

Calcutta.

10th December, 1898.

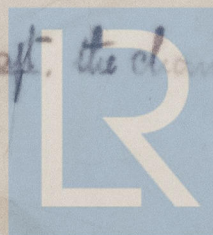
Thomas Wilson Esq

Messieurs Turner, Morrison and Company,
Agents, and Captain Sewis, Master, survey the Iron Steamship
Liverpool 3396 tons gross, belonging to Liverpool, on the
26th August 1898 and subsequent dates while lying afloat in
the river Hooghly, while placed in the Bidderpore Graving Dock
and while again afloat in the river Hooghly - for the purpose
of ascertaining the nature and extent of damage stated to
have been sustained through Stress of weather experienced on
the 5th July 1898 and subsequently, while on a voyage from
Huddlesbrough to Calcutta.

For particulars see the Log Book and Protest.

Upon examination found, between fore-castle and forward
bridge, the channel iron of main rail, on both sides, bent at
places in way of bulwark stays; on starboard side the fasten-
ings of seventeen (17) and on port side of eight (8) bulwark stays
drawn or badly strained; the riveting of butt straps of bulwark
plating in part started; cementing of gutter waterways started
at places; part of pin rail, on both sides, split and fastenings
strained:

between after end of bridge and head aft. the channel iron of



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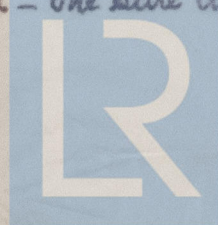
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main rail, on both sides, bent and slightly fractured at places in way of bulwark stays; on starboard side the fastenings of nineteen (19) and on port side of eighteen (18) bulwark stays broken or drawn; the riveting of butt straps of bulwark plating in part started; Cementing of gutter waterways broken or started at places; part of pin rail, on both sides, split and fastenings strained: Iron upper deck apparently considerably strained and with a number of rivets broken and edges of laps started, also deck generally much rusted: wood sheathing at sides of upper deck together with the angle bars, at inner margins, slightly started at places: two (2) galvanized iron covers of waterways cut in upper deck sheathing aft, missing: freeing ports in bulwarks more or less bent and hinges of two (2) broken: seven (7) scuttle glasses in bridge house and four (4) in forecabin broken and rubber packing of scuttle frames in great part missing or destroyed:

bridge deck strained: fastenings of four (4) bridge deck pillars or broken: wood carving - in the form of an execution - on stern broken and in part missing:

On bridge deck, - wood casing of steering chains missing; teak skylight of saloon much damaged - leaves and arms together with glasses and guard gratings being broken and in part missing; small skylights of crew's accommodation similarly broken and damaged; about twenty six (26) feet of teak covering board and about nine (9) feet of teak bridge rail at after end badly split and fastenings of latter started; two (2) bridge rail stanchions, at after end, bent and fastenings broken; part of starboard bridge rail (iron) lifted and fastenings broken; three (3) bridge awning stanchions broken:

After ladders to bridge deck damaged - one side and some steps



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of starboard ladder being broken and brass handrails of port and starboard ladders in part broken or bent and fastenings gone: starboard forward ladder to bridge deck generally broken and brass handrails much bent and twisted:

doors at forward and after ends of bridge house torn away from their hinges and missing, and hinges of same broken or badly bent: Bridge house gutted out - bulkheads of saloon, state, officers, stewards and apprentices' rooms, pantry, bath-room and water closet, crew space, store-rooms, sail-locker, &c. together with all fittings and furnishings completely demolished; sheathing of upper deck inside bridge house badly cut and torn at places and generally marked:

lamps and fittings of two (2) steering compasses in midship wheel house, one steering compass with all fittings in after wheel house and one standard compass with binnacle stand and all fittings missing:

at No. 2 hatchway - eight (8) hatches missing and one cleat for hatch bar broken: ten (10) hatch tarpaulin covers much chafed and destroyed: main and after pumps to hold out of order: after booby hatch generally broken and damaged beyond repair: mast coats on all lower masts cut and destroyed: after wheel house skylight much damaged - coamings being started, after part at top and glasses broken and one guard grating missing: doors of after wheel house and of paint and oil lockers inside house missing and lockers gutted out, also, three (3) 40 and two (2) 20 gallon tanks in oil locker destroyed: fittings of water closet inside after wheel house badly broken and beyond repair: Chocks and fastenings of two (2) cast iron fair-leads on hood aft started: three (3) rail stanchions and portion of rails

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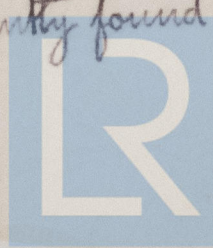
rails on hood aft broken or bent: iron ladders and hand-rails
 to top of hood broken or bent and fastenings at feet of starboard or
 ladder started: planking of gig and dingey in part broken:
 two (2) life boats together with all fittings generally damaged or
 beyond repair and articles of outfit in great part missing and
 remaining portions unserviceable: five (5) wood chocks for main
 missing and three (3) others split: six (6) life buoys missing
 from straps on deck: twenty four (24) life belts torn and destroyed:
 two (2) wood boat skids slightly depressed at ends and in way of
 stanchion and stay fastenings cut and mouldings on skids broken
 at places: standard compass platform on boat skids much or
 strained, several planks in same split, mouldings at ends started
 and in part missing, ladder to platform missing, rail stanchions
 and rails round platform adrift and badly bent and in part missing,
 and four (4) cast iron stanchion sockets and six (6) iron stays to
 rails broken: lower half of door to donkey engine house and door
 jamb broken and started: two (2) leaves of galley skylight split
 and skylight fastenings started: midship steering gear strained
 and out of order, and two (2) fair-leads for steering rods broken:
 fore and aft gangway fastenings at after end of bridge deck, mid-
 ship wheel house, including chart room, considerably strained and
 upholstery in chart room destroyed: speaking tubes from bridge
 to Captain's room and to after wheel house broken: bulkhead of
 lazaret missing - stated to have been cut up for repair of damaged
 hatches and fitting of temporary bunks for crew: pipe connections
 of donkey pump in great part removed - stated to have been used
 to form an additional and temporary suction pipe from hold
 bilge: bulwarks and stays, ends of bridge house, hood aft, deck
 fittings and iron work on deck generally, rusted, and wood
 work

work of deck erections and skylight to completely bare of varnish: portable force pump, together with suction and delivery hose and couplings and nozzle, two (2) fowl coops, one meat safe, twelve (12) wood fore, twelve (12) deck and six (6) fresh water buckets and racks for same, one harness cask, nineteen (19) capstan bars - nine (9) stated to have been fitted with brass tops, nine (9) iron and four (4) dozen wood belaying pins, and, one bower anchor stock, missing: one harness cask broken: accommodation ladder generally split or broken: windlass strained - screw brakes in particular - and generally out of order: flange of starboard chain pipe broken: A number of rivets in upper deck stringer plates on both sides of about midships slack: one upper deck beam in way of forward end of No. 3 hatch and another in way of forward ^{and} No. 4 hatch, slightly set down: nine (9) deck pillars more or less bent: top fastenings of two (2) hold pillars and cast iron sockets at feet broken: sides of hold generally much rusted - apparently through quantities of water getting down at time of hatch being burst, also, gaining access through broken rivets and started laps of upper deck plating:

Upon examination of the vessel, while placed in dry dock, found the bottom and turns of bilge considerably marked and chafed - stated to have probably resulted through the ship passing over a large buoy at Middlesbrough: a number of butts of plating at turns of bilge showing: bushes in rudder braces broken or missing and two (2) locking plates broken:

An examination of the masts, spars and standing rigging, and non work of same, by an independent expert disclosed damage as stated in the report attached hereto - which please see - and or additional damage was subsequently found as follows

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fore topgallant mast split and much cut: four (4) fore topgallant backstays, four (4) main topgallant backstays, four (4) mizen topgallant backstays, two (2) fore royal backstays, two (2) main royal backstays, two (2) mizen royal backstays, mizen topgallant rigging, jigger topgallant rigging, fore stay, fore topmast stay, main topmast stay, mizen topmast stay and jigger topmast stay cut and stranded:

Some shreds of sails and roping seen, and the following sails stated to have been blown away when ship broached to, viz:— fore lower topsail, main lower topsail, mizen lower topsail and fore sail, also, jib— stated to have been blown away while set to keep ship off the wind, and spanker, while set to keep her to the wind; and the following sails stated to have been blown out of their gaskets, while furled, viz:— fore royal, fore upper topsail, main upper topsail, cross jack, mizen royal and jigger topgallant sail:

A number of sails and a set of awnings and screens seen— as detailed in the list attached hereto— and stated to have been torn, badly chafed, and generally rendered unserviceable through flooding of sail locker during heavy weather:

Some sails and ropes— as detailed in the list attached hereto— are stated to have been used in making hatches and skylights secure and thereby destroyed:

And, four (4) coils $3\frac{1}{4}$ manila, two (2) coils 3", five (5) coils $2\frac{3}{4}$ " and four (4) coils $2\frac{1}{2}$ " manila rope are stated to have been expended at sea in replacing running gear destroyed.

Recommended that, between forecastle and forward end of bridge on both sides, the channel iron of main rail at places be faired in place; twenty five (25) bulwark stays be refitted and



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and refastened; the butt straps of bulwark plating be in part riveted; Cementing of gutter waterways be completely renewed; and pin rail be overhauled and refastened, also, where split, secured by additional fastenings:

Between after end of bridge and hood aft on both sides, the channel iron of main rail at places be faired in place and, in way of several bulwark stay heads, strengthened by riveted doubling plates; thirty seven (37) bulwark stays be refitted and refastened; the butt straps of bulwark plating be in part riveted; Cementing of gutter waterways be in great part renewed; and pin rail be overhauled and refastened, also, where split, secured by additional fastenings:

Iron upper deck be overhauled - oxidation being removed therefrom - about five hundred and fifty (550) rivets renewed, edges of a number of laps lightly clipped and caulked, wood sheathing at sides caulked, fastenings of sheathing overhauled and angle bars at inner margins refastened at places: two (2) missing galvanizes iron covers of waterways cut in sheathing, be replaced by new: freeing ports in bulwarks be straightened and refitted and hinges of two (2) renewed: seven (7) scuttle glasses in bridge house and four (4) in forecabin and rubber packing of all scuttle frames be renewed: bridge deck be caulked and fastenings overhauled: four (4) bridge deck pillars be refastened: wood carving - in the form of an escutcheon - on stern, be renewed:

On bridge deck, - missing wood casings of steering chain be replaced by new: skylights of saloon and crew's accommodation be repaired and broken glasses and missing guard gratings replaced by new: about twenty six (26) feet of teak coverings board and nine (9) feet of teak bridge rail, at after end, be renewed

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and latter refastened; two (2) bridge rail stanchions be straightened, refitted and refastened; starboard bridge rail be in part or refastened; three (3) bridge awning stanchions be repaired, refitted and refastened; starboard after ladder to bridge deck be repaired and brass handrails of port and starboard after or ladders in part renewed and completely refitted; starboard forward ladder to bridge deck be renewed and brass handrails be repaired and fitted to new ladder:

Doors at forward and after ends of bridge house, together with brass hinges, be renewed:

inside bridge house - sheathing of upper deck, for the width of, fore and aft alleyway, be renewed; a portion of sheathing on each side be lifted - for the removal of defective rivets in upper deck plating, about four hundred (400) running feet of same be renewed and four hundred and fifty (450) feet replaced and refastened; remaining portion of sheathing be smoothed by light-planing; entire sheathing inside bridge house be caulked; bridge house be partitioned off and saloon, state, officers', stewards' and apprentices' rooms, pantry, bath-room and water closet, crew space, store rooms, sail locker &c. formed and all fitted and furnished complete as formerly and as shown in plan:

Missing steering Compass with all fittings, standard Compass with binnacle stand and all fittings, and lamps and fittings of two (2) steering Compasses be replaced by new:

At No. 2 hatchway - eight (8) missing hatches be replaced by new and one hatch bar cleat repaired and refastened; ten (10) hatch tarpaulin covers be renewed; main and after pumps be overhauled and placed in good working order; after booby hatch and mast coats on all lower masts be renewed; after wheel house



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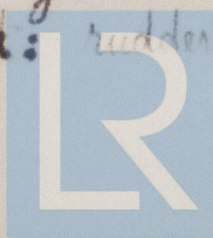
skylight be repaired and portions of same, viz:- after part at top, glasses and one guard grating, renewed, also coamings be refastened: missing doors of after wheel house and of paint and oil lockers inside house and fittings of lockers be replaced by new: three (3) new 40 and two (2) new 20 gallon tanks be fitted inside oil locker: fittings of water closet inside after wheel house, be renewed: Chocks of two (2) fair leads on hood aft be refitted and fastenings overhauled: about twenty two (22) feet of double rails and three (3) rail stanchions on hood aft and two (2) iron ladders together with hand-rails to top of hood, be repaired, refitted and resecured: gig and dingy be overhauled and some planking of same renewed: two (2) new life boats completely fitted and with all necessary articles of outfit be supplied: eight (8) new wood chocks for boats be fitted and secured in place: six (6) missing life buoys be replaced by new: twenty four (24) life belts be renewed: two (2) wood boat-sheds be generally overhauled and repaired: eight (8) planks in standard compass platform, mouldings at ends of same, four (4) cast iron sockets for rail stanchions and six (6) iron stays to rails round platform be or renewed, rails and stanchions be repaired, refitted and refastened, and fastenings of planking of platform overhauled, also missing ladder to platform be replaced by new:

lower half of door to donkey engine house be renewed and door jambs repaired and refastened and a number of articles - chiefly tools and stated to have been washed overboard - be supplied: galley skylight be repaired and refastened: Midship steering gear be overhauled and placed in good working order and two (2) fair-leads for steering rods be renewed: fore and aft gangway at after end of bridge be refastened and an additional stanchion

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from upper deck fitted: Midship wheel house including
 chart room, be strengthened and two (2) additional iron knee
 fastenings to bridge deck fitted, also, upholstery of chart room
 renewed: speaking tubes from bridge to Captain's room and
 to after wheel house be repaired and resecured: missing
 bulkhead of lazaret be replaced by new: pipe connections of
 donkey pump be refitted and any damaged or missing
 portions replaced by new: oxidation be removed from bulwarks
 and stays, ends of bridge house, hord aft deck fittings and
 iron work on deck generally and the same be coated with
 paint: wood work of deck erections and skylights be cleaned
 and varnished: missing portable force pump together with
 auction and three (3) 50 feet lengths of delivery hose and one
 brass nozzle, two (2) fowl coops, one meat safe, twelve (12)
 wood fire, twelve (12) deck and six (6) fresh water buckets and
 racks for same, one harness cask, nineteen (19) Capstan
 bars, nine (9) iron and forty eight (48) wood belaying pins,
 and one bower anchor stock of iron be replaced by new:
 one harness cask be repaired: accomodation ladder be
 renewed: windlass be overhauled and placed in good
 working order: flange of starboard chain pipe be repaired:
 two (2) upper deck beams be set up in place: five (5) additional
 deck pillars be fitted to beams: nine (9) deck pillars be removed
 straightened, refitted and refastened: two (2) hold pillars be
 refastened and cast iron sockets at feet of same renewed, also
 reverse bar on floor in way of one socket (found to be fractured)
 repaired: sides of hold be cleaned and coated with paint:
 A number of butts of bottom plating be restopped: bottom
 be cleaned and coated with paint: rudder cases be
 rebrushed



rebrushed and two (2) locking plates renewed:

On fore yard - spider band re-secured, a new and shorter shackle be fitted to slings, truss pin and jacksstay, and head earring stays be straightened and refitted, jacksstay and head earring dogs be repaired and in part renewed, and sheaves of fore lift blocks be renewed; topsail sheet blocks on fore yard arms and some eyebolts on after part of fore top be renewed:

part of riveting of fore lower topsail yard, quarter band and sheet blocks be renewed, and jacksstay straightened and refitted:

gin block of fore upper topsail tie be renewed; jacksstay and head earring stays on fore upper topsail yard be straightened and refitted and a number of dogs renewed:

On fore topmast - cross-tree stays and outriggers be straightened and refitted, topsail sheets repaired, and topmast and topgallant mast-wedges renewed:

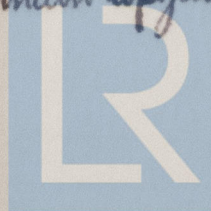
On fore topgallant yard - pins and sheaves of sheet blocks at yard arms and wedging of slings be renewed; topgallant sheets be repaired:

pin in parrel of fore royal yard be renewed:

On main yard - a new and shorter shackle be fitted to slings, truss bolt, sheet blocks at yard arms and plug in starboard yard arm be renewed, jacksstay be straightened and refitted, jacksstay and head earring dogs repaired and in part renewed, and topsail sheet be repaired:

On main upper topsail yard - pins in quarter and yard arm sheet blocks be renewed:

wedging of main topmast in lower cap be renewed; main topmast cross-tree stays and outriggers be straightened and refitted; main topgallant mast be renewed; main topgallant sheets and tie



to be repaired: main topgallant yard slings and sheaves and pins in yard arm blocks be renewed:

Crossjack yard truss pin and sheaves and pins in yard arm blocks be renewed, and a new and shorter shackle be fitted to slings:

On mizen lower topsail yard - sheaves and pins in yard arm sheet blocks be renewed:

On mizen topgallant yard - sling and jackstay bands and sheaves and pins in yard arm blocks be renewed and jackstay straightened and refitted:

On mizen upper topsail yard - sheaves and pins in quarter and yard arm sheet blocks, plug of port yard arm, and washer for truss bolt be renewed; and jackstay on starboard side, shackle for tie, and topsail sheets be repaired:

Mizen topmast - wedging in lower cap and bolsters be renewed and crossree stays and outriggers straightened and refitted:

Mizen topgallant mast - be renewed, and topgallant sheets repaired:

On mizen royal yard - sling hoop be renewed:

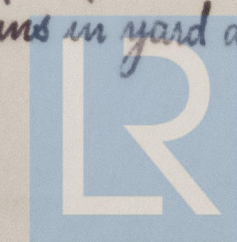
On jigger yard - truss pin, sheaves and pins in yard arm blocks, plug in starboard yard arm and chains on lifts be renewed; and a new and shorter shackle fitted to slings:

On jigger lower yard - sheaves and pins in yard arm blocks be renewed:

On jigger upper yard - truss and jackstay be repaired and refitted; and sheaves and pins in quarter and yard arm sheet blocks be renewed:

Jigger topmast and topgallant mast - wedging in caps be renewed:

Jigger topgallant yard - sheaves and pins in yard arm sheet blocks



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blocks be renewed:

bobstays and bowsprit shrouds be repaired and guys renewed:

fore topgallant mast be renewed:

A preliminary examination of the standing rigging being made by sending down a pair of shrouds, stay and backstay on each mast, the undersigned recommended that, all rigging, all backstays, all fore and aft stays be lifted and overhauled:

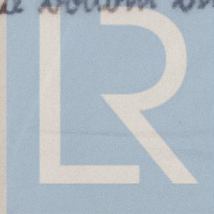
four (4) fore topgallant backstays, four (4) main topgallant backstays, four (4) mizen topgallant backstays, two (2) fore royal backstays, two (2) main royal backstays, two (2) mizen royal backstays, mizen topgallant rigging, jigger topgallant rigging,

^{fore stay, fore topmast stay, mizen topmast stay, mizen topmast stay} and jigger topmast stay be renewed: all the remaining old rigging, backstays and fore and aft stays be in part re-parcelled, re-served and re-seized, - all collar seizings renewed, and or re-parcelled, renewed and re-seized fifteen (15) feet up from ends: all rigging be rattled down fore and aft:

fore lower topsail, main lower topsail, mizen lower topsail, fore sail, jib, spanker, fore royal, fore upper topsail, main upper topsail, crossjack, mizen royal, jigger topgallant sail and a number of sails and a quantity of ropes - as detailed in the lists attached hereto - be renewed: four (4) coils $3\frac{1}{2}$ " manila, two (2) coils 3", five (5) coils $2\frac{3}{4}$ " and four (4) coils $2\frac{1}{2}$ " manila rope be supplied: sixteen (16) bolts of canvas and a bundle of seaming and half bundle of roping twine be supplied for the repair of sails by ship's hands:

And the masts, spars and all new and repaired work - where required - be coated with paint:

It was also recommended that the vessel be placed in a dry dock for examination of the bottom on account of alleged



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alleged leakage stated to have been induced through excessive working and straining of the ship during the heavy weather. — All the foregoing recommendations are made with a view to placing the vessel in the good and efficient condition she was in before the damage in question was sustained.

Attached hereto are twenty three (23) sheets containing lists of various articles stated to have been destroyed or lost during the heavy weather experienced by the vessel.

J. W. Fish

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Fee, — as per account rendered.

Note. — It was further recommended that the missing certificates of test of anchors and chain cables be replaced by duplicate certificates: one 5" steel wire towline and 17" manila spring — found to be cut and stranded and stated to have been damaged when used in towing the ship from a position of danger after steam tug's hawsers had parted — be renewed: and one coil 5 1/2" manila rope — stated to have been taken from the ship's stores and expended in facilitating the work of repair of heavy spars — be replaced by a new coil.

All the afore-stated recommendations have been complied or with and all the items enumerated in the lists attached hereto have been supplied, except those items ^{underlined} in red. J. W. F.

J. W. Fish

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