

Lloyd's Register of British & Foreign Shipping.

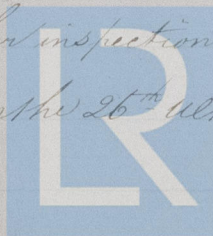
Port Louis, Mauritius.

16th April 1879.*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 Scowcroft, survey the
 British Barque "Palestine" 598 Tons Register,
 N^o 134, - for the purpose of ascertaining the amount
 of loss & damage, she had sustained in this Harbour
 in the Hurricane of the 20th & 21st Ultimo, through
 getting into collision with the British Barques
 "Holland", & "Barentin", and after ^{wards} going on shore on
 the South side of the Tanfaron, and report as follows.

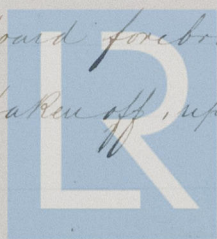
That she had on board about 100 Tons
 of Cargo, consisting of Sugar & Rum, and was lying
 aground with a heavy list to starboard on a hard coral
 bottom, and although nearly afloat forward was
 sunk aft about three feet, but had not lost her stern &
 was making no water.

I consequently recommended, that about
 500 bags of Sugar should be discharged from the after
 hold, 500 removed from the after into the forehold, and
 that at highwater she should be hove off & placed in
 Dry Dock for further inspection. © 2019

On the 26th Ultimo, I surveyed her onLloyd's Register
 J. H. the
 Foundation

the blocks in the Stevenson Dry Dock, and found that her bottom had received no injury, further than having the paint rubbed off; two wale plates on the port bow badly dented in several places, and a hole about $\frac{1}{2}$ inch in diameter punched through one of them; one main bulwark port on each side dented & twisted, and the hinges broken; starboard forebrace bumpkin bent, and the bulwark plate to which it was secured stove in, & destroyed; about 210 feet of the outer moulding of the main rail on the port side, and 20 feet on the starboard side chafed & cut, and portions of it torn off & lost; the top gallant rail from the main to the fore rigging on the port side, and from the after part of the main rigging to the waist on the starboard side started, chafed & split; the top gallant bulwark between the fore & main rigging on the starboard side bent inwards about 11 inches; deadeye band of the port bowsprit shroud broken; caulking of the decks more or less slack; accommodation ladder crushed & destroyed; lanyards of the starboard main rigging cut & chafed; one 9 inch hawser, two coils $4\frac{1}{2}$ inch Manilla & about 4 coils of running rigging, which the Captain stated had been used for fenders during the hurricane & for heaving the vessel off the ground so badly cut & chafed, as to be unserviceable.

I consequently recommended, that an accommodation ladder complete, lanyards for starboard main rigging, the top gallant bulwark plates under the starboard forebrace bumpkin, 4 coils of running rigging & two $4\frac{1}{2}$ inch Manilla lines should be supplied new; the starboard forebrace bumpkin, and two main bulwark ports taken off, repaired & refitted in place;



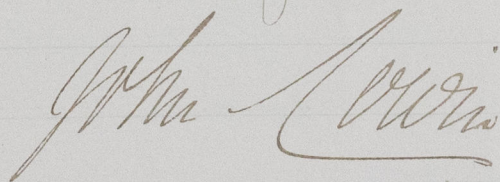
© 2019

Lloyd's Register
Foundation

the caulking of the decks overhauled & caulked wherever found requisite; the vessels bottom to be cleaned down & painted; and to save time & expense, that the damaged wale plates should for the present be patched, but that they together with the broken & lost main rail mouldings, split, chafed & bent top gallant bulwarks & rails should be repaired or replaced with new if considered necessary, and a 9 inch hawser supplied on the vessels arrival in Europe.

The above mentioned recommendations having been carried out under my inspection to my satisfaction, and the vessel floated, I this day finally surveyed the "Palestine" and finding her tight, staunch & strong, and well equipped, Consider her in fit condition for the conveyance of a dry & perishable cargo to or from any Port in the World, and to continue in her present class in the Register.

Given under my hand at Port Louis, Mauritius.
this 10th April 1879.



SURVEYOR TO LLOYD'S REGISTER
OF BRITISH & FOREIGN SHIPS



© 2019

Lloyd's Register
Foundation

120N484-0450 (2/2)