

THE LISMORE LOSS.

COURT CONCERNED ABOUT CARGO.

MORE DETAILS REQUIRED.

HAD VESSEL A LIST WHEN STARTING?

When the Lismore inquiry at Dublin Castle was resumed yesterday, the general impression was that it was nearing its close, and that a few technical witnesses as to the construction of the vessel would suffice to place the court in possession of all the necessary facts.

But the first words of the chairman when he took his seat yesterday afternoon showed that more detailed particulars as to what the vessel carried, and how and where it was stowed, are desired, and the possibilities of an early termination faded into thin air.

As it was the whole of yesterday's proceedings lasted about an hour, and a considerable portion thereof was occupied in a discussion as to the preparation of a tabulated statement as to the stowage. Only two witnesses were examined regarding the condition of the vessel, and both declared that as she proceeded down river on her last voyage she had a decided list to port.

CARGO SUPERINTENDENT TO BE RECALLED.

[From Our Own Reporter.]

DUBLIN, Wednesday.

THE inquiry into the circumstances under which the City of Cork Steam Packet Company's steamer Lismore foundered on the Wexford coast, on July 10th, was resumed in Dublin Castle today, before Mr. G. Cussen and four assessors.

At the outset the chairman intimated that his colleagues and he were desirous of knowing in as much detail as possible the number and description of packages, together with particulars as to weight and dimensions, of the cargo which was placed on the various decks. They suggested that Mr. Perry, cargo superintendent for the City of Cork Steam Packet Co., should be recalled, with a view to placing them in possession of the necessary particulars.

Mr. Swayne, for the Ministry, suggested that it would be useful to have a tabulated statement as to the stowage of the cargo, and this, Mr. Overend, for the shipowners, promised to furnish as soon as possible. He pointed out at the same time, that the inquiry, quite properly in such an urgent matter, had been expedited, and the time at the disposal of the owners and their legal advisers had been short.

He remarked that hitherto the ordinary course in such inquiries had been for the Board of Trade to examine the witnesses, their object being to get from them perfectly colourless statements.

After some discussion it was agreed that the tabulated statement should be forthcoming to-morrow (Thursday) morning, when Mr. Perry could be recalled.

LOADING OF THE CATTLE. DEGREE OF LIST.

In the meantime two witnesses brought by the consignors of the cattle, were examined as to the loading of the cattle at Penrose Quay.

One of these, Mr. Maroney, a shipping agent and cattle dealer, said he was instructed by Mr. Horgan to see to the placing of the cattle on board. When they were being put on board he noticed the vessel took a list to starboard, but later, when she was proceeding on her voyage, he observed that she had a very perceptible list to port which, he declared, anybody could notice.

Joseph Stanley, a ship inspector, whose duty it is to see that the regulations are observed in regard to animals on board ship, said when the Lismore was proceeding down the river on July 10th, she had a very visible list to port.

Replying to questions by Mr. Overend, he said he could notice the list to port in the ship herself.

"You have a very sharp eye for a list," remarked counsel.—"Yes, I was a sharp shooter once," quoth the witness, amid the laughter of the court.

He went on to say that although the list was perceptible, he could not say whether it was one degree or ten, because he made no measurement. She continued the list as long as she was under his observation, but it did not get worse. He did not notice the earlier list to starboard, of which the previous witness spoke.

The court adjourned until to-morrow (Thursday) morning.



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Lloyd's Register
Foundation

W709-8403