

Copy final report

Port of Dunedin N.Z.  
15<sup>th</sup> July 1872

Recd  
20/11/72

James M. Russell.

Capt Jeffrey & Mess<sup>rs</sup> Dalgetty & Co Agents  
daily attend during the time the repairs recommended  
in survey report of 23<sup>rd</sup> May last, rendered hereto, were be-  
ing effected to the barque "Latona" of Liverpool in the  
dry dock & afloat at Port Chalmers. & in addition have  
to report that from the lower turn of the bilge on  
east side, to plow sheers, nearly all the keenoils had  
to be driven out & renewed, on account of their extremely  
decayed & faulty condition. One hold beam knee, on  
port side, was found to be fractured at the throat (old  
break) & had to be partly renewed. Some knee bolts on  
starboard side, were found started & have been re-  
newed. Hardwood piece in deck, starboard side, to  
which mooring bitts were bolted, was found to be  
much decayed, shaken, & unfit to be made tight,  
consequently had to be renewed, & bitts refastened.  
Parts of waterway planks, were faulty from nat-  
ural decay, & pieces have been put in. Main deck  
original, is much worn, & the seams were leaky at  
several parts, & has been all caulked.

Fore lower topsail yard was found to be faulty,  
from decay & has been renewed. The repairs have  
been wholly effected under the close supervision of a  
well qualified master shipwright, & as far as I could  
judge, by daily visits of inspection, were well execut-  
ed, but on the cargo (less the damaged & cold 196 bags  
being reshipped, it was found that the vessel was leak-  
ing, at the wharf, the same quantity of water, one  
inch per hour, as when surveyed. It may be men-  
tioned in the survey report, with twenty tons more cargo on board.  
Under these circumstances I can come to no other conclusion.



Final Report continued.

Rev  
207 11/14

than that the work of the recent repairing  
has not been effectually done.

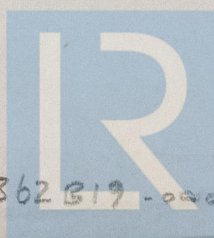
On several occasions, as per Log Book, and  
also as tested by myself, the leakage, with  
14 inches in pump well, has been one inch per  
hour, without any indication of diminishing.  
I am therefore confidently of opinion, that  
the "Laloua", if not actually unseaworthy,  
is certainly not in a fit state to carry  
a dry and perishable cargo, especially wheat,  
so extremely susceptible of great depreciation  
in value by sweat and smell, so largely  
generated, in a leaky vessel, especially if  
there is even a small portion of cargo  
wetted by salt water, on a long voyage from  
this port to Great Britain, especially at this  
season of the year.

James W Russell  
Surveyor to Lloyd's Reg<sup>y</sup> of Shipp<sup>r</sup>

Rec<sup>d</sup> fee for Attendance, Report  
& Registration of Repairs

£10-10/-

J W Russell



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Lloyd's Register  
Foundation

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