

27695 Iron.
Lloyd's Register of British & Foreign Shipping.

Port Louis. Mauritius

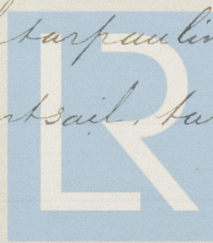
30th July 1880

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

This is to Certify that
J. John Corrin, the
undersigned Surveyor to this Society did at the
request of Captain Marshall, on the 29th May 1880
survey afloat in the Harbour of Port Louis, the British
Barque "Badzow Forest" 1067 Tons Register N^o 172, and
having been informed by the Captain, that on the night of the
6th April last, whilst on her passage from Calcutta to
Zanzibar, laden with Rice & Coolie Stores, she ran on a reef
at the ~~east~~^{west} side of Mathurin Bay, in the Island of Rodrigues,
and remained aground until about two thirds of her Cargo
had been discharged, when she was hauled off into deep
water, and the Cargo landed, having been reshipped,
proceeded to Mauritius for repairs. I carefully examined
her, and found as follows.

On sounding the bell, remaining a
sufficient time, that she was making no water; that the
Seams & butts of the main deck abreast the fore rigging
on both sides had been caulked recently, and that the
remainder of the caulking was more or less slack; the
port hawse pipe broken, and the topmast trussle trees & bounds
of the top gallant & royal masts showing signs of the
rigging backstays having strained severely, and the
Captain.

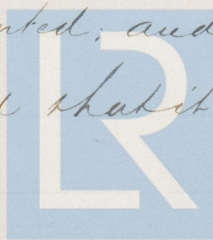
Captain stated, that the undermentioned articles, which I found damaged, broken, or destroyed, together with others which were lost, had been used in getting the vessel afloat or in discharging, landing, protecting, reshipping the cargo at Rodrigues, viz: the steering wheel, poop rail & stanchions on both sides quarters, cover & hinges over the steering apparatus, accommodation ladder, rope side ladder, five boats with their fittings complete, including skid chocks, one dozen brass hooks & eyes for Cabin & deck house doors, 2 water casks 180 gallons each, two winches, 2 spare spars 35 feet x 10 inches, six chain hooks, 12 bars for windlass capstan, 2 crow bars, 6 martin spinners, one hammer, 4 hatchets, one axe, 6 deck buckets, stock for stream anchor, pins for gibboom clumps, royal yard panel pin, pin for sheave hole of top gallant yard, one keel anchor, one sky sail yard, one 6 inch coir warp, one 8 inch Europe rope hawser, one 4 inch coir line, nearly the whole of the running rigging fore and aft, one dozen assorted blocks, two chain fore blocks, three dozens galvanized hanks, two shear poles for the lower rigging, 2 flying jibs, one inner jib, one outer jib, one fore & topmast stay sail, one foresail, one lower topsail, one top gallant sail, one main royal, one main stay sail, one main topmast stay sail, one main inner stay sail, one main royal stay sail, one main top gallant stay sail, one main sail, two upper topsails, one fore royal, one inner stay sail, one inner topmast stay sail, one main top gallant stay sail, one spunkier, one gaff topsail, the awnings, six hatch tarpaulines, one main sail, one foresail, one top gallant sail, two upper topsails, one main



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main topmast stay sail, one mizen middle stay sail. I recommended, that the topmast, topgallant & royal rigging fore & aft should be sent down; refitted & replaced. the topmast truss trees refastened, and iron bands fitted round the hounds of the royal & topgallant masts; the main topmast stay sail, one topgallant sail, two upper topsails, one main sail, one mizen middle stay sail, and one fore sail, the steering wheel, poop rails & stanchions on both quarters, rope side ladder, stock of stream anchor, & winch handles, and the dinghy repaired; and that all the other articles above mentioned should be replaced with new; and I further recommended, that the cargo should be discharged until the vessel would be sufficiently light, and then docked for further inspection of the bottom. (For which purpose, the hatches which were well & properly secured, were removed in my presence, when I found the cargo immediately below them dry & in sound condition, and it having been surveyed by me on various occasions, so far as discharged, proved to be everywhere well stowed & amply dunnaged,) but I have to remark, that many of the bags were slack, which the captain explained had been caused in landing, storing, & reshipping them at Rodrigues.

On the 24th June, I surveyed her on the blocks in the Stevenson Dry Dock, and found a dent about 18 inches in diameter & 1 1/2 inches deep in a plate, in the port bilge abreast the main mast, and several floor plates, and the garboard plates from the main to the fore hatch on the same side, as well as, in the starboard floor & bilge slightly dented; and as the bottom was very foul. I recommended that it should be cleaned down.



down, and that the cargo & ceiling in the way of the dented plates should be removed for further inspection.

The bottom having been cleaned down, and the cargo & ceiling removed as requested. I, on the 28th June, again surveyed her, and found 12 of the rivets in the bottom slack; water dripping from a butt of a garboard plate in the port side under the main hatchway, and several plate butts in the floor & bilges on both sides, which showed signs of having strained; on examining the vessel inside I found that the frames were uninjured, and that all the plates in the bottom, with the exception of that in the way of the dented plates was in good condition, and adhering firm to the iron; I therefore recommended that the slack rivets should be shifted; the bottom plates to the upper turn of the bilges on both sides caulked; the cement wherever broken up repaired; the vessel painted outside; and when floated, that her deck should be caulked fore & aft.

All the above recommendations having been carried out (with the exception of the undermentioned articles, which have not been supplied here, but are to be made good on the vessel's arrival in Europe, viz: 2 iron bars, one hammer, 4 hammers, one axe, six deck buckets, 2 water casks, 6 spare bars for the capstan of the windlass, 2 spare spars, & one sky sail yard and it is fully understood, that although I consider the dented plates in her bottom to be perfectly sound & good, they are to be shifted on her arrival at home, should the owners or Surveyors consider it necessary.) the vessel floated, and the sound portion of the cargo re-shipped. I this day finally surveyed the cargo & found her tight, strong, and well equipped, considering her condition to be

Note this
W. Scott

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 30th July 1880.

Wm Cowi

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



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