

ABSTRACT OF CAPTAINS LOG BOOK AUX. ACHOONER "ELIZABETH RUTH"  
FROM AUGUST 30th, to DEC. 3rd, 1918.

Aug. 30th; Ship at dock making ready for inspection and was thoroughly inspected today and classed and certificate sent on board. Sails hoisted and attended to. Pump attended to ship practically tight.

Aug. 31st. Ship at dock making ready for sea fixing windlass etc. also air tank. Pump attended to, ship practically tight.

Sept 1st. Ship still at dock on Sept. 1st Wharves machine still working at air tanks. At 8-30 A.M. Captain and crew was on board One of the Machinests T. Boden came aft and told the chief engineer and myself there was a fire in the hold in a tool box with ships tools. I did immediately put on hose and it was soon put by the the help of the said machinest. I than asked ifthey knew how it happened. T. Borden said that one. Pump attended to, ship practically tight.

Sept 2nd. Machinest still fitting tanks below also windlass winches were completed at 10 A.M. in good condition. Making ready all day for sea. Ship inspected by insurance Agent all over. Air tanks lastly on Monday. Pumps attended to, ship practically tight.

Sept. 3rd. Made ready for sea, took on water and some gas. Capt. cleared ship and we took tow by the Echo at 4 P.M. and came down to Fort Morgan at 12 oclock midnight. Anchored ship and lay until next morning. Ships draft at sailing 18-3 & 17-3 Pump attended to, ship practically tight.

Sept. 4th Pilot came on board at 7 A.M. we took up anchor and then we found that we could not work the engines, we anchored again, after awhile we got the engines running , took up anchor at 8 A.M. and came over the bar with the port engine only. Could not get the other one to work, made sail and got off ashore, light winds southly, 4-30 started both engines. Sandy Island lighthouse bearings at 4 P.M. 3 N.E. Dist. 9 miles. tacked ship and stood to the eastward. At 8 A.M. Lighthouse bore N.N.E. 10 oclock it bore North. We were heading S.S.E. Fine weather, all well. Ship steering well, 11 A.M. engines were stopped, Capt. went down to engine room, lights were all out and he understood from 3rd asst. engineer that when 1st asst. comes on watch he will start the port engine. Pumps attended to, ship practically tight.

Sept. 5th. Fine weather steering course south by east half east both engines going. Light winds all day. S. West at noon. Ship was 15 miles off Mobile light. Fine weather all day up to midnight. Pumps attended to, ship practically tight.

Sept. 6th. At 1 A.M. rainy, light S.W.W. winds, at 4 A.M. good weather. Made all sail at 6-A.M. Engines going at noon. Position 27-14 87-20. Clear weather, working all day at ships rigging. Engine stops several times, not working well. Engine stopped at 8-20 P.M. and could not get them to work up to midnight. Weather calm. Pumps attended to, ship found tight.

Sept. 7th: Calm and smooth, could not get steerage way on the ship as engines were still stopped. Engines were fixed up and started at 3-A.M. Stopped at 6-20 and could not get them to run up to noon. At 1 P.M. squally weather for some time. Engines were started at 3 P.M. stopped 11 P.M. Good weather all the evening up until midnight. Pumps attended to and ship found tight.

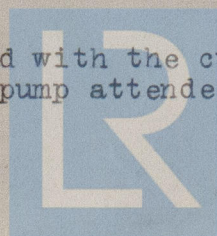


Sept: 8th. Good weather at 1 A.M. Sunday, sail, no engines to speed up the ship; engineers said they could not get enough air and the engines were dirty and did not get them to run until midnight. Pumps were sounded at 3 A.M. water 13" Engineers working hard all night. Between 10.30 and 11 A.M. got them to run going full speed up to noon, all sail, got position of ship at noon Lat. 24-36 Long. 84-35. Steam pump broke down at 2 P.M. sounded pumps found 24" water at the forward pump; started the hand pumps at 4 P.M. had 24" at the forward pump and 34" at the after pump; then we got the steam pump fixed and started with the men steady at the deck pumps; at 5 P.M. had 18" un pump up to 12 oclock when we only gained 2", both engines stopped or broke down at 6 P.M.; sailing only up to 12 o'clock, could only gain 1" on the water up to 5 P.M. By that time the strength of the caustic soda was burning every man from head to foot. At 4 P.M. 34" water; the 3rd engineer was so burnt in his hand that we had to doctor up his hand; he claimed it was an awful burning. Chief Mate was on watch till midnight; only gained 2" on the water. Pumps were sounded by the Chief Mate at 3 A.M. and there was only 13" water at the after pump so he was positive leak commenced some time after that. Pumps attended to.

Sept: 9th. Started the starboard engine at 1 A.M., at 2 A.M. both engines were running kept hand pumps going till 4 A.M. gained  $\frac{1}{2}$ " on the water in the forward pump. Both engines stopped at 6 A.M. calm until 9 A.M., light E. winds made all sail and tried to make the north side of Cuba. Men were ordered to do no other work but look after the pumps and pump all the time in order to keep the ship up to get her to some port as they were tired out by pumping and the burning of the caustic soda, two men complained to the master and chief mate we attempted to make all efforts to land at Cuba to benefit all concerned and the ship, but after the Captain took observations at noon, found ship's position 23-11 Lat. 83-34 Long. he then ordered course to be steered South to continue to Colon; steam pump broke down; myself and Captain got at the hand pump with the 2 sailors; on watch called the carpenter to help us also mess boy and cook and at 4 P.M. we had dropped the water in the ships hold 7". One engine going occasionally for 10 minutes or so and then stopped. We were plain in sight of land at Bay handay; all that night it was calm so that the ship only drifted round with the tide. Tacked ship at 9.30 A.M. Made all sail but could not do much; hand pump going all the time that we could; put on it ay each watch until mid-day, but as the crew spoke to the Captain at 6.30 and said they were tired out at pumping and working shift every minute we all consulted the master and considered it well to put in to Havana, Cuba, and try to stop leak and fix working engines and bilge pump, but it was calm that night and we went with the tide until midnight making headway to the Eastward.

Sept: 10th. At 1 o'clock had a squall off the land and had to take in light sails; it was some sea and calm with drifted with the current easterly direction; it was calm up to 4 o'clock pumping 2 hours on the water had gained 7" up to 4 A.M. Tacked ship about and tried to pursue to Havana; we were in sight of Bahandy Light House all the morning; at 11 o'clock sea breezes set in and we made all sail heading for Havana as the crew was work out pumping. Moderate winds in the evening, only the hand pump going; steam pumps choked up in the lower pipes says the engineer; some of the men complained being burnt in hands and eyes by the caustic soda.

Sept: 11th. Ship drifting around with the current and could make very little headway; ship's pump attended all the time and



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W1104-0286 7/14



sounded and found to be leaking 1" in depth at the pump well every hour; Tacked ship at 2 A.M. and stood into the land and during that watch we could manage to keep the water on a level in the hold of the ship by keeping steady at the hand pump as that is all we have to depend on. At noon had 29" water in the hold; water had gained 4" since 8 A.M. owing to having to work ship's crew in trying to sail the ship to port. 1 P.M. light wind from N.E. all sails on ship trying to make Havana. Men worn out pumping. 4 P.M. we had dropped the water down 5" by hard pumping for 4 hours; hand pump going all the watch up to midnight; calm weather, no steerage.

Septr 12th. Calm weather no steerage way; leaking about 1" per hour; hand pump kept going till noon. 1 o'clock tacked ship and made way towards port light, varying winds, and at 5.15 tug boat "Cuba" came alongside about 4 miles off light house and they gladly took us in tow in order to get in to safety; he anc. us at 7 P.M. Pilot did not come on board at all or no other officer; sea watches kept all night and attended to by the whole crew to try and keep all cargo and the ship to the best advantage for all concerned. Watch kept all night in Port Havana.

Septr. 13th. Laying in harbour of Havana; men at the pump all night. Doctor boarded the ship at 6.50 A.M. Custom Officer came on board at 8.50 and granted permission to the master to go on ashore; still kept up the watch and attended to the pump. Watch kept up all night, pumps attended to as usual. at 12 there were 22" water in the after pump well.

Septr. 14th. Men still on watch and pumping up to 6 A.M. leaking now about  $\frac{1}{2}$ " per hour, apparently some small thing was sucked into the hole or leak in the ship. Pump still going all the time up to noon. One of the sailors, Alexson came aft and wanted to fight the customs officer. At 4 P.M. had 22" water at the pump well aft. At 1 o'clock the same sailor Alexson was still drunk and wanted to fight the 2nd officer and came aft near the quarter deck and took up a piece of board to hit the officer with; by that time I heard the scummage and came on deck and ordered him forward, he went on and shut up watch; kept on till 8 P.M. then the captain ordered bos'n (?) to keep night watch and pump ship all night; he did so.

Septr; 15th. 6 A.M. Fine weather; everything was quiet but the leaking of the water had gained 1" on the night watchman, apparently too much work for one man to keep up to although it was somewhat stopped since we came in here. Behaviour of crew not good; Alexson threw an empty box overboard. Pumping all day and at night by one man as watchman. Kept the water about on the same level.

Septr. 16th; Pumps are still attended to by watchman and at 6 A.M. the ship had in about 26" in depth at the main pump well. Pumping continued all day and at 5 P.M. there were still 24" water in the ship; one man on watch all night and pumping occasionally. At noon 2 of the sailors had some scummage. Alexson was drunk and struck Mack, sailor, and Mack punched his face. I put a stop to the trouble and ordered Mack to work at 1 P.M. but Alexson was not able to work and kept sick and drunk all day. I nursed him some. Crew agreeable all the evening.

Septr; 17th. At Havana. At 7 A.M. I sounded the pump at the main pump and found 31" water at the pump well. I then turned 3 men to at the pumps and likewise myself and the 2nd mate helped them out and kept the pump going steady until 12 o'clock and we had reduced the water down to 25", and kept on from 1 P.M. to



4.10 P.M. and then the water was reduced down to 19", we were then all tired out and had to knock off. Crew agreeable; Stevedores came on board at 3.30 P.M. and started to rig up a hoisting gear to take out the cargo as there was a survey held yesterday on the ship as to her leaking and they recommended to unload the ship and have out ship on dry dock for repairs.

Septr; 18th. Lying at Havana at anchor. Night watchman kept on pumping during the night and at 6 oclock we had 21" water in the ship's hold. Stevedores started to unload cargo at 7 A.M. and put it in barge. He told we he was working for Lloyd's Surveyor Insurance Company. 1st Officer checked cargo by the Captain's orders while the 2nd officer carried on the ship's work and kept pumping occasionally and at 4.15 P.M. sounded, the pump well had 22 $\frac{1}{2}$ " water, by that time the Chief Engineer had got the steam pump in working order and couldhelp us to pump some water. Crew all at work to-day; all agreeable up to 6 P.M.

Septr; 19th. Lyingat Havana harbor discharging by stevedores of Lloyd's Insurance Co. working all day. Still keeping hand pumps until evening; got the steam pump fixed up and started to keep crew at work, all agreeable.

Septr. 20th. Lying at Havana harbor; Stevedores discharging cargo from ship all day; crew all agreeable. Steam pumps attended to by engineer, leaking reduced some owing to all the crew attended well. Pumps attended to by engineers.

Septr; 21st: Lying at Havana harbor. Stevedores discharging cargo all day. Crew agreeable all day. At evening some of the crew were found drunk but were quiet enough. Pumps attended to by engineers.

Septr.22nd; Ship lying at Havana harbor. No work today being Sunday. Some of the sailors were drunk. In the morning chief officer went on shore part of the day by permission of the master. Pumps attended to by engineers. Watchmen every night.

Septr: 23rd; Ship lying at Havana Harbor. Discharging cargo by Stevedores for Insurance Co. worked all day at cargo. Several cans of caustic soda were badly damaged. Pumps attended to by engineers of the ship. Ship still leaking some, but as the ship lightens up the leaking seems to be reduced somewhat.

Septr: 24th; Ship lying at Havana harbor. Ship discharging by stevedores of Insurance Co. of Havana. One of the sailors was drunk during the day and came in to the forward part of the cabin and said he wanted to fight the first asst: engineer; chief mate told him to go forward and say nothing to him so he went, but in a little while he said he would fight the mate, so I did not give him any answer but turned and went back to the cabin, told the master of the proceedings of the man. At 6 P.M. 2 sailors went on shore, Alexson and John and came on board again about 11 o'clock P.M. and they quarelled for a long time and were not quiet until 3.30 next A.M. After having a fight Johnwas sick next A.M. Several cans of caustic being badly damaged.

Septr:25th; Ship lying at Havana harbor. 2 of the sailors drunk all night - Alexson and John - Alexson could turn to his work this A.M. but John could not, as we cant wake him up at 8.30 A.M. Stevedores unloading cargo from the ship all day. Finished loading barge at 5 P.M. 800 tons cargo on barge, Alexson, sail quit work at 2 P.M. and went ashore without permission and returned at 5.30 and was intoxicated. John did not turn to at all during the day and seemed to be bewildered at 5 P.M. Pumps were sounded, ship had about 13" water. Several cans caustic soda badly damaged.



Ship lying at Habana Harbor, unloading by stevedores and pumps sounded at 7.30 a.m. Found 16 in. water in the main pump. Leak stopped off considerable. John the sailor could not turn to work this morning, and said that he did not understand anything. At 8.30 a.m. I went to the fore-castle door and found John sitting down on the floor with a quart bottle of cognac, he offered me a drink. I asked him if he was going to turn to, he said that he did not understand anything and remained on the floor still. Harmon and Mack were at work all the time and kept very sober. At 11 o'clock the stevedore gang of men went on shore without permission and were under the influence of liquor at that time. They remained on shore all night. Several cases of Caustic Soda badly damaged. Finished loading Barge "MARTHA" to-day. 811 tons cargo.

Sept. 27th. 7 a.m. - Stevedores went to work unloading cargo. Johanas Stanch did not turn to this morning. Alexson came on board at 6.45 a.m., but under the influence of liquor, but said to the Captain he wanted to get paid off. The Captain took Alexson ashore and paid him off before the American Consul. Several cans of Caustic Soda were totally wasted, which were found in the bilges of the ship. Loading barge No. 6 to-day. Pumps attended to by Chief Engineer, who told me the ship had 32 inches of water at the forward pump, put none of the stern pump at 4.p.m., ship being by the head.

Sept. 28th. Ship still lying at Habana Harbor and unloading by stevedores on barges, working all day. Crew of the ship agreeable and all went well during the day. Pumps attended to by engineers.

Sept. 29th. Ship still lying at Habana Harbor, no work to-day being Sunday. Pumps attended to by the engineers, so ends the day.

Sept. 30th. Ship still lying at Habana Harbor discharging cargo up to 11 a.m. Was stopped by the Captain as he had to leave some cargo in the vessel forward to keep her on an even keel in order to get into the dry-dock. Stevedores cleaned up some of the Holds in the afternoon. Pumped out the water, ship still leaking some.

Oct. 1st. Ship lying at Havana Harbor awaiting on dock men to haul her into dry-dock. Crew working on ship rigging and cleaning up. Ship still leaking. Several leaks are visible on decks. Machinists men working down below. Crew agreeable to-day. Pumps attended to by engineers.

Oct. 2nd. Still lying at Havana Harbor awaiting dry-dock men. Crew working on ships' work all day. Pump attended to by engineers. Ship still leaking.

Oct. 3rd. Ship lying at Havana Harbor awaiting to be hauled into dry-dock. Crew at work at Ships' work up to noon. At 12.15 tow boat took ship to dry-dock and ship was hauled in at 3.p.m., and there was found a bad leak at the lower part of the stem. at the stop water plug and some of the woodends were open. Surveyors came on board at 3.30 and surveyed ship and found the ship needed a lot of caulking in the bottom of the hull and ordered it to be done.

Oct. 4th. Ship on dry-dock at Havana. Men caulking ships' bottom also shifting off propellers, working all day.



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Oct. 5th. Ship still in dry-dock, men caulking ships' bottom all day, also working at engine and shaft of propeller. Ships' work attended to by Chief Mate, who had to get carpenters to cut out one plank of the ceiling of the ships' bottom inside in order to clean out all timber holes which were stopped up, so that the water cannot run to the pumps. And I found that the Caustic Soda is 12 inches deep between the timbers which is something awful to work in to clean out. Crew agreeable.

Oct. 6th Sunday. Ship in dock working all day, caulkers, carpenters and machinists men working. Crew agreeable. So ends this day. Men bailing out timber spaces but caustic in the water is still strong.

Oct. 7th. Ship in dry-dock, men working all day and night. Caulking and also working at the engines, etc. Capt. West came on board at 3.p.m. who is a representative agent for the owners and is surveying the ship.

Oct. 8th. Ship still in dry-dock, repairing, cleaning and painting all day and part of the night.

Oct. 9th. Ship launched off dry-dock at 7.30 a.m. and was moored at the walls with anchors out. Men caulking on deck and sides all day. Ship seems to be quite tight in the bottom after bottom of the ship had been caulked and timber holes stopped up, and cannot be cleaned.

Oct. 10th. Ship lying at the walls of Havana. No work to-day as it is a Holiday in Cuban ports. Ship seems to be tight in the bottom. Lots of rain.

Oct. 11. Ship lying at Havana. Dry-dock caulkers still caulking on vessel outside, and on deck. It appears that the oakum is burnt out of all the seams, timbers are choked and cannot be cleared from inside. Ships' crew hard at work bailing out timbers.

Oct. 12th. Ship lying by the walls at the dry-dock at Havana. Caulking and cleaning up timbers and bailing out water between the timbers. Had to use the force-pump from on deck to pump out the water. It was about 14 inches of water in the ships' hold. Squally weather to-day. Got her practically dry by use of the pump, but there is lots of heavy caustic in between the timbers still, also lots of dirt timber holes choked.

Oct. 13th. Ship lying by the walls by the dry-dock, no work to-day. Crew agreeable, pumps sounded.

Oct. 14th. Ships at the walls still, men caulking outside, carpenters working down below in timber boards, pumps attended to, men agreeable.

Oct. 15th. Ships lying at walls, caulking, and painting also carpentering. Pumps attended to by the Chief Officer, Men agreeable.

Oct. 16th. Ship lying at the walls by the dry-dock at Havana. Stevedores started to take in cargo at 7 a.m. Worked all day, men agreeable. Pumps attended to by the Chief Mate, about 400 tons.

Oct. 17th. Ships lying at the docks taking in cargo and shifting cargo from forward to amidships, which was left on board. Draft forward 9'8" Draft aft 11-9. Took on board 800 from Barge "MARTHA".

Oct. 18th. Ships at the walls taking in cargo from barge "MARTHA", 100 bbls of rosin than started barge No. 6 taking in 288 bbls of caustic Number of tons loaded 115½. Draft forward 11'8", Aft 11-5.

Oct. 19th. Ship moved to point where cargo was loaded at 8 a.m. and commenced loading, working all day. Pumps sounded at 10 a.m. found 14 inches of water at pump well aft. Draft forward at 5 p.m. 11-10 and aft 12-10. Cargo loaded 112 tons.

Oct. 20th, Sunday. Stevedores worked all day. No other work done to ship. Took on board from walls 488 cans caustic soda.



Amount of tons 152 Draft at 5-p.m. forward 11'10", Aft 14-06.

Oct. 21st. Ship lying at walls taking in cargo. Carpenters and caulkers working all day, also crew of the ship at rigging, etc. Cargo taken from barge No. 6, 344 cans, 100 tons, Draft forward 11-11 Aft 15-10.

Oct. 22nd. Ship at the walls taking in cargo by stevedores. Caulking ships' deck. Also carpenters working on the ship; Loading on board from dock 340 cans caustic soda, 109 tons. Draft forward 12-10, Aft 16-6.

Oct. 23rd. Ship lying at the walls loading cargo all day. Caulkers and carpenters at work on the ship. Loaded on board from dock 282 cans caustic soda and from barge No. 696. Tons 121. Draft forward 13-9 Aft 15-8.

Oct. 24th. Ship still at the walls taking in cargo. Caulkers and carpenters at work all day. Stevedores took on board from barge No. 6 85 tins caustic soda, from walls talcum powder 91 sacks and bundles of iron hoops 1670. Draft aft 20 feet, 14 feet. At 8 a.m. pumps were sounded, found 19 inches of water at the main pump well. Pumped the water out then and at 5 p.m. found 13 inches water, which I did not suppose the ship was leaking much, but yet it was a little.

Oct. 25th. Ship lying at the wharves taking in cargo, carpenters and caulkers worked all day. Caustic soda from barge No. 6 304 tins 101 tons, draft aft 20' forward 14'6". At after pump well at 5 p.m. there were 20" water; pumped out at 4.30; pumps sounded aft at 7 p.m. found 14" water at the main pump well, forward pump 9". Ship was removed from the wharves to anchorage at 4 p.m.

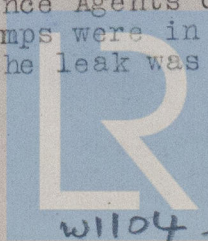
Oct. 26th. Ship lying at anchor in the harbor at Havana taking on cargo. Pump sounded at 7 a.m. found 25" water and main pump well. Started steam pump. Pumped the water down to 14". Depth of timber at 8 a.m. and at 4 p.m. sounded pump well and found it was 20" in the ship, leaking about  $\frac{3}{4}$ " per hour. Cargo taken on board from barge No. 6 14 tins Caustic Soda 45 tons; Iron hoops 4 tons, 3 brls: vaseline 560#; Rosin 252 brls: 57 tons - total 106 tons, 560#. Draft aft 20' forward 17' 2".

Oct. 27th. Ship lying at anchor in harbor, no work to-day. At 8 a.m. pumps were sounded found 24" water at main pump well, making about  $\frac{3}{4}$ " in depth an hour. Pumps were started and pumped the water down to 14" at the pump well, and we did not pump any more for the day.

Oct. 28th. Ship still at anchor taking in cargo by stevedores. Took on board 160 cans Caustic Soda from barge No. 6 which was the last of cargo. About 51 tons of Caustic Soda and 5 tons of iron hoops. Vessel leaking some still at; at 4 p.m. had about 25" water at main pump well; started pumps and it took about an hour to pump her out; and had been pumped the day before, but still I do not think it very much for a vessel to leak after being drying for some weeks and I concluded the leak is in cracks or splits in planks which I judge it will soon swell. The ship might be tight and staunch making ready for sea. Draft 19' 6", forward 17'4".

Oct. 29th. Ship still lying at anchor in Havana Harbor, all loaded making ready for sea. Pumps were sounded at 7 a.m. being pumped out at 5 p.m. yesterday and I found leaks stopped somewhat; only 20" at main pump well. Draft aft 19', forward 17'.

Oct. 30th. Ship lying in Havana Harbor making ready for sea. All loaded. At 2 p.m. survey and Insurance Agents came on board and found by inspection that the engines and pumps were in good working order also incerts to pumps and found out the leak was not serious and they



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Lloyd's Register  
Foundation  
7/14



concluded that the ship was seaworthy as of their belief. Draft aft 19' forward 17'. Captain had the ship's picture taken at 3 p.m. by the photographer.

Oct. 31st. Ship lying at anchor at Havana. At 7 a.m. found by sounding the pump well that the leak was stopped some more. About 15" water at the pump well. Insurance agent came on board at 8.30 a.m. sounded pumps and concluded that the leak was not serious. Capt. and Chief Engineer were sick to-day.

Nov. 1st. Ship at anchor in Havana. 7 a.m. pumps were sounded found 17" water at the main pump well. Started pumps and pumped out the ship at 8 a.m. Crew working at riggings, etc.

Nov. 2nd. Ship lying at Havana Harbor. At 7 a.m. pumps were sounded and I found 19" water at the main pump well. Pumped out the ship every day, morning and evening. Men working at ship's work. Rainy evening.

Nov. 3rd. Ship lying at Havana harbor. Pumps attended to night and morning. At 7 a.m. found 16" water at the main pump well.

Nov. 4th. Ship lying at Havana harbor. Pumps sounded at 7 a.m. found 16" water at main pump well. Pumped out ship morning and evening. Drying sails and working at ship's rigging.

Nov. 5th. Ship lying at Havana harbor, making ready for sea, awaiting orders to sail. At 7 a.m. sounded pumps, found 17½" water at main pump and 10" at forward pump. Ship was pumped out morning and evening. Ship's work attended to.

Nov. 6th. Ship lying at anchor in Havana harbor. Pumps sounded at 7 a.m. found 13" water in main pump, forward, had 8" water. Working at ship's work all day.

Nov. 7th. Ship still lying at anchor in Havana harbor awaiting orders. At 7 a.m. pumps sounded and found 16" water at main pump well; forward 8".

Nov. 8th. Ship still at Havana harbor at anchor ready to go to sea but cannot get off to-day. At 7 a.m. sounded pumps and found 16" water at main pump well and 9" at forward pump. Leaking 1¼" per hour.

Nov. 9th. Ship lying at anchor at Havana harbor making ready for sea. No tug boat to be got to help us out of the harbor. Ship all ready for sea. We did get a tug boat that towed us outside of Moro Light. At 2.30 p.m. made sail; engines could not work, but we had a nice breeze from N.E. and heavy seas, course W.N.W. At 8 p.m. we were still in sight of the light at Moro Castle, bearing about S.E. by E. 7 a.m. pumps were sounded, ship had 16" water at main pump well. Midnight fine weather, smooth sea. At 11.20 p.m. both engines were started working up to midnight, course made by standard W ¼ N set all sail, Polar Star bore N. 7" W. which makes 4" E. Deviation distance run for 4 hours 23 miles about.

Nov. 10th. Midnight to 4 a.m. course by standard W ¼ N at 4 a.m. fine weather, moderate sea, both engines stopped at 12.12. course steered by compass W.N.W. N.E. distance run about 16 miles; about 6 a.m. Engines were stopped at 6.45 a.m. Engines again started at 7.20 a.m. fine weather; at 8 a.m. steered W.N.W. sounded pumps at 8 a.m.; course by compass W.N.W. up to noon, no observations at noon only supposed to be in 23-20 long; 83-34 Lat; Steered same course from 12 to 4 p.m. At 4 p.m. took sight found ship in long: 83-56, W. made 24 miles in 4 hours. Barometer 30.0. from 4 to 8 watch p.m. fine weather; engines running for one hour, then metal burnt out completely, out of order to run. Engineer



reports he may be able to fix them in 3 or 4 days. Course W.N.W. up to midnight. Fine weather. Pumps attended to.

Nov.11th. On board ship at midnight fine weather W. light N.E. winds, course W.N.W. clear weather up to 4 p.m. distance run by log 16 miles; 4 to 6 a.m. fine weather, change course at 6 a.m. by standard compass by steering compass W.S.W. Pumps sounded and attended to up to 8 a.m. to noon clear weather, light N.N.E. winds all sail set except spanker, ship will not steer with spanker set. Barometer 30 noon Lat 25.07. Long 84-45, noon to 4 p.m. course by standard compass S.W. and same course up to midnight; engines still out of order; pumps attended to; ship found to predicate tight, both engines disabled.

Nov.12th. Fine weather course steered by standard compass S.W. by W up to 4 a.m. At 5 a.m. jibed ship and change course S.S.E. by standard S.S.E. Fine weather, took sight at noon. Lat 22-27, Long 85-6. Fine weather up to 4 p.m. Took sight Lat. 22-12, Long.84-24, Course by standard S.E. made Cape Antonio light at 8 p.m. about 8 miles off bearing E. by S., light north winds. Pumps attended to, sounded 4 p.m. found 26" water crossed Cape Antonio lighthouse at 11.30. about 9 miles off. Steered S.E. by E. standard compass until midnight. Calm weather pumps attended to, heavy roll of sea from N.E. Makes ship leak; ship found to be leaking today about 2" water in depth, per hour, quite a roll of sea from N.E. Both engines disabled.

Nov.13th. Fine weather, light breezes, winds N.N.E. course S.E. by E. up to 4 a.m. change course to E. by S.  $\frac{1}{2}$  S, fine weather all the watch up to 8 a.m. Pumps sounded at 6.30 found the ship 28" water from 8 a.m. to noon. Course by standard E.S.E. fine fresh breezes, all sails set but the spanker and top sail; cannot carry the spanker owing to steering the ship. Engines stop under repair, ship seems to have better speed today which shows that we have got clear of the current which we met against us since leaving Havana. Noon Lat. 21-13 N. Long 84-4-W. 12 to 4 p.m. fine weather, Light N. winds; standard E.S.E. up to 8 a.m. Up to midnight fine clear weather moderate winds, speed about 4 miles per hour; all possible sails set and yet no engines going. Barometer 29.95; heavy roll of sea today straining the ship with heavy cargo.

Nov.14th. Midnight to 4 a.m. clear weather N.N.E. winds. Heavy roll of sea; distance run about 20 miles. Polar star showed by standard N  $\frac{1}{2}$  W 4 to 8 a.m. fine weather N.N.E. winds, heavy roll by standard compass; sounded pumps at 6.30 had 27" water at main pump well, forward pump 21"; heavy roll 8 a.m. to noon, similar winds right through, moderate winds, speed 2 miles per hour, engineers working night and day cannot repair the engines. Engineer reported one engine ready to run but it is no use of running one without the other as we cannot steer the ship with one engine. Noon barometer by the sun 29-93, noon to 4 p.m. clear weather, light N.E. winds, heavy roll, by standard very little speed, about 2 miles per hour. 4 to 8 p.m. clear weather, light winds, speed about 2 miles per hour, up to midnight fine weather.

Nov.15th. Fine weather. At 1 a.m. light winds N.E. up to 12; course by standard S.E. distance run in 4 hours about 12 miles, bearing 28-95 N. 4 to 6 light E. winds and rainy, 6 to 8 a.m. clear, E. winds heavy roll, sounded pumps at 6.30 a.m. sound at main pump well 28" water and at the forward pump 21". 8 a.m. to noon moderate winds and about E. making about S.4 E. course speed about 2 miles per hour; barometer 29-92, all sails set that are of any good, spanker no use as it only makes the ship come up in the wind and roll. At Lat. 19-7, Long. 82-45 noon to 4 p.m. wind moderate about S.E. ship is making about 2 miles per hour. Noon barometer 29-94, all sails set except the spanker. 4 to 8 p.m. clear weather all sails set, light winds E. by S. course by standard S. by E. up



to midnight. pumps attended to.

Nov. 16th. 8 a.m. clear weather. light E.N.E. winds, ship hauled close by the wind, course by standard S.S.E. slow speed about 3 miles per hour, N.E. sea makes the ship roll heavily, ship leaking worse about 2" per hour, pumps sounded night and morning by Chief Officer. 4 to 8 a.m. clear weather, light winds E.N.E. winds, course S. by E. by standard, sounded pumps at 4 p.m. found 24" water and was sucked out dry as possible at 10.30 p.m. Water at main pump well took 1½ hours to pump out with the deck pumps and engines; heavy roll of sea from E.N.E. 8 a.m. to noon course made S.S.E. speed about 2 miles. Light E. winds, ship rolling heaving in the sea; all sails set; engines were started at 6.30 kept up speed until noon. Noon lat: 16-36. Long 83-25, bearing 30-08 noon to 4 a.m. good weather calm bar 39, course made S.S.E. by standard. 4 to 8 p.m. course E.S.E. by standard, ship pumped out at 7 p.m. with pump (deck) took 1 hour and 20 minutes to pump out ship, from noon she was pumped out; sounded with deep sea lead at 8 p.m. found ship was on the Mosquito bank 36 fathoms water about N. Hobbins Reef. Course made by Standard E.S.E. heavy roll of sea from eastward. 8 to midnight good weather, one engine going, course made; ship pumped out to 8", moderate E. winds and long roll of sea from N.E. ship rolling heavily, standard barometer 29-98, speed 3½ miles per hour, at midnight ship had gained in leaking 2" per hour from 15 to 24" at 12 o'clock.

Nov. 17th. 1 a.m. good weather light E.N.E. winds, ship by the wind, course by standard in S.S.E. Heavy rolling N.E. sea rolling. Ship heavy making ship leak more, have to watch pumps closely, barometer 29-95, heavy roll of sea. 4 to 8 a.m. clear weather, course S. by standard, sounded main deck pump at 4 a.m. had 25" water at the pump well, took 1½ hours to pump out ship with gas engine pump; at 8 a.m. sounded pump had 24" water, started pump again. 8 a.m. to noon course made S.S.E. light winds, heavy rolling, all sails set, one engine going, lat at noon was 16-06, Long 83-25. Noon to 4 p.m. clear weather, course made by standard S.S.E. about 2 miles per hour, at 3 p.m. course N.N.E. starboard engine running, barometer 29-97. 4 to 8 p.m. clear weather ship pumped out at 7 p.m., still making 2" per hour; sounded lead at 8 p.m. had 36 fathoms water; course by standard E.S.E. From 8 p.m. to midnight sounded every hour, 36 to 37 fathoms water, pumps attended to. Started engine running, engineer pumped out ship at 11.30, had gained 8" in 4 hours, ship was pumped out then, took 1 hour 20 minutes course E.S.E. quite a roll of sea from the East.

Nov. 19th. 1 a.m. to 4 a.m. fine clear weather, light N.N.E. winds course by standard, tack ship at 3 a.m. day back to North. Tack ship at 3.30 a.m. steared E.S.E. by standard, starboard engine running. Barometer at 4. 29.98. 4 to 8 a.m. fine weather, ship pumped out every 4 hours, and it takes 40 minutes with gas pump 4 hours water leaking in ship. Pump gives 4 inch stream. 8 to noon fine clear weather, wind N.N.E., light sea, smooth, all sails set. Noon barometer 29.90 Ship found to be 16 miles west of Goarda Cay calculation of navigation all correct, sighted Goarda Cay at 12.30. Lat at noon 15-44 Long 82-42. 12 to 4 p.m. Goarda right ahead. 3, it was abeam at 3-45 we bore north, took sights by cro. found cro. to be right, set course S.E. all sails set, fine breeze about N.E.E. Starboard engine running, had been stopped in the forenoon running to 4 p.m. at 4 p.m. 29.95, 4 to 8 p.m. clear weather all sails set, Pumps attended to, Starboard engine running all the watch, speed about 5 miles per hour up to 8 p.m. Course by standard S.E. ½ to E. Starboard engine working, speed about 5½ miles per hour. Baro. 29.95 at 12 o'clock pumps attended to.

Nov. 19th Midnight to 4 a.m. course by standard E.S.E. ½ E. Speed about 5 miles per hour. 4 to 8 a.m. good weather, sounded pump to 6 had 18 inches water at main pump well. Course S.E. ½ E. up to 8 a.m. Change course at 8 a.m. to S.E. by standard. No engines from



8 to noon. Compass course 3 hours, moderate north wind, sea smooth. Noon course changed to S.S.W. 12 to 4 a.m good weather Course by standard S.S.W. One engine working all the watch. 4 to 8 p.m. good weather all the watch. Light wind, course south 8 to midnight clear weather, course south, light wind, port engine running all the watch, sounded pump at 11-30 p.m. had 22 inches water, pump ship out dry by main deck pump, all is well except the leaking growing worse if anything.

Nov. 20th Light N.E. wind, port engine working up to 2-40 a.m Sounded pump at 3-30, found 23 in. water at main pump-well. Started pump by engine and pumped out ship. At 4 a.m quite a roll of sea from eastward which makes ship leak badly. 4 to 8 a.m clear weather but heavy roll of sea, port engine started at 5-25 a.m running until 8 a.m. Sight Old Providence Island at 5-30, bearing about S.E. by E., 30 miles off, changed course to S.E. by S. and tried to near the island in case the ship commenced to leak worse At noon Lat. 15-15., Long 81-45. Noon to 4 p.m, clear weather port engine working from noon and stopped at 4 p.m. Course S.E. by S, light north wind, ship leaking about the same gain in depth, 7 inches every 4 hours. 4 to 8 p.m quite smooth, course S.S.S.E. port engine working, speed about 4 miles per hour. At 8 p.m the ship had 22 inches of water at main pump-well, started engines and pumped out ship. Ship up to 8 p.m was leaking just the same, 7 inches of water every 4 hours, men begin to speak to me about it, and asked what would you do if the gas engine to the deck pump was to fail and they all said that the ship was not to be trusted for if we had bad weather she would leak more. From 8 to midnight, good weather, course S.E. by standard, in case of strong weather set or current which sets in here, at 11-30 p.m the engines stopped Fresh breeze, course S.E. speed made about 5 miles per hour, Call me, said the Captain, if ship falls off her course to south of southeast. 4 a.m altered course to S.E. nothing to the south, started engines at 12-40 and kept a good lookout.

Nov. 21st Midnight to 4 a.m clear weather, light winds, course S.E Started engine working from 2-40, ship making about 4½ miles an hour. 4 to 8 a.m good weather, nice breeze from N.E. sounded pump at 8 a.m. found 22 inches water at main pump-well, and was pumped out at 4-30 a.m. 8 a.m to noon wind and weather similar. Same course, Engines working now and again, speed about 4½ miles per hour, pumped out ship, sea smooth N.E. wind, Lat. 12-15 long, 81 Noon to 4 p.m squally weather, caused spanker to jibe, started lowered spanker at once and made up. Ship still leaking about 7 in. in 4 hours. Both engines stopped, brass hearings burnt out 4 to 8 p.m N.E. wind, clear weather, no engines working, course S.S.E quite a roll of sea abeam, 8 to midnight, course S.S.E., fresh N.N.E. winds long rolling sea, ship rolling heavy and shipping heavy seas fore and aft. Spanker made up as ship was rolling too heavy. Pumps attended to at midnight, speed about 6 miles per hour, last watch.

Nov. 22nd Midnight to 4 a.m course S.S.E cloudy and rain, winds N.E. Ship making about 6 miles per hour by reckoning. 4 to 8 a.m N.E. winds, heavy roll, sea abeam, squally weather, ship leaking worse, small bilge pump working from 1 to 7 a.m and did not gain anything on the water, sounded pump at 7 and had 21 in. water at main pump-well. 8 a.m to noon rainy and squally weather. Ship rolling heavy and shipping large seas fore and aft. the ships' main deck. Speed about 5 miles per hour. Eastward course made S. Lat. at noon 11-08 Long. 81-06 noon to 4 p.m course S.E., heavy rolling sea, light winds, N.E. Pumped out ship at 3 p.m Barometer 29.95. Three engineers all day employed at fixing engines at main deck pump. Both engines below are out of order. I understand from the Chief engineer that the metal had burnt out of both engines. At 4 p.m Captain said to Chief Engineer "How are you getting on with the engines". He said, "Tomorrow, you can see at what speed we carry on". I hope that I will manage to get ship to port. 4 to 8 p.m. light winds from N.E.



made but little headway, course S.E. by S.. 8 to midnight, fair weather light E.N.E. wind, heavy roll of sea from N.E.. course S.E..

Novr. 23rd; Midnight to 4 a.m.. clear weather, light N.E. winds, heavy roll of sea abeam of the ship, ship rolling heavy, speed about 2 miles per hour.. 4 to 8 a.m.. nice breeze from N.E.. Ship leaking as bad as ever, about 7" in depth in 4 hours.. Pumps attended to.. 8 a.m.. before pumping I sounded main pump & found 22" water at pump well.. Course S.E.. 8 to noon ship Lat 10.44 Long 80-47. Nice breeze all the watch, course S.E.. by S.. long rolling sea, ship rolling heavy and shipping seas large quantities of water fore and aft, all sails set; engines still under repair, wind light, ship has only made in last 24 hours 56 miles Dist. Must have a strong current against her.. Pumps are working good and water is being kept down. Noon to 4 p.m.. Course S.E. by S.. wind is light, heavy roll of sea abeam all sails set, ship leaking still. 4 to 6 p.m.. light winds, ship's course S.E. by S.. heavy sea rolling down abeam, ship rolling heavy, leaking bad. 6 to 8 p.m.. similar wind, same course and conditions.. 7 p.m.. Ship was pumped out and Chief Engineer said to Captain that he expects to be able to run one engine tomorrow a.m.. 6 a.m.. I do hope so as it will help us a lot with our present condition.. 8 p.m.. to midnight, light wind, course S.E. by E.. quiet roll of sea abeam, all sails set up to 12 o'clock.. No engines working One will be ready in the morning. At midnight when the 2nd mate relieved me, the Captain was on deck and he asked 2nd Officer where is his gun he had on board, and he said it was down in his room.. The Captain ordered him to bring it up and deliver same to him.. 2nd Officer did so in my presence.

Novr. 24th.. 1 to 4 a.m.. light winds from N.E.. course S.E. by E.. quite a roll of sea abeam, all sails set up to midnight.. No engines at work.. Repairing engines. Engineer said he expected to get one engine to run. 4 to 8 a.m.. moderate weather, smooth sea, course S.E.. pumped ship at 7 a.m.. ship had 23" water.. She was pumped out at 2.30 a.m.. made 8" water in 5 hours.. At 8 a.m.. calm weather.. 8 to noon light winds, course S.E. by E.. quite a roll of sea abeam, all sails set up to midnight, no engines at work; Engineers trying to repair engines; says he expects to get one engine to run during the day.. At 12 o'clock Lat 9.44 Long 80.30.. 4 to 8 p.m.. and up to midnight, calm, N.E. sea, heavy roll, caused ship to roll, course N.E. by E.. Raining at 11 p.m.. At midnight ship was pumped out gaining about 2" of water per hour, and if the steam pump was to break down we might not be able to keep her up.

Novr. 25th.. Midnight to 4 a.m.. Raining and calm all the watch.. 8 to noon moderate weather, all sails set; at noon Colon Light house about 16 miles off, course E. by N.. Noon to 4 p.m.. ship rolling heavily, making no headway; Toro point light bore E. about 16 miles off.. Noon to 4 p.m.. calm ship rolling heavily by north swells, making no headway, Point light bore E. by S.. about 8 miles off.. 4 to 8 p.m.. calm, ship rolling heavy.. 7.45 took cast with lead had 48 fathoms water.. at 8 p.m.. calm; 8 to 12.. At 9 o'clock light winds off the land, tacked ship and headed towards Colon; course E. by N.. made about 5 miles; fell calm; sounded pump at 9 p.m.. ship had about 24" water, leaking about 2" per hour over the depth of timbers.. Timbers stopped and also bilge pump choked up.

Novr. 26th; Midnight to 4 a.m.. clear weather, calm roll of sea from the N.E., ship making no headway; lighthouse off Toro Point bearing S.E. by E.. up to 4 a.m.. 4 to 8 a.m.. calm, all sails set; currents took charge of ship up to 8; ship leaking as bad as ever, 7 to 8" in 4 hours.. Pump attended to every 4 hours.. 8 to noon calm; launched gasoline boat trying to tow ship to port but could not do so; then the Captain sent 2nd Officer and



Engineer in boat to port to get a tug and send off to tow ship in to harbor; but met tug boat coming off; tug picked us up and towed ship to harbor of Colon. Ship did arrive at anchorage at 2.30. Customs boat and Doctor boarded the ship and searched papers and granted Captain permission to go on shore. At 7 set a watchman on watch. Pumped out ship at 7.30 P.M. and at 10.30 P.M. and found ship to be still leaking 8" in 4 hours.

Novr: 27th: At Colon harbor an anchor; at 6.30 A.M. sounded pumps and found 26" water at main pump well; pumps started at 6.30 A.M. Took 1 hr. 30 minutes to pump out ship. Surveyors came on board at 9 A.M. surveyed ship and went back on shore, and recommended to land cargo, dry dock ship for inspection. Pumped out ship at 7.30, had 21" water. Engineer pumped it down to 5" at the pump well at 9 o'clock. Ship's work attended to all day. Also pumps attended to night and day.

Novr. 28th. At Colon, awaiting orders Ship's work attended to also pumps sounded at 7 a.m. found 22" water at main pump well Pump attended to every 4 hours; leaking about the same. Captain is sick, went on shore to see a Doctor; Captain has a sore leg; may remain therefor some days. Left chief officer in charge of ship; all is well so far; pumps attended to night and day.

Nov: 29th: Ship lying at Colon awaiting orders; good weather; started work again this A.M. at ship's rigging and repairs. Worked all day; pumps attended to; ship leaking about 4" per hour today. Pumps attended to up to midnight. Captain still sick; had to be on shore to see a Doctor; illness sore leg.

Nov: 30th: Good weather; ship's work attended to and pumps also to keep ship afloat; captain still ashore, had to go to hospital yesterday to be treated for sore leg. Chief Officer had to go on shore today to get some stores for the vessel. He was gone two hours and got potatoes, plantains and eggs. Did not see the Capt; as he was not allowed in the hospital. Ship's work attended to also pumps day and night up to midnight.

Decr: 1st: Ship lying at Colon harbor awaiting Captain's orders. Pumped out ship at 6.30 A.M. found 21" water at main pump well. Only leaking about 1" per hour. Ship was pumped out at 11.30 Saturday night; pumps attended to all day and night; On Sunday no work was done.

Decr: 2nd. Ship lying at Colon harbor waiting for orders. pumped out ship at 6.30 A.M. had about 21" water at main pump well; has only made about 1" per hour, by lying in a still harbor; men or crew all working at ship's work today. Pumps attended to up to midnight; all well on board. Agent representing Grace & Co. and a Captain as a Surveyor came on board. Inspected ship a little and went back on shore. A little while the Pilot Capt Bodden and another Captain came on board, and told me he had orders from the Government officials to bring the ship into the dock, so I told him I had no orders from the Captain, but he said, well it be all O.K. as it was his orders from his office, and he would bear me out if I would take up the anchor. I told him I would do so and after the ship was under way, another order came, and I told Capt: Bodden to anchor ship and come ashore; he did so, and we laid there all night.

Dec: 3rd: Ship anchored in Colon harbor; Chief Officer having received instructions from the Captain about 7 P.M. night before, that the Panama Pilot, with tug boat would take the ship up to Balboa to survey and repair, and as he could not come as he was still sick in hospital, but I would have charge until he came, and I could proceed in the work and do my best. Pilot did come on board at 6 A.M. got under way with tugboat alongside and proceeded through the Canal; passing through the first locks the



the wire hawser from the locks tore off one of the stern chocks breaking it in 2 pieces. We anchored after passing through the first locks and awaited another tug. Another tug did come at 12.30, I started to take up anchor; windlass broke down and we had to heave it up by hand power; which took us till 1.30 p.m. to do so; then ship proceeded and in passing through Canal locks, she busted and tore our port chock aft and starboard bitts, and as soon as ship arrived at Balboa, the pilot handed me a letter of notice and authority to put new chocks and bitts and fasten them substantial, or the ship could not pass through Panama Canal again.



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