one plank on the skylight carried away. See comparison on the



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on the poop, strained and the hinges bent, so
that the doors would not close. Leak. Meat safe
badly broken. unrepairable. Leak. A top to the
ventilator hatch. Leak. ing down to the after
hold carried away and the coamings slightly
started. one leak. hen Coop badly broken
unrepairable and one stated to have been
washed overboard. one leak. harness cast &
bed stated to have been washed overboard.
Cost of the Mizen Mast slightly started by the
heavy rolling of the ship. Two leak. poop
ladders, with brass hand rails & beads re-
carried away the front bulkhead of the
Poop badly started. Leak. pannels & moulding
more or less started split and part lost, and
the coamings of the same with the decks
badly started and leaking badly under the
coamings. the pair of Leak. doors leading into the
cabins broken and the pair of Leak. doors of
the sail room on the starboard side of the Poop
broken. sixteen main deck plank more or
less scored and chafed by the iron stanchions
and the broken skid beams the total about
two hundred and forty feet and one Leak.
plank twenty feet long twelve inches by four
inches broken. Two skid beams badly broken
with wood platform on the deck carried
away with all boat chocks. four iron stanchions
under the skid beams bent and broken. four
iron crutches under the main deck skid
beams

beams badly bent one life boat, one gig and
one pinnace carried away and lost with
part of the fittings one boat dived on the
Starboard side broken, and the Loppallant
rail in way of the same broken, the Starboard
compass pole carried away and slightly
broken but not lost the cast iron socket for
heel of same broken the Compass and part
of the fittings lost one bulwark port flap on
the Starboard side bent and three bulwark
port flaps on the Port side bent and broken
and part lost, the inside frame around
two of the bulwark ports on the Port side
sharped and broken five iron bulwark
stanchions on the Port side from the main
rigging aft to the front of the Poop started
and broken the hinges to the after Port
flap broken, and the flap bent, three eye
bolts in margin planks for spar lashing
broken, one on the Starboard side and two on
the Port side, two side light screens badly
broken, the caulking of the main and
Loppallant fore-castle decks strained and
started, and leaking in several places fore
& aft the decks, one ring bolt on Loppallant
fore-castle deck for anchor lashing broken,
one cast iron socket for hand rail on Lopp
gallant fore-castle deck broken, the side lamp glass
broken, and the stern lamp slightly broken
four side scuttle glasses in the fore-castle
broken.

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broken. Rigging & damaged stated to have
been caused by the very heavy rolling and
labouring of the ship when the cargo shifted
by. Main double top mast back stay broken
single back chafed in the eyes at the
mast head, main top gallant rigging badly
chafed at the eyes, and tops of lanyards
bolsters under the main standing rigging
starboard side so crushed that the eyes of the
shrouds were resting on the sharp angles
forming part of the trussle trees, and the
bolster on the Port side broken. the eyes of the
fore top mast back stays chafed & cut the lanyards
badly chafed, the two pipes leading from
the main deck to the fresh water tank broken
Main Hold - Stated to have been caused by
the shifting of the Pigeon in the gales, three
lower hold pillars bent, and two others with
the rivets in the upper ends broken. eleven
upper deck pillars bent, and three others
with the rivets in broken in the heads, angle
iron on the main hatch lower deck beam badly
bent and broken. Sails stated to have been
split and blown away in the gales, by Main
and fore top gallant sails fore top mast stay
sail upper & lower main top sail.

Recommended the vessel to be shifted into
the tidal harbour, and sufficient cargo to be
discharged so as to get the keel of the vessel
broken pillars in lower hold and lower deck.
The

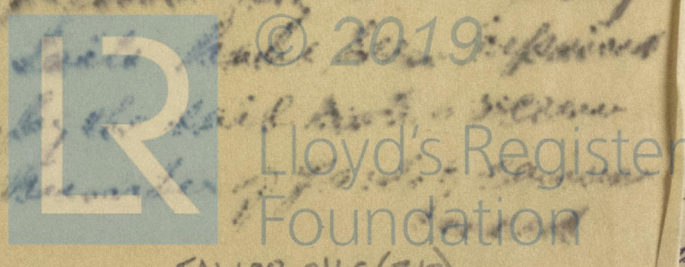
[illegible]

understand the same and I will be
 in it to be repaired, but I will be
 he filled the same with a new
 vent which I have from a new
 the said same to be filled about 1/2
 where broken, and I filled it with
 and have placed it in the
 that will be filled from the
 into the said same, it is
 tip and then I will be
 to be filled with the
 fillings which were lost, and I
 he repair it with a new
 ran down, and the
 where broken with a
 for the standard compass to be
 refilled, and I will be
 to be filled, a new compass
 fillings to be supplied, and
 to be straightened and made
 hole to be filled with
 bulwark plate which was
 removed and I will be
 and I will be
 in the
 side light screws to be
 Loppell and then I will be
 fore I will be
 to be filled with
 block, and I will be



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light, and the stern lamp to be repaired where
 broken, four new side cuttle glasses to be
 fitted in the fore-castle, the main double
 top mast back stay to be renewed the
 single back stay to be renewed & repaired the
 main top mast rigging to be lifted & renewed and
 refitted, and to be up with new hanks to the
 main rigging to be lifted, and four new
 bolsters to be fitted, and the eyes renewed
 where chafed, and the rigging went up with
 new lanyards, the fore top mast back
 stay to be renewed and refitted, the broken pipes
 to the fresh water tanks to be repaired, and made
 good, three former hold pillars to be taken out
 straightened and the same refitted, two others
 to be set back in place, and fastened with new
 & screw bolts, a new deck plank proposed
 to get at the feet of the eleven best
 lower deck pillars the pillars to be taken
 out straightened and the same refitted and
 fastened and new plank fitted in the way of the
 same, the same other pillars to be refitted,
 a new piece of angle iron say about five
 feet long to be fitted on the lower deck beams
 in the main deck, to replace the piece that
 broken, four lower deck beams to be renewed
 where broken with the piece for about thirty
 feet, the damaged side rail to be repaired
 and covered by the ship by the said deck, a new
 new Constitution list for the year 1878.



used for repairing the same & several ropes cut & lost in the gale see Captains statement attached all new work to have two coats of Paint so as to place the vessel in as good and efficient condition as before having sustained the damage in question

Fee 6.6.0
12.0
5.14.0

JH Landry
Surveyor to Lloyd's Register
of Shipping, Palmyra



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