

19016 Iron

Lloyd's Register of British & Foreign Shipping.

Port Louis. Mauritius

21st June 1877.

This is to Certify, that I have
Surveyed the British (Iron) Ship 'Baron
Colonsay' 1632 Tons. Captain J. Felgate.
N^o 82 in the Register

and that I have transmitted to the Committee of
Lloyd's Register of British and Foreign
Shipping, London, a Report, as on the other side,
stating that all repairs recommended by me have been
completed to my satisfaction.

John Brown

SURVEYOR TO LLOYD'S REGISTER
OF BRITISH & FOREIGN SHIPPING.



Lloyd's Register
Foundation

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I the undersigned, at the request of Captain Felgate, on the 7th March 1877, surveyed afloat in the Harbor of Port Louis, the British (Iron) Ship "Baron Bolonday" 1632 Tons Register, — she having on the 18th February last, in Latitude 17° 0' South & Longitude 77° 21' East, whilst on her passage from Calcutta to London, laden with Rice, Seeds, Jute, Tea, &c, encountered a severe cyclone, and a high cross sea, was struck by a terrific squall and thrown on her starboard beam ends, when it was found absolutely necessary to cut away the fore & main topmasts to save the vessel and cargo; she also sustained a great deal of other loss, damage, and on the 20th February, in Latitude 16° 31' South & Longitude 77° 56' East, having got under jury rig, and finding that there was 12-61 two feet, six inches water in the hold, bore up for Mauritius for repairs, — and after a careful examination, and information taken from the Log Book, found as follows.

The vessel with a strong list to starboard on sounding the well, that she was making no water, and that there was a strong smell of damaged grain coming up the hold ventilators; the heads of both steering binacles & the compasses smashed; out of the mizen mast torn top pieces, wheel box & gratings, & deck gratings, two teak skylight screens, two hencoops, all the poop buckets, signal chest & signals, canvas covers for the skylight, binacles, wheel, &c, washed overboard & lost, standard of poop bell broken, poop stair case, hand-rails, stanchions & sockets washed away, curved work on the stern chafed & rubbed, and some of it washed off & lost, the paint, oil, & lamp cabins at the front of the poop on the starboard side, their contents washed away, and some of the panelling & all the mouldings, the water closet & other cabins on the port side destroyed; two thirds of the front of the poop stove in, and the cant piece on the deck broken & split; several of the sails washed out of the sail room & badly chafed & damaged by paint & oil; two of the glass sternports in the after cabin smashed and all the furniture, fittings, crockery, glass, plated ware & stores in the cabins, pantry & store rooms, together with the Captain's & officer's effects more or less damaged by sea water, broken, and a large portion of them entirely destroyed; the main deck mooring bitts on the starboard side at the front of the poop & abreast of the main hatchway started about 3 inches off the deck, the sockets for the bitts of the boats davids broken & started; and the spars for the boats to rest against washed overboard; nine main bulwark stanchions carried away; the remainder of the

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and all above belonging & attached to it lost overboard, mizen topmast, brestle trees & cross trees carried away; mizen gaff badly sprung; mizen & mizen topmast stays parted & cut, & the 2 iron on the mizen mast started; the mizen & mizen topmast, main, fore & fore topmast rigging much chafed, all the lightening conductors lost overboard, the running rigging so much cut & chafed, as to be rendered unserviceable; a whole suit of sails lost; all the hatchway tarpaulings chafed & cut to pieces; one spare topmast very badly chafed & cut; one spare ~~topmast~~ top sail yard broken in two; main yard lost overboard; & the force pump damaged; and the Captain informed me, that during the bad weather, a great number of articles from the cabin, pantry, oil, lamp & paint lockers, engine room, gally & Carpenters Shop had been washed overboard & lost; and that a large amount of the Ship's stores, sails, ropes, &c. had been cut up & used to jury rig the vessel, lists of which I found duly entered in the Log Book.

I consequently recommended, that the binnacle & steering compasses, wheel box & gratings, & deck gratings, 2 iron coops, poop buckets, signal chest, signals, cat for mizen mast, & covers for the skylight compasses, wheel, &c., poop stair case, hand rails, stanchions & sockets; cunk piece, & front of poop oil & paint, & lamp cabins on the starboard side, & the panelling & mouldings on the port side, fittings for all the cabins, storerooms, & pantry, sockets & spars for boats davids, starboard top gallant truss, top gallant bulwark lining, & main pin rail, & the main bulwark ports, a shield & glass for the between deck side scuttle, booby & one after hatch, main hold air shaft coverings & cover, fore rail stanchions & sockets, and about 100 feet of the main deck plank around the main mast, and about 80 feet of deck plate along the starboard stringer plate, two iron & four wood stanchions for after boats skids, all the main deck ring bolts & heading blocks abreast the fore & main rigging on the starboard side, standard compass & stand, all the bridge rails & stanchions, ladder & hand rails, studdard for crank of main pump, after end & two side doors for forward deck house, a fore castle ladder & hand rails, & 3 guard stanchions both whistlers, outer bobstay, four boats, with the iron of the oars, spars, sails, gear, & fittings for all the boats, gib & flying jibboom, and all belonging to them, fore topmast, top gallant & royal masts with all the head yards, their fittings, gear, & head stays, main top, top gallant & royal masts with all the main gear &c. their

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as well as the main channel plates bent; the stringer
 angle iron plate broken in several places; the top gallant
 rail fore & aft broken & split, and portions of it lost over-
 board; the lining of the top gallant bulwark from the
 poop to the fore rigging washed away, and the upper part
 of the bulwark plates crushed & broken; two of the bulwark
 ports broken, twisted, and about 80 feet of the pin rail carried
 away; on the port side the quarter mooring bitts started off
 the deck; on main bulwark stanchion broken; about 30 feet of the
 top gallant rail chafed & cut, and the shield & glass of one
 of the between deck scuttles under the main chains broken; the body
 hatch, and one hatch of the after hatchway, and the high com-
 - bings & cover of the aid shaft, about the main mast badly bro-
 - ken; two iron & four wood stanchions for the after boats & kido,
 24 catboat bars, 2 hammers, casks & contents, 4 water casks & 1 pig iron
 washed overboard; standard compass & stand, with all the
 bridge rails, stanchions, ladder & hand rails, and the five
 rails, stanchions & sockets round the main mast crushed &
 most part of them lost; crank of the main pumps bent;
 the standard broken, and all the gear out of order; iron com-
 - bings round the main mast cracked; connecting pipe of
 port main water tank broken; and the tank injured; after
 end of forward deck house (Engine room) washed away;
 most of the Engineer's tools lost; two doors ~~smashed~~ ^{blown} washed
 off the starboard side; the galley (the Carpenter's shop), the galley
 gutted, and most of the Carpenter's tools lost; the main deck
 considerably shaped in many places by the wreck, the ring
 bolts on both sides torn out; and the cement in the gutters
 chipped and cracked; our fore-castle ladder & hand rails
 washed overboard; four guard stanchions lost, & one
 bent; and both ventillators crushed & destroyed; both
 whiskers, and the outer bobstay lost overboard & the inner
 bobstay much bent; one boat stove, but repairable;
 one stove, repairable, and three others, together, together
 with the whole of the oars, spars, sails, gear & fittings
 for all the boats lost overboard; the jibboom carried
 away at the cap; the fore topmast head gone a little
 above the rigging, and the fore top gallant & royal masts
 with all the head yards, stays, & gear, and everything
 belonging and attached to them lost overboard; the
 fore breastbeams angle irons on both sides broken by the
 straining of the rigging, the fore top damaged, & the
 masthead sling band for the fore yard broken; the
 main topmast gone at the cap, & together with all the
 masts above it, and all the main yards, their fittings, &
 gear lost overboard; the main cap staved & twisted;
 main breastbeams angle iron carried away, the top
 crushed & destroyed, and the main stays parted; the
 the main top gallant mast carried away above the cap,
 and all

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their fittings & gear, main stays & starboard main
 rigging, fore & main trestletrees, and the main top. mizen
 top gallant & royal masts & yards, and mizen gaff with
 their gear & fittings, mizen topmast trestletrees & cross-
 trees, and mizen, mizen topmast stays, all the light-
 ening conductors, the whole of the running rigging,
 blocks, etc, fore & aft, a new suit of sails complete,
 one spare topmast & topsail yard, 1 pigpen, & 2
 harness casks, and all the articles cut up & used
 to jury rig the vessel as per Log Book to be replaced
 with new, with the exception of the spars, inner of
 outer jibs, spanker, foresail, & awnings which are to
 be furnished on the vessel's arrival in Europe; one
 main top gallant sail, main royal & upper topsail,
 forestay sail, foretopmast stay sail & foretop gallant
 sail, mizen upper & lower topsail, top gallant sail,
 mizen, & mizen topmast stay sail, which are to be repair-
 ed as found necessary; the unmentioned sails
 washed out of the sail room & chafed & damaged
 by paint & oil, namely, one lower main topsail to
 be replaced with new, and one main topmast stay
 sail, one upper & lower foretopsail, to be repaired;
 the main deck mooring bitts refastened; decks
 caulked fore & aft; fore & main masts to be taken
 out, the cracked & dented plates in main mast
 to have fish plates rivetted over them; the main
 cap straightened, fore top & sling band on fore-
 mast head, T iron on the mizen mast, main bel-
 work stanchions, angle iron of main stringer
 plates, upper part of main bulwark plates, crank
 & gear of main pumps, connecting pipe of main water
 tank, iron combings of main mast, cuboer, cement
 in waterways, one fore castle guard stanchion, inner
 bobstay, and dond boat to be repaired as found
 necessary; the mizen & mizen topmast, and fore & fore-
 topmast rigging, & the main rigging on the port side to
 be refitted; the stern ports to be filled up with wood
 as no suitable scuttles could be procured here; the
 whole of the other loss & damage as per Log Book to be
 made good on the vessel's arrival at her port of
 destination. I also recommended, that so much of the
 cargo, should be discharged as would be found necessary
 for the removal of the damaged portions, for which purpose
 the hatches, which I found well secured, were removed
 in my presence, when I found the cargo immediately
 below the fore hatchway dry & in sound condition, but
 that under the main & after hatchways badly damaged.

lost stores
 exception of the
 1/4 port & other
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by seawater, to which the Captain explained by stating that through the tarpaulings having been washed off, during the cyclone, a great deal of water had found access by them to the hold, and the cargo having been surveyed by me on various occasions whilst discharging, proved to be everywhere well stowed & amply dunnaged.

On the 16th March about one half of the between deck cargo having been discharged, I surveyed her, and found all the cargo on the starboard side from abreast the fore hatchway right aft, saturated with seawater, many of the Teas chests crushed by the swelling of the jute bales, and many of the latter quite black & much heated. I consequently recommended, that the discharge of the cargo should continue.

On the 22^d, all the between deck cargo & about one third of that in the lower hold having been discharged, I again surveyed her & found that all the cargo on the starboard side from abreast the fore hatchway aft, & around the main mast was very badly damaged by seawater, that most of what was stowed in the after run was quite rotten, & recommended that the whole of the cargo should be turned over & restowed, and all the damaged portion landed.

The above recommendations having been carried out under my inspection, and having satisfied, and all the sound portion of the cargo reshipped, I this day finally surveyed the "Baron Bolonsay" finding her tight, staunch & strong, and well equipped, consider her in fit condition to proceed on her voyage with her cargo, and to continue on her present class in the Register.

Given under my hand at Port Louis, Mauritius, this 21st June 1877.

John Brown

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