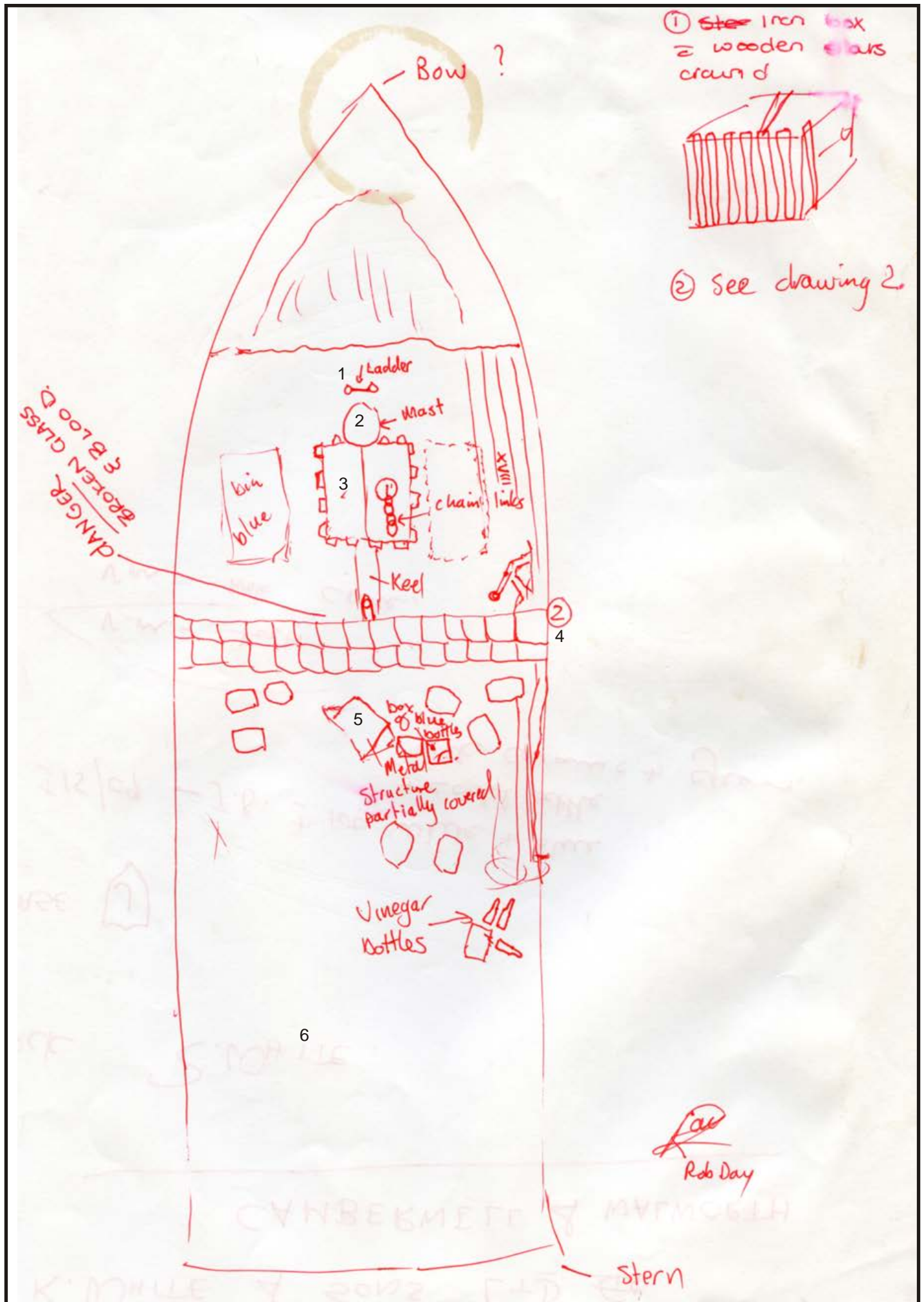




**The Cargo of the**



***County of Pembroke***



**Figure 503:** Drawing (not to scale) of various features uncovered during dredging of the wreck. (Drawing by Subtech diver Robin Day)

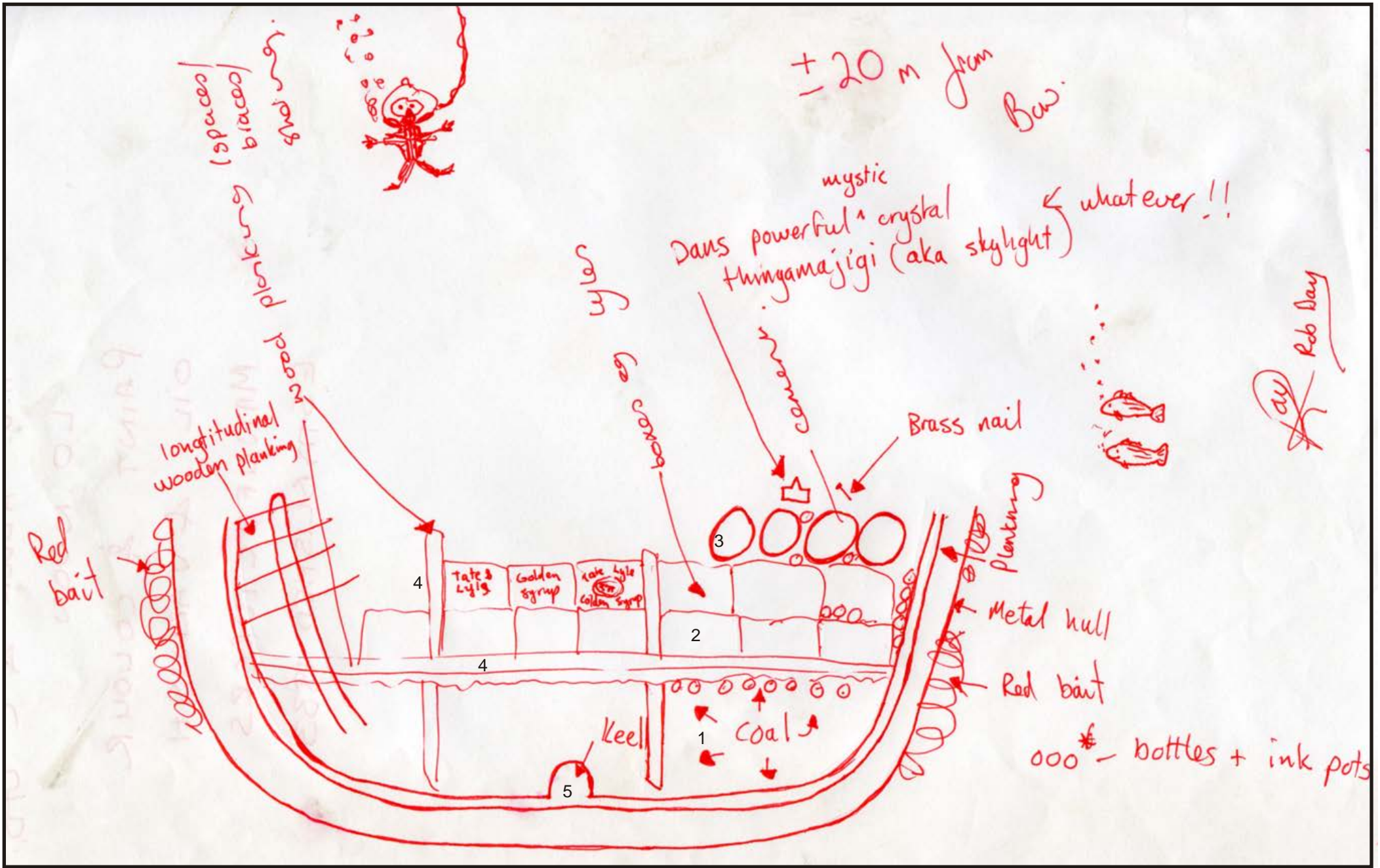


Figure 504: Drawing (not to scale) of a cross-section of the wreck, approximately 20m from the bow. (Drawing by Subtech diver Robin Day)

### Notes to Figure 503:

1. The ladder seen in Figure 187 was in-situ in the bow hold.
2. The mast stump was stepped on the keel, the dunnage and cargo was packed around it.
3. The chain locker was a metal box with vertical wooden slats around it. The remains of the anchor chain was still attached in the chain locker, which supports the statement in 1903 by the chief mate of the *County of Pembroke* that the port cable parted and was not slipped (pp. 46).
4. Cross-section of the hold - Figure 504.
5. Large metal structure obscured by conglomerate was noted by the divers. This may be the water tanks which were located amidships.
6. The rest of the wreck was covered in rubble and conglomerate.

### Notes to Figure 504:

1. Coal constituted the first layer of cargo in the hold, this was overlaid with dunnage.
2. The second tier was wooden crates of Lyles Golden Syrup.
3. The third tier was wooden barrels, interspersed with various bottles and other small artefacts.
4. Shifting boards, planks of various sizes, separated and stabilized the cargo during a voyage.
5. Bar keel.

According to Bisset (1958:31, 92) the *County of Pembroke* carried about 1200 tons of general merchandise. She only had one hold, therefore the stowing of a mixed cargo required forethought and skill to avoid shifting or breaking of the packages.

On one voyage, the *County of Pembroke* was laden to her Plimsoll mark with 1,637 tons of coal. This was the limit that the barque could carry (Bisset 1958:172).

In her lifetime, the *County of Pembroke* carried varied cargo, some of these had different regulations pertaining to their cartage, for example:

When transporting flour, the Captain had to account for the correct number of bags taken in, this was mercantile marine law. Thus, in bartering with natives of the Pitcairn Islands for fresh provisions, the flour was loaded into a boat, but the bags were returned to the hold. During a journey, many bags would split during loading and discharging, thus the flour was disposable but not the bag (Bisset 1958:150-1).

A cargo of guano was an onerous load. This brownish, sun-dried powder with the consistency of pepper was mixed with feathers and bird bones, it stank strongly of ammonia and 'other smells'. It was not bagged but loaded loose in the lighter. A dolly winch was rigged with a block and tackle on a spar lashed out overside with baskets to discharge the ballast. These baskets were then loaded with guano and tipped into the hatches (Bisset 1958:198).

Sailing vessels' tall masts were very top heavy ergo ballasting was essential to avoid capsizing. It was an expensive and time consuming process taking it in and discharging it, even for short movements from port to port or between berths inside a harbour (Bisset 1958:125). Occasionally, when taking on ballast, a row of short planks was lashed along the midship stanchions in the hold to divide it into two sides. These 'shifting boards', in ordinary circumstances, would prevent the ballast from moving when the vessel listed under sail. Further precautions were taken, such as laying planks on top of the ballast and tomming them down with baulks of timber under the deckhead beams (Bisset 1958:189).

When the *County of Pembroke* was in Algoa Bay in November 1903, she had discharged 800 tons of cargo and taken in about 400 tons of ballast. There was still about 700 tons of general cargo aboard (The Eastern Province Herald 27-10-1903).

After the *County of Pembroke* was wrecked, there were various adverts in the local papers for the salvage of her and her cargo. After that, there was a sale of damaged cargo on 20-01-1904, the following items were on offer: lime juice cordial, whiskey, gin, candles, sulphur, brown paper in bales, galvanised wire netting, sashweights, planks, glass, coke, etc. On 05-02-1904, there was a further sale of the following items: oils in drums and cases, antifriction grease in kegs, coke, planks, sulphur, candles, cases of glass, ship's sails, barrels of meat, boats, etc. (The Eastern Province Herald 20-01-1903; 05-02-1904).

When the wreck was moved from North End Beach to the Coega River Mouth, 100 tons of cement (in barrels) was moved from one end of the vessel to the other. It isn't mentioned whether this was from the bow to the stern or visa versa (The Eastern Province Herald 24-03-1904).



**Figure 505:** Conglomerate. Most of the artefacts were still in their crates or covered in silt. However, many smaller artefacts were embedded in conglomerate. conglomerate gets harder the longer it is out of a saline environment. (Photo V. Maitland)

## Glass

Glass is one of the most stable of all archaeological materials. Glass manufactured after the eighteenth century is more impervious to decomposition than earlier glass. It is generally agreed that glass decomposition occurs in the following way, "preferential leaching and diffusion of alkali ions across a hydrated porous silica network. Sodium ions are removed and replaced by hydrogen ions, which diffuse into the glass to preserve the electrical balance." (Hamilton 1999) Glass is impervious to salt contamination, therefore the best recommended conservation technique is simply rinsing and removal of stains or calcareous deposits.

## Castor Oil Bottles

According to the Oxford Dictionary of English, castor oil is a pale yellow oil obtained from castor beans, it is used as a purgative, lubricant and in manufacturing oil-based products.

During the wreck removal, we recovered over 400 whole castor oil bottles, the majority were aqua, burst top bottles with white castor oil. Four were aqua, burst top bottles with yellow oil and four were cobalt blue, burst top bottles. Most of the bottles recovered were full and sealed with a cork.

With the combination of removal from a pressurized environment, the heat of the storage environment and the chemistry of the contents, many of the corks popped. In an attempt to maintain the artefacts in their original content, I melted

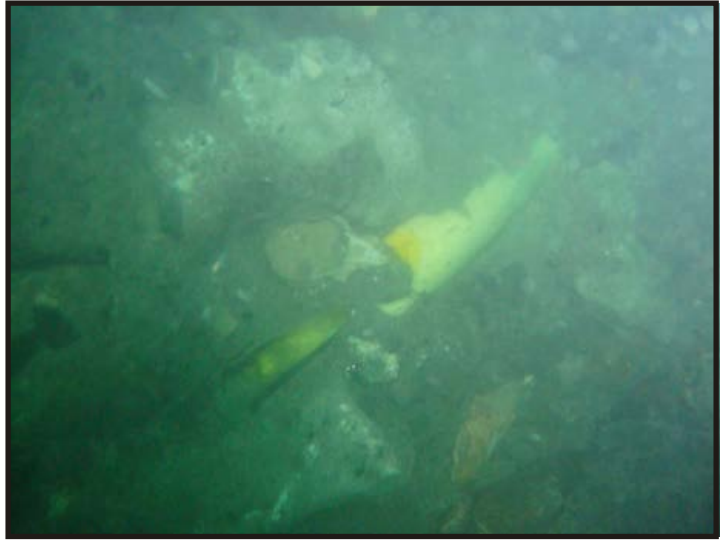
normal candle wax and dipped each top into it; this can be removed at any time and leaves minimal residue. I repeated this process as many times as necessary to stop the corks popping.

Once the bottles were transported to the museum, they were stored in salt water. As there was still some leaking, the castor oil apparently started to produce hydrochloric acid which is a hostile environment for glass.

The best solution is to keep the bottles in a dry environment after they have been thoroughly rinsed with ionized fresh water to flush out the salts.



**Figure 506:** In-situ cobalt blue castor oil bottle. (Photo V. Maitland)



**Figure 507:** In-situ aqua bottle with yellow castor oil. (Photo V. Maitland)



**Figure 508:** In-situ wooden crate with aqua, white castor oil bottles. (Photo: Subtech)



**Figure 509:** Divers managed to remove the crate almost intact. The bottles were protected by wood shavings. (Photo V. Maitland)



**Figure 510:** Moving the crate onto a wooden board. (Photo V. Maitland)



**Figure 511:** Wrapping the wet crate in bubble pack for transport to Bayworld Museum. (Photo V. Maitland)



**Figure 512:** Three different types of oil bottles recovered before being sealed with candle wax. The corks are starting to pop for the reasons stated previously. (Photo V. Maitland)



**Figure 513:** Castor oil bottle after it was sealed with candle wax. (Photo V. Maitland)



**Figure 514:** Collection of bottles aboard the *Ubejane* during the sealing process. Some corks are still popping, these were resealed. (Photo V. Maitland)



**Figure 515:** Crate of sealed bottles at Bayworld Museum. (Photo V. Maitland)



**Figure 516:** Unsealed castor oil bottles that were placed by Bayworld Museum in a saline solution. The leaking contents started to form hydrochloric acid. (Photo v. Maitland)



## Codd Bottles

The first Codd bottle was patented by Hiram Codd in 1870, however it wasn't until the third patent of 1872 that the neck was pinched to stop the marble falling to the bottom of the bottle. A curve in the bottle above this stopped the marble from sealing the bottle while the liquid was being drunk. The basic principle of the Codd bottle is the gas in the liquid forces the marble to the top thereby sealing the bottle. Codd bottles were widely used until the 1930s (Lastovica 1990:26-7).

Only 46 complete Codd bottles were recovered from the wreck. None of those recovered had their contents, all were filled with sand and shells.

All the bottles have the moulded name near the base - W.M. Barnard & Sons London. There are no other markings. W.M. Barnard was a bottle manufacturer based in London and it seems that they supplied bottles to South African aerated water and soda manufacturers (www.antiquebottles.co.za).



**Figure 517:** Advert for W.M. Barnard & Sons bottles and machinery (The Mineral Water Trade Review and Guardian 1920).



**Figure 518:** "W.M. Barnard & Sons, London" codd bottle. (Photo V. Maitland)



**Figure 519:** Top of codd bottle, remains of the rubber seal are visible. (Photo V. Maitland)



**Figure 520:** Crate of codd bottles ready for removal to Bayworld Museum. (Photo V. Maitland)

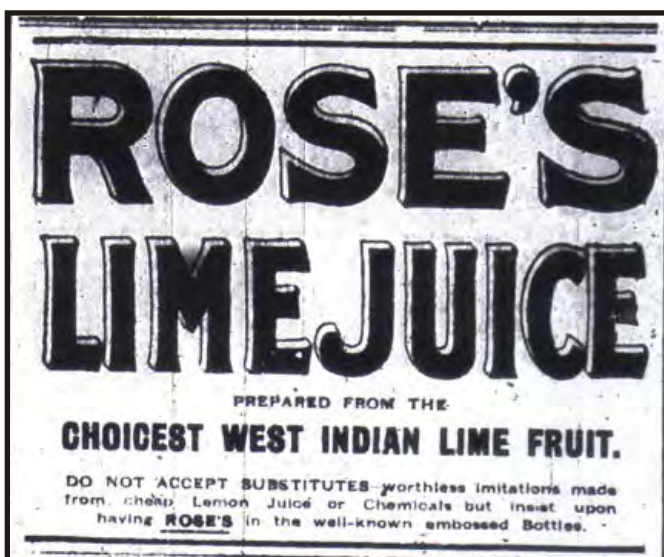


**Figure 521 - 522:** Wooden crate that held 12 codd bottles. The branding on the side reads "William Barnard & Sons London". Notice the dovetail joints of the crate. (Photos V. Maitland)

### Rose's Lime Juice Bottles

The Rose family were shipbuilders in Leith near Edinburgh, and Mr Lauchlan Rose set up a branch of the business provisioning ships with supplies which included lime juice. Lime juice prevented scurvy and the Merchant Shipping Act of 1867 made it compulsory for all ocean going ships to carry a lime juice ration ([www.hemeltoday.co.uk](http://www.hemeltoday.co.uk)). Bisset (1958:53) recalls that as soon as salt provisions were used aboard ship, the ration of one fluid ounce of lime juice per man per day was issued.

As demand increased, Rose realised that the neat lime juice taken for medicinal purposes by sailors might not be to everyone's taste. He introduced a sweetened, bottled and attractively labelled lime juice. He introduced the first branded fruit juice drink - Rose's Lime Juice ([www.hemeltoday.co.uk](http://www.hemeltoday.co.uk)). It is unlikely that the bottles of lime cordial we found were those used by the crew. Theirs was probably the unsweetened version, stored in kegs.



**Figure 523:** This Rose's Lime Juice advert appears numerous times throughout The Eastern Province Herald newspaper in 1903.



**Figure 524:** Branded "Roses Lime Juice Cordial" wooden crate. (Photo V. Maitland)



**Figure 525:** Full bottle of Rose's Lime Juice. The glass stopper and lead capsule are still in place. A bottle opened on being raised and was tasted by Subtech diver, Robin Day. He stated that it still tasted good. (Photo V. Maitland)



**Figure 526:** Empty bottle of Roses. The moulded motif is distinctive. (Photo V. Maitland)



**Figure 527:** Intact lead capsule on bottle - " L. Rose & Co. Patentees Lei(th) London". (Photo V. Maitland)



**Figure 528:** Rose's bottle with contents and glass stopper still intact. (Photo V. Maitland)

## Vinegar Bottles

### Manufacturing Process

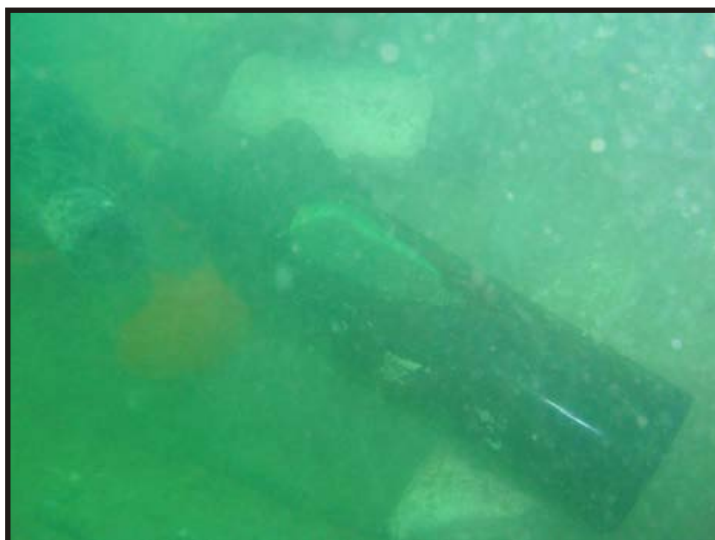
According to George Dodd (1976: 500), writing in 1856, "Vinegar is a London manufacture, as well as beer and gin; and – strange as it may appear to many persons – all three liquids are produced from nearly the same substances. Corn or malt, sugar or molasses, wine or beer, cider or perry – all can be made into vinegar; and therefore the manufacturer of this useful acid has a wide range to chose from, and can adapt his arrangements to the country in which he lives, or to the exigencies of particular seasons."

Most of the vinegar manufactured in London was made from malt. The process is as follows: malt is ground into meal, which is mixed vigorously with hot water, this wort is cooled in a fridge and then allowed to ferment to a greater extent than beer or wine. When it becomes an acid liquor , it is called gyle, which in turn, is converted to vinegar either by exposure to a heated

room or by leaving it in the open for several months. The vinegar is then clarified by filtering it through raisin stalks. The finished product is then barreled in casks for the market (Dodd 1976:501).



**Figure 529:** In-situ vinegar crate. (Photo Subtech)



**Figure 530:** In-situ vinegar bottle. (Photo V. Maitland)



**Figure 531:** Close-up of the in-situ vinegar bottle, the intact cork can be seen. (Photo Subtech)



**Figure 532:** Different bases of two vinegar bottles. (Photo V. Maitland)



**Figure 533:** Box of mixed bottles. Vinegar bottles that still had a lead capsule were not sealed with candle wax, I did not want to compromise them. (Photo V. Maitland)



**Figure 534:** Vinegar bottle with the contents, cork and lead capsule still intact. The iridescent layers on the bottle indicate that the glass is beginning to decompose. This is usually as a result of an acid environment, but the sea water is not acid. Glass is hygroscopic, meaning the glass surface absorbs liquid (Hamilton 1999). I believe the acid in the vinegar has leached through the glass and created an acid environment in its immediate vicinity which is causing the decomposition. We recovered 19 vinegar bottles from the wreck. (Photo V. Maitland)

## Vinegar Manufacturers

### Grimble & Co, London

In the Scottish Brewing Archive, they are listed as Vinegar Brewers – Cumberland Market, Regent's Park and Jane Street, Leith, Scotland.

In 1840, William Grimble of Albany Street, near the Cumberland Market decided to better utilize the waste left over from his gin distillery. Together with Sir Felix Booth, they set up in Cumberland Market. However, this venture was entirely unsuccessful and they returned to more orthodox methods of vinegar brewing. In 1864, the brewery burnt down and was rebuilt and extended. In 1861 the business was passed to Grimble's nephew, Rothwell Pouncett and he was joined later by Captain James G. Malcomson, Grimble's son-in-law ([www.archives.gla.ac.uk](http://www.archives.gla.ac.uk)).

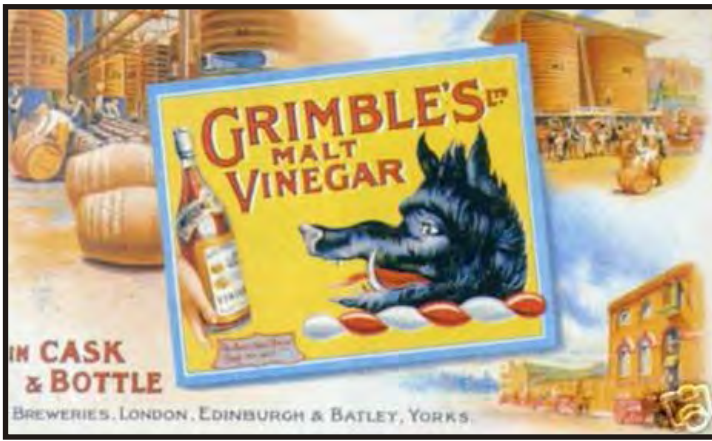
By 1903, the company was doing well enough to open a branch in Leith, Scotland. Grimble & Co. took over the Edinburgh Malt Vinegar Co. Ltd. In 1928, the company merged with Beaufooy, to become Beaufooy Grimble & Co. Ltd. In 1931 the company became part of British Vinegar Ltd ([www.archives.gla.ac.uk](http://www.archives.gla.ac.uk)).



**Figure 535:** View of Cumberland Market - East Side. (Photo London Metropolitan Archives - Corporation of London)



**Figure 536:** Branded crate, "Grimble & Co's, Trade Mark, Pure Table Vinegar, London". (Photo V. Maitland)



**Figure 537:** Grimbles vinegar advert. (N.D. Norron Enterprises, Australia)



**Figure 538:** Lead capsule - "Grimble & Co L(td), London". (Photo V. Maitland)

### **Slee, Slee & Co. Ltd.**

The company was established in 1812 at Vinegar Yard, Church Street, Horsleydown, London by various members of the Slee family. Throughout the following years, the company name changed to Slee, Payne & Slee as daughters married and their husbands joined the business. By 1890, the company is once again called Slee, Slee & Co. and they started to export their products, mainly to New Zealand. In 1895, the business became a Limited Company. From 1812 to 1895, there were eight different Sleees involved and several Slee in-laws. In 1907, the company merged with Champion and became Champion & Slee Ltd. By the 1960s they had merged with various other companies and fell under British Vinegars Ltd (Personal correspondence with Bonnie Curry, Slee descendant)



**Figure 539:** Exterior of Slee, Slee & Co. factory. (Photo Bonnie Curry)



**Figure 540:** Lead capsule of vinegar bottle - "Superior English Vinegar, Slee Slee & Co. Ltd, Estbd. 1812, London". (Photo V. Maitland)

## **Ink Bottles**

In the 1840s, first adhesive postage stamps and then steel nibs were introduced, both of these led to a higher demand for ink. The huge variety of ink pots was the result of manufacturers trying to attract customers (Lastovica 1982:55).

The *County of Pembroke* wreck yielded large quantities of ink pots, unfortunately many of these were part of the conglomerate and it was beyond the scope of this project to retrieve them. Nevertheless, we retrieved in excess of a hundred complete ink bottles. Most of them still had their corks and ink intact. On raising the ink bottles, the corks started to dry out. I sealed them with melted candle wax.



**Figure 541:** Dwarf stoneware ink bottles with contents and cork intact, before being sealed. We found eighty one of these, they were the most common ink bottles found (Photo V. Maitland)



**Figure 542:** Dwarf, aqua glass, boat ink bottles with burst tops. The contents and cork intact, before being sealed. We found eleven boat inks. The indents on the side are pen rests (Lastovica 1982:55). (Photo V. Maitland)



**Figure 543:** Dwarf, clear glass, octagonal ink bottle, with contents and cork intact, before being sealed. The ink separated out, darker liquid went to the bottom and a clear liquid to the top. We found nine. (Photo V. Maitland)



**Figure 544:** Dwarf, green glass, octagonal ink bottles, unfortunately the lips were broken off. We only found these two green glass inks bottles. (Photo V. Maitland)



**Figure 545:** Selection of sealed dwarf inks bottles. (Photo V. Maitland)



**Figure 546:** Sealed dwarf inks packed to be transported to Bayworld Museum. (Photo V. Maitland)

## Other Bottles



**Figure 547:** Case gin, dark olive green, moulded bottle with an applied lip. No seal. We only found one of these bottles. The salvage adverts from 1904 offer for sale cases of gin. Presumably the alcohol was more valuable than the castor oil and ink which explains why most of the alcohol was salvaged. (Photo V. Maitland)



**Figure 548:** View of top of case gin. The mould marks are clearly visible. (Photo V. Maitland)



**Figure 549:** View of base of case gin. The mould marks are visible but there are no registration marks. (Photo V. Maitland)





**Figures 550 - 551:** Green, moulded bottle with an applied lip. The neck is embossed with "R. White". Along the base, the name "R. White & Sons Ltd. Camberwell & Walworth". The base of the bottle has a "J" embossed in a crest. In 1845 Robert and Mary White produced the first R Whites lemonade, along with ginger beer, from their home in Camberwell, London. They originally sold from a barrow but their drinks proved so popular that the business rapidly expanded. By 1869, the company had five production units and 16 depots across the Midlands and South East of London. In 1891 Robert White took control of HD Rawlings, which supplied drinks to royal houses across Europe, and formed a limited company in 1894. It is now owned by Britvic Soft Drinks Ltd. ([www.britvic.com](http://www.britvic.com)).

### Ceramics



**Figures 552 - 553:** Ceramic fragment. Besides the stoneware dwarf inks, this was the only ceramic that was recovered. It is stamped with the following: "(Vit)reous Stone Bottles. Bourne & Son, Patentees, Denby Pottery, Near Derby. P. & J. Arnold, London". According to correspondence with Lynne Roberts of the Denby Visitor Centre, U.K. The Denby Pottery were prolific ceramic bottle manufacturers. One potter in a 12-hour shift could produce a thousand bottles. These bottles were used for polish, ginger beer, blacking, ink, etc. P.J. Arnold produced ginger beer. It seems likely this fragment came from a ginger beer bottle. In Figure 553, one can actually see the finger marks where the potter turned the bottle. (Photos V. Maitland)

## Lyle's Golden Syrup

In 1881 (the same year the *County of Pembroke* was built) Abram Lyle a Scottish entrepreneur sent his five sons to London to set up a sugar refinery. The factory was opened in 1883, although supply problems almost brought their enterprise to an early demise.

Lyle decided that the treacly syrup waste by-product of the sugar refining process could be further refined to produce a preserve and sweetener for cooking. "Goldie" was originally poured into wooden casks and sold to employees and locals. Its popularity spread faster than production and soon they were selling a ton per week. Lyle's Golden Syrup was first sold in tins in 1885. The product logo has hardly changed since 1885 and is a Guinness world record for the oldest branding ([www.lylesgoldensyrup.com](http://www.lylesgoldensyrup.com)).

Large quantities of Lyle's Golden Syrup branded crates were found at the wreck site. Unfortunately, all the tins had disintegrated, leaving only impressions in the sand that had entered the crates.



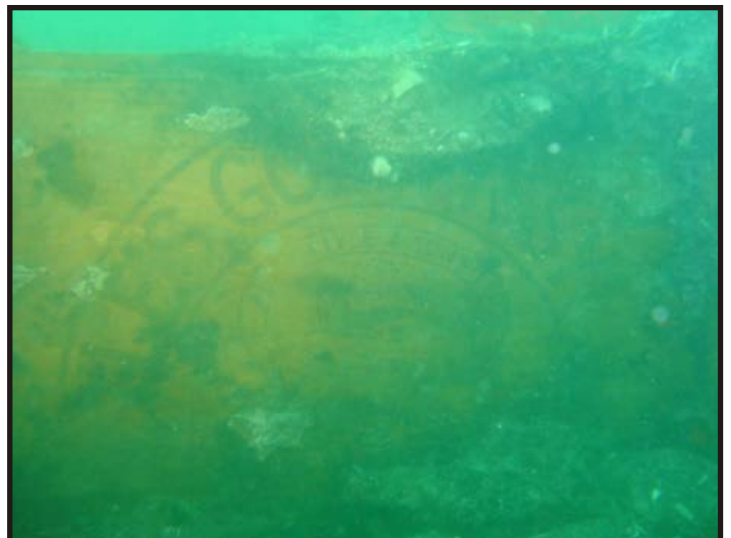
**Figure 554:** The 'lion and the bees' trademark depicts a biblical verse about Samson who killed a lion on his quest for a wife. When he returned, past the spot, he noticed a swarm of bees had made a comb of honey in the carcass. No-one knows why Lyle chose the slogan 'Out of the strong came forth sweetness'. Was he referring to the tin or the company? ([www.lylesgoldensyrup.com](http://www.lylesgoldensyrup.com))



**Figure 555:** Sample of tins, used over the years, from the Lyle's Golden Syrup Museum ([www.lylesgoldensyrup.com](http://www.lylesgoldensyrup.com))



**Figure 556:** In-situ crates of Lyle's Golden Syrup. (Photo Subtech)



**Figure 557:** Close-up of in-situ crate of Lyle's Golden Syrup crate, showing the branded side. (Photo Subtech)



**Figure 558:** Pile of lifted crates. (Photo V. Maitland)



**Figure 559:** Close-up of a complete crate. (Photo V. Maitland)



**Figure 560:** Close-up of the branded logo - "Lyle's Golden Syrup, Abram Lyle & Sons Ltd, Sugar Refiners, Trade Mark, 112 Tins 1lb each". (Photo V. Maitland)



**Figure 561:** On this crate side above the "112 tins 1lb Each". There is another partially illegible branding - "2lbs". (Photo V. Maitland)



**Figure 562:** Stamped side of a syrup crate - "Lyle's Golden Syrup, Abram Lyle & Sons Ltd". (Photo V. Maitland)



**Figure 563:** Broken crate with corroded tins. (Photo V. Maitland)

## Other Wooden Crates



**Figure 564:** Partial branded crate side - "Ltd, Algoa Bay". (Photo V. Maitland)



**Figure 565:** Partial branded crate side - "...SOP. & Co., (Ja)maica - 2 Silver, (Tas)mania - 3 Gold, ...b...ley -...". (Photo V. Maitland)



**Figure 566:** Partial branded crate side - "Trade Mark, Port Oil Men & ...". This may be one of the crates that held the tins of paint and varnish that we found the remains of. (Photo V. Maitland)



**Figure 567:** Partial branded crate side - "...o...s Bros, ...on...o York". (Photo V. Maitland)



**Figure 568:** Canvas netting. A number of crates had this netting still attached. (Photo V. Maitland) McLeod (1944:113) defines a 'Save All' as a cargo net designed from canvas that does not allow anything to fall through. It may be that when they loaded the crates they didn't remove this netting.



**Figure 569:** Canvas netting. (Photo V. Maitland)

## Wooden Barrels

According to Twede (2005:253) wooden barrels are the most significant shipping container in history and have been in use for over 2000 years, she states that barrel-making probably developed concurrently with ship building.

Barrels have unique characteristics that make them ideal shipping containers for wet or dry products. The barrel shape is very strong making it easy to handle and ship. Its bulging shape allows it to be rolled easily by one person, no matter how heavy. The materials from which it was manufactured were also plentiful and relatively cheap. They fitted easily into ships' holds, on their sides with their heads pointing fore and aft. The bung hole was stored upright and the second tier keys nicely into the first tier (Twede 2005: 256).

Twede (2005:256-7) describes the manufacture of a wooden barrel as follows. "A hardwood like oak is most often used for tight barrels, because it resists soakage, is hard enough to resist abuse, and yet is soft enough to form into the barrel shape. A tight barrel's staves are quarter sawed, making them parallel to the log's medullary ray, a hard fibrous membrane radiating out from the centre of the tree. This helps to prevent seepage and to control warping and shrinkage.

Staves were made by a laborious hand process of hollowing out the inside and curving the outside with a draw knife and adze. The edges are cut so that the staves are slightly wider in the centre and so that the inner face is slightly narrower than the outer one. One of the staves will be drilled with the bunghole through which the barrel will be filled (it will be closed with a cork or a wooden bung).

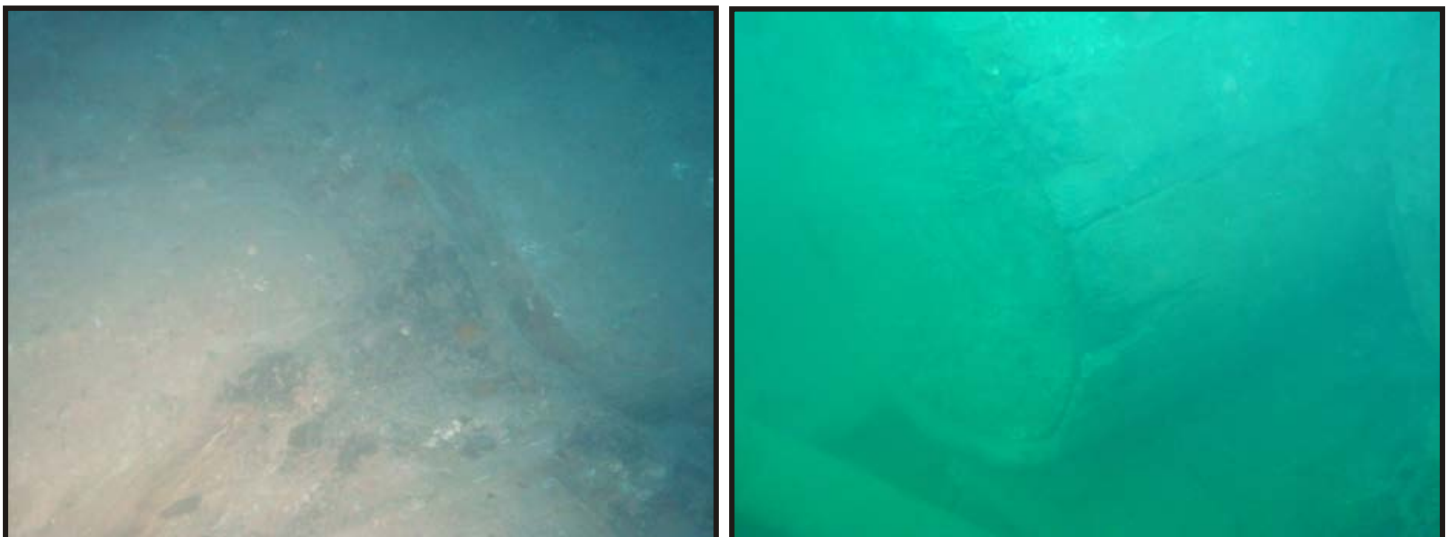
The staves are set in a form that is tight on one end, and then they are steamed to soften them. They are drawn together into the traditional barrel shape (with the slightly bulging bilge) and held in place with heavy iron hoops.

The formed barrel is fired to dry and shrink the wood, warm the resin and set the staves in shape. After cooling the hoops are hammered towards the bilge (trussed) in order to press the dried staves more tightly together.

Next are cut the chime, a bevel on the end of the staves, and the groove into which each head will fit. The circular head, made from straight boards joined together with dowels, is cut with a bevelled edge that is inserted into the croze. The tight head is completed by driving on the head hoops on each end."

A slack barrel for dry products is made in exactly the same way as a tight barrel, except they could be made from a variety of woods; the staves are thinner and don't need to be cross-sawed. Slack barrels are also bound with a variety of different materials such as steel, wire or wood, depending on the barrel content's weight and consistency (Twede 2005:257).

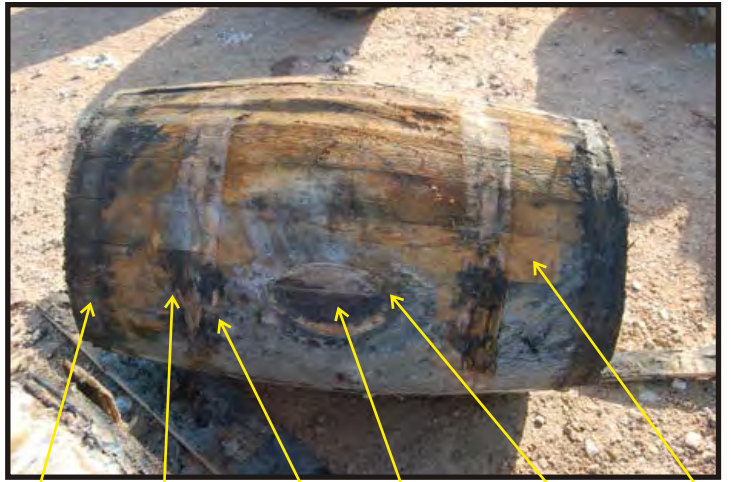
Barrels played a dual role in the history of product marketing, firstly it was the creation of a standardization of net contents and secondly, the differentiation of products. In addition, like the crates previously mentioned, the name of the product was branded onto the head of the barrel. Some believe that this is where the term 'product branding' came from (Twede 2005:257). In the mid 1800s mechanization of the barrel making process caused the quality to deteriorate, barrels were more inclined to leak, although these problems were solved with glue and other lining materials. The increase in rail helped cause the demise of barrels because they did not geometrically fit in boxcars. In addition, handling equipment was introduced for the handling of crates. In 1870, the first steel drums were introduced . In the early 1900s paper packaging started to gain ground over barrels for dry products (Twede 2005:260-1).



**Figures 570 - 571:** In-situ wooden barrels. (Photos Subtech; V. Maitland)



**Figure 572:** While most barrels aboard the *County of Pembroke* contained cement, some contained sulphur. The cement hardened and helped preserve those barrels, but the sulphur sped up the decomposition of their barrels. (Photo Subtech)



**Figure 573:** Almost intact wooden barrel. (Photo V. Maitland)

These were slack barrels, the hoops were made from wood, which unfortunately came off shortly after being recovered. A barrel of cement is four cubic feet or 170kgs (James 2000:12).



**Figure 574:** The wood quarter and bilge hoops are still intact on this slack barrel. The hoops are smooth against the barrel, but rough on the outside. (Photo V. Maitland)



**Figure 575:** The staves on this barrel have decomposed and all that is left is the hardened cement and head of the barrel. Underneath the head is a rough half lath. Normally a groove, the croze, was cut into the staves to support the head. As there is no groove, perhaps this lath served the same purpose. (Photo V. Maitland)



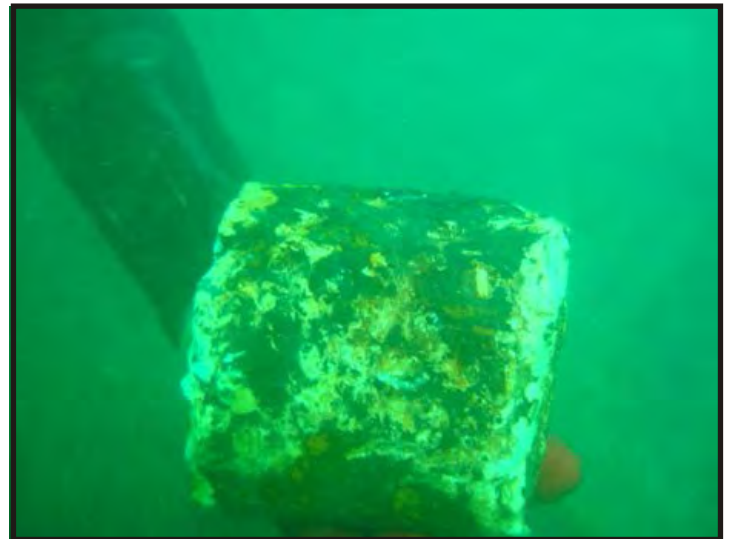
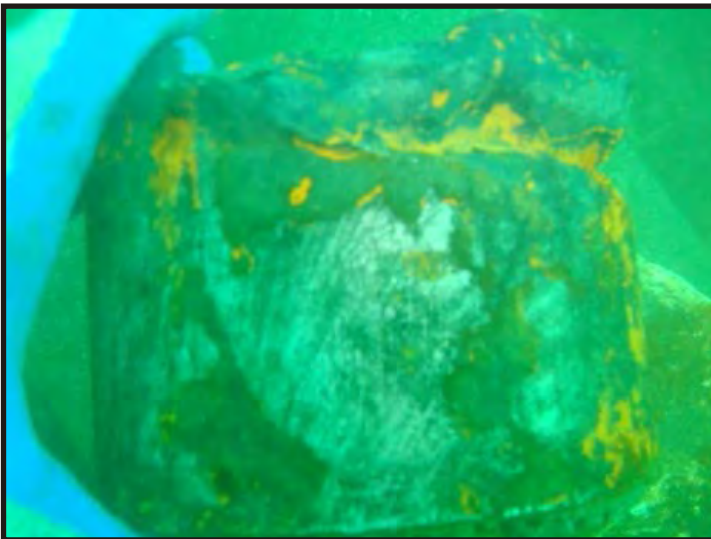
**Figures 576 - 577:** Two opposing heads of the same barrel, in Figure 576, the branding is presumably that of the manufacturer and reads "H & V, 8", the opposite head, Figure 577, is branded with "Algoa Bay". (Photos V. Maitland)



**Figure 578:** View of a cement barrel without the head. These barrels were lined with paper, possibly to absorb excess water during transportation. This was a precursor to the barrels being replaced by paper bags later in the 1900s. (Photo V. Maitland)

**Figure 579:** Retrieved barrels on the quay side. (Photo V. Maitland)

### Paint and Building Materials



**Figure 580:** In-situ tin of yellow paint. The tin has decomposed leaving the hardened paint. (Photo V. Maitland)

**Figure 581:** In-situ tin of white paint. The tin has decomposed leaving the hardened paint. (Photo V. Maitland)



**Figure 582:** Residual red paint. (Photo V. Maitland)

**Figure 583:** Metal label found embedded in conglomerate. (Photo V. Maitland)



**Figure 584:** Metal label found embedded in conglomerate. **Figure 585:** Sleeper with manufacturer's engraved stamp. "H.B. Alder & Co. Ltd, London, Paint & Colour, Oil & Varnish, Manufacturers, Established 1833". (Photo V. Maitland)



**Figure 586:** Close-up of manufacturer's stamp on sleeper - "U M". (Photo V. Maitland)



**Figure 587 - 588:** Glazed ceramic tile with "England" on the back. (Photo V. Maitland)



## Coal



**Figure 589:** Coal or coke as it was called, formed the bottom layer in the cargo hold. (Photo V. Maitland)



**Figure 590:** Close-up of one of the large pieces of coal. (Photo V. Maitland)

## Miscellaneous Cargo



**Figure 591:** Metal animal traps. (Photo V. Maitland)



**Figure 592:** Close-up of a metal trap. (Photo V. Maitland)



**Figure 593:** Close-up of a cleaned metal trap. (Photo V. Maitland)



**Figure 594:** In-situ horse shoes, whatever they were transported in, has decomposed. (Photo V. Maitland)



**Figure 595:** Conglomeration of horse shoes on their removal from the wreck. (Photo V. Maitland)



**Figure 596:** Single horse shoe. (Photo V. Maitland)

### Intrusive Artefacts



**Figure 597:** Roof tiles. J. Bennie said there were a lot of these tiles on the site of the *Amsterdam* and therefore these probably washed down the Coega River from the tile factory. (Photo V. Maitland)



**Figure 598:** Elephant tusk. The entire area, historically, was inhabited by herds of elephants. This tusk was recovered on the surface of the conglomerate and probably washed down the Coega River. (Photo V. Maitland)



**Figure 599:** Deer horn. (Photo V. Maitland) Malcolm Turner said that on various wrecks he investigated in Algoa Bay, he found deer horns from the *Star of the East*. Uruqhart (2007:103) states that on 17 Oct 1859, during a black south easter, the fully laden clipper – *Star of the East* was trying to beat out the Bay, but was caught by the currents and thrown onto the rocks. She had a cargo of 4000 horns.



**Figure 600:** Whale bone. Not an unexpected intrusive artefact. (Photo V. Maitland)



# Appendix A



## Newspaper Archival Materials

### Eastern Province Herald, Port Elizabeth, Cape of Good Hope

Friday, October 16 1903 – Notice of Arrival  
Saturday, November 14, 1903 – Rough Night at Sea  
Monday, November 16, 1903 – A Fearful Storm  
Tuesday, November 17, 1903 – The Storm  
Tuesday, November 17, 1903 – Letter to the editor  
Wednesday, November 18, 1903 – One Life Lost  
Thursday, November 19, 1903 – Advert, Cargo Salvage  
Friday, November 20, 1903 – Advert, Cargo Salvage  
Saturday, November 21, 1903 – The Wrecks, Official Reports  
Monday, November 23, 1903 – The Wrecks Inquiry  
Wednesday, November 25, 1903 – The Maritime Report  
Thursday, November 26, 1903 – The Maritime Inquiry  
Friday, November 27, 1903 – The Maritime Inquiry  
Saturday, November 28, 1903 – The Maritime Court  
Tuesday, December 1, 1903 – Advert, Cargo and Ship Salvage  
Wednesday, December 2, 1903 – Advert, Cargo and Ship Salvage  
Saturday, December 5, 1903 – The Shipwreck Fund  
Friday, December 25, 1903 – The Recent Wrecks  
Tuesday, January 19, 1904 – Advert, Damaged Cargo  
Wednesday, January 20, 1904 – Advert, Damaged Cargo  
Friday, February 5, 1904 – Advert Damaged Cargo  
Tuesday, March 22, 1904 – Moving a Wreck  
Thursday, March 24, 1904 – Removing a Wreck

### Cape Daily Telegraph, Port Elizabeth

Thursday, October 15, 1903 – Shipping News, Algoa Bay Arrivals  
Saturday, November 14, 1903 – Disastrous Gale  
Monday, November 16, 1903 – The Gale, Algoa Bay's Great Storms, Survivor at Hospital, No Loss of Life, Saved  
Monday, November 16, 1903 – After the Storm, Work of the Rocket Brigades  
Friday, November 20, 1903 – Distressed Shipmasters  
Wednesday, November 25, 1903 – Maritime Inquiry - Wreck of the "Arranmore"  
Thursday, November 26, 1903 – Maritime Inquiry - The Wreck of the Arranmore, Wrecked "County of Pembroke"  
Maritime Inquiry Held  
Friday, November 27, 1903 – Maritime Inquiry - Wreck of "County of Pembroke"  
Thursday, November 28, 1903 – "County of Pembroke" - Finding of the Court  
Wednesday, March 23, 1904 – The County of Pembroke

### Port Elizabeth Advertiser, Cape of Good Hope

Wednesday, November 18, 1903 – The Storm

### The New York Times

Sunday, November 15, 1903

## **Modern Newspaper Articles**

Dispatch Online , Thursday 20 May 2004

Weekend Post, Saturday 22 May 2004

The Herald Online, Thursday 15 July 2004

Weekend Post, Saturday 1 September 2007

The Eastern Province Herald, Thursday 27 September 2007

# **The Eastern Province Herald, Port Elizabeth**

OCTOBER 16 1903

# SHIPPING INTELLIGENCE

## ALGOA BAY—ARRIVALS

October 14—88 *Hygeia*, British, 1207 tons, Captain H G A Thomas, from the Cape with general cargo, Mitchell Goss & Co, agents.  
 14—88 *County of Pembroke*, British, 1064 tons, Captain J Parry, from London with general cargo, Keith & Co, agents.

## ALGOA BAY—DEPARTURES

October 14—88 *Orissa* for Durban.

## DEPARTURES—PROJECTED.

The following vessels have cleared at the Customs House:—  
 Hk *Bertram Wood* for Durban.  
 Ship *Pythomae* for Adelaide.  
 Hk *Hansa* for Apia, Ships Island.  
 SS *Bulgar* for East London.  
 SS *Ready* for Durban.

## EXPECTED ARRIVALS

Vessels	From	Dated
<i>Francis—Dues</i>	...	19 4 00
<i>Two Brothers—Swedish</i>	...	19 9 00
<i>Heinrich—Dutch</i>	...	4 7 00
<i>Saint Antoinette—Marseilles</i>	...	5 7 00
<i>Lota—Gothenburg</i>	...	7 7 00
<i>Arcton—Oslo</i>	...	10 7 00
<i>Titanis—Fredrikstad</i>	...	10 7 00
<i>Mark Twain—Bodrum</i>	...	10 7 00
<i>Letitia—Cardif</i>	...	20 7 00
<i>Broderfalket—Pisa</i>	...	20 7 00
<i>Woodburn—Antwerp</i>	...	20 7 00
<i>Solheim—Fredrikstad</i>	...	20 7 00
<i>Osteren—Oslo</i>	...	25 8 00
<i>Havilla—Haugesund</i>	...	25 8 00
<i>Blauer—Christiansund</i>	...	26 8 00
<i>Professor—Johannes—Gothenburg</i>	...	14 8 00
<i>Lodere—Cardif</i>	...	14 8 00
<i>Cambria—Penzance</i>	...	15 8 00
<i>Hercules—Pisa</i>	...	21 8 00

## CAPTOWN—ARRIVALS

October 13—*Dunottar Castle* from Southampton.  
 14—*Bayan* from Saldanha Bay.  
 14—*Inayat* from Natal.  
 Gallies from Simons Bay.  
 Ems from Depezers.  
*Eagle Castle* from London.

The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Friday, October 16 1903

## Shipping Intelligence

Algoa Bay - Arrivals

October 14 - Bk County of Pembroke, British, 1064 tons, Captain J. Parry, from London with general cargo, Keith & Co, agents.

## ROUGH NIGHT AT SEA.

### SHIP IN DISTRESS

Yesterday the strong wind which was blowing brought a nasty sea into the bay, and in the early part of the night this increased until between nine and ten o'clock the wind was blowing half a gale, and a very heavy sea was running. It was particularly felt to the northward, where the sailing vessels lie, and at half past ten one of those craft showed a blue light, a signal of distress. At this time the wind was very violent, especially in the open bay, where the waves were running high, while the foam was dashing over the jetties and sea walls in clouds. Two rockets were immediately fired from the Post Office, where the men were on watch, calling out the lifeboat crew and rocket brigade to stand in readiness at the North End beach in case, unhappily, their services were required. Port Coxswain Winterbottom also went out to the beach. When the distress signals went up a tug went out to the assistance of the vessel, but neither the name of the ship nor the tug could be ascertained.

By half-past eleven the wind seemed to moderate, but soon again increased in velocity, and at ten minutes to twelve another sailing craft showed a signal of distress, and commenced to drift slowly shorewards, two rockets again being fired.

### Three Vessels Wrecked.

1.0 a.m. At 1.0 o'clock a.m. a vessel parted her cables and commenced to drift rapidly towards the North End beach, burning a blue flare. She grounded just South of where the five vessels came ashore last year. Soon after two others came drifting to the Northward, one heading towards Swartkops. The Harbour Board Rocket Brigade under Capt. Beck and Mr. Saunders, and the P.A.G. Brigade under Capt. Wares, each got a line across a vessel, and it is hoped that by morning the crews of two vessels will be rescued. Mr. J. Searle, snr., was down on the beach for a time.

## Rough Night at Sea

### Ship in Distress

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rapidly drifting shorewards. As it subsequently transpired three stately and noble craft were even then going to destruction, but only one continued to burn a flare. By this time the showery weather which had been experienced in the earlier part of the night, had given place to heavy torrents of blinding rain, which seemed to fall from the clouds in dense sheets, while it also became exceedingly cold. The sluits throughout the town were running deep and strong, like small mountain torrents. To reach the beach at the North End, towards which the vessels were drifting, was an undertaking of no small difficulty. The water pouring down from the higher ground on the other side of Adderley Street, rushed along with fearful rapidity. No sluit could hold it, and as it neared the beach it increased in both volume and force, strengthened as it was by the tributaries which belched from the cross streets. In the pitch darkness one had to trust entirely to instinct, for the darkness was so great that to see was entirely out of the question. At the lower end of these streets the water was rushing two or three feet deep, while in some streets close to the beach it seemed even deeper. On the beach were the lifeboat crew, under Port Coxswain Winterbottom, the Harbour Board Rocket Brigade under Mr Sawyer, assistant to Captain Clift, and the P.A.G. Rocket Brigade under Captain Wares, were waiting in readiness, the scene begging description.

All along the seas were dashing in in huge rollers, while from the land side dozens of streams were rushing down, until there was not a dry particle of beach left. All knew that there were several ships in dire distress, and that at any moment one might loom up through the darkness, but with the pitch-black night and the heavy mist one could see but a very short distance. It would be about two o'clock when two vessels were observed drifting in. One, apparently, had managed to stretch out a bit of canvas, and was heading for the soft ground in the vicinity of the dynamite jetty. These were in range of the Harbour Board Brigade, who immediately set out for the point where the vessels would probably be hurled up. This, however, was a difficult and dangerous undertaking, for the men had also to haul along with them their rocket wagon with the apparatus. On they went, tugging and straining on the ropes, while the wheels seemed to sink deeper and deeper in the soft yielding sand with every yard travelled. But this was not the only trouble. The huge billows which were driving the ships to destruction, rushed on in their mad career, and dashing over the beach hissed and swirled around wagon and men as if they knew the noble and humane errand they were engaged in and were trying to prevent it, and at the same time seize fresh victims. Sometimes the men would be up to their waists in the seething waves, and anon as the waters subsided almost carried off their feet with the backwash. But gallantly the Brigade struggled onward, and were soon engaged in the attempt of rescuing the crew of the Wayfarer. While this was taking place, another ship came ashore almost opposite Broad Street. This proved to be the County of Pembroke, but she was showing no lights, and it was some time after she grounded that she was observed, and then it was only by straining one's eyes that one could now and then catch a glimpse of her masts. The P.A.G. Rocket Brigade soon got to work, and with wonderful precision considering the misty object they had to aim at, sent the very first rocket across her. She was, however, lying where the five vessels went ashore last year, and the sea carrying the line along got the whip entangled in the wreckage. After a time another rocket was sent across, but the line again became foul of the wreckage. A third missed, but a fourth proved a beautiful shot. The Brigade waited and waited but no sign came from the vessel. When the crew came ashore, which they did in their own boat just after daylight, it transpired that the skipper misunderstood the printed instructions relating to such an occasion he received upon coming into Algoa Bay, hence the hitch. When day broke it was found that four vessels were on the beach, and soon after 6 o'clock another went ashore, while five barques, the Victor, Advokat, Schiander, Hercules, Johani and Letezia, and the SS Mashona had drifted close in, the latter when daylight came steaming out to the northward. On Sunday she steamed into her usual berth.

The Arranmore went ashore at 4 o'clock on Saturday morning. It seems that in drifting past her the SS Mashona fouled her, cutting away her cables and figurehead. At half-past six while the Rocket Brigade were engaged with the Two Brothers, the crane tenders of the North Jetty and some boatmen attempted to do something for the Arranmore.

A log of wood with a line attached was thrown overboard from the ship, and washed in shore, where it was hauled up. On board were the captain's wife, Mrs Howes and child, a baby three months old. A barrel was rigged up for the lady who was brought safely ashore, and the man who followed immediately after on a chair rigged up for the crew brought the baby ashore. The mother's fear for the safety of the little one may be imagined as she saw it passing slowly over the water, and as it touched the shore she rushed into the surf to once more clasp her darling to her breast. The Arranmore was in ballast having just discharged her cargo, and was bound to Newcastle, N.S.W.

The Itala, one of Messrs Messina Bros' tugs, parted her cable during Friday night. She had on board at the time only two seamen and a stoker, but these three proved their grit by saving the tug. The fireman took charge of the engine room, one of the seamen acted as a fireman, and the other as skipper, and put out to sea. When morning dawned it was thought that she had been lost, but soon she was observed steaming merrily back, having gallantly weathered the gale. Two lighters were also wrecked, one the old Harbour Board water boat, and the other belonging to Messrs Hansen & Schrader.

As the County of Pembroke drifted through the shipping, she fouled the Russian barque Liito, sweeping her masts down by the board with her jibboom as she swung round. Miraculously there was not a single person injured on the Liito, notwithstanding the fall of the three masts, with all the spars attached.

At 9 o'clock on Saturday morning the Norwegian barque Elda parted her cables, and commenced to drift shorewards. The tug Sir Frederick tried to get a warp on board, but the men seemed to be done up as it is stated that only three came to the side. Several attempts were made to get it aboard, but failed. While tending the Elda the Sir Frederick got caught in the trough of a huge sea, and the water dashing over her carried away a good portion of her bulwarks and flooded the engine room, putting out the fires. An anchor was dropped, and the fires soon again lighted. The Elda came ashore to the northward of the dynamite jetty, opposite New Brighton. The H.B. Rocket Brigade soon got to work. A shot was put between the main and mizzen mast, but the men seemed unable to get the line. Another went wide, but the next landed over her bows, and one of the seamen pluckily went out along the jibboom and got hold of the line. The cable was made fast to the mizzen mast, and the breeches buoy was soon being worked bringing the crew to safety. As the fifth man was being hauled across the foaming water, crash went the main mast. The waves were dashing all over the doomed vessel, and soon after the main mast went the bulwarks amidships were swept away, and the barque's back broken. A shudder went through the crowd on shore for they thought the five men still aboard were lost. The Rocket Brigade, however, worked like Trojans, not an instant being lost, and luckily the vessel held together until all had been rescued. This was the last ship to come ashore.

The crews of the wrecked vessels were taken to the Seamen's Institute, where they were fed and clothed. They number nearly 70, made up as follows: Arranmore 11, Wayfarer 8, Two Brothers 14, Sant Antonio 7, County of Pembroke 17, Elda 10. They are being well looked after at the Institute. Anyone who has any old clothing to spare, would find thankful recipients if they sent

it to the Seamen's Institute.

All praise must be given to the two Rocket Brigades, and also to the lifeboat crew, who although not required in the lifeboat gave material assistance to the brigades. The work of rescue was under the supervision of Capt Beck, Port Captain, who carried it out in first-class style, while Mr Charles Searle did Yeoman's service with the Harbour Board Rocket Brigade.

The heavy seas which broke over the North Jetty, carried the machine room at the end of the jetty entirely away, making a clean sweep of everything except the machinery. The Dom Pedro jetty also sustained a good deal of damage. The two mail boats, the Briton and the Kinfauns Castle, steamed out into the open where they hovered about.

The rainfall from Wednesday night to yesterday morning was 2.34 inches, which, however, chiefly fell on Friday night and Saturday morning. The rainfall for November up to yesterday was 5.06.

The Baakens River came down in a big flood, and its bed has been thoroughly scoured and cleansed. It was flowing yesterday some feet deep, while the tide went up above the electric tram power house.

We must thank Mr Hansen, lighthouse keeper, for the information regarding the velocity of the wind and for the rainfall.

The storm has delayed the Briton for East London and Natal, and the Kinfauns Castle for Capetown.

Louis Caveedo, a young Italian, 18 years of age, cabin boy on the Sant Antonio, slipped into the water as he was being rescued. It was feared that he was drowned, but shortly after he was picked up further along the beach, and was resuscitated.

He was taken to the Provincial Hospital in the ambulance suffering from exhaustion, but has now completely recovered.

It was a good thing that the vessels went ashore on soft ground, so that they did not go to pieces quickly which would have made the work of rescue much more difficult. Some of the vessels may be got off. The wreckage, however, interfered to a considerable extent with the Brigades efforts, and the storm affords striking proof, if any were needed, of the imperative necessity of the old wrecks being removed. Sometime ago the Treasury agreed to give the Harbour Board £500 a month for six months for this purpose, but the other day declined to sanction the expenditure unless it was to remove wrecks that were dangerous to navigation. These, of course, are not a danger to navigation, but they are to life should a vessel have the misfortune to be driven ashore. As it was they interfered with the work.

On Saturday morning a squad of police under Inspector Hingle and Sub-Inspector Chrisholm rendered important service in keeping the crowd back out of the way of the Brigades.

We are pleased to record that not a single life was lost during the storm, which was undoubtedly due to the smart and willing work of the Rocket Brigades. We have been asked, on behalf of the Brigades, to thank those who assisted in hauling on the lines, thus rendering valuable help.

The following is a description of the vessels: –

#### Dismantled

Liitto, wooden barque, Russian, 431 tons, Capt J Sillston, built in 1891 by J Jakobsson at Loko, J F Ahlgren owner; length 136 ft, width 31 ft, depth 15 ft. From Gottenburg with deals. Arrived Oct. 22. Philip Bros, agents.

#### Vessels Ashore

Arranmore, steel ship, British, 1,782 tons, Capt T W Howes, built in 1893 by Russell & Co, Port Glasgow, owners Thomson, Dickie & Co; length 263 feet, width 39 ft, depth 23½ ft. From Portland, Oregon, with wheat. Arrived Sept. 8. E Searle & Co, agents.

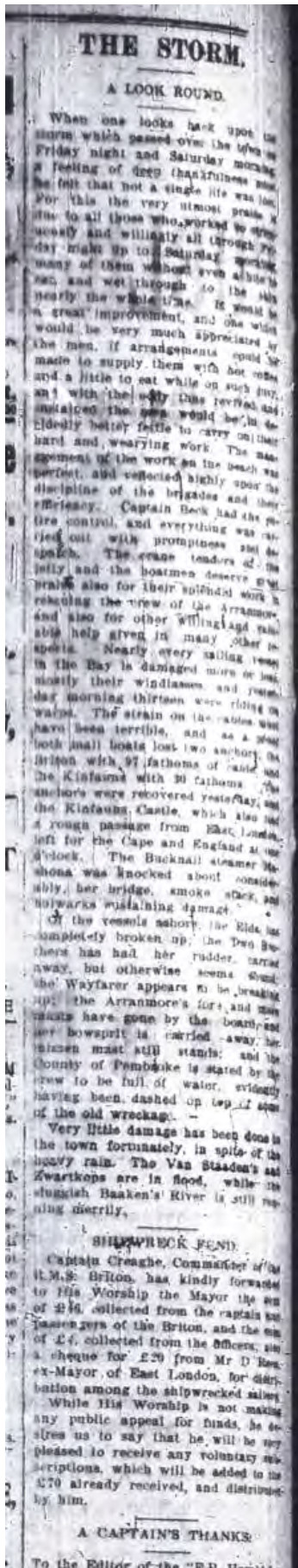
County of Pembroke, iron barque, British, 1,065 tons, Capt J Parry, built in 1881 by W Doxford & Sons at Sunderland, owners W Thomas & Co: length 221½ ft, width 35 ft, depth 30. From London with general cargo. Arrived Oct. 15. Keith & Co, agents.

Wayfarer, wooden barque, Norwegian, 610 tons, Capt H Petersen, built in 1874 at Digby, Nova Scotia, owner R Kundson; length 140 ft, width 33 ft, depth 18 ft. From Gottenburg with deals. Arrived Oct. 10. Holland & Vardy, agents.

Two Brothers, barque, Norwegian, Capt J L Johannesen, built in 1870, by S J King, at St. John, New Brunswick, owner A B Amundsen; length 176 ft, width 35 ft, depth 22 ft. From Sundswall with deals. Arrived Oct. 20. E M Searle & Co, agents.

Sant Antonio, iron bk, Italian, 502 tons, Capt Astartio, built in 1869 by Illiff, Mounsey & Co, at Sunderland; owners G Lubrano di Scampamorte, length 167 ft, width 26 ft, depth 17 ft. From Marseilles with bricks and tiles. Arrived October. Hansen & Schrader, agents.

Elda, iron bk, Norwegian, 648 tons, Capt G Gouldransen, built in 1878, by H F Ulricks at Vegesack; owner Chas Moller; length 172 ft, width 29 ft, depth 16 ft. From Buenos Ayres with maize and flour. Arrived Nov. 11. Crooks & Co, agents.



## The Storm

### A Look Round

When one looks back upon the storm which passed over the town on Friday night and Saturday morning a feeling of deep thankfulness must be felt that not a single life was lost.

For this the very utmost praise is due to all those who worked so strenuously and willingly all through Friday night up to Saturday morning many of them without even a bite to eat, and wet through to the skin nearly the whole time. It would be a great improvement, and one which would be much appreciated by the men, if arrangements could be made to supply them with hot coffee and a little to eat while on such duty, and with the body thus revived and sustained the men would be in decidedly better fettle to carry on their hard and wearying work. The management of the work on the beach was perfect, and reflected highly upon the discipline of the brigades and their efficiency. Captain Beck had the entire control, and everything was carried out with promptness and despatch. The crane tenders of the jetty and the boatmen deserve great praise also for their splendid work in rescuing the crew of the Arranmore and also for other willing and valuable help given in many other respects. Nearly every sailing vessel in the Bay is damaged more or less mostly their windlasses, and yesterday morning thirteen were riding on warps. The strain on the cables must have been terrible, and as a proof both mail boats lost two anchors, the Briton with 97 fathoms of cable and the Kinfauns with 30 fathoms. The anchors were recovered yesterday, and the Kinfauns Castle, which also had a rough passage from East London, left for the Cape and England at one o'clock. The Bucknall steamer Mashona was knocked about considerably, her bridge, smoke stack, and bulwarks sustaining damage.

One of the vessels ashore, the Elda has completely broken up, the Two Bothers has had her rudder carried away, but otherwise seems sound, the Wayfarer appears to be breaking up; the Arranmore's fore and main masts have gone by the board and her bowsprit is carried away, her mizzenmast still stands, and the County of Pembroke is stated by the crew to be full of water evidently having been dashed on top of some old wreckage.

Very little damage has been done in the town fortunately, in spite of the heavy rain. The Van Staaden's and Zwartkops are in flood, while the sluggish Baaken's River is still running merrily.

### Shipwreck Fund

Captain Creaghe, Commander of the R.M.S. Briton has kindly forwarded to His Worship the Mayor the sum of £46, collected from the Captain and passengers of the Briton, and the sum of £4 collected from the officers, also a cheque for £20 from Mr. D. Rees, ex-Mayor of East London, for distribution among the shipwrecked sailors. While His Worship is not making any public appeal for funds, he desires us to say that he will be very pleased to receive any voluntary subscriptions, which will be added to the £70 already received, and distributed by him.

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#### A CAPTAIN'S THANKS.

To the Editor of the "E.P. Herald."

## SHIPWRECKS.

To the Editor of the "E.P. Herald."

Sir.—As I read your account of the shipwrecks in to-day's issue of your paper I could not help wondering where you got your information from regarding the coming ashore of the barque "County of Pembroke," which states "she was showing no lights, and it was some time after she was grounded that she was observed, and then it was only by straining one's eyes that one could now and again catch a glimpse of her masts." Now, this statement is not giving justice to those concerned, as I for one observed blue lights burning on the said vessel often as she drifted to the breakers, and before the vessel was aground distinctly observed her topsails filled and that her spars were white. No one, of course, knew the vessel's name until daylight broke. I make this statement that you may correct the error made, and I feel certain that it is only necessary to point it out to you to have it corrected. It is, likewise only justice to Captain Parry of that vessel, and my statement will be verified, I have no doubt, if necessary, by Captain Beck, Mr. George Hart, Port Coxswain Winterbotham, Captain Warren (P.A.G.), and the members of the brigade, etc., who followed her with their apparatus as she drifted along in the breakers to where she now lies. And of what avail was the burning of their thirty or forty blue lights, which were only useful so far as it showed those of us on the beach where we might expect to see her castaway.—I am, etc.,

JOHN C. McALLISTER.

104 Walmer Road, P.E.,  
November 16th, 1903.

The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Tuesday, November 17, 1903

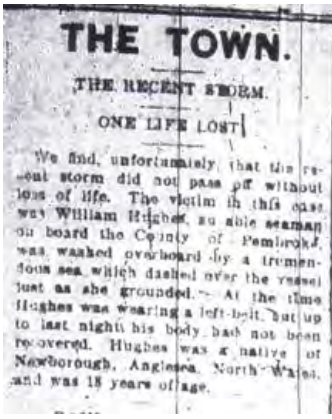
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John C. McAllister.

104 Walmer Road, P.E.,  
November 16th, 1903.



The Eastern Province Herald, Port Elizabeth, Cape of Good Hope,  
Wednesday, November 18, 1903

## The Town

### The Recent Storm

#### One Life Lost

We find, unfortunately, that this recent storm did not pass off without loss of life. The victim in this case was William Hughes, an able seaman on board the County of Pembroke, was washed overboard by a tremendous sea which dashed over the vessel just as she grounded. At the time Hughes was wearing a life-belt, but up to last night his body had not been recovered. Hughes was a native of Newborough, Anglesea, North Wales, and was 18 years of age.

To Salvors.

Distressed Barque,

“County of Pembroke.”

*Under Recommendation of Surveyors,*


Tenders are hereby invited for the Salving of the Cargo now remaining on board the above named Vessel, on a percentage basis. The Cargo to be landed, sorted, and stacked above high water mark.

Tenders to be addressed to Captain Parry, and to be sent in to the undersigned not later than noon.

To-Morrow Friday, 20th Inst.

Lowest or any Tender not necessarily accepted.

Keith & Co., Agents.



**TO SALVORS.**

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**DISTRESSED BARQUE,**

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**“COUNTY OF PEMBROKE.”**

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**To-Morrow Friday, 20th Inst.**

Lowest or any Tender not necessarily accepted.

**KEITH & CO., AGENTS.**

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ties."—SIR JAMES MACINTOSH.

**E, FRIDAY, NOVEMBER 20, 1903.**



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**KEITH & CO., AGI**

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The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Friday, November 20, 1903

To Salvors.

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# THE WRECKS.

## OFFICIAL REPORTS.

### A SCARE TELEGRAM.

Various reports were submitted to the Harbour Board yesterday morning concerning last week's gale, and the consequent wrecks and damage to the shipping.

Capt. Beck (Harbour Master), stated that on Friday, the 13th inst. as the wind was blowing fresh from the south-east he ordered Mr. Sawyer to send a section of the Rocket Brigade to the north-end beach at 7 p.m. to remain on duty all night. At the same time two men were kept on duty at the Port Office. He went on to detail the assembling of the two Rocket Brigades, and the life-boat was got ready for launching by its crew. During the night both Brigades experienced trouble through their rocket lines fouling old wreckage. The report of the wrecks and the rescuing of the seamen is practically similar to that already published in the "Herald." The crew of the Arranmore were landed by means of a Boatswain's chair, by the men of the jetty under Messrs. Hingle and Stead. Captain Beck thus concludes his report:—I cannot speak too highly of the magnificent practice made by the two Brigades, and their energy and zeal was beyond praise. They remained on duty for 15 hours drenched to the skin, their only refreshment being a little brandy and a very small glass of brandy. Although the life-boat was an entire failure, the services of the crew as aids to the Rocket Brigades were invaluable. The police under Mr. Wylde, Inspector Hingle and Sub-Inspectors Chisholm and Mason rendered invaluable service in keeping the crowd well in hand, and so allowing the Brigades to work the apparatus unhampered, and I trust the Board will be good enough to acknowledge their indebtedness to Mr. Wylde and the police officially. Valuable assistance was rendered by Messrs. Charles Searle, Melrose, H. Hall, Pain, Guthrie, Proitt, and Gustave Hohmann, Pycroft and Wright, also the two brothers Winterbottom. Mr. Sawyer mentions seven names in his report, which is enclosed, for special commendation, but I cannot bring my report to a close without stating that in my opinion these operations were so successful entirely because of the comeliness and zeal displayed by Captain Warren and Mr. Sawyer, and also because of the undying energy they have displayed in drilling their men into a high state of efficiency.

Captain Cliff (Marine Superintendent) reported that the plant consisted of two small open tubs, one foundering at her moorings and the other becoming waterlogged. The latter is a complete wreck, the other they were endeavouring to land. The old water boat broke from her moorings and was driven ashore, and has now been hauled into a position of safety. Two lighters at anchor containing cargo, shipped some seas, starting the tarpaulins and causing some little damage to the cargo. The tug H. B. Christian supplied a warp on Saturday morning to the large sailing vessel Fenicia which had parted both cables, thus certainly saving the vessel. The Sir Frederick, owing to a steamer dragging on to her moorings out to sea for the night, and on her return in the morning endeavoured to run a warp to the Edda. She, however, snipped a heavy sea which washed the warp overboard and flooded the engine room. The warp was eventually hauled back on board and the tug returned to her moorings, the sea being too high for her to have any communication with the jetty. Other calls from the vessels were attended to by the tugs, but no further services were rendered or requested.

Captain Ware, commanding the

P.A.G. Rocket Brigade reported that the alarm signal was first noticed to be on the sight of the fire. On arriving at the shed at 10.30 he found 14 of the Brigade already there and the remainder arrived soon after. Acting on instructions he took the men along the beach until opposite Broad Street. Several rockets were shown (as signals of distress) but they were unable to make out whether any were drifting to the shore. About 11 o'clock they heard a crashing sound as if falling apart, which was the first indication they had that the County of Pembroke had come on shore. Owing to the intense darkness it was some time before they were able to make her out, and even then they were only able to get an occasional glimpse of her as she appeared to have no light. He then detailed the feelings of the men on the old wreck, and the crew coming ashore in their own boat, and the landing of the crew of the Two Brothers by the Brigade.

Mr. Sawyer (Captain of the Harbour Board Rocket Brigade), submitted a lengthy report on the excellent work of his men. He concluded it by saying:—I am glad to see the high energy and devotion in duty of my No. 1 (Geo. Barker) and No. 2 (of the mortar section, G. W. Scott), also the splendid courage shown by numbers 3, 7 and 8. Hicks (Commander) and Freeman in entering the water first in endeavouring to reach the lifeboat from the Two Brothers, and again in rescuing the rescued men from the Edda. Also the same of Brown and Adams in going into the water to clear the whip lines at the beach of the Wayfarer, and thus at great risk rendering valuable service. It is needless for me to add I was most ably supported by Messrs. Walker and Hart, whose zeal and energy were unflagging.

Captain Beck concludes the series of reports as follows:—From the experience gained in the recent gale, I should like to make the following remarks and recommendations for the better working of the life-saving apparatus on the North End beach. In a heavy sea the lifeboat is useless as it cannot be got through the breakers, but it will be necessary to keep one lifeboat's crew as a stand-by. I would therefore recommend that only one lifeboat's crew be retained with the addition of an extra coxswain. This would mean a saving of wages alone of at least £205 10s per annum. The Rocket shed of the P.A.G. is too far to the southward, and consequently the men have an exhausting pull with the cart before they arrive on the scene of action. This shed should be moved well to the northward of the Broad Street shed. The Broad Street shed should be connected with the Telephone Exchange, with an extension to the P.A.G. shed. Arrangements should be made with Messrs. Guthrie and Co. to supply two wagons, one for each brigade, for carrying their spare stores, and to follow up the brigades, thus saving a lot of time and labour in dragging back the cart to the sheds to rest. Arrangements should be made to provide bread, cold meat, and coffee for the men at work.

In connection with the above the Harbour Superintendent reported that the following vessels were wrecked during the County of Pembroke Wreck:—Two Brothers, Seat of the Edda, and the ship Arranmore, also one lighter belonging to Messrs. Reiers, Von Laer. The R.M.S. Briton lost two anchors and 97 fathoms of chain, the R.M.S. Kintlaque Castle

lost anchors and 30 fathoms of chain, the SS Hypatia's windlass was destroyed, the S.S. Mashona, damaged mainly by collision, part of the port bridge and all gear, funnel, and various other deck gear, port side cut into in the wake of the engineer's cabin and life-boat, windlass strained. The barque Lancia lost two anchors and 75 fathoms of chain, hawse pipe gone; the barque Lilia floundered, windlass damaged, deck scum open; the barque Pollicio lost two anchors and 75 fathoms of chain; barque Jordan Hill, windlass started, one anchor lost; barque H. A. O'Brien, starboard hawse pipe gone and starboard anchor and 60 fathoms of chain; barque Victor very badly strained; ship Rhuddlan Castle, deck swept, rails gone, one quarter-boat gone; barque Ladore, starboard anchor and 100 fathoms of chain, windlass started; barque Finnea, two anchors, 130 fathoms of chain, windlass broken, decks swept fore and aft, one boat; barque Woodburn, windlass smashed, hawse lost and hawse pipe broken; barque Liskaide, one anchor and 130 fathoms of chain; rudder head twisted; ship Hopper, lost port anchor and 35 fathoms of chain; barque Hercules, windlass disabled, and decks swept; ship Rutley, windlass and steering gear damaged; ship Drummer, windlass damaged, hawse pipe gone, and ship strained.

The Chairman, referring to the work of the Rocket Brigades, said it was very satisfactory. The lifeboat must merely be an auxiliary to the Rocket Brigades. The two brigades were working in a friendly spirit and a spirit of emulation, and one or two defects that had shown themselves would be remedied.

Mr. Lambert asked if it was advisable to keep the full lifeboat crew.

The Chairman replied in the negative, and went on to say they were going to reorganise them, which would place them on a more efficient footing. The Rocket Brigades were what they had to depend upon. He thought the brigades deserved credit for within three-quarters of an hour from the time the alarm was given they were out on the beach. The Board, he continued, did the correct thing when they formed the brigades out of their own employees, and they, with the P.A.G. Brigade all under one head worked well together, and each was trying to emulate the other. Every man was perfectly sober, and their work was a credit to themselves and to the Board. One very serious thing had occurred in connection with the wrecks. A telegram had been sent from here to East London. Six ships on shore, seven more to follow, ask the Harbour Board to send a tug to assist, and that had been sent by a party here who ought to know better.

Mr. McIlwraith said if such a wire had been sent to the East London Harbour Board, they ought to have the name of the sender.

The Chairman replied that he was in possession of the name of the sender. The tug Anna was on the point of leaving for Algoa Bay when the truth was made known, and she was stopped. The name was given to him privately.

Mr. McIlwraith meant that when an irresponsible person sends a wire like that his name should be made public.

The Chairman: Anghow, East London was prepared to help us. The discussion then terminated.

The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Saturday, November 21, 1903

## The Wrecks

### Official Reports

#### A Scare Telegram

Various reports were submitted to the Harbour Board yesterday morning concerning last week's gale, and the consequent wrecks and damage to shipping.

Capt. Seek (Harbour Master) stated that on Friday, the 13th inst. as the wind was blowing fresh from the south-east he ordered Mr. Sawyer to send a section of the Rocket Brigade to the north-end beach at 7 p.m. to remain on duty all night. At the same time two men were kept on duty at the Port Office. He went on to detail the assembling of the two Rocket Brigades, and the life-boat was got ready for launching by its crew. During the night both Brigades experienced trouble through their rocket lines fouling old wreckage. The reports of the wrecks and the rescuing of the seamen is practically similar to that already published in the Herald. The crew of the Arranmore were landed by means of a Boatswain's chair, by the men of the jetty under Messrs. Hingle and Stead. Captain Beck thus concludes his report:—I cannot speak too highly of the magnificent practice made by the two Brigades, and their energy and zeal was beyond praise. They remained on duty for 15 hours drenched to the skin, their only refreshment being a little brandy and a very small glass of brandy. Although the life-boat was an entire failure, the services of the crew as aids to the Rocket Brigades were invaluable. The police under Mr. Wylde, Inspector Hingle and Sub-Inspectors Chisholm and Mason rendered invaluable service in keeping the crowd well in hand, and so allowing the Brigades to work the apparatus unhampered, and I

trust the Board will be good enough to acknowledge their indebtedness to Mr. Wylde and the police officially. Valuable assistance was rendered by Messrs Charles Searle, Meindoe, B. Hall, Pain, Guthrie, Pyott, and Doctors Hohmann, Pyer and Wright, also the two brothers Winterbottom. Mr. Sawyer mentions seven names in his report, which is enclosed for special commendation, but I cannot bring my report to the close without stating that in my opinion these operations were so successful entirely because of the coolness and zeal displayed by Captain Wares and Mr. Sawyer, and also because of the untiring energy they have displayed in drilling their men into a high state of efficiency.

Captain Cliff (Marine Superintendent) reported that the plant.... (illegible) consisted of two small open lighters, one foundering at her moorings and the other becoming waterlogged. The latter is a complete wreck, the other they were endeavouring to find. The old water boat broke from her moorings and was driven ashore, and has now been hauled into a position of safety. Two lighters at anchor containing cargo, shipped some seas starting the tarpaulins and causing some little damage to the cargo. The tug H B Christian supplied a warp on Saturday morning to the large sailing vessel Fennia which had parted both cables, thus certainly saving the vessel. The Sir Frederick owing to a steamer dragging on to her moorings put to sea for the night, and on her returning the morning endeavoured to run a warp to the Elda. She, however, shipped a heavy sea which washed the warp overboard and flooded the engine room. The warp was eventually hauled back on board and the tug returned to her moorings, the sea being too high for her to have any communication with the jetty. Other calls from the vessels, were attended to by the tugs, but no further services were rendered or requested.

Captain Wares, commanding the P.A.G. Rocket Brigade, reported that the alarm signal was fired about 10.30 on the night of the 13th. On arriving at the shed at 10.50 he found 14 of the Brigade already there, and the remainder arrived soon after. Acting on instructions he took the cart along the beach until opposite Broad Street. Several vessels were showing signals of distress, but they were unable to make out whether any were drifting to the shore. About 1 o'clock they heard a crashing sound as of falling spars, which was the first indication they had that the County of Pembroke had come on shore. Owing to the intense darkness it was sometime before they were able to make her out, and even then, they were only able to get an occasional glimpse of her, she appeared to have no light. He then detailed the fouling of the line on the old wreckage, and the crew coming ashore in their own boat, and the landing of the crew of the Two Brothers by the Brigade.

Mr Sawyer (Captain of the Harbour Board Rocket Brigade) supplied a lengthy report on the excellent work of his men. He concluded "I beg to commend to your notice the indefatigable energy and devotion to duty of my No. 1 Geo Barker and No. 1 of the mortar section, G.W. Scott, also the splendid courage shown by numbers 5, 7 and 8, Hicks, Cambell and Freeman in entering the water first in endeavouring to reach the lifebuoy from the Two Brothers and again in receiving the rescued men from the Elda, also the same of Dunn and Ayres in going into the water to clear the whip lines at the wreck of the Wayfarer, and thus at great risk rendering valuable service. It is needless for me to add I was most ably supported by Messrs Walker and Hart, whose zeal and energy were untiring.

Captain Beck concludes the series of reports as follows. From the experience gained in the recent gale, I would like to make the following remarks and recommendations for the better working of the life saving apparatus on the North End beach. In a heavy sea the lifeboat is useless as it cannot be got through the breakers, but it will be necessary to keep one lifeboat's crew as a standby. I would therefore recommend that only one lifeboat crew be retained with the addition of an extra coxswain. This would mean a saving in wages alone of at least £205 4s per annum. The rocket shed of the P.A.G. is too far to the southward and consequently the men have an exhausting pull with the cart before they arrive on the scene of action. The shed should be moved well to the northward of the Broad Street shed. The Broad Street shed should be connected with the Telephone Exchange with an extension to the P.A.G. shed. Arrangements should be made with Messrs Guthrie and Co to supply two wagons, one for each brigade, for carrying their spare stores, and to follow up the brigades, thus saving a lot of time and labour in dragging back the cart to the sheds to refit. Arrangements should be made to provide bread, cold meat and coffee to the men at work.

In connection with the above the Marine Superintendent reported that the following vessels were wrecked: Barque County of Pembroke, Wayfarer, Two Brothers, San Antonio, Elda and the ship Arranmore, also one lighter belonging to Messrs Reiers Von Laer. The RMS Briton lost two anchors and 97 fathoms of chain, the R.M.S. Kinfauns Castle two anchors and 20 fathoms of chain, the SS Hyperia's windlass was disabled, the S.S. Mashona, damage caused chiefly by collision, part of the port bridge and all gear, funnel and various other deck gear, port side cut into in the wake of the engineer's cabin and alley way, windlass strained. The barque Letinia lost two anchors and 76 fathoms of chain, hawse pipe gone: the barque Liito dismasted, windlass damaged, deck seams open: the barque Sollicito lost two anchors and 75 fathoms chain: barque Jordan Hill, windlass started, one anchor lost: barque E.A. O'Brian, starboard hawsepole gone and starboard anchor and 60 fathoms chain: barque Victor very badly strained: ship Rhuddian Castle, deck swept, rails gone, one quarter boat gone: barque Lodore, starboard anchor and 100 fathoms chain, windlass started: barque Finnea, two anchors, 130 fathoms chain, windlass broken, decks swept fore and aft, lost one boat: barque Woodburn, windlass smashed, hawser lost and hawse pipe broken: barquentine Lakeside, one anchor and 120 fathoms warp, rudder head twisted: ship Hoppet, lost port anchor and 35 fathoms chain: barque Hercules, windlass disabled and decks swept: ship Sutley, windlass and steering gear damaged: ship Drammen, windlass damaged, hawse pipe gone, and ship strained.

The Chairman, referring to the work of the Rocket Brigades, said it was very satisfactory. The lifeboat must merely be an auxiliary to the Rocket Brigades. The two brigades were working in a friendly spirit and a spirit of emulation, and one or two defects that had shown themselves would be remedied.

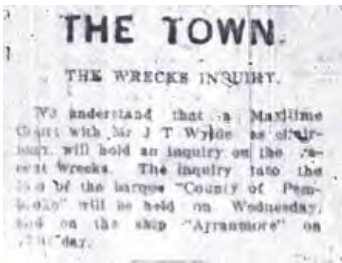
Mr Lumsden asked if it was advisable to keep the full lifeboat crews.

The Chairman replied in the negative, and went on to say they were going to reorganise them, which would place them on a more efficient footing. The Rocket Brigades were what they had to depend upon. He thought the brigades deserved credit, for within three-quarters of an hour from the time the alarm was given they were out on the beach. The Board, he continued, did the correct thing when they formed the brigade out of their own employees, and they with the P.A.G. Brigade all under one head, worked well together, and each was trying to emulate the other. Every man was perfectly sober and their work was a credit to themselves and to the Board. One very serious thing had occurred in connection with the wrecks. A telegram had been sent from here to East London, "Six ships on shore, seven more to follow: ask the Harbour Board to send a tug to assist." and that had been sent by a party here who ought to know better.

Mr McIlwraith said if such a wire had been sent to the East London Harbour Board, they ought to have the name of the sender.

The Chairman replied that he was in possession of the name of the sender. The tug Anne was on the point of leaving for Algoa

Bay when the truth was made known, and she was stopped. The name was given to him privately.  
Mr Mclwraith meant that when an irresponsible person sends a wire like that his name should be made public.  
The Chairman: Anyhow, East London was prepared to help us.  
The discussion then terminated.



**The Eastern Province Herald, Port Elizabeth, Cape of Good Hope,  
Monday, November 23, 1903**

## **The Town**

### **The Wrecks Inquiry**

We understand that a Maritime Court with Mr J.T. Wylde as chairman will hold an inquiry on the recent wrecks. The inquiry into the loss of the barque "County of Pembroke" will be held on Wednesday and on the ship "Arranmore" on Thursday.

#### THE MARITIME COURT.

A Maritime Inquiry will be held in the local Court House commencing at 10.30 a.m. this morning, for the purpose of inquiring into the loss of the British sailing vessels during the recent gale. Mr J Truro Wylde, C.C. and R.M., will be president with Captains John Pratt, master of the Bk E A O'Brien, and Captain Robert Milne, master of the Bk Woodburn, as members. The inquiry into the loss of the barque "County of Pembroke" will be held this morning, and on the ship Arranmore on Thursday.

The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Wednesday, November 25, 1903

#### The Maritime Court

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# THE MARITIME INQUIRY.

## THE CASE OF THE ARRANMORE.

### INTERESTING EVIDENCE.

The maritime inquiry into the loss of the British vessel County of Pembroke and Arranmore during the gale of the 13th instant, commenced yesterday morning in the Court House.

Mr J T Wyde, C.C. and R.M., was the President with Captain John Pratt, master of the barque E A O'Brien, and Captain Robert Milne, master of the barque Woodburn, as members.

The inquiry into the loss of the Arranmore was held first, as the captain and officers of the S.S. Mashona were being detained as witnesses, and the steamer was being delayed on that account.

Mr C G Elliott appeared on behalf of Captain Howes, master of the wrecked ship Arranmore.

Mr J A Chabaud said he was present to watch the proceedings on behalf of the owners of the S.S. Mashona and informed the Court that it was very probable that there would be a legal action for damages brought by the owners of the Arranmore against the Mashona's owners in London, as there was no doubt that the Mashona drifted on to the Arranmore, cutting her adrift.

The first witness called was

Captain Thomas John Howes, master of the British ship Arranmore, who stated that he was appointed to his present command in 1899. He arrived here from Portland, Oregon, on September 8, with a cargo of wheat. The harbour officials boarded his vessel the day after arrival, and he was berthed by Messina Bros. He commenced discharging cargo. He kept the same berth the whole time he was in port, which was in 10 fathoms of water. When he had completed discharging cargo, he took in ballast, and on November 13 he was fully ballasted with 1,300 tons of sand and was quite ready for sea, except for his clearance papers. The ship, which was of 1,782 tons, was well found and up to Lloyd's requirements, having three anchors of, he believed, 45 cwt. each, and three cables of 125 fathoms each.

On November 13 he had three officers and 18 men on board. He was three hands short, one being in gaol. On the day of the 13th instant there was a fresh S.E. wind blowing, and a nasty sea, was coming in. The weather got dirtier as the day progressed. At three o'clock in the afternoon he paid out 75 fathoms of cable on the starboard and 65 fathoms on the port anchor. The wind went down again about 5 p.m., but after sunset it again freshened, and commenced to blow a gale. He then paid out 125 fathoms on the starboard and 100 fathoms on the port cable. At 9.30 he arranged a spare hawser in case of emergency. Up to this time the ship was riding all right. About 10.30 he noticed a vessel sending up distress signals on his starboard quarter. His vessel had two anchor lights out, one fore and one aft. About 11.30 p.m. he noticed a steamer on the starboard quarter attempting to steam out to sea. She appeared to become unmanageable, and swung right across the bows of his ship. She carried away their beam-lead and cut-water, and after jerking all the chain out of the lockers she parted them, and also carried away the third anchor. She then got free of his vessel, and in doing so carried away the spare anchor, also

doing damage to the starboard bow plates. The gale was at abou its height at that time, with a high and breaking sea, and his ship becoming impeded she was driven up shore. The steamer was alongside of him for about two minutes when she went full speed astern. The steamer could not stand by as his vessel was driven away from her towards the beach, where she became a total loss. He called all the hands up as soon as he saw the danger of a collision with the steamer. Before that his vessel did not draw at all. When the vessel struck the beach, the foremast went by the board and the main topmast went by the cap shortly afterwards. There was no loss of life. There was no opportunity of getting to sea after the steamer collided with him. The steamer was about 100 yards away from him when he first saw her. It was a very dark night. He could see by the wash of her propeller that her engines were going. The steamer did not appear to be going very fast when beath against the sea, but when she backed she went off very quickly. As far as he could judge, before the steamer struck his vessel her propeller was working at full speed. He saw no weather signals from the shore that afternoon, but he could see they were going to have dirty weather.

The Court: He went to let go the third anchor after the collision, but found it had been carried away.

By Mr Elliott: He was to have gone on shore to get his clearance papers that Friday afternoon, but owing to the weather he stayed on board to look after his ship. His wife and child were also on board.

By Mr Chabaud: The collision took place about the height of the gale. As far as he knew every vessel and steamer in port sustained some damage during the gale. A great many dragged their anchors or lost them. He could see that the Mashona was very light in the water. He had had 18 months' experience on a steamer if a steamer like the Mashona was dragging with both anchors down, he should think the best thing was to heave up and steam out. This was very difficult for a ship in ballast. The Mashona struck his vessel very near broadside on. Taking everything into consideration, as far as he could see the SS Mashona was skillfully handled. Six vessels were wrecked during the gale including his own. He was riding well during the height of the gale and attributed his loss solely to the collision.

By the Court: The steamer did not drift down broadside on but in crossing she struck them at an angle, carrying away both his cables. He observed the glass but did not think it indicated a change of wind from the land.

Walter Ross, mate of the ship Arranmore, stated that he made the entry in the log-book (produced) soon after the vessel went ashore. The entry was a true one.

The entry was then read out by the Court and it supported the Captain's statement.

Continuing witness gave corroborative evidence as to their good berth. The vessel was not dragging and only went ashore owing to the collision.

William Williams, master of the SS Mashona, stated that he arrived in Alcock Bay on the 7th November. On the 12th instant, he had been ashore and returned to his ship at 2.30 p.m. He would have discharged all his cargo that night if it had not been for the weather. He was berthed by the Harbour authorities in 7 1/2 fathoms. Owing to the weather the lighters had to leave the vessel about 2 p.m. He had two anchors out with 75 and 65

fathoms of cable respectively. The anchors were about two tons each with 2 1/4 inch cables. About 4 p.m. the wind dropped and he hove up his port anchor. The glass was then falling.

The following is an extract from the Mashona's log, dated the 13th instant:—Overcast and misty, rain showers, strong South-east wind and heavy sea. 2.30 p.m., paid out cable on starboard anchor to 75 fathoms and let go port anchor with 45 fathoms of cable. 3 p.m.: put on hatches and stopped work on account of heavy sea. 4.30 p.m.: Heavy rain, wind dropping, heaved up port anchor. 5 p.m.: Paid out cable on starboard anchor to 90 fathoms on windlass. 9 p.m.: Connected steam steering gear. Heavy gale and high sea. 10 p.m.: Found anchors dragging, let go port anchor and paid out cable on starboard anchor to 120 fathoms, and 60 fathoms on port anchor. Engines put ahead at half-speed to ease the chains. Anchors still dragging and master decided to put to sea. 10.30 p.m.: Hove up both anchors and found that starboard anchor was unstocked. Attempted to steam out head on to sea, but steamer would not head the sea. 12.30 a.m.: 11th inst: While crossing the bows of a sailing vessel two heavy beam seas caught the ship sweeping her broadside down on to sailing ship's cable and finally steamer sagged down on to the vessel's stem, which did considerable damage to bridge, funnel, and deck gear. Engines put full-speed astern and managed to get clear, port anchor all ready for letting go. 12.45 a.m.: Passed astern of two other sailing ships and let go port anchor and paid out to 75 fathoms and then let go starboard and paid out both to 120 fathoms on port anchor and 75 fathoms on starboard. 4 a.m.: Strong gale and high sea, vessel dragging nearer the beach. Throughout watch engines kept going at half speed. Shipping heavy seas overall. 4.30 a.m.: Hove up anchors, wind moderating slightly, and steamer to 10 fathoms off Swartkops River mouth, anchoring at 5.20 a.m.

Continuing, witness said he would have passed the sailing vessel if it had not been for her cables surging up. He could not have passed astern of the vessel as there was another sailing vessel close astern of her. He was in collision for from 5 to 10 minutes when he got free from her. He carried away the Arranmore's beam-lead, some cement and a bar of iron. He could not say whether he parted her cables or not.

By Mr Elliott: He did not think that under the existing circumstances the captain of the Arranmore could have done any more than he did.

By Mr Chabaud: His vessel was light and it was impossible to get her head to sea.

By the Court: The engineers were all down below and quite sober; he received no adverse report from them with regard to the engine.

Thomas Foster Tully, chief engineer of the SS Mashona, produced his engine room log and read out the following entry: At 3.30 p.m. on the 13th inst. weather threatening and strong south-easterly wind blowing, ship got ready for sea. 9 p.m.: Wind increasing to a gale, and received orders to stand by. At 9.45 p.m., Engines going slow ahead. 10 p.m.: Various speeds and proceeded full ahead. At 10.50 p.m.: Working to various orders until midnight, when a bridge telegraph was broken through collision. Engine straining and racing with fearful velocity, the governor being practically of no use. Anchored at 12.25 a.m. Steaming to various speeds to ease strain on cable and received orders full ahead at 4.34 a.m. to shift ship and anchored at 5.45 a.m. Steaming to anchors at various speeds and received orders to stop engines at 3.35 p.m. The hollars were working at a

# The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Thursday, November 26, 1903

## The Maritime Inquiry

### The Case of the Arranmore

### Interesting Evidence

The maritime inquiry into the loss of the British vessels County of Pembroke and Arranmore during the gale of the 13th instant, commenced yesterday morning in the Court House.

Mr J.T. Wylde, C.C. and R.M., was the President, with Captain John Pratt, master of the barque E A O'Brian and Captain Robert Milne, master of the barque Woodburn, as members.

The inquiry into the loss of the Arranmore was held first, as the captain and officers of the S.S. Mashona were being detained as witnesses, and the steamer was being delayed on that account.

Mr C.G. Elliott appeared on behalf of Captain Howes, master of the wrecked ship Arranmore.

Mr J.A. Chabaud said he was present to watch the proceedings on behalf of the owners of the S.S. Mashona, and informed the Court that it was very probable that there would be a legal action for damages brought by the owners of the Arranmore against the Mashona's owners in London, as there was no doubt that the Mashona drifted on to the Arranmore, cutting her adrift.

The first witness called was

Captain Thomas John Howes, master of the British ship Arranmore, who stated that he was appointed to his present command in 1899. He arrived here from Portland, Oregon, on September 8, with a cargo of wheat. The harbour officials boarded his vessel the day after arrival, and he was berthed by Messina Bros. He commenced discharging cargo. He kept the same berth the whole time he was in port, which was in 10 fathoms of water. When he had completed discharging cargo, he took in ballast, and on November 13 he was fully ballasted with 1,200 tons of sand and was quite ready for sea, except for his clearance papers. The ship, which was 1,782 tons, was well found and up to Lloyd's requirements, having three anchors of, he believed, 45 cwt. each, and three cables of 135 fathoms each.

On November 13 he had three officers and 18 men on board. He was three hands short, one being in goal. On the day of the 13th instant there was a fresh S.E. wind blowing, and a nasty sea was coming in. The weather got dirtier as the day progressed. At three o'clock in the afternoon he paid out 75 fathoms of cable on the starboard and 65 fathoms on the port anchor. The wind went down again about 5 p.m., but after sunset it again freshened, and commenced to blow a gale. He then paid out 125 fathoms on the starboard and 100 fathoms on the port cable. At 9.30 he arranged a spare hawser in case of emergency. Up to this time the ship was riding all right. About 10.30 he noticed a vessel sending up distress signals on his starboard quarter. His vessel had two anchor lights out, one fore and one aft. About 11.30 p.m. he noticed a steamer on the starboard quarter attempting to steam out to sea. She appeared to become unmanageable, and swung right across the bows of his ship. She carried away their headgear and cut-water, and after jerking all the chain out of the lockers she parted them, and also carried away the third anchor. She then got free of his vessel, and in doing so carried away the spare anchor, also doing damage to the starboard bow plates. The gale was at about its height at that time, with a high and breaking sea, and his ship becoming helpless she was driven on shore. The steamer was alongside of him for about two minutes when she went full speed astern. The steamer could not stand by as his vessel was driven away from her towards the beach where she became a total loss. He called all the hands up as soon as he saw the danger of a collision with the steamer. Before that his vessel did not drag at all. When the vessel struck the beach, the foremast went by the board and the main topmast went by the cap shortly afterwards. There was no loss of life. There was no opportunity of getting to sea after the steamer collided with him. The steamer was about 100 yards away from him when he first saw her. It was a very dark night. He could see by the wash of her propeller that her engines were going. The steamer did not appear to be going very fast when beating against the sea, but when she backed she went off very quickly. As far as he could judge before the steamer struck his vessel her propeller was working at full speed. He got no weather signals from the shore that afternoon, but he could see they were going to have dirty weather.

By the Court: He went to let go the third anchor after the collision but found it had been carried away.

By Mr Elliott: He was to have gone on shore to get his clearance papers that Friday afternoon, but owing to the weather he stayed on board to look after his ship. His wife and child were also on board.

By Mr Chabaud: The collision took place about the height of the gale. As far as he knew

pressure of 130 lbs to the square inch. Her indicated horse-power was about 2,500, her average speed being from 10½ to 11 knots.

Charles Winterbottom, port coxswain, stated that he was in charge of register of anchors and cables of sailing vessels entering Algoa Bay. The ship Arranmore arrived on September 8. She had three anchors of 45 cwt. each, three cables of 135 fathoms each and 1 15-16 inches in thickness. According to Lloyd's requirements she was well found.

Captain Carl Hansen, lighthouse keeper of the Hill light, stated that he was also signal man. He had to regulate the meteorological readings and record the weather. On November 13, at daylight, a fresh south-east wind was blowing; the weather being showery. The following was an extract from the official log of daily occurrences kept at the Hill Lighthouse: November 13 S.E. fresh, thick and showery, 2 to 3 p.m. It blew a 46-mile westerly breeze, a 40-mile breeze from 7 to 8 p.m., when it died off to a calm till 8 p.m. It suddenly went round to the S.E. and blew a 50 to 52-mile breeze till midnight, when the wind eased off to a 30-mile breeze from S.S.W. and S. till daylight. During the afternoon a high sea was making, and when it ceased changed at 8 p.m. to a tremendous sea, breaking over the rocks and amongst the shipping. At 10.30 p.m. the first signal of distress was shown; this was by the County of Pembroke.

It was a very dark night, and witnesses did not see the collision. At 8 a.m. on the 13th instant the barometer was 29.87; at 1 p.m., 29.79; and at 3 p.m., 29.77. The previous day the barometer was 30, the glass being steady all day.

By Mr Chabaud: There was a lull in the wind from 5 p.m. to 8 p.m. The glass indicated that a westerly wind might be expected; it was not a south-easterly gale. In his experience a November gale was unprecedented.

This concluded the evidence in the case of the Arranmore, and the Court adjourned until 10.30 this morning, when the inquiry into the loss of the barque County of Pembroke will be held.

The President intimated that the finding of the Court would be duly notified to those concerned.

### UP TO YOU.

Chamberlain's Cough Remedy is sold on a guarantee that if you are not satisfied after using two-thirds of a bottle according to directions, your money will be refunded. It is the best cough medicine in the market, is the only one officially declared free from all poisons. It is up to you to try.

"Gold that buys health can never be ill-spent" is another way of saying that Stearns' Wine is richly worth every penny of its cost and more. Stearns' Wine is a matchless tonic, blood builder and strength producer. Weak, emaciated women and children find that it works wonders for them. Overworked men take it to renew their strength and vigour.

every vessel and steamer in port sustained some damage during the gale. A great many dragged their anchors or lost them. He could see that the Mashona was very light in the water. He had had 18 months experience on a steamer. If a steamer like the Mashona was dragging with both anchors down, he should think the best thing was to heave up and steam out. This was very difficult for a ship in ballast. The Mashona struck his vessel very near broadside on. Taking everything into consideration, as far as he could see the SS Mashona was skillfully handled. Six vessels were wrecked during the gale including his own. He was riding well during the height of the gale and attributed his loss solely to the collision.

By the Court: The steamer did not drift down broadside on but in crossing she struck them at an angle, carrying away both his cables. He observed the glass but did not think it indicated a change of wind from the land.

Walter Ross, mate of the ship Arranmore, stated that he made the entry in the log-book (produced) soon after the vessel went ashore. The entry was a true one.

The entry was then read out by the Court and it supported the Captain's statement.

Continuing witness gave corroborative evidence as to their good berth. The vessel was not dragging and only went ashore owing to the collision.

William Williams, master of the SS Mashona, stated that he arrived in Algoa Bay on the 7th November. On the 13th instant, he had been ashore and returned to his ship at 3.30 p.m. He would have discharged all his cargo that night if it had not been for the weather. He was berthed by the Harbour authorities in 7½ fathoms. Owing to the weather the lighters had to leave the vessel about 3 p.m. He had two anchors out with 75 and 45 fathoms of cable respectively. The anchors were about two tons each with 2¼ Inch cables. About 4 p.m. the wind dropped and he hove up his port anchor. The glass was then falling.

The following is an extract from the Mashona's log, dated the 13th instant: – Overcast and misty, rain showers, strong South-east wind and heavy sea. 2.30 p.m.: paid out cable on starboard anchor to 75 fathoms and let go port anchor with 45 fathoms of cable. 3 p.m. put on hatches and stopped work on account of heavy sea. 4.30 p.m.: Heavy rain, wind dropping, heaved up port anchor. 6 p.m.: Payed out cable on starboard anchor to 90 fathoms on windlass. 9 p.m.: Connected steam steering gear. Heavy gale and high sea. 10 p.m.: Found anchors dragging, let go port anchor and paid out cable on starboard anchor to 120 fathoms and 60 fathoms on port anchor. Engines put ahead at half-speed to ease the chains. Anchors still dragging and master decided to put to sea. 10.30 p.m.: Hove up both anchors and found that starboard anchor was unstocked. Attempted to steam out head on to sea, but steamer would not head the sea. 12.30 p.m., of 14th inst.: While crossing the bows of a sailing vessel two heavy beam seas caught the ship sweeping her broadside down on to sailing ship's cable and finally steamer sagged down on to the vessel's stem, which did considerable damage to bridge, funnel, and deck gear. Engines put fell-speed astern and managed to get clear, port anchor all ready for letting go. 12.45 a.m.: Passed astern of two other sailing ships and let go port anchor and paid out to 75 fathoms and then let go starboard and paid out both to 120 fathoms on port anchor and 75 fathoms on starboard. 4 a.m.: Strong gale and high sea, vessel dragging nearer the beach. Throughout watch, engines kept going at half speed. Shipping heavy seas overall. 4.30 a.m.: Hove up anchors, wind moderating slightly, and steamer to 10 fathoms off Swartkops River mouth, anchoring at 5.30 a.m.

Continuing, witness said he would have passed the sailing vessel if it had not been for her cables surging up. He could not have passed astern of her. He was in collision for from 5 to 10 minutes when he got free of her. He carried away the Arranmore's figurehead, some cement and a bar of iron. He could not say whether he parted her cables or not.

By Mr Elliott: He did not think that under the existing circumstances the captain of the Arranmore could have done any more than he did.

By Mr Chabaud: His vessel was light and it was impossible to get her head to sea.

By the Court: The engineers were all down below and quite sober, he received no adverse report from them with regard to the engines.

Thomas Foster Tully, chief engineer of the SS Mashona produced his engine room log and read out the following entry: At 3.30 p.m. on the 13th inst. weather threatening and strong south-easterly wind blowing, ship got ready for sea. 9 p.m.: Wind increasing to a gale, and received orders to stand by. At 9.45 p.m., Engines going slow ahead. 10 p.m.: Various speeds and proceeded full ahead. At 10.50 p.m.: Working to various orders until midnight, when bridge telegraph was broken through collision. Engine straining and racing with fearful velocity, the governor being practically of no use. Anchored at 12.28 a.m. Steaming to various speeds to ease strain on cable and received orders full ahead at 4.36 a.m., to shift ship and anchored at 5.45 a.m. Steaming to anchors at various speeds and received orders to stop engines at 3.55 p.m.

The boilers were working at a pressure of 100 lbs to the square inch. Her indicated horse-power was about 2,500, her average speed being from 10½ to 11 knots.

Charles Winterbottom, port coxswain, stated that he was in charge of register of anchors and cables of sailing vessels entering Algoa Bay. The ship Arranmore arrived on September 8. She had three anchors of 13¼ cwt. each, three cables of 135 fathoms each and 16-16 inches in thickness. According to Lloyd's requirements, she was well found.

Conrad Carl Hansen, lighthouse keeper of the Hill light, stated that he was also signal man. He had to register meteorological readings and record the weather. On November 13, at daylight, a fresh south-east wind was blowing, the weather being showery. The following was an extract from the official log of daily occurrences kept at the Hill Lighthouse: November 13, S.E., fresh, thick and showery: 2 to 3 p.m. it blew a 46-mile easterly breeze, a 40-mile breeze from 3 to 5 p.m., when it died off to a calm till 8 p.m. Wind suddenly went round to the S.E. and blew a 50 to 52-mile breeze till midnight, when the wind eased off to a 30-mile breeze from S.S.E. and S till daylight. During the afternoon a high sea was making and when the wind changed at 8 p.m. it increased to a tremendous sea, breaking over the jetties and amongst the shipping. At 10.30 p.m. the first signal of distress was shown: this was by the County of Pembroke.

It was a very dark night, and witnesses did not see the collision. At 8 a.m. on the 13th instant, the barometer was 29.87: at 1 p.m., 39.70: and at 8 p.m. 29.77. The previous day the barometer was 30, the glass being steady all day.

By Mr Chabaud: There was a lull in the wind from 5 p.m. to 8 p.m. The glass indicated that a westerly wind might be expected, it was not a south-easterly glass. In his experience a November gale was unprecedented.

This concluded the evidence in the case of the Arranmore, and the Court adjourned until 10.30 this morning, when the inquiry into the loss of the barque County of Pembroke will be held.

The President intimated that the finding of the Court would be duly notified to those concerned.



## THE MARITIME COURT.

### THE COUNTY OF PEMBROKE.

The Maritime Inquiry was resumed at 10.30 a.m. yesterday when the circumstances surrounding the wreck of the British barque County of Pembroke were heard.

Mr J. T. Wylde, C.C. and R.M., was the President, with Captain John Pratt, master of the barque E. A. O'Brien, and Captain Robert Milne, master of the barque Woodburn, as assessors.

Mr J. A. Chabaud appeared on behalf of the Captain of the County of Pembroke, Mr C. G. Elliott on behalf of the Captain of the Liito and Mr Hazell watched the proceedings in the interests in connection with the bk Hercules.

John Parry stated that he was master of the British bk County of Pembroke, which was owned by William Thomas of Liverpool. She was an iron ship of 1,064 tons and was classed A1 at Lloyds. He arrived in Algoa Bay on October 15th with a general cargo from London. He was berthed by the Harbour authorities in 7½ fathoms of water. On November 9th he shifted his berth. He had three anchors, two bower anchors of 36 cwt each and a sheet anchor of about 25 cwt he believed, and two cables of 135 fathoms each and 1¼ inches in thickness. He had discharged over 800 tons of cargo up to the 13th instant and had taken in about 400 tons of ballast. He still had about 700 tons of general cargo on board. He returned to his ship about 4.30 p.m. on the 13th instant as the weather was very threatening. His ship was riding with two anchors down with 75 fathoms paid out on the starboard cable and 60 on the port. At 9 p.m. he paid out 90 and 75 fathoms on the cables and at 10 a.m. he increased them to 120 and 105 fathoms. About 10 p.m. he was fixing on springs of manila coir hawsers when the starboard cable parted and he then let go the sheet anchor with 30 fathoms of 2½ inch steel wire cable which he fixed to the mast. He paid the port cable out to full length, 135 fathoms. At 10.30 p.m. he sent up signals of distress, a flare and a rocket, as the vessel was dragging. She was still dragging when she fouled the Liito. They were foul of the Liito for some time and they dismantled her. His cables then parted and the vessel swung round to port and headed for the beach, where she ran ashore. There was a very high wind blowing with heavy seas and there was no chance of getting out of the Bay when he parted. His vessel had both anchor lights up and so had the Liito. He could not possibly have done anything to avoid the Liito as he dragged 700 tons. Soon after they struck the beach a heavy sea broke over the vessel and an ordinary seaman named William Hughes of Holyhead, North Wales, was washed away and drowned. After clearing the Liito he got regulations his bells on all his crew. Deceased also had one on. Soon after being stranded, about 1 o'clock that night, the Rocket fired. Three several rockets over his ship, but as the liito got foul of the hull stracks he could not make any use of them. His crew consisted of two officers, 7 men, 2 apprentices and 3 boys. Two of his crew deserted from the vessel while in port. His vessel was lost owing to the bad weather.

By Chabaud: The Liito took up her berth astern of him on October 15th and the Hercules later on November 9th. About 5 p.m. on the 13th the wind dropped, but freshened after 8 p.m. There were no signals from the shore to prepare for bad weather so that the gale was sudden and violent.

By Mr Elliott: The sea had been running pretty high all day.

By Mr Hazell: He did not recollect coming into collision with any other ship than the Liito. The fact that he had done so was not communicated to him by any of his officers on duty.

By the Court: There were six vessels wrecked, including his own, during the gale, and nearly every ship in port was more or less damaged.

Griffith Jones, chief mate of the County of Pembroke, corroborated Captain Parry's statement as to the circumstances of the wreck.

Mr Mr Chabaud: After they shifted their berth on the 13th instant they received no complaint from the Liito about a foul berth. They were getting the springs ready to put on their cables when the starboard cable parted.

By Mr Elliott: Their port quarter struck the Liito first somewhere about the bow or amidships. He did not know that their port cable fouled the Liito's cables.

By the Court: All their yards were braced up.

By Mr Hazell: They did not come into collision with any vessel other than the Liito.

Herman Dunstan Barron, second mate on board the County of Pembroke, gave corroborative evidence.

By the Court: He did not know whether the port cable parted or was slipped after they fouled the Liito.

Mr Chabaud said that after that statement it would be as well to call the marine surveyors, as the port cable was still on board.

The President said they would now have to do so.

Witness said he was not sure of the port cable; he only knew of the starboard cable parting. There was no panic on board during the collision or wreck; all the officers and crew behaved well.

By Mr Chabaud: He was only guessing when he spoke about the Liito. He did not know that the first mate went forward to arrange the cable so that they could let out some more.

By Mr Hazell: As far as he knew, the Liito was the only ship they collided with.

Charles Winterbottom, port coxswain of Algoa Bay, stated that he was in charge of the register of cables and anchors of all vessels entering port. The County of Pembroke arrived October 14. She was a barque of 1,064 tons. She had three anchors of 36 cwt. each; two chains of 135 fathoms each and of 1¼ inches in diameter. According to Lloyd's requirements she was well fitted. The berthing was done by the Harbour Board authorities, and was up to the Board of Trade requirements.

Conrad Carl Hansen, the lightkeeper and signal man of the Hill Lighthouse, stated that he had to register the meteorological readings and record the weather. On November 11, at daylight, a fresh north-east wind was blowing, the weather being showery. The following was an extract from the official log of daily observations kept at the Hill Lighthouse, November 12, P.M. fresh, thick and showery; 2 to 3 p.m. it blew a westerly breeze, a 40-mile breeze from 3 to 5 p.m., when it died off to a calm till 8 p.m. Wind suddenly went round to the S.E., and blew a 50 to 60-mile breeze till midnight, when the wind eased off to a 20-mile breeze from S.S.E. and S. till daylight. During the afternoon a high sea was making, and when the wind changed at 8 p.m. it increased to a tremendous one, breaking over the jetty and almost the shipping. At 10.30 p.m. the signal of distress was shown, and was by the County of Pembroke.

By Mr Chabaud: The gale was at its height between 11 o'clock and midnight. All the previous gales were from the east, but the 13th instant it was from the south-south east. He had no signals to prepare for bad weather. A November gale was with-out exception as far as he knew. In his opinion both the Liito and County of Pembroke were safely berthed.

Captain William Gosan, Lloyd's surveyor at Port Elizabeth, stated that he corroborated the wreck of the County of Pembroke. He visited the wreck in his official capacity, on the 13th instant, and drew up his official survey. He did not particularly notice the cables, but there was a piece of the starboard cable on board, and had evidently been used. He was not inside of the port cabin. The cable was hanging through the hawser-eyes and attached to the windlass. There was also a steel hawser attached to the mast. As far as he could remember the chains were running into the chain locker. It would not be possible to go into the chain locker now as it was full of water.

The President intimated that the Court would have to satisfy itself on the second mate's evidence as to whether the port cable was slipped or whether it parted, and adjourned the case until 10.30 this morning when, he said, the Court would also give judgment in the case of the ship Hercules.

## The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Friday, November 27, 1903

### The Maritime Court

#### The County of Pembroke

The Maritime Inquiry was resumed at 10.30 a.m. yesterday when the circumstances surrounding the wreck of the British barque County of Pembroke were heard.

Mr J. T. Wylde, C.C. and R.M., was the President, with Captain John Pratt, master of the barque E.A. O'Brien, and Captain Robert Milne, master of the Barque Woodburn, as members.

Mr J.A. Chabaud appeared on behalf of the Captain of the County of Pembroke, Mr C.G. Elliott on behalf of the Captain of the Liito and Mr Hazell watched the proceedings in the interests in connection with the bk Hercules.

John Parry stated that he was the master of the British bk County of Pembroke, which was owned by William Thomas of Liverpool. She was an iron ship of 1,064 tons and was classed A1 at Lloyds. He arrived in Algoa Bay on October 15th with a general cargo from London. He was berthed by the Harbour authorities in 7½ fathoms of water. On November 9th he shifted his berth. He had three anchors, two bower anchors of 36 cwt each and a sheet anchor of about 25 cwt, he believed, and two cables of 135 fathoms each and 1¼ inches in thickness. He had discharged over 800 tons of cargo up to the 13th instant and had taken in about 400 tons of ballast. He still had about 700 tons of general cargo on board. He returned to his ship about 4.30 p.m. on the 13th instant as the weather was very threatening. His ship was riding with two anchors down with 75 fathoms paid out on the starboard cable and 60 on the port. At 9 p.m. he paid out 90 and 75 fathoms on the cables and at 10 a.m. he increased them to 120 and 105 fathoms. About 10 p.m. he was fixing on springs of manila coir hawsers when the starboard cable parted and then he let go the sheet anchor with 20 fathoms of 2½ inch steel wire cable which he fixed to the mast. He paid the port cable out to full length, 135 fathoms. At 10.30 p.m. he sent up signals of distress, a flare and a rocket, as the vessel was dragging. She was still dragging when she fouled the Liito. They were foul of the Liito for some time and they dismantled her. His cables then parted and the vessel swung round to port and headed for the beach, where she ran ashore. There was a very high wind blowing with heavy seas and there was no chance of

getting out of the Bay when he parted. His vessel had both anchor lights up and so had the Liito. He could not possibly have done anything to avoid the Liito as he dragged too quickly. Soon after they struck the beach a heavy sea broke over the vessel and an ordinary seaman named William Hughes of Holyhead, North Wales, was washed away and drowned. After clearing the Liito he put regulation life-belts on all his crew. Deceased also had one on. Soon after being stranded, about 1 o'clock that night, the Rocket Brigade threw several rockets over his ship, but as the lines got foul of the old wrecks, he could not make any use of them. His crew consisted of two officers, 7 men, 2 apprentices and 2 boys. Two of his crew deserted from the vessel while in port. His vessel was lost owing to the bad weather.

By Chabaud: The Liito took up her berth astern of him on October 24th and the Hercules later, on November 5th: About 5 p.m. on the 13th inst. the wind dropped, but freshened after 8 p.m. There were no signals from the shore to prepare for bad weather so that the gale was sudden and violent.

By Mr Elliott: The sea had been running pretty high all day.

By Mr Hazell: He did not recollect coming into collision with any other ship than the Liito. The fact that he had done so was not communicated to him by any of his officers or crew.

By the Court: There were six vessels wrecked, including his own, during the gale, and nearly every ship in port was more or less damaged.

Griffith Jones, chief mate of the County of Pembroke, corroborated Captain Parry's statement to the circumstances of the wreck.

Mr Chabaud: After they shifted their berth on the 9th instant, they received no complaint from the Liito about a foul berth. They were getting the springs ready to put on their cables when the starboard cable parted.

By Mr Elliott: Their port quarter struck the Liito first somewhere about the bow or amidships. He did not know that their port cable fouled the Liito's cables.

By the Court: All their yards were braced up.

By Mr Hazell: They did not come into collision with any vessel other than the Liito.

Herbert Dunstan Maryon, second mate on board the County of Pembroke, gave corroborative evidence.

By the Court: He did not know whether the port cable parted or was slipped after they fouled the Liito.

Mr Chabaud said that after that statement it would be as well to call the marine surveyors, as the port cable was still on board.

The President said they would now have to do so.

Witness said he was not sure of the port cable: he only knew of the starboard cable parting. There was no panic on board during the collision or wreck: all the officers and crew behaved well.

By Mr Chabaud: He was only guessing when he spoke about the times. He did not know that the first mate went forward to arrange the cable so that they could let out some more.

By Mr Hazell: As far as he knew, the Liito was the only ship they collided with.

Charles Winterbottom, port coxswain of Algoa Bay, stated that he was in charge of the register of cables and anchors of all vessels entering port. The County of Pembroke arrived October 14. She was a barque of 1064 tons. She had three anchors of 36 cwt. each: two chains of 135 fathoms each and of 1¾ inches in diameter. According to Lloyds requirements she was well found. The berthing was done by the Harbour Board authorities, and was up to the Board of Trade requirements.

Conrad Carl Hansen, the lighthouse keeper and signal man of the Hill Lighthouse, stated that he had to register the meteorological readings and record the weather. On November 13, at daylight, a fresh south east wind was blowing, the weather being showery. The following was an extract from the official log of daily occurrence kept at the Hill Lighthouse: November 13, S.E., fresh, thick and showery: 2 to 3 p.m. it blew a 46-mile easterly breeze, a 40-mile breeze from 3 to 5 p.m., when it died off to a calm till 8 p.m. Wind suddenly went round to the S.E., and blew a 50 to 52-mile breeze till midnight, when the wind eased off to a 30-mile breeze, from S.S.E. and S. til daylight. During the afternoon a high sea was making and when the wind changed at 8 p.m. it increased to a tremendous sea, breaking over the jetties and amongst the shipping. At 10.30 p.m. the first signal of distress was shown: this was by the County of Pembroke.

By Mr Chabaud: The gale was at its height between 10 o'clock and midnight. All the previous gales were from the east, but the 13th instant it was from the south-south east. He put up no signals to prepare for bad weather. A November gale was without precedence as far as he knew. In his opinion both the Liito and County of Pembroke were safely berthed.

Captain William Gowan, Lloyd's surveyor at Port Elizabeth, stated that he remembered the wreck of the County of Pembroke. He visited the wreck in his official capacity on the 18th instant, and drew up his official survey. He did not particularly notice the cables, but there was a piece of the starboard cable on board, and had evidently been used. He was not certain of the port cable. The cable was hanging through the hawser pipes and attached to the windlass. There was also a steel hawser attached to the mast. As far as he could recollect the chains were running into the chain locker. It would not be possible to go into the chain locker now as it was full of water.

The President intimated that the Court would have to satisfy itself on the second mate's evidence as to whether the port cable was slipped or whether it parted, and adjourned the case until 10.30 this morning, when, he said, the Court would also give judgement in the case of the ship Arranmore.

THE MARITIME COURT.

THE FINDINGS OF THE COURT.

The maritime inquiry into the circumstances surrounding the wreck of the British barque County of Pembroke was continued at 10.30 a.m. yesterday.

Mr J T Wyde, C.C. and R.M., was the President, with Captain John Pratt, master of the barque E A O'Brien, and Captain Robert Milne, master of the barque Woodburn, as members.

Mr J A Chabaud appeared on behalf of the captain of the County of Pembroke, Mr C G Elliott on behalf of the captain of the Lillo, and Mr Hasell watched the proceedings in the interests in connection with the barque Hercules.

Before proceeding with the case, the President read the finding of the Court with regard to the wreck of the Arranmore, which appears below.

Johan Gustaf Sillies, master of the Russian barque Lillo, stated that he arrived in port on October 24, and was berthed by the Harbour authorities. He knew the barque County of Pembroke, which was lost. On the night of the 13th instant she struck his ship for the first time about 12 o'clock. The vessel was dragging slowly, and he could see that she had a wire hawser and cable out. She fouled his vessel and dismantled her altogether. The County of Pembroke then got free of him and ran on shore. He did not know whether she slipped or parted her cables. When he heaved up his starboard anchor he found another anchor and cable twisted around it. He did not know whether it belonged to the County of Pembroke or not. His vessel may have dragged a little, but she was about in her original moorings.

Griffith Jones, chief mate of the County of Pembroke, recalled, stated that they parted their starboard cable about half an hour before they fouled the Lillo. Soon after they got free of the Lillo, both the port and spare cables parted. He was sure that they parted their cables and did not slip them. He went down to the chain locker to fasten the end on deck so that they could get out a little more cable, but the cable parted before he could do so. The second mate was aft, and witness did not think he knew what his object was in going into the chain locker.

John Parry, captain of the ship Arranmore, recalled, stated that he ordered the first mate into the chain locker, in order to take advantage of all the chain they had by fastening the end on deck. The cable parted, however, before this could be done. The hawser was also carried away at the same time. It was possible that the anchor and cable mentioned by the captain of the Lillo was his port anchor.

The Court then adjourned until 4.15 p.m. for the purpose of visiting Captain Beck at his residence and procuring his evidence.

When the Court resumed, Captain Beck's evidence was read out as follows:

Ernest Bertram Beck, Harbour Master of Port Elizabeth, stated that he was on duty on the day of the gale. It was a gale of great violence and unprecedented force at that time of the year. The glass indicated a westerly breeze. No signals were made from the shore as the wind did not come in from south-east until practically at one o'clock, and he thought it would subside at sundown. The gale arose quite suddenly. There were six vessels wrecked and one dismantled.

The County of Pembroke was one of the vessels wrecked. On the 24th instant he visited the County of Pembroke. She was full of water, and ready to become a total wreck. He found both chains through the hawse pipe, over the windlass and leading down into the chain locker. There was also a wire hawser and found the foremast; one large manilla rope used probably as a spring was lying on the port side of the ship; nothing had been slipped, everything had parted. He could not see how it could have been possible, owing to the condition of the chains as they were now, that they could have been slipped. After the vessel struck no one could have got into the chain locker as it was full of water.

By Mr Chabaud: From his experience here the wind from the S.E. frequently chopped suddenly round to the westward.

The findings of the Court were then read as follows:—

SHIP ARRANMORE.

The Arranmore, 1782 tons, of Glasgow, owners, Messrs Thomson, Lickie & Company, of same place, arrived in Algoa Bay on the 8th September, 1905, from Portland, Oregon, with cargo of wheat. Cargo had been discharged and the vessel was ballasted and ready for sea. The master, Thomas John Howes; first mate, Walter Ross, and a full complement of a crew were duly berthed by the Harbour authorities. The vessel was supplied with three anchors, 42½ cwt. each, two chains, 1½-16 inches, of 136 fathoms length each; was up to the Board of Trade requirements. It would appear from the evidence that during the afternoon of the 13th November a south-westerly gale and high sea prevailed, and that the vessel was riding at both anchors comfortably. At 3 p.m., owing to a refreshing of the gale, cable was paid out to 120 fathoms on the starboard anchor and the Arranmore was still riding well. Owing to the high gale at 3.30 p.m. a spare hawser was fixed on the third anchor in order to have that ready for lowering if found necessary. The captain, the chief officer and "watch" were on deck, other hands being below. At about 4.30 p.m. a steamer was observed on the starboard side apparently trying to steam to sea. At this time the Arranmore was still riding safely and had not dragged. The steamer, which was found to be the Mashona, owned by Bucknall Steamship Lines, Limited, swung across the starboard bow of the Arranmore, fouling her, dragging on to the cables, both of which parted. The Mashona was released by reversing her engines and steaming astern. The spare anchor was at this time raised, and it was probably dragged overboard during the impact of the vessels, and the Arranmore, thus deprived of all ground tackle, was helpless. The gale being straight on to the stern she was driven on to the beach about midnight and was stationed as wrecked. The official record shows that the velocity of the wind, between the hours of 10 p.m. and 12 midnight on the 13th November, was 32 miles an hour; a very high sea was prevailing and besides the accumulation of water struck the shipping in the Bay together with steamers, notwithstanding the effects of the stormy weather.

The Court finds that the captain of the Arranmore was ably supported by his crew, where necessary, and that it does not appear they omitted to take any steps possible under the circumstances to save their vessel. The Court is of opinion that the wrecking of the Arranmore was due to the force of the gale and the high sea, and as

blame is attached to the Captain, Officers or any of the crew.

The judgment is signed by the members of the Court.

BARQUE COUNTY OF PEMBROKE.

The County of Pembroke, of Liverpool, 1,961 tons, registered, Al at Lloyd's, owned by W Thomas, of Liverpool, arrived in Algoa Bay from London on the 15th October, 1905, with general cargo, and under the command of John Parry, master. She was berthed by the Harbour Board as officials on the same day, and on the 17th November transferred to another berth, in which she remained until the 13th November. She was supplied with three anchors, each 36 cwt., Mr two chains 1½ inches each of 135 fathoms' length, and reported to be well found. She had discharged about 800 tons of her cargo, and shipped about 100 tons of ballast; there remained about 700 tons of cargo to be discharged. At 3 p.m. owing to bad weather, all work of discharge was stopped and the lighters returned to the shore. At 4.30 p.m. the captain was being on board of his vessel, together with all the officers and crew. The ship was riding at two anchors, 10 fathoms on the starboard and 60 on the port, subsequently increased to 30 and 75 fathoms respectively. At 10 p.m. again paid out more cable of 120 and 105 fathoms, and spare cable and its springs were got ready to fix on to the spare anchor. At this time the starboard cable parted, and the sheet anchor was let go with a 3½-inch wire hawser, the end of which was fixed on the mast, and all the cable on port anchor let out. The ship dragged and a rocket and flare were sent; she dragged slowly till fouling the Lillo, and parted slowly along the latter vessel, dismantling her. As she cleared the Lillo both the port cable and wire hawser parted and the vessel was driven on to the beach. The official record shows that the velocity of the wind between the hours of 10 p.m. and 12 midnight, on November 13, was 32 miles an hour; a very high sea was prevailing, and besides the accumulation of other vessels, the shipping in the Bay, together with steamers, experienced the effects of the severe weather. It appears from the evidence that everything possible was done by the Captain, officers, and crew to avert the casualty, and no fault attaches to anyone. The County of Pembroke having well and sufficiently found, was driven ashore by the force of the gale and high sea. The Court expresses regret that Apprentice Hughes was drowned, but it records its opinion that the best means available were used to avoid loss of life. All the crew were supplied with proper life-belts, and that they wore them, and that Hughes had a life-belt on when at the time he was swept overboard.

Signed by the members of the Court.

GENERAL REMARKS.

The maritime members of the Board indicated that it was their desire, on behalf of themselves and other shipmasters, officers, and crews of the vessels in port, to tender a warm vote of thanks to the Superintendent, Captain Beck, the officers and men of the Market Brigades of Port Elizabeth, and those in command of the P.A.C. Market Brigades, for their prompt and valiant efforts to render assistance to the crews of the vessels in distress on the occasion of the recent gale, and to remark that the whole service was performed in a highly efficient and exemplary manner.

The fact that a complete record of the vessels and anchors of the vessels arriving in Algoa Bay is maintained, and preserved by the Harbour Master and his staff, has been of very important service to the Court, and it much appreciated the value of the information that has been forthcoming.

## **The Maritime Court**

### **The Findings of the Court**

The maritime inquiry into the circumstances surrounding the wreck of the British barque County of Pembroke was continued at 10.30 a.m. yesterday.

Mr J.T. Wyld, C.C. and R.M., was the President, with Captain John Pratt, master of the barque E.A. O'Brian, and Captain Robert Milne, master of the barque Woodburn, as members.

Mr J.A. Chabaud appeared on behalf of the captain of the County of Pembroke. Mr C.G. Elliott on behalf of the captain of the Liito, and Mr Hazell watched the proceedings in the interests in connection with the barque Hercules.

Before proceeding with the case, the President read the finding of the Court with regard to the wreck of the Arranmore, which appears below.

Johan Gustaf Sillsten, master of the Russian barque Liito, stated that he arrived in port on October 24, and was berthed by the Harbour authorities. He knew the barque County of Pembroke, which was lost. On the night of the 13th instant she struck his ship for the first time about 12 o'clock. The vessel was dragging slowly, and he could see that she had a wire hawser and cable out. She fouled his vessel and dismantled her altogether. The County of Pembroke then got free of him and ran on shore. He did not know whether she slipped or parted her cables. When he hauled up his starboard anchor he found another anchor and cable twisted around it. He did not know whether it belonged to the County of Pembroke or not. His vessel may have dragged a little but she was about in her original moorings.

Griffith Jones, chief mate of the County of Pembroke, recalled, stated that they parted their starboard cable about half an hour before they fouled the Liito, both the port and spare cables parted. He was sure that they parted their cables and did not slip them. He went down to the chain locker to fasten the end on deck so that they could let out a little more cable, but the cable parted before he could do so. The second mate was aft, and witness did not think he knew what his object was in going into the chain locker.

John Parry, captain of the ship Arranmore, recalled, stated that he ordered the first mate into the chain locker, in order to take advantage of all the chain they had by fastening the end on deck. The cable parted, however, before this could be done. The hawser was also carried away at the same time. It was possible that the anchor and cable mentioned by the captain of the Liito was his port anchor.

The Court adjourned until 3.15 p.m. for the purpose of visiting Captain Beck at his residence and procuring his evidence.

When the Court resumed, Captain Beck's evidence was read out as follows:

Ernest Bertram Beck, Harbour Master of Port Elizabeth, stated that he was on duty on the day of the gale. It was a gale of great violence and unprecedented force at that time of the year. The glass indicated a westerly breeze. No signals were made from the shore as the wind did not come in from south-east until practically at one o'clock, and he thought it would subside at sundown. The gale arose quite suddenly. There were six vessels wrecked and one dismantled. The County of Pembroke was one of the vessels wrecked. On the 24th instant he visited the County of Pembroke. She was full of water, and likely to become a total wreck. He found both chains through the hawse pipe, over the windlass and leading down into the chain locker. There was also a wire hawser end round the foremast: one large manila rope used probably as a spring was lying on the port side of the ship: nothing had been slipped, everything had parted. He could not see how it could have been possible, owing to the condition of the chains as they were now, that they could have been slipped. After the vessel struck no one could have got into the chain locker as it was full of water.

By Mr Chabaud: From his experience here the wind from the S.E. frequently chopped suddenly round to the westward.

The findings of the Court were then read as follows:

### **Ship Arranmore**

The Arranmore, 1,782 tons, of Glasgow, owners Messrs Thomson, Lickie & Company, of same place, arrived in Algoa Bay on the 8th September, 1903, from Portland, Oregon, with cargo of wheat. Cargo had been discharged and the vessel was ballasted and ready for sea. The master, Thomas John Howes; first mate, Walter Ross, and a full complement of a crew were duly berthed by the Harbour authorities. The vessel was supplied with three anchors, 43½ cwt. each, two chains, 1 15-16 inches, of 136 fathoms length each; was up to the Board of Trade requirements. It would appear from the evidence that during the afternoon of the 13th November a south-easterly gale and high sea prevailed, and that the vessel was riding at both anchors comfortably. At 8 p.m., owing to a refreshing of the gale, cable was paid out to 120 fathoms on the starboard anchor and 100 fathoms on the port anchor, and the Arranmore was still riding well. Owing to the high gale at 9.30 p.m. a spare hawser was fixed on the third anchor in order to have that ready for lowering if found necessary. The captain, the chief officer and "watch" were on deck, other hands being below. At about 14.30 p.m. a steamer was observed on the starboard side apparently trying to steam to sea. At this time the Arranmore was still riding safely and had not dragged. The steamer, which was found to be the Mashona, owned by Bucnall Steamship Lines, Limited, swung across the starboard bow of the Arranmore, fouling her, sagging on to the cables, both of which parted. The Mashona was released by reversing her engines and steaming astern. The spare anchor was at this time missed, and it was probably dragged overboard during the impact of the vessels, and the Arranmore, thus deprived of all ground tackle, was helpless. The gale being straight onto the shore she was driven onto the beach around midnight, and was abandoned as wrecked. The official record shown that the velocity of the wind, between the hours of 10 p.m. and 12 midnight on the 13th November, was 52 miles an hour; a very high sea was running and besides the occurrence of other wrecks the shipping in the Bay, together with steamers, experienced the effects of the severe weather.

The Court finds that the captain of the Arranmore was ably supported by his crew, where necessary, and that it does not appear they omitted to take any steps possible, under the circumstances to save their vessel. The Captain did everything possible to avoid the casualty. The Arranmore was lost owing directly to the collision of the steamship Mashona which rendered her helpless, and she was therefore, driven ashore by the force of the gale and the high sea, and no blame is

attached to the Captain, Officers or any of the crew.  
The judgement is signed by the members of the Court.

### **Barque County of Pembroke**

The County of Pembroke, of Liverpool, 1,064 tons, registered A1 at Lloyd's, owned by W.Thomas, of Liverpool, arrived in Algoa Bay from London on the 15th October, 1903, with general cargo, and under the command of John Parry, master. She was berthed by the Harbour Board officials on the same day, and on the 9th November transferred to another berth, in which she remained until the 13th November. She was supplied with three anchors, each 36 cwt., two chains, 1¾ inches each of 135 fathoms' length, and reported to be well found. She had discharged about 800 tons of her cargo, and shipped about 400 tons of ballast; there remained about 700 tons of cargo to discharge. At 3 p.m., owing to bad weather, all work of discharge was stopped and the lighters returned to the shore. At 4.30 p.m., the captain being on board of his vessel, together with all the officers and crew, the ship was riding at two anchors, 75 fathoms on the starboard and 60 on the port, subsequently increased to 90 and 75 fathoms respectively. At 10 p.m. again paid out more cable of 120 and 105 fathoms, and spare cable and springs were got ready to fix onto the sheet anchor. At this time the starboard cable parted and the sheet anchor was let go with a 3½-inch wire hawser, the end of which was fixed to the mast, and all the cable on port anchor let out. The ship dragged and a rocket and flare were sent up. She dragged slowly till fouling the Liito, and passed slowly along the latter vessel, dismantling her. As she cleared the Liito both the port cable and wire hawser parted and the vessel was driven on to the beach. The official record shows that the velocity of the wind, between the hours of 10 p.m. and 12 midnight, on November 13, was 52 miles an hour; a very high sea was running, and besides the occurrence of other wrecks, the shipping in the Bay, together with steamers, experienced the effects of the severe weather. It appears from the evidence that everything possible was done by the captain, officers, and crew to avert the casualty, and no fault attaches to anyone. The County of Pembroke having well and sufficiently found, was driven ashore by the force of the gale and high sea. The Court expresses regret that Apprentice Hughes was drowned, but it records its opinion that the best means available were used to avoid loss of life. All the crew were supplied with proper life-belts, and that they wore them; and that Hughes had a life-belt on him at the time he was swept overboard.  
Signed by the members of the Court.

### **General Remarks**

The maritime members of the board intimated that it was their desire, on behalf of themselves and other ship masters, officers and crew of the vessels in port, to tender a warm vote of thanks to the Superintendent, Captain Beck, the officers and men of the Rocket Brigades of Port Elizabeth and those in command of the P.A.G. Rocket Brigade, for their prompt and untiring efforts to render assistance to the crews of the vessels in distress on the occasion of the recent gale, and to remark that the whole service was performed in a highly efficient and exemplary manner.

The fact that a complete record of the tackle and anchors of the vessels arriving in Algoa Bay is carefully made and preserved by the Harbour Master and his staff, has been of very important service to the Court, and it much appreciates the value of the evidence that has been forthcoming in that respect.



# TO SALVORS.

STRANDED BARQUE

## "County of Pembroke"

TENDERS, addressed to the undersigned will be received up to noon, on Wednesday, 2nd December, for the Salving of Ship and Cargo now remaining on board the above vessel, on a percentage basis, no cure, no pay.

The Cargo to be landed and stacked above high water mark. Vessel to be safely anchored in Algoa Bay.

**MACKIE, DUNN & CO.,**

Agents London Salvage Association.

The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Tuesday, December 1, 1903

To Salvors.

Stranded Barque

"County of Pembroke"

Tenders, addressed to the undersigned will be received up to noon, on Wednesday, 2nd December, for the Salving of Ship and Cargo now remaining on board the above vessel, on a percentage basis, no cure, no pay.

The Cargo to be landed and stacked above high water mark. Vessel to be safely anchored in Algoa Bay.

Mackie, Dunn & Co,  
Agents London Salvage Association



# TO SALVORS.

STRANDED BARQUE

## “County of Pembroke”

**TENDERS**, addressed to the undersigned will be received up to noon, **TO-DAY, Wednesday, 2nd Dec.**, for the Salving of Ship and Cargo now remaining on board the above vessel, on a percentage basis, no cure, no pay.

The Cargo to be landed and stacked above high water mark. Vessel to be safely anchored in Algoa Bay.

**MACKIE, DUNN & CO.,**

Agents London Salvage Association.

The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Wednesday, December 2, 1903

To Salvors.

Stranded Barque

“County of Pembroke”

Tenders, addressed to the undersigned will be received up to noon, To-day, for the Salving of Ship and Cargo now remaining on board the above vessel, on a percentage basis, no cure, no pay.

The Cargo to be landed and stacked above high water mark. Vessel to be safely anchored in Algoa Bay.

Mackie, Dunn & Co,  
Agents London Salvage Association

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**The Eastern Province Herald, Port Elizabeth, Cape of Good Hope,  
Saturday, December 5, 1903**

**The Shipwreck Fund**

**The Apportioning of the Amounts**

A meeting was held in the Palmerston Hotel to dispose of the amount collected on behalf of the shipwreck masters and officers. The total amount collected amounted to £234. It was proposed by the chairman, Capt. Edwards, and carried unanimously that this amount should be divided equally amongst the six masters whose vessels went ashore and became wrecks, also the master of the Liitio whose vessel was cut down while at anchor in the bay, also becoming a wreck.

County of Pembroke, Capt John Parry.

Arranmore, Capt G. Gulbrandsen.

Elda, Capt H. Pederson.

Wayfarer, Capt J.H. Johannessert

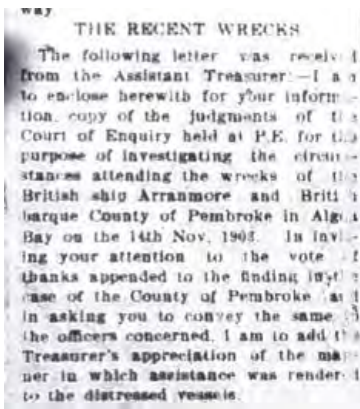
San Antonia, Capt J. Asterita

Liitio, Capt John Silosten

A special vote of thanks was accorded to the merchants who had contributed towards the fund.

The following were the local committee: Capt Edward Lodore (chairman), Capt Smith (surveyor) (treasurer), Mr Woolacott (secretary), Mr Charles Coies (of Coles & Searle), Capt Pratt (ship E A O'Brien), Capt Waass (Finnia).





**The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Friday, December 25, 1903**

### **The Recent Wrecks**

The following letter was received from the Assistant Treasurer:— I am to enclose herewith for your information, copy of the judgments of the Court of Enquiry held at P.E. for the purpose of investigating the circumstances attending the wrecks of the British Ship Arranmore and British barque County of Pembroke in Algoa Bay on the 14th Nov., 1903. In inviting your attention to the vote of thanks appended to the finding in the case of the County of Pembroke and in asking you to convey the same to the officers concerned, I am to add the Treasurer's appreciation of the manner in which assistance was rendered to the distressed vessels.

ARMSTRONG & CO.'S SALES.

SALE OF

# Damaged Cargo,

Ex Stranded Bk. "County of Pembroke."

The undersigned are instructed to sell for account of whom it may concern, on recommendation of surveyors,

**To-morrow, Wednesday, 20th January,**

AT THREE O'CLOCK,

On the Harbour Board Depositing Ground, South End,

The Cargo, landed more or less damaged and unmerchantable ex distressed barque "County of Pembroke," consisting of :—  
**Lime Juice Cordial — Whisky — Gin — Candles — Sulphur — Brown Paper in bales — Galvanised Wire Netting — Sashweights — Planks — Glass — Coke, &c.**

ARMSTRONG & Co., Auctioneers.

MESSRS MACKIE, DUNN & Co.,

Agents Salvage Association.

The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Tuesday, January 19, 1904

Armstrong & Co.'s Sales.

Sale of

Damaged Cargo,

**Ex Stranded Bk. "County of Pembroke."**

The undersigned are instructed to sell for account of whom it may concern, on recommendation of surveyors,

To-morrow, Wednesday, 20th January,

At three o'clock,

On the Harbour Board Depositing Ground, South End,

The Cargo, landed more or less damaged and unmerchantable ex distressed barque "County of Pembroke," consisting of:— Lime Juice Cordial — Whiskey — Gin — Candles — Sulphur — Brown Paper in bales — Galvanised Wire Netting — Sashweights — Planks — Glass — Coke, &c.

Armstrong & Co., Auctioneers.

Messrs Mackie, Dunn & Co.,

Agents Salvage Association.

**ARMSTRONG & CO.'S SALES.**

**SALE OF**

# **Damaged Cargo,**

**Ex Stranded Bk. "County of Pembroke."**

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The undersigned are instructed to sell for account of whom it may concern, on recommendation of surveyors,

**THIS DAY, Wednesday, 20th January,**

**AT THREE O'CLOCK,**

**On the Harbour Board Depositing Ground, South End,**

The Cargo, landed more or less damaged and unmerchable ex distressed barque "County of Pembroke," consisting of:—

**Lime Juice Cordial—Whisky—Gin—Candles—Sulphur—Brown Paper in bales—Galvanised Wire Netting—Sashweights—Planks—Glass—Coke, &c.**

**ARMSTRONG & Co., Auctioneers.**

**MESSRS MACKIE, DUNN & Co.,**  
Agents Salvage Association.

The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Wednesday, January 20, 1904

Armstrong & Co.'s Sales.

Sale of

Damaged Cargo,

**Ex Stranded Bk. "County of Pembroke."**

The undersigned are instructed to sell for account of whom it may concern, on recommendation of surveyors,

This day, Wednesday, 20th January,

At three o'clock,

On the Harbour Board Depositing Ground, South End,

The Cargo, landed more or less damaged and unmerchable ex distressed barque "County of Pembroke," consisting of:— Lime Juice Cordial — Whiskey — Gin — Candles — Sulphur — Brown Paper in bales — Galvanised Wire Netting — Sashweights — Planks — Glass — Coke, &c.

Armstrong & Co., Auctioneers.

Messrs Mackie, Dunn & Co.,

Agents Salvage Association.

**AUCTIONEERS' DIARY.**

**MOHR'S STOCK FAIR.**

January 21 & 22—At the Stock kraals, Aberdeen, sale of 15,000 head of small stock, 100 head of cattle, and 150 ostriches; also share in the farm Karnemelks Kull, in the Willowmore district.

**ARMSTRONG & CO.**

January 20—Sale of damaged cargo ex stranded barque County of Pembroke, at 3 p.m., on Harbour Board depositing ground, South End.

**Auctioneers' Diary**

**Armstrong & Co.**

January 20 – Sale of damaged cargo ex stranded barque County of Pembroke, at 3 p.m., on Harbour Board depositing ground, South End.

**ARMSTRONG & CO.'S SALES.**

**Continuation Sale of**

# **Damaged Cargo.**

**Ex Stranded Barque "County of Pembroke."**

The undersigned are instructed to Sell, for account of whom it may concern,  
on recommendation of Surveyors,

**TO-DAY, FRIDAY, FEBRUARY 5,**

**AT THREE O'CLOCK,**

**On The HARBOUR BOARD DEPOSITING GROUND, SOUTH END,**

## **The Cargo,**

Landed more or less damaged and unmerchantable, ex distressed barque  
"County of Pembroke," consisting of

**Oils in drums and cases**

**Antifriction Grease in kegs**

**Coke, Planks, Sulphur, Candles**

**Cases Glass, Ship's Sails, Barrels**

**Meat, Boats, &c.**

**ARMSTRONG & CO., Auctioneers.**

**Messrs. MACKIE, DUNN & Co., Agents Salvage Association.**

The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Friday, February 5, 1904

Armstrong & Co.'s Sales.

Continuation Sale of

Damaged Cargo,

**Ex Stranded Bk. "County of Pembroke."**

The undersigned are instructed to sell for account of whom it may concern, on recommendation of surveyors,

To-day, Friday, February 5,

At three o'clock,

On the Harbour Board Depositing Ground, South End,

The Cargo,

landed more or less damaged and unmerchantable ex distressed barque "County of Pembroke," consisting of: -

Oils in drums and cases

Antifriction Grease in kegs

Coke, Planks, Sulphur, Candles

Cases Glass, Ship's Sails, Barrels Meat, Boats, &c.

Armstrong & Co., Auctioneers.

Messrs Mackie, Dunn & Co., Agents Salvage Association.

MOVING A WRECK.

At attempt was made yesterday by tugs to move the iron dismantled sailing ship County of Pembroke to a spot where she will be less likely to be in the way of shipping. She was slightly moved, but to no appreciable extent.

**The Eastern Province Herald, Port Elizabeth, Cape of Good Hope,  
Tuesday, March 22, 1904**

**Moving a Wreck**

An attempt was made yesterday by tugs to move the iron dismantled sailing ship County of Pembroke to a spot where she will be less likely to be in the way of shipping. She was slightly moved, but to no appreciable extent.

#### REMOVING A WRECK.

The Harbour Board have just accomplished a smart piece of work in removing the wreck of the iron sailing vessel "County of Pembroke" which was lying in a dangerous position (as far as shipping is concerned) about 100 yards from the shore of the north-end beach. She was resting on a limestone rock, and was filled with water when the Harbour Board people, under the guidance and instruction of Capt Clift, took the work in hand. Three steam salvage pumps, five, six and seven inch respectively, were made use of, and when the water had been brought to a low level, it was found necessary to move from one end of the vessel to the other about 100 tons of cement. A diver was also found employment, and he discovered that something like 17 feet of the keel had been torn away. Before it was practicable to tow the wreck the rent in her bottom had to be stopped up in a temporary way. At 7 o'clock on Tuesday night, the pumps still working, two of the Harbour Board tugs got the "County of Pembroke" off the bank, and later she was towed some nine miles away in the direction of the mouth of the Coega River, where she will no longer be a menace to the shipping. This splendid piece of work has involved a vast amount of hard work, and at one time as many as 40 boys were employed on the wreck. The authorities are to be congratulated on this achievement.

The Eastern Province Herald, Port Elizabeth, Cape of Good Hope, Thursday, March 24, 1904

#### Removing a Wreck

The Harbour Board have just accomplished a smart piece of work in removing the wreck of the iron sailing vessel "County of Pembroke" which was lying in a dangerous position (as far as shipping is concerned) about 100 yards from the shore of the north-end beach. She was resting on a limestone rock, and was filled with water when the Harbour Board people, under the guidance and instruction Capt Clift, took the work in hand. Three steam salvage pumps, five, six and seven inch respectively, were made use of, and when the water had been brought to a low level, it was found necessary to move from one end of the vessel to the other about 100 tons of cement. A diver was also found employment, and he discovered that something like 17 feet of the keel had been torn away. Before it was practicable to tow the wreck the rent in her bottom had to be stopped up in a temporary way. At 7 o'clock on Tuesday night, the pumps still working, two of the Harbour Board tugs got the "County of Pembroke" off the bank, and later she was towed some nine miles away in the direction of the mouth of the Coega River, where she will no longer be a menace to the shipping. This splendid piece of work has involved a vast amount of hard work, and at one time as many as 40 boys were employed on the wreck. The authorities are to be congratulated on this achievement.

# **Cape Daily Telegraph, Port Elizabeth**

SHIPPING NEWS.

THE "DUNOTTAR'S" ALGOA PASSENGERS.

(Reuter's Colonial Service.)

CAPETOWN, Wednesday.

The R.M.S. Dunottar Castle has arrived, and brings as passengers for Algoa Bay:—Messrs Barber, Crozier, Lane, Moorhouse, Sheard, Attwood, Bride, Hodges, and Lewie, Rev Mr Murray, Messrs Mottyer, Thomson (2), Linklater, and Plint, Mesdames Murray and Bellstedt, and Miss Bellstedt.

ALGOA BAY ARRIVALS.

October 13—Greyfriars, SS, 1,285 tons, Captain J Davidson, from Capetown. Cargo, general. Agents, Mitchell Cotts & Co.

October 14—Hyperia, SS, 6,917 tons, Captain H G A Timmins, from Capetown. Cargo, general. Agents, Mitchell Cotts & Co.

October 15—County of Pembroke, bk, 1,064 tons, Captain J Parry, from London. Cargo, general.

ALGOA BAY—DEPARTURES.

October 13—Umzinto, for Natal.

October 15—Oriana, for Natal.

The Cape Daily Telegraph, Port Elizabeth, Thursday, October 15, 1903

Shipping News

Algoa Bay Arrivals

October 15 - County of Pembroke, bk, 1,064 tons, Captain J. Parry, from London. Cargo, general.



# DISASTROUS GALE.

## SIX SAILING VESSELS ASHORE

### PRECARIOUS POSITION OF OTHERS.

#### CABIN BOY DROWNED.

Yesterday's gale proceeded very much on the lines of the greatest and most disastrous one which occurred in September last year, although we are pleased to add that the effects are less severe. The number of sailing vessels which have been driven ashore is very small compared with that eventful night, and so far no serious loss of life is reported.

Yesterday there was a heavy sea running during the morning, and as the day wore on this increased, being backed by a strong and ever augmenting south-easterly wind. Late in the afternoon the seas were rolling in very heavily, the waves being described as mountainous. It was a grand but awful sight to stand on the Donkin reserve and see the white-tipped seas rising and falling until they essentially broke on the Strand, sending their waters high in the air. The sea walls were battered by the waves, and the spray and foam dashed up to a great height.

From the time of sunset the gale increased, and at eight o'clock it was blowing very hard, being occasioned by a heavy downpour of rain, which continued throughout the night with more or less persistence. Soon after 9 o'clock, fears were entertained of a repetition of the previous disaster, it being thought that the sailing vessels would never be able to withstand the strong wind and heavy seas. The first signals of distress were shown at 10.30 (coincidentally the same hour as the Gabrielle called for help last year), the County of Pembroke sending up rockets at 11.40, and these were promptly answered by the Port Office, calling on the rocket brigades and the lifeboat crew to assemble at the North End beach. However, most of the men had already taken up their positions in anticipation of danger. The beating rain and the darkness of the night prevent any clear account being given of what took place, but we learn that the Pembroke, the first to drag, when going ashore struck into the Russian barque Lito, carrying away her masts and rigging, but fortunately not parting her anchors, and

the last named vessel still rides out the gale. Shortly after the Pembroke parted her cables, signals of distress went up from other sailing vessels, but although the Harbour Board tugs went out they could render no assistance. The Arranmore, Wayfarer, Two Brothers, and San Antonio commenced to drag their anchors. At daybreak this morning the barque Two Brothers and the SS. Mashona had drifted close into the breakers. The sailer shortly afterwards was washed ashore, but the steamer put out to the northward. She had been riding neck and neck with the Two Brothers, and had a narrow escape of being driven on the beach. The other vessels named have all come ashore. So far we have only heard of the loss of one life, a lad, variously reported to be the cabin boy of the San Antonio and the County of Pembroke, it being said he was washed overboard.

### OTHER VESSELS IN PRECARIOUS POSITIONS.

At the time of writing the wind has abated but the seas continued to sweep in heavily across the bay. The Norwegian barque Elda early this morning was dragging her anchors, and looked very much like following the others ashore, but managed to hold on, although it is thought she will be unable to ride out the gale. Several ships are only holding with one anchor apiece, and five barques have drifted perilously near the breakers. The names of these are Victor (Capt. O. J. Samuelson), Hercules, Advokat Schiander (Capt. Mansen), Jolani (Capt. Comet), and Lotezia (Capt. Magellow.)

The tug Itala put to sea last evening, and returned this morning. Most of the steamers in the bay have been under full head of steam during the night, and in fact are still under steam. The mail steamer Kiton is in the bay and seems to be riding very well. The engine house on the jetty has been washed away, and the Harbour Board offices on the De Pedro jetty have suffered likewise. Several lighters have sunk during the night and others wrecked.

The officials of the port have, of course, all been on duty during the entire night, and have rendered what assistance they could. The Harbour Board Rocket Brigade was under Capt. Beck and Saunders, the P. A. G. Brigade was under Capt. Warren, the lifeboat was under the direction of Mr. Port Cooman Winterbottom, etc. Mr. Hansen (lighthouse keeper) and his assistant are also on duty.

### DISMANTLED.

Lito—Russian barque, 431 tons, Capt. J. Sillston, from Gottenburg. Cargo deals. Arrived October 22. Agents, Philip Brothers.

### Later.

Therow of the Two Brothers, some 15 in number, were landed by the breeches buoy this morning, the boat men land bringing the ship's cat.

The crews of the Arranmore and Warren also landed this morning.

The crew of the County of Pembroke land in the ship's boat.

The rainfall was 1.25 inches up to eight o'clock this morning.

The least velocity of the wind was at 10 and 11 p.m. 76 miles an

Saturday, November 14, 1903

### THE VESSELS ASHORE.

The following vessels are ashore:

Arranmore—This ship, of 1,782 tons, captained by T. W. Jones, from Portland, Oregon, arrived on September 8th.

County of Pembroke—Barque, 1,064 tons, Capt. J. Parry, from London, has a general cargo. Arrived on October 15. Agents, Keith & Co.

Wayfarer—Barque, 610 tons, Capt. H. Petersen, from Gottenburg. Cargo, deals. Agents, Holland & Vardy. Arrived October 10.

Two Brothers—Barque, 890 tons, Capt. Johannesen, from Sundswall. Cargo, deals. Arrived October 20. Agents, E. Searle.

San Antonio—Italian barque, 502 tons, Captain Astartio, from Marseilles. Cargo, bricks and tiles. Agents, Hansen & Schrader.

Elda—Barque, 510 tons, Capt. G. Gouldransen, from Buenos Ayres. Cargo, molasses. Arrived November 11. Agent, R. Crook.

### THE GALE AND RAIN.

The one satisfactory feature in connection with the present gale is that it promises to carry rain up country. During the past week Port Elizabeth has obtained more than a fair share of rain, but it is doubtful whether any of it went inland before yesterday. The south-west wind seemed to carry heavily laden clouds across the country, and to-day, also, the sky is dull and threatening to the limits of the horizon. Reports have come to hand of great floods in the Western Province, and we fully expect to learn that the drought has been completely broken in the Midlands.

### SIGHT FROM THE JETTIES.

The whole of this morning crowds congregated on the jetties to witness the tragedy being enacted in the bay. The sight from the north jetty was grand in its awfulness. An exceptionally strong sea was running, and huge white crested waves swept over the jetty and beat up against the sea wall with enormous force. The waves were so great as at one moment to lift the lighters high above the level of the jetty and the next moment to hide them in a deep trough. All along the shore the sea was churned into thick white froth. It was a grand spectacle, but it told of the cruel strength of the ocean also.

## Disastrous Gale

### Six Sailing Vessels Ashore

### Precarious Position of Others

### Cabin Boy Drowned

Yesterday's gale proceeded very much on the lines of the greatest and most disastrous one which occurred in September last year, although we are pleased to add that the effects are less severe. The number of sailing vessels which have been driven ashore is very small compared with that eventful night, and so far no serious loss of life is reported.

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The tug Itala put to sea last evening, and returned this morning. Most of the steamers in the bay have been under full head of steam during the night, and in fact are still under steam. The mail steamer Triton is still in the bay and seems to be riding very well. The engine house on the jetty has been washed away, and the Harbour Board offices on the Dom Pedro jetty have suffered likewise. Several lighters have sunk during the night and others wrecked.

The officials of the port have, of course, all been on duty during the entire night, all have rendered what assistance they could. The Harbour Board Rocket Brigade was under Capt. Beck and Mr Saunders,; the P.A.G. Brigade under Capt. Wares; the lifeboat was under the direction of Mr Port Coxswain Winterbotham, etc. Mr Hansen (lighthouse keeper) and his assistant were also on duty.

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The crews of the Arranmore and Wayfarer also landed this morning.

The crew of the County of Pembroke landed in the ship's boat.

The rainfall was 1.28 inches up to 8 o'clock this morning.

The highest velocity of the wind was between 10 and 11 p.m., 50 miles an hour.

### The Vessels Ashore

The following vessels are ashore:

Arranmore – This ship, of 1,782 tons, captained by T.W. Howes, from Portland Oregon, arrived September 8th.

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### THE GALE.

#### Further Particulars.

#### A Sad Night.

A representative of this journal has been to the Seamen's Institute where he was able to see the crews of the vessels which had gone ashore.

Briefly their numbers are as follows: Arranmore, 11; Wayfarer, 8; Two Brothers, 14; San Antonio, 7; County of Pembroke, 17.

The Arranmore parted one of her anchors through a steamer passing across her bows. The third anchor soon gave way. Early this morning Capt. Howes his wife and one year old child, along with the crew, came ashore.

The Two Brothers came ashore at 7 o'clock this morning, and the crew landed by means of the breeches buoy. In this case the vessel dragged her three anchors.

The County of Pembroke from Liverpool, started dragging at her anchors at 12 o'clock, coming ashore about an hour later, when one of the crew was washed away. The crew landed in their own boat this morning.

From the San Antonio, which went ashore after 10 o'clock last night the crew landed this morning by the breeches buoy, and the crew of the Wayfarer, which went ashore about 1.30, landed this morning in a similar manner.

Needless to say, the whole of the men passed a miserable night, but they were soon removed to the Seamen's Institute where their soaked clothing was replaced by new warm garments, and their hunger appeased.

#### THIS AFTERNOON.

At 4 o'clock this afternoon the wind had considerably abated, but a heavy, surging sea was still running, and several of the vessels were labouring heavily. One, the Italian barque Letitea, which had previously dragged down the bight, signalled for one of Messrs Messina's tugs. She was, at the time, riding by one warp only. The barometer throughout the morning had been fickle. At 11 o'clock it was below 30, but at noon it was up

again, and at 4 o'clock it was pretty high. This indicates practically, a continuation of the rain. The opinion on the Jetty is that the wind is dying away, and that it is not likely to increase again during the night. We hope this may prove to be the case, for, with the angry sea now raging, an increase of wind would mean further serious disaster. The SS. Mashona, which has such an adventurous career is still lying far down the Bay off the Zwartkops, and she is experiencing the full force of the sea. All the steamers in the Bay are relieving the pressure on their cables by the medium of their propellers.

### ALGOA BAY'S GREAT STORMS.

It is recorded that Bartholomew Diaz, the intrepid Portuguese explorer, discovered Algoa Bay when in 1486 he sought safety from a gale in its waters for the old weather-beaten sailing vessel in which he rounded the Cape of Storms, as he named what is now known more familiarly as the Cape of Good Hope, which appellation was given it by Diaz's King. Since then many storms have swept the expansive waters of the bay, many fine sailing vessels have bleached their ribs on the shore, and innumerable lives have been lost. The most serious sacrifice of life was in 1754, when the English East Indiaman, the *Doddington*, struck on one of the Bird Islands, and only 23 survived out of 220 souls who were on board the ill-fated ship. It is also recorded that in 1817 the *Amsterdam* put into the Bay, and becoming dismantled, was beached. Her crew of 217 were, with the exception of three, all saved. In 1842 the *Sabine*, from Manilla, a large Spanish vessel, richly laden with a cargo worth £90,000, was entirely lost on the reefs of Cape Recife. Twenty lives were lost, including Don Francisco Monson, his lady, and ten soldiers. Two years later four vessels came ashore, two breaking through the middle of the old jetty, rendering the remainder useless, and in this gale eleven lives were lost. In 1888 a furious south-easter raged in the Bay, and only two vessels rode out the gale, fourteen coming ashore, but the loss of life was trifling. Every lighter went to the bottom or was cast up on the strand.

Then twelve months ago, on the 31st August and 1st of September, 28 sailing vessels out of 38 riding at anchor were driven ashore, when the lives lost numbered 59. This latter gale is within the memory of all, so that we need furnish no further particulars.

#### COUNTRY IMPROVEMENT.

This broad, fertile, populous, busy, free land of ours is seemingly prosperous, and the cereals, however, does not seem to doubt its continued growth in wealth and population, or its position as a higher

### The Gale

#### Further Particulars

#### A Sad Night

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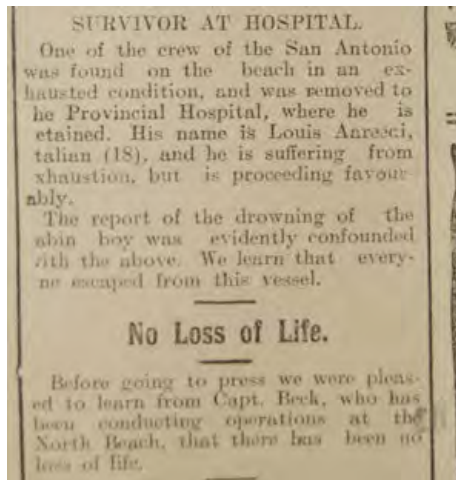
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## Algoa Bay's Great Storms

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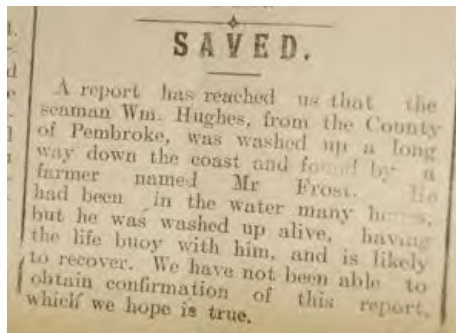
### Survivor at Hospital

One of the crew of the *San Antonio* was found on the beach in an exhausted condition, and was removed to the Provincial Hospital, where he is detained. His name is Louis Aarecci, Italian (18), and he is suffering from exhaustion, but is proceeding favourably.

The report of the drowning of the cabin boy was evidently confounded with the above. We learn that everyone escaped from this vessel.

### No Loss of Life

Before going to press we were pleased to learn from Capt. Beck, who has been conducting operations at the North Beach, that there has been no loss of life.



### Saved

A report has reached us that the seaman Wm. Hughes, from the County of Pembroke, was washed up a long way down the coast and found by a farmer named Mr Frost. He had been in the water many hours, but he was washed up alive, having the life buoy with him, and is likely to recover. We have not been able to obtain confirmation of this report, which we hope is true.

## AFTER THE STORM.

### A General Look Round.

The wind died away during Saturday evening, but a very heavy sea continued to run across the Bay. Fortunately no further shipping casualties occurred. During the night, however, rain fell in heavy and frequent showers, and if ever Port Elizabeth had a thorough cleansing and soaking, it has been during the past few days. In point of fact, the month of November has, up to the present, proved one of the wettest months on record. There have been but few intervals of fine weather up to the present. The majority of the days have been moist and breezy. The rain, it is true, came in an acceptable manner. It did not flood the town by descending in great volume at any time. On the contrary, the bad weather was inaugurated by light showers and before the heavier downpours set in, the ground had been thoroughly soaked; so there have been no important washaways. The whole town now presents a clean, fresh appearance. The drains have obtained a splendid flushing. The gardens and the grass spaces are presenting their brightest colours, and all the surrounding country is quite picturesque. As an indication of the frequency and the extent of the rainfall during the present month, we may mention that showers have been experienced on eight days during the fourteen, reckoning up to Sunday morning. The total fall from the 1st to the 14th was 5.06 inches. But of course Friday and Saturday were the largest contributors. The register up to eight o'clock on Saturday morning was 1.80 inch, and up to eight o'clock on Sunday 1.24 inch, or 3.14 for the two days. The rain, we are pleased also to add, has been pretty general, and it is practically certain that the whole of the Midland district, which had been so severely stricken by drought, has obtained a thorough soaking. Van Staadens, we know, is in flood, and the Zwartkops came down in grand form on Saturday. Even the ordinarily stagnant Baakens River is displaying quite unusual energy just now.

After Saturday's storm all Bayonians were on the qui vive on Sunday morning, and early and anxious enquiries were made at the Hill Lighthouse as to the position. Fortunately the night passed without anything serious having occurred. The morning broke full of rain, but the breeze had absolutely subsided. Nevertheless, huge and ugly looking rollers swept through the Bay, and the majority of the vessels at anchor were seen to be dipping from side to side to such a degree as to exhibit the whole of their decks to the shore. Traces of the great gale could be seen all along the coast. Southwards the Ruman Rock was very conspicuous by a broad sheet of snow white foam, which ever and anon burst up into the air in a mass of spray. The coast line in that direction was marked by the dense surging white

itably. It was largely due to their exertions that there was no loss of life on Saturday. Here we must pause a moment to give another example of the restless energy and unwearied zeal of the "father of the port" on occasions when the assistance and advice of experienced men are needed. The gale, as we have previously recorded, became dangerous late on Friday night. The first alarm signal was given at half-past ten. Immediately Mr. James Searle rushed off to the place where he could be of most service, namely to the extreme north end beach. Notwithstanding the great gale then raging, the difficulties of approaching the water's edge and the darkness and the rain, he got to the beach and remained there until 2 a. m. After a few hours rest he was back again before the majority of Bayonians were out of their beds, and his very presence and experience gave confidence and renewed zeal to the workers.

Throughout yesterday morning little knots of spectators stood on Monument hill watching the progress of events in the Bay. The weather quite cleared towards noon. The first questions asked had reference to the two mail boats, Kinfauns Castle and Briton. The latter, from England, arrived on Friday, and the former from East London, en route home, steamed slowly into the Bay on Saturday having taken nearly twenty hours to come round. As she entered the Bay the Briton parted a cable and immediately put out to sea. The Kinfauns Castle speedily followed, and both vessels disappeared in the dark which overhung the horizon, the latter carrying with her the coast passengers, for at the time, there could be no communication with the shore. Early yesterday morning the outlines of the two large boats could just be discerned away across the Bay, and many of those who had booked passages by the Kinfauns for Cape Town or England, and who had arranged to embark on Saturday watched and waited, wondering when they would be able to get on board. At about ten o'clock the steamers were seen to be moving in. They came out of the mist like two noble battle ships. The Kinfauns led the way, rolling more heavily than her companion, being lighter. As they entered the Bay, the passages of both vessels being watched with the closest interest, the Kinfauns signalled for instructions and was told to wait, as it was hoped that passengers would be able to land and those bound west able to embark at two o'clock. Both steamers then anchored. Subsequently they went out again and they did not return to the anchorage until this morning. Previous to this the Mashona, that most unfortunate steamer, moved her berth, and did a small circular trip in the Bay. She, it was, it will be remembered, who was made prisoner by T. M. S. Fearless during the war on a charge of carrying contraband goods and her cargo was confiscated. She subsequently met with an accident in the Gulf of Aden, and she it was who got adrift on Sat-

### Work of the Rocket Brigades.

Too much praise cannot be given the rocket brigades for their invaluable services rendered during Friday night. The weather was something dreadful, the fearful wind driving the pelting rain into the faces of the anxious watchers who had mustered on shore to be of what service they could to the distressed seamen of the vessels which were being driven ashore. So blinding was the rain that to see beyond a few yards ahead was almost an impossibility, and more than one of the barques was aground some little time before they were espied by the men on duty. Captain Beck, the Harbour Master, was in charge of all operations, the work of the two rocket brigades being directed by Mr. Sawyer (Harbour Board), and Capt. Wares (P. A. G.)

As regards the P. A. G. brigade, they mustered in response to the signal. At 11.30 they moved their cart along the beach, and halted near Broad street, waiting for any ship that came ashore. So hard was it to see far seawards that no reliable idea of when the County of Pembroke grounded, and the first inkling that a vessel was near at hand was gained by the men when they heard the crashing apparently of spars. Immediately a move closer to the sea was made, when through the beating rain the form of a ship was discernible. Whether she had been there long, or whether she had only just grounded, it was impossible to say. No time was lost in throwing a line aboard, the first shot being successful, but whether the crew hauled in or whether the sea was the cause of the line being drawn seaward the brigade cannot say. However, the line was washed towards and fouled an old wreck lying inside the vessel, which proved to be the County of Pembroke. A second line was thrown aboard the barque, and this also got foul of the old wreck. The third line despatched did not reach the ship, but the fourth was carried between the main and mizzen masts. The crew aboard the Pembroke, who did not take advantage of the line, came ashore in their own boat when daylight broke. Having been engaged on the Pembroke three hours, the brigade were ordered along the beach to the Two Brothers, and here they got communication with the first rocket, and by means of the breeches buoy the whole of the crew, fourteen in number, were brought ashore.

The Harbour Board brigade also discharged their duties in a manner which reflected in an excellent way upon their training. The elements, as stated, militated against speedy despatch of the work on hand, and probably their best form was shown on the Wayfarer, which vessel was ashore on a part of the beach most difficult of access. On the north side of the ship is a misty shift running across the beach, which is very soft, and the work of the brigade had to be conducted from the south, the lines being fired round the Sayre, an old wreck, thus rendering accuracy of aim a most difficult feat to attain. Added to this the cart had to be constantly moved, as it was being driven into the soft sand by its own weight, whilst the men had to hold the rocket line box in their hands. Some eight lines were despatched about 1.30, and though several passed over the vessel, they could not be utilized. The lines were then recoiled, and about 4 o'clock on Saturday morning communication was

The coast line in that direction was marked by the dense surging white water, lashing the shore as if in anger at the obstruction. To the north a pitiable sight was revealed. There also the shore line was emphasised by the white boiling surf. Small lagoons intersected the high shore land from the water's edge, and those who had ventured out to inspect the wrecks were compelled to wade through these, some up to their waists. But what personal inconvenience can check the desire of human curiosity? The North end beach was literally crowded with sightseers yesterday morning. The panorama there was certainly striking and interesting, with all its sadness. There were revealed the practical evidences of the fury of the gale and the enormous strength of the ocean when fully aroused. The fated vessels lay on the beach battered and worn. Some had almost entirely

broken up, others stood sternly resolute, as though defying the elements to completely subdue them. The shore itself was thickly strewn with wreckage, and such odds and ends as are swept from foundering vessels. The saddest picture was presented by members of the shipwrecked crews gazing upon the remnants of the crafts which had brought them safely across the ocean, or striving to save as much as possible of their worldly possessions. It is on such occasions that one realizes the almost impotence of the life boats' crew during a great South east gale. There are so few clear spaces. The accumulation of wrecks has studded the foreshore with solid remains, anyone of which would suffice to break the sides of the craft which drove against it. In deeper water, scarcely visible, save when the huge waves create a deep trough, are other remnants, more dangerous because more deceptive. But apart from these hindrances to the launching of life boats the raging sea which beats with giant strength upon the shore renders the task of launching a life boat almost impossible whilst the gale is at its height.

Port Elizabeth must always, so long as it retains an open roadstead, rely more upon its rocket brigades to save life on such occasions, and it is gratifying to add that on Saturday the rocket brigades worked admirably. There are now two brigades, and both have been brought to a high state of efficiency. The men are keen, and they certainly have come through the recent test most cred-

it, and subsequently met with an accident in the Gulf of Aden, and she it was who got adrift on Saturday and bumped so badly into the County of Pembroke as to cut her anchors away and send the latter vessel adrift. By means of the glass it was seen that the Mashona, which by the way had the narrowest escape from being wrecked, had not come scathless through the foal. Her bridge was bucketed and her decks generally appeared to have suffered.

A curious sight was witnessed on the Jetty. At the north end structure all the signal flags were hanging on lines giving a curious spectacle of brightness to an otherwise gloomy scene. "Is it washing day on the Jetty?" remarked one wag. The explanation of this flag display, however, was different. The mountainous breakers on Saturday had swept away the signal house, saturating the flags, and damaging also the sea water pumping house and the sea water pumping house in the neighborhood. Floating lower down the Bay, indicating its position by a circle of foam, was the remnant of a large lighter which had foundered, and near to this was the badly stricken Russian barque Littea which had been run into by the County of Pembroke and completely dismantled. All that remained to her was her hull. Her three masts had gone overboard, and it is a marvel that the shock did not send her off to the beach. Fortunately her tackle held and she weathered the gale in safety. During the afternoon the sun made appearance, and the weather, on shore at least, was fine and bracing. The tugs began to move about collecting lighters, and in a short space of time the work of the port was recommenced.

#### FATE OF LIGHTERS.

Two of the Harbour Board lighters were driven ashore, and one private lighter is sunk, the latter belonging to Reiners von Laer. Yesterday nine crews were busy bailing water out of the open lighters, and shortly the work of unloading will be in full swing.

#### DAMAGE TO NORTH JETTY.

The flag box at the end of the North jetty was washed away, and several other buildings at this point have been damaged.

#### MASHONA DAMAGED.

The Backnall liner Mashona is reported to be damaged, but as yet it is impossible to obtain any particulars as to whether she suffered seriously or not.

then recoiled, and about 4 o'clock on Saturday morning communication was established with the distressed vessel, and a breaches buoy was speedily rigged up and the crew were hauled on to the old wreck, the Sayre, as speedily as possible, and then they were transferred to the beach.

Others who did yeoman service were boatmen who were the means of getting ashore the crew and a woman and infant from the barque Arranmore. The seamen of the vessel, after she had stranded, got communication with the shore by means of a rope and a log of wood. A "chair" was rigged up, and the woman was safely got ashore first, a seaman following with the infant, and then the remainder of the crew.

#### SHIPWRECK FUND.

While no appeal has been made for funds to relieve the distressed shipwrecked crews, it is interesting to learn that the Mayor has received the sum of £16 from passengers on board the R.M.S. Briton, and £4 from the engineers, to be distributed amongst the shipwrecked crews. We understand the Mayor does not intend to make an appeal for funds, but any voluntary contributions will be thankfully received, and added to the sum named.

#### THE DAMAGE AT VAN STAADEN'S.

Mr Butterworth, the Town Engineer, is expected to return to town this afternoon. In a note to the Mayor he says he finds the damage as reported at the pumping station. The reservoir has again received a large accumulation of debris, and there are several washaways. He estimates the damage done to be about £1,500. The rainfall was very heavy, in 31 hours no less than 7.71 inches being registered.

#### KINFAUN'S PASSAGE.

The Kinfauns Castle which arrived in the bay on Saturday afternoon, left East London at the usual time on Friday in very stormy weather, and experiences the same coming round the coast, in consequence of which the captain thought it advisable to keep out to sea. Beyond the loss of two anchors each neither of the mail steamers experienced any damage.

#### SEAMAN'S EXPERIENCE.

There was a report abroad this morning that a distressed seaman of the Wayfarer had lost his life trying to reach his vessel to recover his belongings. We are pleased to be able to state that this is incorrect. What really happened was that the man fell overboard, but escaped with a ditching.

## After the Storm

### A General Look Round

The wind died away during Saturday evening, but a very heavy sea continued to run across the Bay. Fortunately no further shipping casualties occurred. During the night, however, rain fell in heavy and frequent showers, and if ever Port Elizabeth had a thorough cleansing and soaking, it has been during the last few days. In point of fact, November has, up to the present, proved one of the wettest months on record. There have been but few intervals of fine weather up to the present. The majority of the days have been moist and breezy. The rain, it is true, came in an acceptable manner. It did not flood the town by descending in great volume at any time. On the contrary, the bad weather was inaugurated by light showers and before the heavier downpours set in, the ground had been thoroughly soaked; so there have been no important washaw-aways. The whole town now presents a clean, fresh appearance. The drains have obtained a splendid flushing. The gardens and the grass spaces are presenting their brightest colours, and all the surrounding country is quite picturesque. As an indication of the frequency and the extent of the rainfall during the present month, we may mention that showers have been experienced on eight days during the fourteen, reckoning up to Sunday morning. The total fall from the 1st to the 14th was 5.06 inches. But of course Friday and Saturday were the largest contributors. The register up to eight o'clock on Saturday morning was 1.80 inch, and up to eight o'clock on Sunday 1.34 inch, or 3.14 for the two days. The rain, we are pleased also to add, has been pretty general, and it is practically certain that the whole of the Midland district, which had been so severely stricken by drought, has obtained a thorough soaking. Van Staadens, we know, is in flood, and the Zwartkops came down in grand form on Saturday. Even the ordinarily stagnant Baakens River is displaying quite unusual energy just now.

After Saturday's storm all Bayonians were on the qui vive on Sunday morning, and early and anxious enquiries were made at the Hill Lighthouse as to the position. Fortunately the night passed without anything serious having occurred. The morning broke full of rain, but the breeze had absolutely subsided. Nevertheless, huge and ugly looking rollers swept through the Bay, and the majority of the vessels at anchor were seen to be dipping from side to side to such an degree as to exhibit the whole of their decks to the shore. Traces of the great gale could be seen all along the coast. Southwards, the Roman Rock was very conspicuous by a broad sheet of snow white foam, which ever and anon burst up into the air in a mass of spray. The coast line in that direction was marked by the dense, surging white water, lashing the shore as if in anger at the obstruction. To the north a pitiable sight was revealed. There also the shore line was emphasised by the white boiling surf. Small lagoons intersected the high shore land from the water's edge, and those who had ventured out to inspect the wrecks were compelled to wade through these, some up to their waists. But what personal inconvenience can check the desire of human curiosity? The North end beach was literally crowded with sightseers yesterday morning. The panorama there was certainly striking and interesting, with all its sadness. There were revealed the practical evidences of the fury of the gale and the enormous strength of the ocean when fully aroused. The fated vessels lay on the beach battered and worn. Some had almost entirely broken up, others stood sternly resolute, as though defying the elements to completely subdue them. The shore itself was thickly strewn with wreckage, and such odds and ends as are swept from foundering vessels. The saddest picture was presented by members of the shipwrecked crews gazing upon the remnants of the crafts which had brought them safely across the ocean, or striving to save as much as possible of their worldly possessions. It is on such occasions that one realizes the almost impotence of the life boat's crew during a great South east gale. There are so few clear spaces. The accumulation of wrecks has studded the foreshore with solid remains, any one of which would suffice to break the sides of the craft which drove against it. In deeper water, scarcely visible, save when the huge waves create a deep trough, are other remnants, more dangerous because more deceptive. But apart from these hindrances to the launching of life boats the raging sea which beats with giant strength upon the shore renders the task of launching a life boat almost impossible whilst the gale is at its height.

Port Elizabeth must always, so long as it retains an open roadstead, rely more upon its rocket brigades to save life on such occasions, and it is gratifying to add that on Saturday the rocket brigades worked admirably. There are now two brigades, and both have been brought to a high state of efficiency. The men are keen, and they certainly have come through the recent test most creditably. It was largely due to their exertions that there was no loss of life on Saturday. Here we must pause a moment to give another example of the restless energy and unwearied zeal of the "father of the port" on occasions when the assistance and advice of experienced men are needed. The gale, as we have previously recorded, became dangerous late on Friday night. The first alarm signal was given at half-past ten. Immediately Mr. James Searle rushed off to the place where he could be of most service, namely to the extreme north end beach. Notwithstanding the great gale then raging, the difficulties of approaching the water's edge and the darkness and the rain, he got to the beach and remained there until 2 a.m. After a few hours rest he was back again before the majority of Bayonians were out of their beds, and his very presence and experience gave confidence and renewed zeal to the workers.

Throughout yesterday morning little knots of spectators stood on Monument hill watching the progress of events in the Bay. The weather quite cleared towards noon. The first question asked had reference to the two mail boats, Kinfauns Castle and Briton. The latter, from England, arrived on Friday, and the former, from East London, en route home, steamed slowly into the Bay on Saturday having taken nearly twenty hours to come round. As she entered the Bay the Briton parted a cable and immediately put out to sea. The Kinfauns Castle speedily followed, and both vessels disappeared in the dark which overhung the horizon, the latter carrying with her the coast passengers, for at the time, there could be no communication with the shore. Early yesterday morning the outline of the two large boats could just be discerned away across the Bay, and many of those who had booked passages by the Kinfauns for Cape Town or England, and who had arranged to embark on Saturday watched and waited, wondering when they would be able to get on board. At about ten o'clock the steamers were seen to be moving in. They came out of the mist like two noble battleships. The Kinfauns led the way rolling more heavily than her companion, being lighter. As they entered the Bay, the passages of both vessels being watched with the closest interest, the Kinfauns signalled for instructions and was told to wait, as it was hoped that passengers would be able to land and those bound west able to embark at two o'clock. Both steamers then anchored. Subsequently they went out again and they did not return to the anchorage until this morning. Previous to this the Mashona, that most unfortunate steamer, moved her berth, and did a small



circular trip in the Bay. She, it was, it will be remembered, who was made prisoner by H.M.S. Fearless during the war on a charge of carrying contraband goods and her cargo was confiscated. She subsequently met with an accident in the Gulf of Aden, and she it was who got adrift on Saturday and bumped so badly into the County of Pembroke as to cut her anchors away and send the latter vessel adrift. By means of the glass it was seen that the Mashona, which by the way had the narrowest escape from being wrecked, had not come scathless through the foul. Her bridge was bucketed and her decks generally appeared to have suffered.

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### **Fate of Lighters**

Two of the Harbour Board lighters were driven ashore, and one private lighter is sunk, the latter belonging to Reiners van Laer. Yesterday nine crews were busy bailing water out of the open lighters, and shortly the work of unloading will be in full swing.

### **Damage to North Jetty**

The flag box at the end of the North jetty was washed away, and several other buildings at this point have been damaged.

### **Mashona Damaged**

The Bucknall liner Mashona is reported to be damaged, but as yet it is impossible to obtain any particulars as to whether she suffered seriously or not.

### **Work of the Rocket Brigades**

Too much praise cannot be given the rocket brigades for their invaluable services rendered during Friday night. The weather was something dreadful, the fearful wind driving the pelting rain into the faces of the anxious watchers who had mustered on shore to be of what service they could to the distressed seamen of the vessels which were being driven ashore. So blinding was the rain that to see beyond a few yards ahead was almost an impossibility, and more than one of the barques was aground some little time before they were espied by the men on duty. Captain Beck, the Harbour Master, was in charge of all operations, the work of the two rocket brigades being directed by Mr. Sawyer (Harbour Board), and Capt. Wares (P.A.G.)

As regards the P.A.G. brigade, they mustered in response to the signal. At 11.30 they moved their cart along the beach, and halted near Broad street, waiting for any ship that came ashore. So hard was it to see far seawards that no reliable idea of when the County of Pembroke grounded, and the first inkling that a vessel was near at hand was gained by the men when they heard the crashing apparently of spars. Immediately a move closer to the sea was made, when through the beating rain the form of a ship was discernible. Whether she had been there long, or whether she had only just grounded, it was impossible to say. No time was lost throwing a line aboard, the first shot being successful, but whether the crew hauled in or whether the sea was the cause of the line being drawn seaward the brigade cannot say. However, the line was washed towards and fouled an old wreck lying inside the vessel, which proved to be the County of Pembroke. A second line was thrown aboard the barque and this also got foul of the old wreck. The third line despatched did not reach the ship, but the fourth was carried between the main and mizzen masts. The crew aboard the Pembroke, who did not take advantage of the line, came ashore in their own boat when daylight broke. Having been engaged on the Pembroke three hours, the brigade were ordered along the beach to the Two Brothers and here they got communication with the first rocket, and by means of the breeches buoy the whole of the crew, fourteen in number, were brought ashore.

The Harbour Board brigade also discharged their duties in a manner which reflected in an excellent way upon their training. The elements, as stated, militated against speedy despatch of the work on hand, and probably their best form was shown on the Wayfarer, which vessel went ashore on a part of the beach most difficult to access. On the north side of the ship is a nasty sluit running across the beach, which is very soft, and the work of the brigade had to be conducted from the south, the lines being fired around the Sayre, an old wreck, thus rendering accuracy of aim a most difficult feat to obtain. Added to this the cart had to be constantly moved, as it was being driven into the soft sand by its own weight, whilst the men had to hold the rocket line box in their hands. Some eight lines were despatched about 1.30 and though several passed over the vessel, they could not be utilized. The lines were then recoiled, and about 4 o'clock on Saturday morning communication was established with the distressed vessel, and a breeches buoy was speedily rigged up and the crew were hauled onto the old wreck, the Sayre, as speedily as possible, and then they were transferred to the beach.

Others who did yeoman service were boatmen who were the means of getting ashore the crew and a woman and infant from the barque Arranmore. The seamen of the vessel, after she had stranded, got communication with the shore by means of a rope and a log of wood. A "chair" was rigged up, and the woman was safely got ashore first, a seaman following with the infant, and then the remainder of the crew.

### **Shipwreck Fund**

While no appeal has been made for funds to relieve the distressed shipwrecked crews, it is interesting to learn that the Mayor

has received the sum of £46 from the passengers on board the R.M.S. Briton, and £4 from the engineers, to be distributed amongst the shipwrecked crews. We understand the Mayor does not intend to make an appeal for funds, but any voluntary contributions will be thankfully received, and added to the sum named.

### **Seaman's Experience**

There was a report abroad this morning that a distressed seaman of the Wayfarer had lost his life trying to reach his vessel to recover his belongings. We are pleased to be able to state that this is incorrect. What really happened was that the man fell overboard, but escaped with a drenching.

## DISTRESSED SHIPMASTERS.

### Sympathy in the Port.

A meeting of the ship-masters and those interested in the shipping of the port has been held at the Palmerston hotel reading room, Captain Edwards of the bk Lodore in the chair. The following committee was appointed— Mr Coles, Mr C. Searle, Capt. Hall (Newton & Co.), Capt. Pratt (bk E A O'Brien), Capt. Woss (bk Fennia), and Capt. Smith and Mr C. Woolacott (of Messrs Reiners von Laer) joint secretaries. The object of the meeting was to raise contributions to the masters of the present wrecks, and in response a considerable sum was raised. A list will be forwarded to the merchants, and the committee are confident that the appeal will be attended with success.

The Cape Daily Telegraph, Port Elizabeth, Friday, November 20, 1903

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**MARITIME INQUIRY.**  
**Wreck of the "Arranmore."**  
**Opening of Proceedings.**

This morning a maritime inquiry was held in the local Court House, before Mr J. T. Wylde, C.C. & R.M., presiding, with Capt. John Pratt, master of the barque E. A. O'Brien, and Capt. Robt. Milne, master of the barque Woodburn, as assessors, for the purpose of inquiring into the wreck of the British ship Arranmore.

Mr Geo. Elliott watched on behalf of the master of the Arranmore, and Mr G. A. Chabaud for the steamer Mashona.

Mr Wylde said the court was not inquiring into the Mashona; witnesses were merely called from that vessel.

Mr Chabaud explained in an ex parte statement that he supposed there was a possibility of litigation between the owners of the Arranmore and Mashona for damages sustained. There was no doubt that the Arranmore was struck by the Mashona, and there was a possibility, if not a probability, of legal proceedings being instituted in England against the owners of the Mashona, and he simply watched in the interests of the Mashona.

**CAPTAIN'S EVIDENCE.**

Thos. John Howes, master of the British ship Arranmore, was the first witness called. He stated that he had been master since 1899, and the vessel belonged to Thomson, Lukey & Co., of Glasgow. She came to the Bay from Portland, Ore., with a cargo of wheat, on the 13th September. She discharged in the Bay in the same berth, in ten fathoms of water, and took in ballast, some 1200 tons. Her tonnage was 1782 tons. They were ready for sea on the 13th inst., with the exception of clearance. On board there were two cables and three anchors, which were up to the latest requirements of Lloyds for this year. He roughly guessed the weight of the anchors was 45 tons each. After the boat had cleared she was to have gone to Newcastle, N.S.W. There were 19 in the crew, and three officers, and one of the crew was in goal. Witness was on board on the night of the 13th. The ship was at anchor, two anchors being out on 120 fathoms on the starboard, and 100 on the port, it being found necessary at 3 o'clock in the afternoon to pay out more cable, 55 fathoms extra being paid out on the port and 75 on the starboard. After sunset, the gale, which had quietened somewhat, freshened up in the same quarter, and more cable was paid out as the sea was coming in heavier. At 9.30 the spare hawser was arranged for the third anchor, so as to be ready in case of emergencies. At 11.30 he saw a sailing vessel sending up rockets on his starboard quarter. Two anchor lights were burning brightly, one forward and one aft. About 11.30 he saw a steamer on the starboard and evidently trying to steam to sea. She appeared to be

come unmanageable, and was thrown right across the bows of the ship. She carried away the Arranmore's headgear and cutwater, and after jerking all the cable out of the locker, the steamer parted, carrying away the ship's spare anchor, besides doing other damage to the starboard bow plates. At this time the gale was at its highest. Both of his cables being parted and his third anchor gone, he was helpless, and the gale drove them to the beach where she became a total loss. The steamer could not stand by. The crew of the ship were called as soon as there was danger of a collision. When the vessel struck the foremast went by the board, and the main topmast went shortly afterwards. The steamer did not appear to be going very fast. When first sighted she was about 100 yards away, and judging from the swell of the propeller he thought she backed with the sea very quickly. He did not get any signals from the shore regarding the bad weather, but they saw that it was coming on.

By Mr. Elliott—He was to have gone ashore on the 13th for his clearance papers, but from his reading of the barometer he decided to stay aboard.

By Mr. Chabaud—Every vessel in the port, he thought, sustained damage of some kind through the gale. He knew the Mashona was very light. Had he been on the Mashona he would have heaved the anchor and got out of it, a difficult thing to do with a vessel in gale. Taking everything into consideration, he thought the Mashona was skillfully handled. In all six sailing vessels were lost.

Mr. Chabaud—One was as good as lost. She bears the unfortunate name of Lillo.

Witness (continuing) attributed the loss of his vessel to the collision.  
 (Proceeding.)

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The Cape Daily Telegraph, Port Elizabeth, Wednesday, November 25, 1903

**Maritime Inquiry**

**Wreck of the "Arranmore"**

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## MARITIME INQUIRY.

### The Wreck of the "Arranmore."

Following further evidence was given in the maritime enquiry into the loss of the Arranmore, the opening of which is reported in the earlier edition:-

Thos Howes, master of the Arranmore, in answer to the Court, said that if he had had his clearance he would have gone to sea. He observed the glass closely, and did not see any indication of a change of wind on the 13th.

Walter Ross, chief mate of the ship Arranmore, who stated that he held a Lloyd's certificate as second mate, and who held a provisional certificate as first mate, was the next witness. He gave corroborative evidence. Witness produced the log, which was written up on shore on the morning of the wreck. The Arranmore never dragged, and she went ashore owing to the collision.

### MASHONA'S MASTER'S EVIDENCE.

Wm Williams, master of the British steamer Mashona, the owners of which are the Bucknall Line, said that on the 13th November he returned to his ship, (which had arrived on the 17th), at 4.15 p.m., having been ashore. Had it not been for the weather, he would have discharged the whole of his cargo that night. The Mashona was in the berth allotted by the port officials. He had two anchors out, the ship riding at 75 and 45 fathoms respectively. The anchors were about two tons in weight and the chain was 2 to 2½ inches. Just after he returned to the vessel the wind dropped and he hauled up the port anchor. He produced his log in which it was stated that the steamer was carried by the sea on to the cables of the ship, and sagged down on to her, inflicting considerable damage. The engines were put "full speed astern" and the steamer was got clear. Had it not been for the ship's cables (...ing) up with the sea, the Mashona would have gone clear. He could not pass on the stern of the Arranmore as another ship was too close. The vessels were in collision 5 to 10 minutes. The steamer took away the figurehead and some cement.

By Mr Elliott: Witness did not think that the Captain of the Arranmore, under the circumstances, could have done any more than he did.

By Mr Chabaud: His vessel was light and it was impossible to get her head to sea.

By the Court: The engineers were down below and were quite sober.

Thos. Foster Tully, chief engineer of the Mashona, stated that a rough record of times sent from the deck, was sent, and from that he posted the log. In the log produced witness stated that the wind was increasing to a gale, and there was an order to stand by at 9.45. Later, the bridge telegraph was broken through a collision. The pressure she generally run under was 170 pounds. She went 10 to 11 knots per hour.

Mr Chabaud stated that the nominal horse power was 353, and indicated 1750.

Mr Wyld said that he was sorry to say that on the day previous Capt. Beck, the Harbour Master, had met with an accident, and could not be present.

Chas. Ogle Winterbotham, port coxswain, said he was in charge of the register of anchors and cables of sailing vessels entering Algoa Bay. There was an entry regarding the Arranmore, in which it was stated that the ship had three anchors, each 43½ cwt. each, two chains 135 fathoms each found at Lloyds.

Conrad Carl Hansen, keeper of the Hill Lighthouse, and signal man, said that he had also to record the weather. On the 13th January there was a 40 mile breeze between 3 and 5 p.m., when it died to a calm. From 8 o'clock to midnight a 50 to 52 miles breeze held, when a 30 miles breeze held until daybreak. On the 13th the barometer readings were: 8 a.m., 29, 89; 1 p.m., 29, 70; 8 p.m., 29, 77. The glass was high on the previous day.

By Mr Chabaud: The glass was not a south-easterly glass but a westerly glass. A gale of this description in November was unprecedented.

At this stage the court took no further evidence, and Mr Wyld said that notice would be given when judgement would be given.

To-morrow the Court will enquire into the loss of the County of Pembroke.

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The Cape Daily Telegraph, Port Elizabeth, Thursday, November 26, 1903

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To-morrow the Court will enquire into the loss of the County of Pembroke.

## WRECKED "COUNTY OF PEMBROKE."

### Maritime Inquiry Held.

#### Further Particulars of Recent Gale.

This morning a maritime enquiry was held into the loss of the County of Pembroke in the recent gale by Mr. J. T. Wylde, C.C. and R.M., who presided, and Capt. Pratt, of the E. A. O'Brien, and Capt. Milner, of the Woodburn as assessors. Mr. G. A. Chabaud was for the captain of the County of Pembroke, Mr. G. Elliott watched on behalf of the owners of the Liitto, and Mr. Hazell watched on behalf of the interests connected with the barque Hercules.

John Parry, master of the County of Pembroke, British barque, owned by Wm. Thomas, of Liverpool. She was classed A1 at Lloyds, and her tonnage was 1,064 tons. She arrived in the Bay on the 16th of October with a general cargo, and was berthed by the Harbour authorities in 7½ fathoms, which berth he occupied until the 9th November, when he was ordered to another berth, which, as far as he knew, was a good one. The ship had three anchors, two bar anchors 36 cwt. each, and a sheet anchor 25 cwt., and 1½ inch cables, 135 fathoms.

The vessel had discharged over 800 tons of cargo, and had shipped 400 tons of ballast up to the 13th November. There remained 700 tons to discharge. Witness had been ashore on the 13th, but rejoined his vessel at 4.30 when the weather was somewhat threatening. Work had been suspended an hour previous owing to bad weather. Two anchors were out on 75 fathoms starboard and 60 forward. The wind increased, and at 9 and 10 o'clock more cable was paid out to finally 120 and 105. At the latter hour he got the springs ready to place on the cables, and while fixing the starboard the cable parted. Witness then let go the sheet anchor and steel wire cable, 90 fathoms, fixing the latter to the mast. At 10.30 he sent up signals because the vessel was dragging. She dragged until she fouled the Liitto and dismantled the latter, and her (County of Pembroke's) cables parted. She then got free of the Liitto and stood for the beach, some of the sails having got adrift when fouling the Liitto. She swung round to port and then struck on the beach. At the time the

swung round to port and then struck on the beach. At the time the weather was very bad, and there was a heavy sea on. Witness' ship and the Liitto both were well lifted. Witness could not avoid the collision owing to the tremendous sea and the way his vessel was dragging. One able seaman named Wm. Hughes, from Holyhead, North Wales, was lost when the vessel struck, a heavy sea breaking over the vessel. As soon as they got clear of the Liitto life belts were served out. The rocket brigade attempted to get communication with them, but the lines were fouled with previous wrecks. Witness and his crew came ashore in their lifeboats. The vessel was well found, and the officers and hands—13 in all—behaved carefully and did not hamper him at all. Two men have deserted here. He attributed the loss of the vessel to bad weather.

By Mr. Chabaud—The Liitto came to anchor after the County of Pembroke, and the Hercules later. There were no signals from the shore to prepare for bad weather, the wind being sudden and violent.

By Mr. Elliott: The sea had been running pretty high all day.

By Mr. Hazell: Witness did not recollect coming into collision with any other vessel besides the Liitto, and he was not told they had done so by any of his officers or crew.

(Proceeding.)

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(Proceeding.)



## Maritime Inquiry

### Wreck of "County of Pembroke"

In addition to the evidence recorded in the early edition in connection with the maritime enquiry into the wreck of the County of Pembroke, the following witnesses were also heard:

Griffith Jones, chief mate on the County of Pembroke, said that this had been his first voyage with the vessel. He gave corroborative evidence. During the captain's absence the wind got up, and the work of discharging was discontinued. At the starboard he paid out from 60 to 75 fathoms of cable. It was impossible save the log.

By Mr. Elliott – He thought the port quarter of the County of Pembroke struck the Liitto first between the bow and 'midships.

By the Court – The yards of the ship were braced up all the time.

By Mr. Hazell – They did not strike any other vessel but the Liitto.

Herbert Dungenon Marion, second mate, also gave corroborative evidence when they got clear of the Liitto. They let go what remained of the starboard cable. He did not know whether they slipped the port cable or whether it parted. He did not know what happened to the sheet anchor or when it went.

By Mr. Chabaud – He was not sure as to whether the port cable was slipped or not.

The court expressed the opinion that the surveyors should be called.

Chas. Ogle Winterbotham, port coxswain, in charge of the register of anchors and cables of all sailing vessels coming to Algoa Bay, produced his record of the County of Pembroke, 1,064 tons, three anchors each 36 cwt., two chains, each 135 fathoms long, size 1 3/4 inches each. Reported well founded and up to the Board of Trade requirements.

Conrad Carl Hansen, keeper of the Hill Lighthouse, and signal man, gave evidence regarding the weather similar to that given yesterday at the enquiry into the wreck of the ship Arranmore.

In answer to Mr. Chabaud, witness said that in all the previous gales the wind was from the east, but on this occasion it was from the south-east and south south-east. In his opinion there was nothing wrong about the position of the County of Pembroke as regarded the Liitto.

William Gowan, Lloyds surveyor at Port Elizabeth, remembered the wreck of the County of Pembroke, which he had visited on the 18th instant in his official capacity, and of which he had drafted a survey. He did not take particular notice of the cables on board the ship, but there were pieces of both the port and starboard cables on board, the latter hanging through the hawser pipe and round the windlass. There were also remains of a spare hawser round the foremast. It was not possible to get at the chain locker now as the ship was full of water. Even if they had slipped their anchors the ends would have been there. He was not certain that the cable was through the hawser pipe but that could be easily ascertained by again visiting the wreck.

At this stage the court adjourned in order to enable further information on this point to be procured.



## Maritime Inquiry

### Loss of "County of Pembroke"

The adjourned inquiry into the loss of the County of Pembroke, sailing vessel, which was opened yesterday before Mr J. T. Wylde, C.C. & R.M., and Capts. Pratt and Milne as assessors, was continued this morning, the case being adjourned yesterday to admit the production of further evidence regarding the position of the cables on board, and also other fuller evidence.

Mr Chabaud again appeared for the Captain. Mr G. Elliott was present on behalf of the dismantled Liitto, and Mr Hazell watched on behalf of the interests connected with the Hercules, sailing vessel.

John C. Sillsten, master of the Russian barque Liitto, was the first witness called. He said he arrived in Algoa Bay on the 24th October, and was berthed by the Harbour authorities. The County of Pembroke fouled the Liitto. He saw that the former vessel had out a wire rope and a cable. The County of Pembroke dragged slowly along and dismantled his vessel before she parted. Shortly after clearing she struck the shore. Witness found another anchor and some cable twisted about one of his anchors. He did not know whether it belonged to the County of Pembroke or not. His vessel might have dragged a little while in collision.

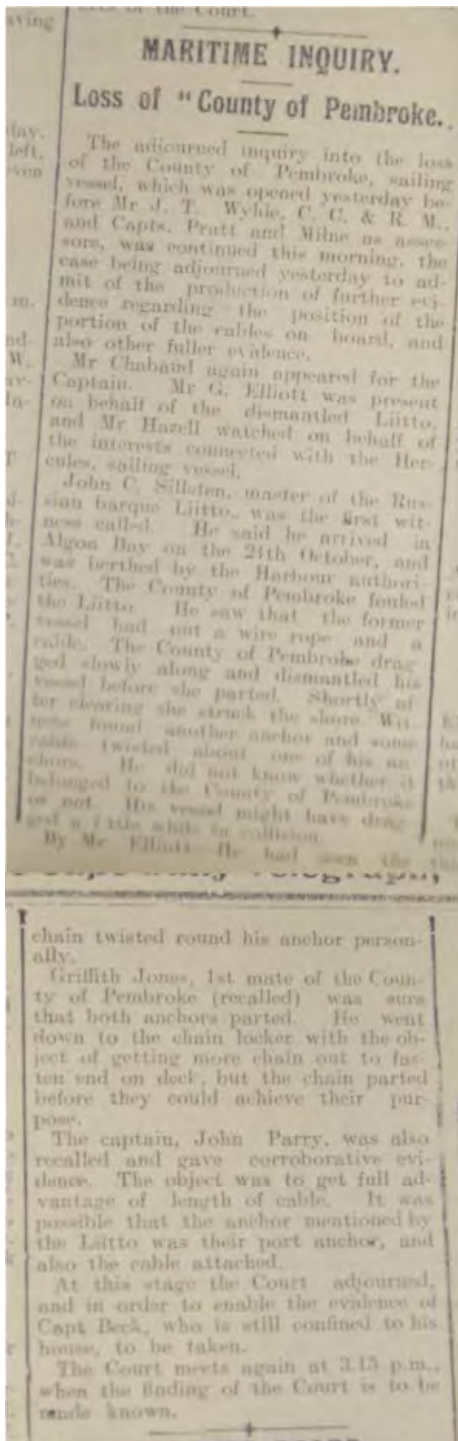
By Mr Elliott:— He had seen the chain twisted round his anchor personally.

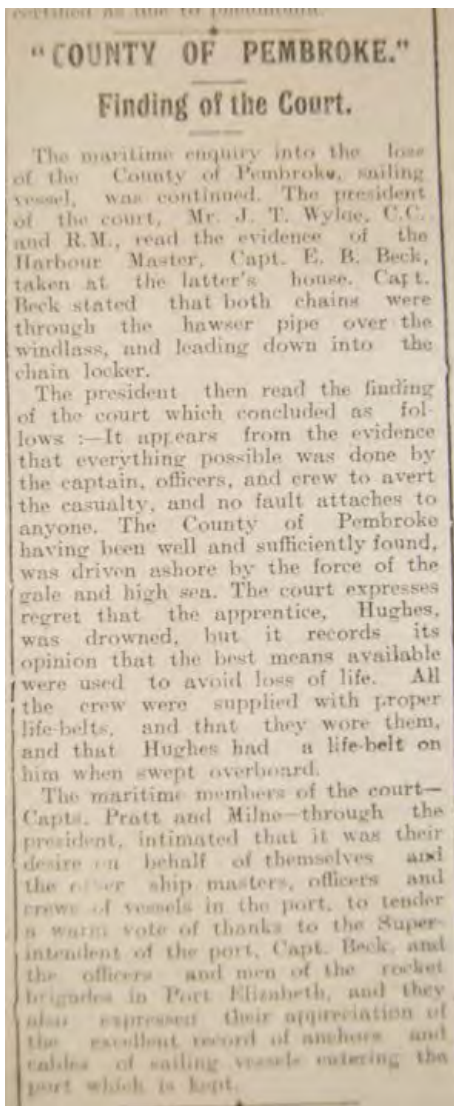
Griffith Jones, 1st mate of the County of Pembroke (recalled) was sure that both anchors parted. He went down to the chain locker with the object of getting more chain out to fasten end on deck, but the chain parted before they could achieve their purpose.

The captain, John Parry, was also recalled and gave corroborative evidence. The object was to get full advantage of length of cable. It was possible that the anchor mentioned by the Liitto was their port anchor, and also the cable attached.

At this stage the Court adjourned, and in order to enable the evidence of Capt. Beck, who was still confined to his house, to be taken.

The Court meets again at 3.15 p.m., when the finding of the Court is to be made known.





The Cape Daily Telegraph, Port Elizabeth, Thursday, November 28, 1903

## “County of Pembroke”

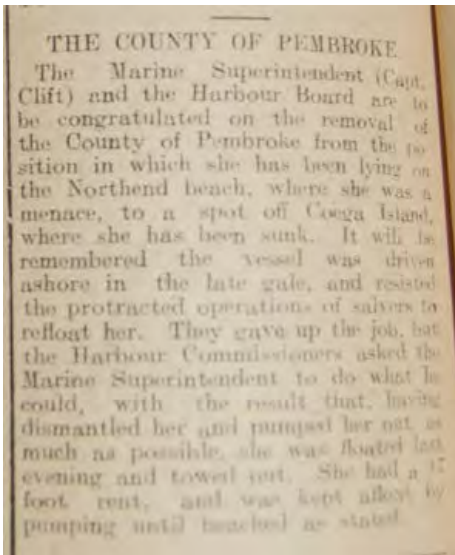
### Finding of the Court

The maritime enquiry into the loss of the County of Pembroke, sailing vessel, was continued. The president of the court, Mr J.T. Wyld, C.C. and R.M., read the evidence of the Harbour Master, Capt. E.B. Beck, taken at the latter's house. Capt. Beck stated that both chains were through the hawser pipe over the windlass, and leading down into the chain locker.

The president then read the finding of the court which concluded as follows:—It appears from the evidence that everything possible was done by the captain, officers, and crew to avert the casualty, and no fault attaches to anyone. The County of Pembroke having been well and sufficiently found, was driven ashore by the force of the gale and high sea. The court expresses regret that the apprentice, Hughes, was drowned, but it records its opinion that the best means available were used to avoid loss of life. All the crew were supplied with proper life-belts, and that they wore them, and that Hughes had a life-belt on him when swept overboard.

The maritime members of the court—Capts. Pratt and Milne—through the president, intimated that it was their desire on behalf of themselves and the other ship masters, officers and crews of vessels in the port, to tender a warm vote of thanks to the Superintendent of the port, Capt. Beck, and the officers and men of the rocket brigades in Port Elizabeth, and they also expressed their appreciation of the excellent record of anchors and cables of sailing vessels entering the port which is kept.

**The Cape Daily Telegraph, Port Elizabeth, Wednesday, March 23, 1904**



**The County of Pembroke**

The Marine Superintendent (Capt. Clift) and the Harbour Board are to be congratulated on the removal of the County of Pembroke from the position in which she has been lying on the Northend beach, where she was a menace, to a spot off Coega Island, where she has been sunk. It will be remembered the vessel was driven ashore in the late gale, and resisted the protracted operations of salvors to refloat her. They gave up the job, but the Harbour Commissioners asked the Marine Superintendent to do what he could, with the result that, having dismantled her and pumped her out as much as possible, she was floated last evening and towed out. She had a 17 foot rent, and was kept afloat by pumping until beached as stated.

# **Port Elizabeth Advertiser, Cape of Good Hope**



spectators made their way to the seashore to watch with them, and a large crowd lined the Donkin Reserve near the Lighthouse. A second flare was observed on the *County of Pembroke* a little while after, but whatever the trouble, she apparently remedied it, for no further signs were seen for some time. A second rocket call was fired about midnight, and those returning to the Lighthouse then found the weather and sea had become much worse. The register shewed the wind to be blowing at from 50 to 52 miles an hour – a velocity that continued until sunrise – and the tremendous waves rushing among the ships tossed and pitched them about like toys, entailing a terrific strain upon their cables. Spending their force against the shore, great breakers washed over the landing stages and sea wall, washed away, during the night, the engine house from the North Jetty, and the Harbour Board offices from the Dom Pedro.

A blue light from one of the craft soon after midnight shewed her to be tugging very hard on her anchor, and within a few minutes it was seen by her lights that she was drifting rapidly toward the North End beach. Her position indicated her to be the *County of Pembroke* and she was carried quickly ashore. So black was the night, however, she was not discovered until about half-past one in the morning, when her whereabouts were ascertained by the P.A.G. Rocket Brigade, who found her near the Harbour Board Rocket Shed. Her crew were then still aboard, and though four rockets were put across her, her sailors could render no aid to the rescuers as they did not understand the working of the apparatus. They remained in the vessel until near daybreak, when they came ashore in their own boat. From the ill-fated ship a boy was washed overboard after she struck, but he was saved and subsequently removed to the hospital. The *County of Pembroke* must have had a fearful experience, as she was smashed into the Russian barque *Lutto*, and the two hung together by their rigging for nearly an hour. All the masts of the *Lutto* were carried away, and the *County of Pembroke* lost her jibboom.

To the watchers on the Hill it was quickly apparent that the last vessel was not alone in her distress, for a rocket fired shortly after midnight betokened that the *Wayfarer* was also in difficulties. She had been pulling furiously at her anchors for an hour or more, and at last she was parted and carried towards North End, being driven broadside on, high and dry, near the Slaughter House, beside the *Sayre*, one of the wrecks of the last storm. No need existed for firing a line over her, and her men were taken off by the Harbour Board Brigade either by means of a rope thrown from the boat or thrown to it.

With the stranding of the *Wayfarer* opportunity for observing the predicament of the other craft ceased, for a torrent of rain formed an effectual veil across the Bay; but from subsequent inquiries we learn that well within two hours of the time the vessel struck, the *Two Brothers* came ashore only a few yards from her, being also thrown broadside on. Four rockets cast by the Harbour Board contingent failed to take effect, though a fifth placed by the PAG was more successful, and, the cable being secured, the sailors (13 in number) were hauled into safety. The *Arranmore*, a steel ship of British register, and the *San Antonio*, an Italian barque, were driven on to the land at a short interval very early on Saturday, and the men manning both of them had exciting experiences. They were severely buffeted by the water which swept the decks, and were in a sad plight when they reached the shore, as they did in one of their own boats. As in the other instances, the poor fellows were taken to shelter, and their immediate wants attended to. A stirring incident in connection with the former was the saving of the captain's wife and child – a baby a few months old. One account states that a piece of timber attached to a line was flung overboard, and this being swept in to the Rocket men, was made fast, and the lady slung off in a barrel. One of the crew followed with the infant, by means of a chair hung to the line. The whole night through the tempestuous weather continued, and although early on Saturday morning the rain became intermittent, the high wind and mountainous seas still prevailed. The few steamers had been riding in an alarming manner, and one of the, the *Mashona*, broke away, we understand. She fouled a sailing ship, but, recovering herself later, dropped anchor off Zwartkops.

A fearfully trying time was in store on Saturday morning, and soon after nine o'clock signals of distress were flown by two more barques. Whilst one was able to right herself, the other the *Elda*, was doomed to destruction. She lost her anchorage, and from day break she had been tacking in a splendid manner. Despite the magnificent effort put forth, however, she was taken across the Bay and hurled onto the bar not far from the *Arranmore*. Presenting her broadside to the breakers, she received their full fury and was battered unmercifully. Volumes of water were flung against her, and after shaking her from stem to stern, rushed over her in torrents, breaking off in a ray on the other side and pouring out of her scuppers. Time after time she was swamped, and inasmuch as she was laden with mielies, the wrenching inside, once they were soaked, must have been appalling. Seeing that further endeavours were useless, the crew gathered aft, life belts round them and clinging grimly to the rails. The *Elda* rolled horribly, and several times her bulwarks almost met the water. Everything was tumbled from her deck, and the wreckage constituted no small danger to the rocket hands, who, standing opposite her were awaiting a favourable opportunity to extend help. Gauging the conditions admirably, they presently put the line between the mizzen and the main mast, where it caught in some of the tackle, but, although a couple of men mounted the shrouds, they were unable to reach it, and before long it fell back into the sea. The second rocket went wide, and a third, found a resting place, in the mizzen royal, though it proved unavailing. The next rushed over the fore-gallant stays, and one man made his way forward to seize it. Working along the deck, which must by this time have been all but broken in, he had to seek shelter beside the main mast from a formidable wave; then he made a dash for the fore-castle. Clambering up he steadied himself at the winch and struggled along one of the bowsprit hawsers, eventually grasping the line. On returning to the mizzen, another of the crew came to his assistance, and hauling in commenced. Eventually the thick cable was fastened to the mizzen, and the breeches buoy sent out. At 11.15 the first of the wrecked ones was drawn off and for an hour the work of the succour proceeded. Willing hands lent valuable help, and every sufferer as he was brought ashore was hurried to the shed near by. At quarter to twelve, with four more souls remaining, the top main and mizzen masts fell with short sharp cracks, and a few seconds later the bulwarks collapsed with a clatter into the surf. Immediately after the barque broke her back. The labour the vessel was undergoing was very great, and as the fourth man from last dropped into the life-ring a shudder was sent through the waiting crowd by the vibration of the mizzen stump. It righted, however, and the remainder of the crew of ten were brought safely to the landing place. No tragedy is complete without its comedy, and although everyone gazing at the *Elda* was intent upon the safety of those it carried, a smile could not be suppressed at the direful distress of a pig, which, washed overboard, was pluckily rescued by two of the Brigade men. Shrilly squeaking, it was ignominiously lugged home by its ears. The sailors themselves were calmness personified. The first two dragged in were smiling; the others, although dripping wet and cold, were quite composed, and the officer, a fine built man, once he felt the sand beneath his feet, coolly sat down upon a broken boat and took his sea boots off to empty out the water in them.

To the Rocket Brigades high praise is due. They worked in three batches, and kept doggedly at their task, whilst Capt. Beck had the general supervision. Mr. Sawyer was in charge of the Harbour Board's body, and Capt. Wares directed the P.A.G.

Valuable aid was rendered to them by the Police during the night, for they lent a ready help in many directions. The duties of the day Constables were far less onerous, and consisted mainly of reserving space for the lifesavers. The public displayed little or no inclination to encroach, however, and the occupation was not a trying one. To "Captain" Hurrell, of the Salvation Army, we are requested to express thanks for his kindness in placing his trap at the disposal of the Brigade.

Although rumours of fatalities were circulated in connection with the wrecks, we are glad to learn that they are unfounded. Tru, two men were removed to the Provincial Hospital, but their hurts were, so far as we can ascertain, not of a serious character. Altogether 39 sailors were saved by the Rocket men.

The effects of the violent rain were, of course, felt in the town. The streets were flooded, and the water rushed down from the hills with great force. Quantities of matter were washed into Main street, and North End was flooded, but despite these difficulties the tram service was running regularly on Saturday morning. Baaken's River was increased in volume to a remarkable extent, and a Colonial with whom a representative of this paper had a few minutes' chat on Sunday, declared that it had not been so high for years. In the Valley the water was from 15 to 20 feet wide, and it bubbled and boiled in its progress among the boulders. It is thought that no appreciable difference in the rush will be noticable for another day yet. The following are the particulars of the vessels which came ashore:—

*Arranmore*, steel ship, British, 1,782 tons, Capt T W Howes, built in 1898 by Russell & Co, Port Glasgow, owners Thompson, Dickie & Co; length 263 feet, width 39 ft, depth 23½ ft. From Portland, Oregon, with wheat. Arrived Sept. 8.

*County of Pembroke*, iron barque, British, 1,065 tons, Capt J Parry, built in 1881 by W. Doxford & Sons, at Sunderland; owners W Thomas & Co; length 221½ ft, width 35ft, depth 30. From London with general cargo. Arrived Oct 15.

*Wayfarer*, wooden barque, Norwegian, 610 tons, Capt H Petersen, built in 1874, at Digby, Nova Scotia, owner R Knudson; length 140ft, width 33ft, depth 18ft. From Gottenburg with deals. Arrived Oct 10.

*Two Brothers*, barque, Norwegian, Capt J L Johannesen, built in 1870, by S J King, at St. John, New Brunswick, owner A B Amundsen; length 176ft, width 35ft, depth 22ft. From Sundswall with deals. Arrived Oct 20.

*San Antonio*, iron bk, Italian, 502 tons, Capt Astartio, built in 1869, by Illiff, Mounsey & Co, at Sunderland; owners G Lubrano di Seampamorte; length 167ft, width 26ft, depth 17ft. From Marseilles with bricks and tiles. Arrived October.

*Elda*, iron bk, Norwegian, 648 tons, Capt G Gouldransen, built in 1878, by H F Ulricks, at Vegesack; owner Chas Moller; length 172ft, width 29th, depth 16ft. From Buenos Ayres with maize and flour. Arrived Nov. 11.

In addition to the above, several lighters were grounded, and the tugs *Itala* and *Sir Frederick* also suffered damage, we understand.

**New York Times, New York, U.S.A.**



**The New York Times, New York, United States of America, Sunday 15 November 1903**

**PORT ELIZABETH, Cape Colony, Nov. 14.—The British ship Arranmore, the British bark County of Pembroke, the Italian bark Sant Antonio, the Norwegian bark Two Brothers, and the Norwegian bark Wayfarer have been driven ashore and wrecked in a gale at Algoa Bay. Another vessel, the Russian bark Liitto, was dismantled at the same time.**

**The Arranmore, Capt. Howes, was last reported at Algoa Bay Sept. 8, from Portland, Oregon.**

**The County of Pembroke, Capt. Parr, arrived at Algoa Bay about Oct. 15 from London.**

**The Sant Antonio, Capt. Astarita, sailed from Marseilles July 5 for Algoa Bay.**

**The Two Brothers, Capt. Johannesen, arrived in Algoa Bay Oct. 22 from Sundswall.**

**The Wayfarer, Capt. Pedersen, arrived at Algoa Bay about Oct. 12 from Gothenburg.**

**The Russian bark Liitto, Capt. Sillsten, arrived at Algoa Bay about Oct. 26 from Gothenburg.**

Port Elizabeth, Cape Colony, Nov. 14 - The British ship Arranmore, the British bark County of Pembroke, the Italian bark Sant Antonio, the Norwegian bark Two Brothers, and the Norwegian bark Wayfarer have been driven ashore and wrecked in a gale at Algoa Bay. Another bark Liitto, was dismantled at the same time.

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# **Modern Newspaper Articles**

**Updated: 9am GMT -- Thursday, 20 May, 2004**

## **Divers find wreck at Coega**

PORT ELIZABETH - The wreck of an iron and wood ship - thought to date from 1880 - was discovered by divers on the site of the Coega deep water port last week and may delay construction work while it is investigated.

The ship is thought to be the 534-ton 60m American brigantine the John N Gamewell, which came ashore after catching fire on December 15, 1880.

The wreck is still underwater and covered by sand. Poor visibility is hampering the investigation and it is believed it will take some weeks to remove the vessel from the site.

But there is no certainty that it is the John N Gamewell, according to Jenny Bennie, the historian/maritime archaeologist at Bayworld.

A maritime archaeologist from the SA Heritage Resources Agency based in Cape Town was flown to Port Elizabeth at the weekend to do a series of dives on the site.

Bennie said yesterday that she had been in touch with divers from Sub-Tech who had uncovered parts of the wreck.

"The John M Gamewell came ashore on December 15, 1880, carrying cotton, hides and other items, sailing from Bombay via Mauritius to London," she said.

It was believed the captain had made an unscheduled visit to Port Elizabeth because he was suffering from rheumatism.

The National Ports Authority has had to put excavation on hold and will only be able to continue work on the site once the wreck has been lifted from the area.

An engineer, Chris Matchet, confirmed that the remains of a metal hull were found encrusted in marine life by a diver.

He said the area had been cordoned off and interesting findings could be made by early next week.

Divers came across the large metal hull while searching for scrap metal before the start of dredging for the harbour. - DDC



**POINT OF INTEREST** . The Ursa, one of the dredgers belonging to the Belgian company Jan de Mul, which is doing work for the NPA at Coega, is seen directly above the recently discovered shipwreck.  
Picture: Ivor Markman

## Divers due to start soon on clearing Coega wreck

By Guy Rogers

DIVERS commissioned by the National Ports Authority will in the next few days start removing sand from the shipwreck discovered at the mouth of the Coega River.

The work is being tackled with the blessing of the SA Heritage Resources Agency.

Marine historian Jenny Bennie, of Bayworld, who is Sahra's local representative, said yesterday that she had come away very impressed from an initial meeting with NPA engineers.

The divers work for Sub-Tech and are sub-contracted to the Belgian company Jan de Mul, whose two vessels have been dredging the site for the NPA for the new Coega harbour.

Coega resident engineer Chris

Matchett said yesterday that dredging was taking place "fairly near" the wreck but was not disturbing it at all.

The NPA is not losing money at the moment in terms of its construction programme as "things have just been rescheduled" around the wreck.

The dive team has not yet begun its work, but could begin today combing the wreck for artefacts and extracting sand.

First prize will be if the ship's bell is recovered, but Bennie will also be sifting through the sand in the hopes of finding other clues, possibly shards of china, to verify the ship's origins.

The wreck is lying in three to five metres of water, a little west of Jahleel Island.

**Thursday 15 July 2004**

## **Coega wreck's secrets are revealed**

By Steve Matthewson

THE mysterious shipwreck lying in the path of dredging operations at the R3,2-billion new Port of Ngqura has finally been identified – and has given her salvors one or two surprises.

The wreck is that of the British cargo ship County of Pembroke, wrecked in Algoa Bay in 1903 and towed out to the Coega River mouth and scuppered the following year, according to Port Elizabeth Museum maritime archeologist Jenny Bennie.

She was positively identified this week after divers brought up a section of her bow on which the faint outline of her name could be discerned – long after the metal letters once fixed to the hull had disappeared.

When divers working at the new port site came across the wreck two months ago, it was initially thought the wreck was that of the John N Gamewell, a smaller American brigantine which sank in the area in 1880, after a fire on board.

Mrs Bennie said documentary research subsequently revealed the wreck's secrets. "The whole thing has changed totally. It's quite intriguing," she said.

The County of Pembroke, a 65m-long, three-masted iron barque, under Captain J Parry, was moored in Algoa Bay on November 14, 1903, when one of the region's notorious south-easterly gales came up and wrecked her and six other ships off North End Beach near Broad Street.

A similar storm in 1902 that wrecked 32 vessels was the worst in history and is better remembered.

The wreck, lying in what is now 5m of water in the middle of the new harbour near the eastern breakwater, must be removed before dredging work can be completed, according to National Ports Authority resident engineer Chris Matchett.

Divers are currently removing loose items from the debris field around the wreck. The bilge section of the hull appeared to be almost entirely intact and it might be possible to move it whole from the site, Mr Matchett said.

Although the cutter-suction dredger working inside the harbour had to work around the wreck, work on the harbour was on schedule, he said.

The ship was carrying a mixed cargo including 100 tons of cement powder. The cement has hardened, while the wooden barrels carrying it have rotted away.

In addition to the bow section with the remains of the name, pieces of the ship's masts, its two crow's nests, bollards and pieces of rigging had been brought up, Mrs Bennie said.

The SA Heritage Resource Agency had agreed that the wreckage would eventually have to be removed completely.

# Ngqura finally sinks down to clearing port entrance of 1903 shipwreck

Brian Hayward  
WEEKEND POST REPORTER

bhayward@johnice.co.za

TRANSNET this week began facing the headache of clearing the Port of Ngqura of a 1 100-ton century-old shipwreck so the deep-water harbour will be ready for use from mid-2009.

Despite the wreck's discovery in 2004, Transnet waited until late last month to commission a team for the R16-million project to clear the harbour of its biggest obstruction – the 1903 wreck of the British cargo ship County of Pembroke.

The 70-metre wreck, lying near the harbour's centre and about five metres below the surface, is blocking the area where cargo ships will need to turn. Its excavation is thus imperative to Ngqura's functioning as a deep-water port.

Port construction manager Rod Stallebrass said the wreck had to be cleared by year-end to keep up with the building schedule for the harbour, set to be operational by mid-2009.

But despite Transnet's assurances that the project, which has been years in the planning, is on schedule, sources close to



**I was told they'd forgotten and suddenly remembered they have to move it because it's slap-bang in the middle of the harbour**

CAPE TOWN ENGINEER INVITED TO TENDER

the excavation claim that the parastatal "forgot" about the massive wreck.

A Cape Town engineer invited to tender for the project last

year said this week: "I was told they'd forgotten about the wreck and now suddenly remembered they have to move it because it's slap-bang in the middle of the harbour."

But David Watson, senior projects manager for Cape Town coastal and environmental consultants PRDW, appointed by Transnet to invite tenders, said the wreck's removal was on track.

"We discovered (it) when dredging the harbour in 2004," he said. "A decision was made by (Transnet) to remove it at a later stage. Its removal has

been under investigation since last year."

The contract has been awarded to Durban commercial diving company Subtech Offshore, which on Wednesday mobilised a crew of 12 to begin dismantling the wreck.

An October 2005 PRDW report for the Port of Ngqura on the wreck site of the County of Pembroke, which was built in 1881, said "a significant amount of conglomerated iron mass with marine growth will be present, as is usually the case in such archaeological sites"

Subtech marine operations



**A significant amount of conglomerated iron mass with marine growth will be present, as usually occurs in such archaeological sites**

REPORT ON THE WRECK BY ENVIRONMENTAL CONSULTANTS PRDW

director Neil Scott-Williams hopes to have dismantling of the wreck wrapped up by early December.

Scott-Williams said: "We arrived with our barge on Tuesday and spent the day mobilising equipment. Our divers began work on Wednesday."

"It's a big job. The structure is full of sand, some of which is calcified, and we have to break it up into manageable pieces which then have to be mapped, documented and floated to the quayside. We have to observe archeological protocol for this."

But the fate of the wreck is still undecided.

Port Elizabeth Museum maritime archeologist Jenny Bennie is overseeing the excavation on

behalf of the SA Heritage Resources Agency (Sahra).

"Sahra has issued a permit for the maritime archeological removal of the (wreck), but it's huge and we are trying to decide what to do with it," said Bennie.

Watson says some blasting may occur if the sand is too hard to dredge.



WHAT DO YOU THINK?

SMS: 32972

weekend@johnice.co.za

To send us with the week's news, hit send by your message. SMSes should be kept to a maximum of 120 characters at a charge of R1 per 160 characters. Please supply your name.

# Unexpected treasure trove beneath the sea

Century-old bottles and ceramic inkwells have been found on the wreck of the County of Pembroke, writes IWOR MARKMAN

**A**n exciting find of crates containing 100-year-old bottles, sealed and with their contents still inside, has been made on the old wreck lying on the bottom of Coega harbour.

During the fearsome storm of November 14, 1903, the 65-metre-long, three-masted iron barque, County of Pembroke, was blown ashore opposite Broad Street on the North End beach – at the same point where five vessels had been wrecked during the Great Gale of 1902. The next year, the wrecks were still on the beach.

When the Prince Alfred's Guard Rocket Brigade fired the rescue rope to the Pembroke it fouled among the old wreckage. The second try failed for the same reason. The third line missed the Pembroke but the fourth was on target.

The brigade waited and waited for a sign of life from the crew but nothing happened. Then shortly after daybreak they were spotted, rowing ashore in a lifeboat. It later transpired the skipper misunderstood the printed instructions he had received on arrival in the Bay.

Altogether six vessels were blown ashore during the storm while five others drifted in very close.

The Pembroke lay on the beach until March 1904, when the Harbour Board removed it as it had been lying in a very dangerous position. The vessel was resting, filled with water, 30 metres from the shore on a limestone rock. Three salvage pumps were brought in and the water was pumped out of the holds. One hundred tons of cement below deck was moved from one end to the other to balance the ship.

A gaping hole, five metres long, had to be temporarily shored up.

When repairs were completed and with the pumps still working, the barque was refloated by two tugs and towed 14km away to the mouth of the Coega River where it would be out of the way and sunk.

They thought Coega was



ANCIENT BOTTLES . . . Bayworld historian Jenny Bennie with some of the filled bottles retrieved from the wreck of the County of Pembroke lying at the bottom of Coega harbour. Picture: IWOR MARKMAN

world historian Jenny Bennie said. The vessel lay forgotten for 100 years until May 2007 when divers working on the site of the Coega deep water port once again found it. The wreck, the top of which is five metres below the high tide surface and three metres below low tide, was positively identified after the original metal letters had fallen off, the ship's name could still be faintly seen on her.

could go ahead with the removal, a permit was required from the South African Heritage Resources Agency. "The permit was issued to them on condition that they work with Bayworld. As maritime archaeologist I became involved (in the recovery project)," Bennie said. Superior Offshore diving company has been contracted to remove the wreck. "The wreck lies on a pinnacle of rock. They are first cleaning

access it easier," she said. "Because it's an iron wreck there are a lot of oysters, limpets and all sorts of things encrusted in the calcifications on the hull. (Site supervisor) Gordon Salgado phoned to say they had found a few things and I must go look. "The divers found crates of blue bottles and clear bottles (with yellow contents). Also a lot of (ceramic) inkwells and (black) blue juice bottles. We think the bottles

sweet oil. It was so exciting. "I'm very interested in having them analysed so we can find out what's inside," Bennie said sweet oil was quite common in that period and blue bottles were often used to carry castor oil. "If you sniff it, you can sort of get a whiff of it," she said. "(But) I am a bit anxious because they often kept poison in blue bottles." Poison bottles are usually marked with the word "poison". "I approached the university



GOOD OLD DAYS The County of Pembroke before she was wrecked in Algoa Bay in 1903.



WRECK SITE . . . X marks the spot where the County of Pembroke is lying in the deep water port at Coega. Picture: GOOGLE MAPS

but they weren't able to help," Bennie said. "I'm now looking to one of the pharmaceutical companies to help. "I've never been involved in anything where we've seen the contents of bottles retrieved from the sea. "I think it's an interesting aspect to analyse the contents. "Initially, we didn't expect to find much because it was a hulk," she said. Most of the cargo had been offered for sale on December 2, 1903. It was believed most of it

had been taken off the ship. "The stuff we found was so exciting because it wasn't expected," Bennie said. "We have known since 2004 (the wreck) is there, but Transnet has now given permission for it to be taken out (of the harbour). "I am working under the auspices of Sahra (and) we are trying to decide where it would be best to put it. "I'm keen to have a section of it (put on display at Bayworld) because we've got a section of

the Amsterdam wooden hull. The construction was dowelling and wood. "This iron barque is a later design and is riveted. It would be very interesting to have a comparison," she said. At this stage, the wreck will probably be placed on a land site, and covered with sand to protect it until a permanent home is found. In the meanwhile, all the small artefacts will be removed and placed in the museum. markman@john.com.co.za Source: The Herald

# Appendix B



## Archival Examples of *County of Pembroke* Crew Agreements

Half-yearly agreement and account of voyages and crew of a ship engaged in the home trade only

Particulars of engagement of crew

Transmission of British Seamen's Wages from Continental Ports





R. & R. O.  
 RECEIVED  
 14 JUL 1903  
 R.N.R. OFFICERS

Date of Termination of Half Year  
 30 1903

**HALF-YEARLY AGREEMENT AND ACCOUNT OF VOYAGES AND CREW  
 OF A SHIP ENGAGED IN THE HOME TRADE ONLY,**

**And Official Log Book for a Vessel exclusively employed on the Coasts of the United Kingdom.**

**NOTICE**—This Agreement is to be used only for Voyages made on the Coasts of the United Kingdom, or to the Islands of Jersey, Guernsey, Alderney, Sark, and Isle of Man, or to places on the Continent of Europe between the River Elbe and Bristol, inclusive. The Crew need not be engaged before a Superintendent. On whatever date the Agreement is made it expires on the next following 30th day of June or 31st day of December, as the case may be, and in that, or within 22 days afterwards, to be delivered to the Superintendent of a Mercantile Marine Office. If, however, the Ship is absent from the United Kingdom on the 30th day of June or 31st day of December, then this Agreement remains in force until the first arrival of the Ship at her final port of destination in the United Kingdom after such day, or the discharge of cargo consequent on such arrival, when it is to be delivered up to a Superintendent.

On this Agreement and Account of Crew being duly completed and deposited at a Mercantile Marine Office, the Superintendent will issue the Certificate C.C., to enable the Ship to be cleared at the Custom House.

Neglect to deposit the returns within the time prescribed by the Merchant Shipping Act subjects the Owner or Master to a penalty, and will lead to delay in the issue of the Clearance Certificate and consequent detention of the Ship.

The Master's attention is specially directed to the Instructions printed on pages 2 and 3 of the Cover.

Name of Ship	Official No.	Port of Registry	Port No. and Date of Register	Registered Tonnage		Nominal Horse-power of Engines (if any)	No. of Deckmen for whom provisions allowed by regulation
				Gross	Net		
County of Pembroke	84171	Rpool	15 <sup>3</sup> / <sub>1881</sub>	1097	1064	—	30
REGISTERED MANAGING OWNER.				MASTER.			
Name	Address (State No. of House, Street, and Town)	Name	No. of Certificate (if any)	Address (State No. of House, Street, and Town)		FOR PARTICULARS AS TO LOAD LINE, SEE PAGE 11	
W. Thomas & Co	14 Water Street Liverpool	Robert Hughes	0036480	Pembraig 20 Porthcawl Bay			

The several Persons whose names are hereto subscribed, and whose descriptions are contained on the other side or sides, and of whom are engaged as Sailors, hereby agree to serve on board the said Ship in the several capacities expressed against their respective Names, which is to be employed **Antwerp to London by the m**

The crew to take the ship from her present position, do all work required by the master or officer in charge during the passage, and before leaving ship to be taken down and moor her to the satisfaction of the master or his representative in her ballast berth in London

And the Crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any Person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore: in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the Scale printed on page 11 of this book. And it is hereby agreed, That any Embezzlement or willful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same: And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be retained in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed on page 11 of this book, and are adopted by the parties hereto, and shall be considered to be embodied in this Agreement.

And it is also agreed, That if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require: And it is also stipulated that the Seamen shall receive the advances of wages entered herein against their names: And it is also agreed, That

In Witness whereof the said Parties have subscribed their Names on the following pages on the days against their respective Signatures mentioned.

Robert Hughes Master.

This Column to be filled in by the Master at the end of the last Voyage or the half-year.

To be filled in by the Superintendent.

I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.

Received at 190 the day of

R Hughes Master.



Superintendent of a Mercantile Marine Office.

<sup>1</sup> Here the probable nature of the Ship's employment for the ensuing six months is to be described, thus, "In the Coasting Trade of the United Kingdom"; "In the Home Trade." The particulars of each Voyage made under this Agreement are to be inserted in the Form provided on page 12.

<sup>2</sup> Here are to be inserted the numbers of any of the Regulations for maintaining discipline issued by the Board of Trade, and printed on page 11 hereof, which the parties agree to adopt.

<sup>3</sup> Here any stipulations may be inserted to which the parties agree, and which are not contrary to Law.

**N.B.**—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. If more men are engaged during the half-year, terminating on the 30th day of June or 31st day of December next, than the number for whose signatures spaces are provided in this Form, an additional Form Eng. 6 should be obtained and used.

PARTICULARS OF ENGAGEMENT

Table with columns: RANKS OF CREW, Age, Nationality, Ship to which he last served, and Name of British vessel, Position, Date and place of last engagement, and other details. Includes entries for Robert Hughes, Hugh P Jones, J. B. March, L. Van Ex, A. X. Moriau, J. Van C. Comen, A. H. H. H. H. H., J. P. P. P., H. van den Berg, F. S. S. S., J. G. G. G., and J. P. P. P.

\* If a British subject born in Country of Birth, and if born in a foreign country... \*\* If any Member of the Crew enters Her Majesty's Service, the name of the Queen's ship into which he enters to be stated under the head of "Date of leaving"

PARTICULARS OF DISCHARGE, &c.

Table with columns: Name, Date, Place, Cause, and other details. Includes entries for Robert Hughes, Hugh P Jones, J. B. March, L. Van Ex, A. X. Moriau, J. Van C. Comen, A. H. H. H. H., J. P. P. P., H. van den Berg, F. S. S. S., J. G. G. G., and J. P. P. P.

country state if a natural born British subject or naturalized. Agreement, a free entry should be made, which the Seaman should sign... \* If a British subject born in Country of Birth, and if born in a foreign country...

County of Pembroke Wreck Report / Appendix B / Page 277

CERTIFICATES

Or Indorsements made by Consuls or by Superintendents of Mercantile Marine Offices.

The following are the Fees, among others, chargeable for services rendered by Consular Officers:

Table with 2 columns: Service required by law, and Service required by parties interested. Includes fees for stamping papers, preparing agreements, and inspecting ship's papers.

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 6, the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement...



I hereby certify that L. P. Jones, J. H. Mans, L. Van der, S. Morian, J. Verlaenen, A. Melskens, F. Pauwels, H. van der, K. Spaiger, J. Vagilt & David have been engaged at this Port upon the terms of the within written agreement which I am satisfied they fully understand. All dues &c produced have been delivered to the master. No books produced.



NOTE.—If further space is required for Indorsements, they should be made upon one of the two preceding pages.

LOAD-LINE AND DRAUGHT OF WATER. POSITION OF DISC.

\* The centre of the disc is placed at 1/2 foot below the 1/2-inch line marked under the provisions of the Merchant Shipping Act. \* POSITION OF LINES USED IN CONNECTION WITH THE DISC.

SAILING SHIP.

Maximum load-line in fresh water... Maximum load-line in winter, North Atlantic...

STEAM SHIP.

Maximum load-line in fresh water... Maximum load-line in Indian summer... Maximum load-line in winter... Maximum load-line in North Atlantic winter...

\* These particulars are to be taken from the certificate of approval of the position, or alteration of the position of the disc, and the marks which are not applicable should be omitted.

THE SUMMER MONTHS ARE APRIL TO SEPTEMBER INCLUSIVE. THE WINTER MONTHS ARE OCTOBER TO MARCH INCLUSIVE.

The additional load-line specified for the North Atlantic is to apply to vessels sailing to, or from the Mediterranean or any British or European Port, and which may... The reduced load-line allowed for voyages in the Five Seas is the Indian one only...

REGULATIONS FOR MAINTAINING DISCIPLINE.

SANCTIONED BY THE BOARD OF TRADE IN PURSUANCE OF SEC 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew...

These Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, page 1, and the following copy of these Regulations must be made in conformity with the Agreement by annexing such of the Regulations as are not adopted.

For the purpose of legally enforcing any of the following penalties, the command must be adopted as to the case of other Offences punishable under the Act, that is to say, a statement of the Offence must, immediately after its commission, be entered in the Official Log Book by the direction of the Master, and must at

the same time be submitted to be read by the signatures of the Master and the Mate, or one of the Crew, and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any Port or departs from the Port at which she is; and on entry into the same port, as furnished or read over, and of the copy, if any, of the Offence, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be shown to the Superintendent of a Mercantile Marine Office before whom the Offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and paid over to the Superintendent.

If, in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any fine upon any Member of his Crew, which has been entered in the Official Log, and signed the same to the Superintendent, the Fine shall be remitted or reduced accordingly. If wages are contracted for by the Tonnage or by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Provisions is ascertained in similar cases under Sec. 254.

Table with 4 columns: No., OFFENCE, Amount of Fine or Penalties, Signature of Superintendent or Portmaster (Officer). Lists offenses like striking or compelling any person on board to follow to the ship, and carrying on board and keeping possession of any dangerous weapons.

SCALE OF PROVISIONS.

NOTE.—There is one scale fixed by the Board of Trade. The quantity and nature of the Provisions are a matter for agreement between Master and Crew. SCALE OF PROVISIONS to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lima and Lemon Juice and Sugar, or other Anti-Scorbutics, in any case required by the Act.

Table with 2 main columns: PROVISIONS and QUANTITY. Lists items like Flour, Rice, Beans, etc., and their quantities for different numbers of crew members.

\* After articles may be omitted here.

SUBSTITUTES AND EQUIVALENTS.

ACCOUNT OF ALL VOYAGES MADE DURING THE HALF YEAR, WITH THE NATURE OF EMPLOYMENT, DRAUGHT OF WATER AND FREEBOARD.

NOTE.—If Passengers are carried the fact is to be stated.  
 The Draught of Water and Freeboard are to be entered upon the vessel leaving any dock, wharf, port or harbour, for the purpose of proceeding to sea.  
 (NOTE.—Additional Sheets for further entries can be obtained from the Superintendent of any Mercantile Marine Office.)

FROM				TO				
(1)	(2)	(3)		(4)		(5)	(6)	(7)
Date of Departure.	Dock, Wharf, Port or Harbour.	Draught of Water.		Freeboard amidships.		Date of Arrival.	Dock, Wharf, Port or Harbour.	Say "Passengers" if more than Twelve Passengers were carried.
		Forward.	Aft.	Port.	Starboard.			
		ft. in.	ft. in.	ft. in.	ft. in.			
19.6.03 9.00am	Antwerp	12.0	12.0	11.6	11.7.6	20.6.03	London	—
				Robert Hughes Master.				
				Hugh P Jones			1st Mate.	



Transmission of British Seamen's Wages from Continental Ports.

ISSUED BY THE BOARD OF TRADE.

No. 410

Name of Ship

County of Pembroke Official No. 84141

SEAMAN'S APPLICATION, AND RECEIPT FOR ADVANCES.

<p><b>A.</b> Seaman's Christian Names and Surname:</p> <p>John Burns</p>		<p><b>D.</b> Advances made to me by H. B. M. Consul:—</p>	
<p><b>B.</b> Mercantile Marine Office in the United Kingdom at which wages are to be paid.</p> <p>Dock</p>		<p>Currency.</p> <p>£ B.</p>	<p>Sterling. £ s. d.</p> <p>26 1.00 19 004 1.15.10</p>
<p><b>C.</b> Amount of Deductions in Ship's Books, including Advances (if any), but not Allotments.</p>	<p>Currency.</p>	<p>Sterling. £ s. d.</p>	<p>1. Cartage Fare -</p> <p>2. Cash -</p> <p>3. Steamboat and Railway Warrant -</p> <p>4. Second Railway Warrant -</p> <p>to Fee paid for Registration against my Wages -</p>

Commission at the rate of 3d. for every £1 transmitted will be charged to the Seaman.

**E.**

[NOTE.—The Officer who witnesses the Seaman's signature to this form should see that he fully understands what he has agreed to. The Seaman should not be sent away if there is any dispute about his wages, or about or in connection with his right to be discharged or if the Master offers to find him adequate employment, or if he has any debts owing at the port, or if notice is given that the Seaman deserted from his previous Ship, and that the Owners of that Ship have a claim against his wages.]

I, the Seaman above named, hereby request that you will receive my Balance of Wages, and Certificate of Discharge for the voyage now ending in the above-named ship; and I hereby agree to abide by your decision on any question relating to my account of wages or to fines to which I may have rendered myself liable; and request that you will finally settle the matter for me, provided the amount in dispute does not exceed £5.

I also hereby certify that the amount of deductions from my wages, as shown in Division C. above, is correct, and should be deducted in my account accordingly.

I further hereby acknowledge the receipt of the advances made to me, as shown in Division D. above, the amount of which \*(other than the amount which the Master pays, or which can be recovered, for my passage and maintenance), together with the usual commission of 3d. in the £, I desire to have charged to my Balance of Wages when handed to you. I wish the net sum due to me to be paid at the Mercantile Marine Office named in Division B. above, and I agree that the sum shall not be paid elsewhere than at the Office named without our mutual consent.

\* The words in brackets are to be erased if the Seaman agrees to pay his own passage and is discharged on this undertaking.

Strike out words which do not apply. ( 1. I desire my character endorsed on Dis. A.  
2. I desire my character on Dis. B.  
3. I do not desire a copy of my character.

† I also beg to state that

30 MAR. 1903  
To H. B. M. Consul,  
ANTWERP,  
Port of

(Signed)

Witnessed by

this 27 day of March 1903

† If the Master has any of the Seaman's discharge or other certificate, or if there is any sum due to the Seaman for over-time, it should be stated here.

Transmission of British Seamen's Wages from Continental Ports.

F.

No.



Official  
No.

I hereby declare that I am the Seaman named in Division A. of this form, and that I have received of the Superintendent of the Mercantile Marine Office at this Port the sum of

four Pounds ten Shillings and ten Pence;

being the balance of Wages due to me in respect of my services in the Ship

named, less advances made to me \* [beyond the amount paid by the Master to be recovered by the Board of Trade in the United Kingdom for my passage and maintenance], and I hereby release the Ship, Master and Owners from all claims for Wages or otherwise in respect of those Services.

\* Erase all or any of the words in brackets which do not apply.

Seaman [Signature]

Witness [Signature]

Dated at the Port of [Signature] this 13 day of April 1900

Forwarded to the Registrar-General of Seamen, to be placed with the Ship's

Articles, this 13 day of April 1900

I, the Seaman above named, hereby certify that the amount of deductions from my wages as shown in Division C above is correct, and should be deducted in my account accordingly. I further hereby acknowledge the receipt of the advances made to me as shown in Division B above the amount of which (other than the amount which the Master pays or which can be recovered for my passage and maintenance) together with the usual commission of 3% in the £, I desire to have charged to my balance of Wages when handed to you. I wish the net sum due to me to be paid at the Mercantile Marine Office named in Division B above and I agree that the sum shall not be paid elsewhere than at the Office named without my mutual consent.

I also hereby certify that the amount of deductions from my wages as shown in Division C above is correct, and should be deducted in my account accordingly.

I further hereby acknowledge the receipt of the advances made to me as shown in Division B above the amount of which (other than the amount which the Master pays or which can be recovered for my passage and maintenance) together with the usual commission of 3% in the £, I desire to have charged to my balance of Wages when handed to you.

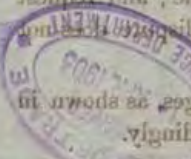
I wish the net sum due to me to be paid at the Mercantile Marine Office named in Division B above and I agree that the sum shall not be paid elsewhere than at the Office named without my mutual consent.

To H. R. M. General, Witnessed by

day of this

R 6775

Vertical text on the left margin, possibly a reference or filing number.





**Transmission of British Seamen's Wages from Continental Ports.**

No. 405

Name of Ship County of Pembroke Official No. 84141

ISSUED BY THE BOARD OF TRADE.

**SEAMAN'S APPLICATION, AND RECEIPT FOR ADVANCES.**

<p><b>A.</b> Seaman's Christian Names and Surname: <u>Arch. H. Bucknell</u></p>		<p><b>D.</b> Advances made to me by H. B. M. Consul:—</p> <table border="1"> <thead> <tr> <th></th> <th>Currency.</th> <th>Sterling. £ s. d.</th> </tr> </thead> <tbody> <tr> <td>1. Cartage Fare</td> <td>-</td> <td>2 6</td> </tr> <tr> <td>2. Cash <u>A.C.B.</u></td> <td>-</td> <td>1 0 0</td> </tr> <tr> <td>3. Steamboat and Railway Warrant</td> <td>-</td> <td>1 6 6</td> </tr> <tr> <td>4. Second Railway Warrant to</td> <td>-</td> <td>-</td> </tr> <tr> <td>Amount to be charged against my Wages -</td> <td>-</td> <td>2 9 0</td> </tr> </tbody> </table>			Currency.	Sterling. £ s. d.	1. Cartage Fare	-	2 6	2. Cash <u>A.C.B.</u>	-	1 0 0	3. Steamboat and Railway Warrant	-	1 6 6	4. Second Railway Warrant to	-	-	Amount to be charged against my Wages -	-	2 9 0
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Commission at the rate of 3d. for every £1 transmitted will be charged to the Seaman.

**E.**  
[NOTE.—The Officer who witnesses the Seaman's signature to this form should see that he fully understands what he has agreed to. The Seaman should not be sent away if there is any dispute about his wages, or about or in connection with his right to be discharged or if the Master offers to find him adequate employment, or if he has any debts owing at the port, or if notice is given that the Seaman deserted from his previous Ship, and that the Owners of that Ship have a claim against his wages.]

I, the Seaman above named, hereby request that you will receive my Balance of Wages, and Certificate of Discharge for the voyage now ending in the above-named ship; and I hereby agree to abide by your decision on any question relating to my account of wages or to fines to which I may have rendered myself liable; and request that you will finally settle the matter for me, provided the amount in dispute does not exceed £5.

I also hereby certify that the amount of deductions from my wages, as shown in Division C. above, is correct, and should be deducted in my account accordingly.

I further hereby acknowledge the receipt of the advances made to me, as shown in Division D. above, the amount of which \*(other than the amount which the Master pays, or which can be recovered, for my passage and maintenance), together with the usual commission of 3d. in the £, I desire to have charged to my Balance of Wages when handed to you. I wish the net sum due to me to be paid at the Mercantile Marine Office named in Division B. above, and I agree that the sum shall not be paid elsewhere than at the Office named without our mutual consent.

\* The words in brackets are to be erased if the Seaman agrees to pay his own passage and is discharged on this undertaking.

Strike out words which do not apply. { 1. I desire my character endorsed on Dis. A.  
2. I desire my character on Dis. B.  
3. I do not desire a copy of my character.

† I also beg to state that \_\_\_\_\_

‡ If the Master has any of the Seaman's discharge or other certificates, or if there is any sum due to the Seaman for over-time, it should be stated here.

To H. B. M. Consul,

80 MAR. 1903

Port of

ANTWERP.

(Signed)

A. H. Bucknell

Witnessed by

[Signature]

this

27 day of March

1903

Transmission of British Seamen's Wages from Continental Ports.



F.

Official No. \_\_\_\_\_

I hereby declare that I am the Seaman named in Division A.

of this form, and that I have received of the Superintendent of the

Mercantile Marine Office at this Port the sum of

\_\_\_\_\_ Pounds \_\_\_\_\_ Shillings and \_\_\_\_\_ Pence;

being the balance of Wages due to me in respect of my services in the Ship

named, less advances made to me [beyond the amount paid by the Master

for my passage and maintenance], and I hereby release the Ship Master

and Owners from all claims for Wages or otherwise in respect of those

Services.

Seaman A. C. Bucknall

Witness [Signature]

Commission at the rate of 3d. for every £1 transmitted will be charged to the Seaman.

Dated at the Port of \_\_\_\_\_

[Note: The Officer who witnesses the Seaman's signature to this form should see that he fully understands what he has agreed to. The Seaman should not be sent away if there is any dispute about his wages, or about or in connection with his right to be discharged, or if the Master wishes to find him adequate employment, or if he has any debts owing at the port, or if notice is given that the Seaman desired from his previous

Forwarded to the Registrar General of Seamen, to be placed with the Ship's

Articles, this \_\_\_\_\_ day of \_\_\_\_\_ 1900.

I, the Seaman above named, hereby request that you will receive my balance of Wages and Certificate of Discharge for the voyage now ending in the above-named ship; and I hereby agree to abide by your decision on any question relating to my pay, or which can be recovered for my passage and maintenance, together with the amount of Wages which I desire to have charged to my balance at the Mercantile Marine Office named in Division B above, and I agree that the sum shall not be paid elsewhere than at the Office named without our mutual consent.

I also hereby certify that the amount of deductions from my wages, as shown in Division C above, is correct, and should be deducted in my account accordingly.

I further hereby acknowledge the receipt of the advances made to me, as shown in Division D above, the amount of which (other than the amount which the Master pays or which can be recovered for my passage and maintenance) together with the amount of Wages which I desire to have charged to my balance at the Mercantile Marine Office named in Division B above, and I agree that the sum shall not be paid elsewhere than at the Office named without our mutual consent.

- 1. I declare my signature endorsed on Div. A.
- 2. I declare my signature on Div. B.
- 3. I do not desire a copy of my statement.

I also say to state that

(Signed)

Witnessed by

To H. B. M. Consul

Port of \_\_\_\_\_

this \_\_\_\_\_ day of \_\_\_\_\_ 1900





ISSUED BY THE BOARD OF TRADE.

**Transmission of British Seamen's Wages from Continental Ports.**

No. 406

Name of Ship Boat of Pembroke Official No. 84171

**SEAMAN'S APPLICATION, AND RECEIPT FOR ADVANCES.**

<p><b>A.</b> Seaman's Christian Names and Surname: <u>Wesley Garrett</u></p>		<p><b>D.</b> Advances made to me by H. B. M. Consul :-</p> <table border="1"> <thead> <tr> <th>Currency.</th> <th>Sterling. £ s. d.</th> </tr> </thead> <tbody> <tr> <td>1. Cartage Fare</td> <td>2/6</td> </tr> <tr> <td>2. Cash <u>H.G.</u></td> <td>1.0.0</td> </tr> <tr> <td>3. Steamboat and Railway Warrant</td> <td>13</td> </tr> <tr> <td>4. Second Railway Warrant to <u>London</u></td> <td>out</td> </tr> <tr> <td>Amount to be charged against my Wages</td> <td>1. 12 10</td> </tr> </tbody> </table>		Currency.	Sterling. £ s. d.	1. Cartage Fare	2/6	2. Cash <u>H.G.</u>	1.0.0	3. Steamboat and Railway Warrant	13	4. Second Railway Warrant to <u>London</u>	out	Amount to be charged against my Wages	1. 12 10
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Amount to be charged against my Wages	1. 12 10														
<p><b>B.</b> Mercantile Marine Office in the United Kingdom at which wages are to be paid. <u>Webb</u></p>		<p><b>C.</b> Amount of Deductions in Ship's Books, including Advances (if any), but not Allotments.</p> <table border="1"> <thead> <tr> <th>Currency.</th> <th>Sterling. £ s. d.</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> </tbody> </table>		Currency.	Sterling. £ s. d.										
Currency.	Sterling. £ s. d.														

Commission at the rate of 3d. for every £1 transmitted will be charged to the Seaman.

**E.**

[NOTE.—The Officer who witnesses the Seaman's signature to this form should see that he fully understands what he has agreed to. The Seaman should not be sent away if there is any dispute about his wages, or about or in connection with his right to be discharged or if the Master offers to find him adequate employment, or if he has any debts owing at the port, or if notice is given that the Seaman deserted from his previous Ship, and that the Owners of that Ship have a claim against his wages.]

I, the Seaman above named, hereby request that you will receive my Balance of Wages, and Certificate of Discharge for the voyage now ending in the above-named ship; and I hereby agree to abide by your decision on any question relating to my account of wages or to fines to which I may have rendered myself liable; and request that you will finally settle the matter for me, provided the amount in dispute does not exceed £5.

I also hereby certify that the amount of deductions from my wages, as shown in Division C. above, is correct, and should be deducted in my account accordingly.

I further hereby acknowledge the receipt of the advances made to me, as shown in Division D. above, the amount of which \*(other than the amount which the Master pays, or which can be recovered, for my passage and maintenance), together with the usual commission of 3d. in the £, I desire to have charged to my Balance of Wages when handed to you. I wish the net sum due to me to be paid at the Mercantile Marine Office named in Division B. above, and I agree that the sum shall not be paid elsewhere than at the Office named without our mutual consent.

Strike out words which do not apply. { 1. I desire my character endorsed on Dis. A.  
2. I desire my character on Dis. B.  
3. I do not desire a copy of my character.

† I also beg to state that \_\_\_\_\_

(Signed) W. Garrett  
Witnessed by W. Shaw  
this 27 day of Mar 1900

To H. B. M. Consul 30 MAR. 1900  
Port of ANTWERP.



\* The words in brackets are to be erased if the Seaman agrees to pay his own passage and is discharged on this undertaking.

† If the Master has any of the Seaman's discharge or other certificates, or if there is any sum due to the Seaman for overtime, it should be stated here.

Transmission of British Seaman's Wages from Continental Ports.



F.

I hereby declare that I am the Seaman named in Division A.

of this form, and that I have received of the Superintendent of the Mercantile Marine Office at this Port the sum of Sixteen

Pounds Six Shillings and four Pence;

being the balance of Wages due to me in respect of my services in the Ship

named, less advances made to me \* [beyond the amount paid by the Master for my passage and maintenance], and I hereby release the Ship, Master and Owners from all claims for Wages or otherwise in respect of those Services.

\* Cross all or any of the words in brackets which do not apply.

16-6-4

Seaman G. G. G. G.

Witness [Signature]

Commission at the Port of [Port Name] will be charged to the Seaman.



Dated at the Port of [Port Name] this [Day] day of [Month] 1900.

Forwarded to the Registrar General of Seamen, to be placed with the Ship's

Articles, this [Day] day of [Month] 1900. I, the Seaman above named, hereby request that you will receive my balance of Wages and Certificate of Discharge for the voyage now making in the above-named ship; and I hereby agree to abide by your decision relating to my pay; and request that you will finally settle the matter for me provided the amount in dispute does not exceed £5.

I also hereby certify that the amount of deduction from my wages, as shown in Division C above, is correct, and should be deducted in my account accordingly.

I further hereby acknowledge the receipt of the advances made to me, as shown in Division B above, the amount of which (other than the amount which the Master pays or which can be recovered for my passage and maintenance), together with the usual commission of 5% in the £, I desire to have charged to my Balance of Wages when handed to you. I wish the net amount to be paid at the Mercantile Marine Office named in Division B above, and I agree that the sum shall not be paid elsewhere than at the Office named without our mutual consent.

- 1. I desire my character entered on the A.
- 2. I desire my character on the B.
- 3. I do not desire a copy of my character.

I, the Seaman, do hereby certify that the above is a true and correct copy of the original as shown to me by the Superintendent of the Mercantile Marine Office at the Port of [Port Name] on the [Day] day of [Month] 1900.

I also beg to state that

Witnessed by [Signature] To H. B. M. Consul,

For of this day of 1900



# Appendix C



## Lloyd's Survey Documents

Lloyd's Survey  
Mast Plan

IRON SHEET

No. 1274 Survey held at Sunderland. Date, First Survey May 3<sup>rd</sup> 1881 Last Survey 15<sup>th</sup> 1882

in the Iron Barge "County of Pembroke" (H & K in Sunderland Yard)

TONNAGE under Tonnage Deck 1036.24 No of Third Spar or Awinng Deck 1 No of Prop. or Raised Cr. Dk 34.35 No of Houses on Deck 26.76 No of Forecastle 1097.55 Gross Tonnage 32.97 No of Engine Room 1064.58 Register Tonnage as cut on Beam

ONE-OR-TWO DECKED, THREE-DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL: Half Breadth (moulded) 17.24 Depth from upper part of Keel to top of Upper Deck Beams 23.16 Girth of Half Midship Frame (as per Rule) 24.53 1st Number 75.40 1st Number, if a 3-Decked Vessel deduct 7 feet Length 210.5 2nd Number 16.571 Proportions - Breadths to Length 7.45 Depths to Length - Upper Deck to Keel 10. Main Deck ditto

Master Williams Built at Sunderland When built 1857 - Launched 22<sup>nd</sup> of 57. By whom built J<sup>r</sup> Dufford and Sons Owners J<sup>r</sup> Thomas J<sup>r</sup> Residence Liverpool Port belonging to Liverpool Destined Voyage If Surveyed while Building, Afloat, or in Dry Dock, state Building and afloat

Table with columns: LENGTH on deck as per Rule (210.6), BREADTH Moulded (32.97), DEPTH top of Floors in Upper Deck Beams (23.16), Power of Engines (1), No. of Decks with flat laid (3), No. of Tiers of Beams (2)

Dimensions of Ship per Register, length 221.5, breadth 35.4, depth 20.9 ft. KEEL, depth and thickness 8 1/2 x 3/4. PLATES in Garboard Strakes, br'dth & thickness 34 1/8 x 7/8. Main Sheerstrake, breadth and thickness 36 13/16 x 3/8.

Main table with columns: Inches in Ship, Inches per Rule, Inches in Ship, Inches per Rule, Inches in Ship, Inches per Rule. Rows include: BEAMS, Upper, Spar, or Awning Deck; BEAMS, Main, or Middle Deck; BEAMS, Lower Deck; BEAMS, Hold, or Orlop; KEELSONS; FRAMES; PLATING; GARBORDS; BUTTS; EDGES; RIVETS; KEELSONS; STRINGERS; TIE PLATES; COLLING; MAIN PIECE OF RUDDER; HULLHEADS.

FRAMES extend in one length from Keel to Gunwale. REVERSED ANGLE IRONS on floors and frames extend from middle line to Gunwale on all sides to Frames alternately. KEELSONS, Are the various lengths of Plates and Angle Irons properly connected? Yes. PLATING, Garboard, double riveted to Keel, with rivets 1 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 3.0 ins. from centre to centre.

State clearly where plating is of alternate or double thickness and where it is of single thickness. If Iron Deck, state if whole or part, and if most deck is laid thereon.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*  
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*  
 Are the fillings between the ribs and plates solid single pieces? *Yes*  
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*  
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? *Yes*  
 Do any rivets break into or through the seams or butts of the plating? *None in the butts only.*

Masts, Bowsprit, Yards, &c., are *Good* in *Good* condition, and sufficient in size and length. If of Iron or Steel give the Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of and if stamped with Maker's name.  
 State also Length and Diameter of Lower Masts and Bowsprit. *See Sketch attached.*

*Samples of the iron of which the masts were made have been tested and committed suggestions and proved to be of good quality.*

No.	NUMBER for EQUIPMENT	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per fath.	Machines whose Test per Certificate.	ANCHORS.		Weight.	Test per Certificate.	Weight req'd per Tonn.	Mast (Tonn)
									No.	Ex. Stock.				
	6929	Fore Sails,	Chain	270	1 1/4	55 1/2 tons	270-194		Lower Anchors	7544	30-0-7	25-14-11-14	30-0-0	
		Fore Top Sails,	Iron Stream Chain	90	1 1/2	18 1/2 tons	75-19 1/2		7501	30-1-10	25-10-0	25-0-0		
		Fore Topmast Stay Sails,	or Hempen Strm Cable	90	1 1/2	18 1/2 tons	75-19 1/2		7502	25-2-0	25-3-0	25-2-0		
		Main Sails,	Towline	90	1 1/2	18 1/2 tons	75-19 1/2		287/101	25-2-0	11-4-1-0	9-2-0		
		Main Top Sails and Work.	Hawser	90	1 1/2	18 1/2 tons	75-19 1/2		207/101	25-2-0	7-5-0	4-3-0		
			Warp	90	1 1/2	18 1/2 tons	75-19 1/2		207/101	25-2-0	5-2-0	2-2-0		

Standing and Running Rigging *Good* sufficient in size and *Good* in quality. She has *two* Long-Boats and *two* other boats. The Windlass is *Greenheart* having Capstan *Good* and Rudder *Efficient* Pumps *two* metal chain pumps. Engine Room Skylights. How constructed? *How secured in ordinary weather?*

What arrangements for deadlights in bad weather? *How are lida secured? Height above deck?*  
 Coal Bunker Openings.—How constructed? *How are lida secured? Height above deck?*  
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Five ports—five scuppers and two ports—piped on each side.*

Cargo Hatchways.—How formed? *As shown in the usual manner.*  
 State size Main Hatch *15ft 4ins by 10ft* Forehatch *7ft 8ins by 6ft* Quarterhatch *7ft 8ins by 6ft*  
 If of extraordinary size, state how framed and secured? *Portable beams in the Main Hatch.*

Hatches, if strong and efficient? *Yes—being 1 1/2" thick with strong Cu hoops above and below.*  
 Order for Special Survey No. *29915*  
 Date *22nd June 81*  
 Order for Ordinary Survey No. *159223*  
 Date *29 October 1881*  
 No. *130* in builder's yard.  
 Dares of Surveys held while building as per Section 18:  
 1st. On the several parts of the frame, when in place, and before the plating was wrought. *Disturbed 23 and 24 Nov 1881*  
 2nd. On the plating during the process of riveting. *July 21, 22, 23, 24 August 25, 26, 27, 28, 29, 30, 31*  
 3rd. When the beams were in and fastened, and before the decks were laid. *15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31*  
 4th. When the ship was complete, and before the plating was finally coated or cemented. *15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31*  
 5th. After the ship was launched and equipped.

General Remarks (State quality of workmanship, &c.) *Very Good.*  
*She is Barquet regis. has a raised quarter deck 35ft a house on deck amidships 36ft long and a Monkey foresteep long.*  
*She has been built under special survey in accordance with the regulations and arrangements shown upon the accompanying sketch of midship section approved by Secretary's letter dated 6th April 1881— and fully in conformity therewith and the*

State of one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate sheet.)  
 How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*  
 I am of opinion this Vessel should be Classed *100 H. I. (U.S.C.P.) (7th Sec 2nd Ed)*  
 The amount of the Entry Fee ... £ *5-0-0* is received by me, *W.H.*  
 Special ... £ *12-6-0* 22nd Nov 1881  
 Certificate *granted*  
 (To be sent out per message.)  
 (Travelling Expenses, if any, to be charged.)  
 Committee's Minute *Friday, November 24th 1881*

Surveyor to Lloyd's Register of British and Foreign Vessels. *It is submitted that vessel appears eligible for classed as recommended.*  
 N 0  
 81  
 Cow

Iron Barque County of Pembroke, Report No 12, 443.

Masts of No 130  
Sailing Barque



FOREMAST

Length extreme 79' 3"  
Dia at Partners 28"  $\times \frac{7}{16}$  thick  
" " " " " " " " " " " "  
" " " " " " " " " " " "  
" " " " " " " " " " " "  
" " " " " " " " " " " "  
Seams double riveted.  
Pulleys below partners double  
remainder treble riveted all  
straps  $\frac{7}{16}$  thicker than plates.  
Mast doubled at wedging with  
plates 10' 0"  $\times \frac{7}{16}$



MAINMAST

Length extreme 80' 3"  
Dia at Partners 28"  $\times \frac{7}{16}$  thick  
" " " " " " " " " " " "  
" " " " " " " " " " " "  
" " " " " " " " " " " "  
" " " " " " " " " " " "  
Seams double riveted.  
Pulleys below partners double  
remainder treble riveted.  
straps  $\frac{7}{16}$  thicker than plates.  
Masts doubled at wedging  
for 10' 0" with  $\frac{7}{16}$  plate.

25<sup>th</sup> 6.81



MIZENMAST

Length extreme 79' 8"  
Dia at Partners 22 $\frac{1}{2}$ "  $\times \frac{6}{16}$  thick  
" " " " " " " " " " " "  
" " " " " " " " " " " "  
" " " " " " " " " " " "  
" " " " " " " " " " " "  
Seams double riveted.  
Pulleys below partners double  
remainder treble riveted.

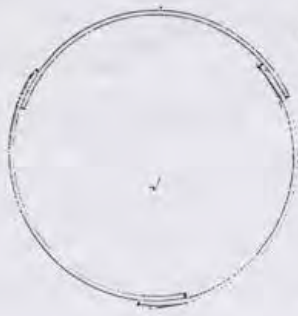


LOWER TOPSAILYARD

Length extreme 67' 6"

straps  $\frac{1}{16}$  thicker than plates.  
 Mast doubled at wedging with  
 plates  $10'0 \times \frac{7}{16}$

25<sup>th</sup> 5-81



**MAINMAST**

Length extreme 80.3'  
 Dia at Partners  $28' \frac{7}{16}$  thick  
 " " Heel  $20' \frac{6}{16}$   
 " " Hounds  $22' \frac{1}{16}$   
 " " Head  $18' \frac{1}{16}$   
 Seams double riveted.  
 Putts below Partners double  
 Remainder treble riveted.  
 straps  $\frac{1}{16}$  thicker than plates.  
 masts doubled at wedging  
 for  $10'0$  with  $\frac{7}{16}$  plate.



**LOWER TOPSAIL YARD**

Length extreme 67.6'  
 Dia at Centre  $16' \frac{5}{16}$  thick  
 - 1<sup>st</sup> Quarter  $15' \frac{5}{16}$   
 - 2<sup>nd</sup> "  $14' \frac{3}{16}$   
 - 3<sup>rd</sup> "  $12' \frac{4}{16}$   
 - ends  $9' \frac{3}{16}$   
 Seams single riveted.  
 Putts treble riveted overlapped.  
 Doubled at Centre  $5'0$



**MIZENMAST**

Length extreme 79.8'  
 Dia at Partners  $22' \frac{5}{16} \times \frac{6}{16}$  thick  
 " " Heel  $16' \frac{5}{16}$   
 " " Hounds  $17' \frac{1}{16}$   
 " " Head  $14' \frac{1}{16}$   
 Seams double riveted.  
 Putts below partners double  
 Remainder treble riveted.  
 Straps  $\frac{1}{16}$  thicker than plates.  
 Doubled for  $10'0$  at wedging.



**BOWSPRIT**

Length extreme  $3' \frac{1}{2} 0$   
 outside bed  $20'0$   
 Dia at heel  $26' \frac{1}{16}$  thick  
 " " Heel  $21' \frac{1}{16}$   
 " " Cat  $16' \frac{1}{16}$   
 Angles  $3' \frac{1}{2} \times 3' \frac{1}{16}$   
 Seams double riveted.

**LOWER YARD**

extreme Length 75.6'  
 Dia at Centre  $18' \frac{5}{16}$  thick  
 - 1<sup>st</sup> Quarter  $17' \frac{1}{16}$   
 - 2<sup>nd</sup> "  $16' \frac{1}{16}$   
 - 3<sup>rd</sup> "  $13' \frac{4}{16}$   
 - ends  $9' \frac{1}{16}$   
 Seams single riveted.  
 Putts treble riveted overlapped.  
 Doubled at Centre  $6'0$



Putts inside of wedging double  
 remainder treble riveted.  
 Doubled at wedging with  $6'0$  plate

FROM ORIGINAL WELD AT  
 NATIONAL MARITIME MUSEUM  
 LONDON





# Appendix D



## Official Documents relating to the Wreck Removal

Port of Ngqura Wreck Site Investigation - 17 May 2004 - J. Boshoff

Historical Shipwrecks in the area - J. Bennie

SAHRA Permit

Artefact Inventory delivered to Bayworld

Transnet Removal Permit

## **Port of Ngqura Wreck site Investigation**

*17 May 2004*

### ***Introduction***

The author was asked by NPA to do an underwater investigation of an unknown structure in the new Port Ngqura development. Several options existed. It could be part of the Cerebos salt works pipeline, an oyster farm, or a shipwreck. The author was asked to assess the historical importance of the structure.

### ***Site Conditions***

The site is in shallow water from between 3 to 7 meters deep on a sandy bottom and is estimated to be between 57 to 60 meters long. It is heavily overgrown with marine life. Visibility on the site is very limited – one is lucky if you have 30cm of visibility. This means that investigation is done mostly by touch and not by sight. The structure seems to be mostly iron/steel with very little evidence for wood.

### ***Findings and Recommendations***

Subtech had available sidescan sonar images that give a clear outline of the structure. It seems definitely to be a shipwreck. From the shape seen on the sonar images especially the side elevation one can see what appears to be a typical ca. 1920's to 30's profile. This however is not conclusive. Another possibility is the brigantine John M. Gaynor that was wrecked on 15 December 1880 somewhere in the area. This vessel burnt down to the waterline meaning that no superstructure would remain.

It is possible that this wreck is that of the John M. Gaynor. It was however not possible to determine this during the diving investigation. Another possibility is that it could be an unknown hulk that was either abandoned or scuttled in the area. Several vessels were scuttled in the general area between 1950's and 70's.

The only way to clarify the issue would be to remove sections of the wreck at a time and have Ms. Jenni Benni from Bayworld examine it as it comes to the surface. She has already agreed verbally to do this. It is therefore recommended that dredging start immediately around the wreck. If possible the dredge spoil should be deposited in a convenient place for Ms. Benni to investigate the possibility of the presence of artefacts.

Cleaning of the structure as required to cut sections should also commence as soon as possible. A section, either from the bow or stern, should be removed and raised so that

Ms. Benni could investigate it to determine whether it is historically important. It does however seem from the underwater investigation and the sidescan sonar images that the wreckage is of limited historical value. The final resting place of the wreckage away from the port entrance should be determined in consultation with Ms. Benni after the first section of the wreckage is raised. The whole process should be fully documented photographically and the position of the final resting place of the wreckage recorded.

**Jaco Boshoff**

*Maritime Archaeologist*

### **Historical Shipwrecks in the area**

There seem to be six shipwrecks in the survey area demarcated on the map provided by the NPA. There are no co-ordinates, as on the whole GPS readings have not been taken. Wreck material is often widely distributed along the seabed and coast but the *Amsterdam*, *Oakland*, and *Harbinger* and *John N Gamewell* for example lie in close proximity on the beach.

### **OAKLANDS**

The 424 ton British wooden barque, built in 1858, was registered in London. Her master was Captain J. Winn. She was wrecked near the mouth of the Coega River (2 miles east of the Zwartkops River) in Algoa Bay on 20 March 1860 and was sailing from London to the East with a general cargo on board. No lives were lost.

Turner, Malcolm. 1988. Shipwrecks & Salvage in South Africa  
Lloyds Register of Shipping 1860-1  
Shipping Register, Cape Archives C.C. 3/7/2/1  
Ships register, Bayworld records  
SAN1024

### **HARBINGER**

Six days after leaving Algoa Bay on 24 May 1859 the 1000ton screw sailing ship *Harbinger* (Capt C Chapman) put back disabled and leaky after a severe north-westerly gale had shredded her sails and washed away her boats. After undergoing repairs the ship left the port again on 25th June but was back three days later as she was leaking badly. In the Herald of 1<sup>st</sup>, 12<sup>th</sup> and 15<sup>th</sup> July tenders were invited for major repairs to rigging, spars, sails etc. In early December came the report that the beached ship whilst still undergoing repairs had been sold to the Portuguese Government and would when re-floated be sailing to Lisbon via London.

On 30<sup>th</sup> December tenders were invited from interested parties to convey her cargo to London. This included 93 cases of indigo, 171 bags of saltpetre and shellac, 582 boxes of tea, 893 boxes of tobacco, 920 bales of jute, 300 bags of cawries (cowie shells?), 31 chests of laedye and another 292 of shellac, 43 cases of beeswax and 125 packages and cases of clothing. In January 1860 her cargo was offered for sale locally suggesting that there were no takers to convey the goods to London or that the sale was being held to raise monies to pay outstanding debts.

According to the Shipping Intelligence list the *Harbinger* lay at anchor until August 1860. The Herald of 24<sup>th</sup> August 1860 reported that the ship after having lost her chains in a strong south easterly had been driven ashore and now lay near the hulk of the *Oatlands* (ashore 20<sup>th</sup> March 1860). The report did not state which date she beached but it was probably either the 22<sup>nd</sup> or 23<sup>rd</sup>. Heavy surf prevented the port lifeboat crew, under the command of Soudien, from rescuing those on board until late the next day. Three of the nine crew on board attempted to row ashore but the boat overturned. They all managed to swim to safety. A fourth crew member jumped overboard and 'against all odds' reached the *Oaklands* which indicates the hulk must have lain nearby. The five remaining crew clung to the rigging for about 36 hours and they were rescued by Soudien and his men. In September 1860 the hulks both reported being east of the Zwartkops River were offered for sale but no records have been found of who bought them and what was paid.  
(Research Colin Urquhart –sources SAS 12/82 p31, EP Herald 3/6/1859, 28/6; 1/7/1859 12/7/1859; 15/7/1859; 6/12/1859; 20/12/1859; 30/12/1859)

Eastern Province Herald December 1859  
Records –Colin Urquhart  
EPH May 1860 –last report  
South African Shipping News and Fishing Industry Review Vol xxxvii No 12 1982

### **PORTSMOUTH**

The 203 ton American brig was commanded by Captain Lynch. She was wrecked 1½ miles east of the Coega River mouth in Algoa Bay on 14 March 1866 when her cables parted during a north-west gale. The vessel was on a voyage from New York and was carrying 2500 barrels of flour. The cook drowned when he tried to swim ashore.  
Eastern Province Herald 16 March 1866  
SAN 1024

### **JOHN N GAMEWELL**

The 534 ton *John N Gamewell* was a three-masted American brigantine from New York. She was on a voyage from Mauritius to London. The ship caught fire while in the bay. It was thought to have been from an overturned oil lamp but subsequently found to be from the cargo. The superstructure burnt to the waterline. She drifted to shore east of the Zwartkops River on the 15 December 1880. Reprts indicate that the burning hulk was visible in the moonlight from the

Zwartkops River mouth. She was commanded by Captain Weaver and carried a cargo of cotton, hemp muscadell and general Indian produce. It is possible that this was a composite ship, comprising wooden frames and an iron hull.

EPH 15 Dec 1880

South African Shipping News and Fishing Industry Review Vol xxxvii No 12 1982  
SAN 1024

12/5/2004

Note: Deon Mathe, a dive supervisor, from Sub Tech discovered an iron boat off the eastern wall of the Coega harbour on 11 May 2004. It appeared to be 20m out to sea with the stern to shore and bow to sea at right-angles to the shore. He estimated that the stern was 2m below the surface and the bow 2.5m below the surface. The wreck appeared to be about 50- 60m in length and the marked stern and bow with buoys. He was looking for the Cerebos pipeline when he came on the wreck. It was found in nil visibility and no rudder or prop could be located. He was able to feel fairly substantial steel ribbing.

As the John N Gamewell is the only ship in the area with a steel component it is possibly this wreck.

- A number of trawlers were scuttled off St Croix between 1955 and 1976. Little research has been done on the area between 1918 and 1950
- 1955 Natalia 238 tn whaleboat – later minesweeper
- 1957 Arum 197 tons July
- 1960 Mossel 219 ton fishing vessel

1960 Capensis scuttled by being shelled

1976 Kerriefontein fishing vessel

### **GERHARDINE**

The 303 ton wooden barque of German origin was built by C.D. Oltmann Neuronnebeck in 1869. Her Master was Capt. Schmitzer. The vessel ran ashore on the reef at Coega River mouth on the 8 May 1888 after her cables parted while on a voyage to the Celebes via Algoa Bay. Three men lost their lives, with the captain being killed by a falling spar, as the ship grounded on the beach. The cook and carpenter were also drowned. The wreck was sold for 35 pounds.

Four loads of cargo (explosives) were removed.

Turner, Malcolm. 1988. Shipwrecks & Salvage in South Africa.  
EP Herald 9 May 1888

Lloyds Universal Register of Shipping 1888-9  
Shipping Register Cape Archives CC 3/7/2/4  
Ships Register, Bayworld records  
SAN1024

### **AMSTERDAM**

33° 51.90 S, 25° 38.10E,

The Dutch Man O'War *Amsterdam* was run ashore east of the Zwartkops River by Captain Hermanus Homeijer, on 16 December 1817. She was on a return voyage from Batavia to Holland with a cargo of rare bird and animal specimens for the King, arrack and coffee. Of the crew of 223, three drowned while trying to reach the shore.

Cape Town Gazette, 7 March 1818

Bennie, J S. 1997 The Wreck of the Dutch Man O'War Amsterdam in December 1817 on the Eastern Cape Coast of Southern Africa. Unpublished thesis, Rhodes University, Grahamstown.

There is evidence of a wreck on Jahleel, according to local divers, which could be old, as brass pins have been found in the vicinity, but it is not known whether this is section of one of the wrecks that washed ashore.

To document the large number of ships west of the Zwartkops River in the vicinity of the harbour would be a huge study. Between 1867 and 1903 more than 200 ships met their demise off North End beach alone.

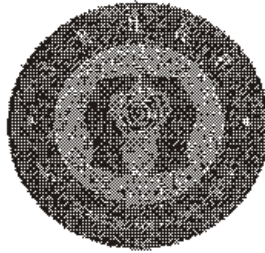
In 1995 photographer Bob Binnel recorded eight ships west of the Zwartkops at low spring tide and in unusually clear waters. These were the Agostino Rombo, Emmanuelle, Hermanos, Iris, Linali, Oakworth and Waimea near the Inchcape Rock – a shipping hazard to this day. Many wrecks are just iron skeletons lying one on top of the other making it almost impossible to date *in situ* although most are from the gales of 1869, 1888, 1902 and 1903.

### **CONCLUSION**

Having consulted the available literature and conducted interviews with local divers, fishermen and elderly residents, as far as can be ascertained, there do not appear to be significant shipwrecks either in the dredge path or the dumping sites proposed for the Coega development.

Jenny Bennie, Historian/Maritime Archaeologist,





**SOUTH AFRICAN HERITAGE RESOURCES AGENCY**  
111 HARRINGTON STREET, CAPE TOWN, 8005 P.O. BOX 4637, CAPE TOWN, 8005  
TEL: (021) 462 4502 FAX: (021) 462 4503

9/2/073/59

**PERMIT**  
No. 80/07/01/003/51

Issued under Section 35(4) of the National Heritage Resources Act, Act No. 25 of 1999. Permission is hereby given:

to: Ms R de Klerk on behalf of Transnet Limited (Trading as Transnet Projects),  
of: P.O. Box 72501, Parkview, 2122,  
for: the maritime archaeological removal of a historical shipwreck believed to be the "County of  
Pembroke" within the harbour at Coega,  
at: 33 48 0171 S, 28 41 37.45 E,  
at: Coega, Eastern Cape Province.

The following conditions apply:

1. Work must be limited to the exploration and recovery of material from the "County of Pembroke".
2. The method of removal of the structure and artifacts should be guided by the archaeologist at Bayworld and the archaeologist may request that the material be recovered for study.
3. During the process of preparing the wreck for removal, and during the removal itself, divers must be aware that they may encounter artefactual material within or adjacent to the wreck's hull. All material being lifted by the water dredge used by the divers must be sieved, and any artefacts recovered must be kept, submerged in seawater until they can be passed on to Bayworld. Should artefacts that appear to be in situ within the hull be encountered, work must cease until the archaeologist has had a chance to assess the material.
4. All artefacts removed from the site must be stored submerged in seawater until they can be handed over to Bayworld.
5. The permit holder must work closely with Bayworld, and all artifacts and materials recovered must be recorded, preserved and identified in collaboration with the museum. No artifacts may be disposed of without the permission of SAHRA, and all material remains the property of the State.
6. An annual progress report on activities connected with this permit must be submitted to the SAHRA on or before 1 March 2008. Reprints of all papers, theses or reports resulting from this work must be lodged with the SAHRA.
7. The SAHRA shall not be liable for any losses, damages or injuries to persons or properties as a result of any activities in connection with this permit.
8. The SAHRA reserves the right to cancel this permit by notice to the permit holder.
9. This permit is subject to a general appeal and may be suspended should an appeal against the decisions be received by SAHRA within 14 days from the date of the permit. SAHRA may not be held responsible for any costs or losses incurred in the event of the suspension or retraction of this permit.

This permit is valid until 1 March 2008.  
for CHIEF EXECUTIVE OFFICER .....  
Date: 2 February 2007

Place: Cape Town

Artifact inventory from County of Pembroke Wreck site –  
Collected by and delivered to Bayworld

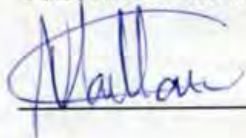
Dates Collected by or delivered to Bayworld	09/07	29/09/07	17/10/07	26/10/07
Empty Codd bottles – Wm Barnard & Sons London		37		9
Aqua Bottles – White Oil contents - Sealed	116	67	(approx)110 (crated)	43
Aqua Bottles – White Oil contents - Open		64		
Aqua Bottle – Yellow Oil contents – Small - Sealed		2		
Aqua Bottle – Yellow Oil contents – Large - Sealed		1		1
Cobalt Blue Bottle - Castor Oil? – Sealed		1		3
Grimbles Vinegar Bottles – Sealed		1		
Superior English Vinegar – Sealed		2		
Unknown Vinegar - Sealed		2		11
Unknown Vinegar - Open		3		
Grimbles Vinegar Bottle Neck With lead label		1		
Vinegar type bottle – base different				1
Bottle neck with glass stopper		1		
Roses Lime Juice Bottle - Sealed		1		3
Roses Lime Juice Bottle - Open		1		1
Dwarf Ink – Ceramic Round - Sealed		44		36
Dwarf Ink – Ceramic Round - Open		1		
Dwarf Ink – Glass Octagonal - Sealed		5		
Dwarf Ink – Glass Octagonal - Open		2		2
Dwarf Ink - Green Glass Octagonal - Broken		2		
Dwarf Ink – Glass Boat - Sealed		4		2
Dwarf Ink – Glass Boat - Open		5		
Gin Bottle				1
Green R.White Bottle				1
Assorted broken bottles and necks				
Tile fragment Floor				1
Tile Fragments Roof				3
Glass Skylight				1
Brass Nail (small)				1

Brass Nail (square large)				1
Iron Screws				2
Dead Eye – wood only				1
Dead Eye with metal cable				1
Wooden rigging				2
Wooden handle brush				1
Wooden handle				1
Metal Grate				1
Copper sheeting with nail holes				4
Resin(?) with grass				1
Crate pieces with writing				5
Metal H.B. Alder Paint Mauf Label				1
Fork – Industrial & Commercial Cafeterias				1
Reindeer(?) Antler – Cut On top of conglomerate –most likely washed down by the river – Post wreck dumping				1
Total Artifacts	116	247	(approx)110	143

Bottles were salvaged from their pressurized environment during wreck removal operations and stored on board the Ubejane in sea water. However, due to the decrease in pressure, added to the heat, many of the bottle corks began to pop. The oil contents bubbled and reacted to the new environment. I decided that the artifacts would be best preserved by removing them from the salt water and sealing the intact and corked bottles with candle wax. Wax stops the cork losing further moisture and effectively seals the bottle. Transnet agreed to me transporting the artifacts to Bayworld immediately in order to remove them from the hostile environment to where they can be further conserved.

As per a conversation at Bayworld on 25/10/2007, J.Bennie stated that she has adequate representative samples of bottles from the wreck and only requires bottles that are different from those already received.

Vanessa Maitland

 Signed

Jenny Bennie

 Signed

0059

DATE: 28-09-2007 TIME: 16.25  
 NAME OF REMOVER: V. Maitland ID: 682140055080  
 TELEPHONE: 082 4904066 REG No. DV2450EC  
 NAME OF DEPARTMENT MANAGER: RENEE DE KLERK

**REASON FOR COMPANY PROPERTY REMOVAL FROM THE PREMISES  
 BUSINESS / PRIVATE (Please mark the appropriate reason with X)**

ITEM	DESCRIPTION	QUANTITY
1	BOXES OF BOTTLES REMOVED FROM	5
2	WRECK - COUNTY OF PEMBROKE	
3	TO TRANSPORT TO J. BENNIE -	
4	AT BAY WORLD.	
5.		
6.		
7		
8.		
9.		
10.		

I, Vanessa Maitland confirm that I was authorised by Transnet Projects to remove the above listed goods from the premises subject to the condition that the goods shall be carried at my sole risk. I hereby exempt Transnet Projects against all liability of whatever nature, arising directly or indirectly from the handling of the goods on the part of myself, or otherwise.

Signature: [Signature] Date: 28.9.2007.  
Remover

Signature: [Signature] Date: 28/09/2007  
Department Manager

Check by: ..... (Supervisor / Manager)

The ..... is returned in apparent good order and condition.

- DISTRIBUTION: WHITE - Retained by remover  
 BLUE - To main gate security  
 YELLOW - Retained by department manager



# Appendix E

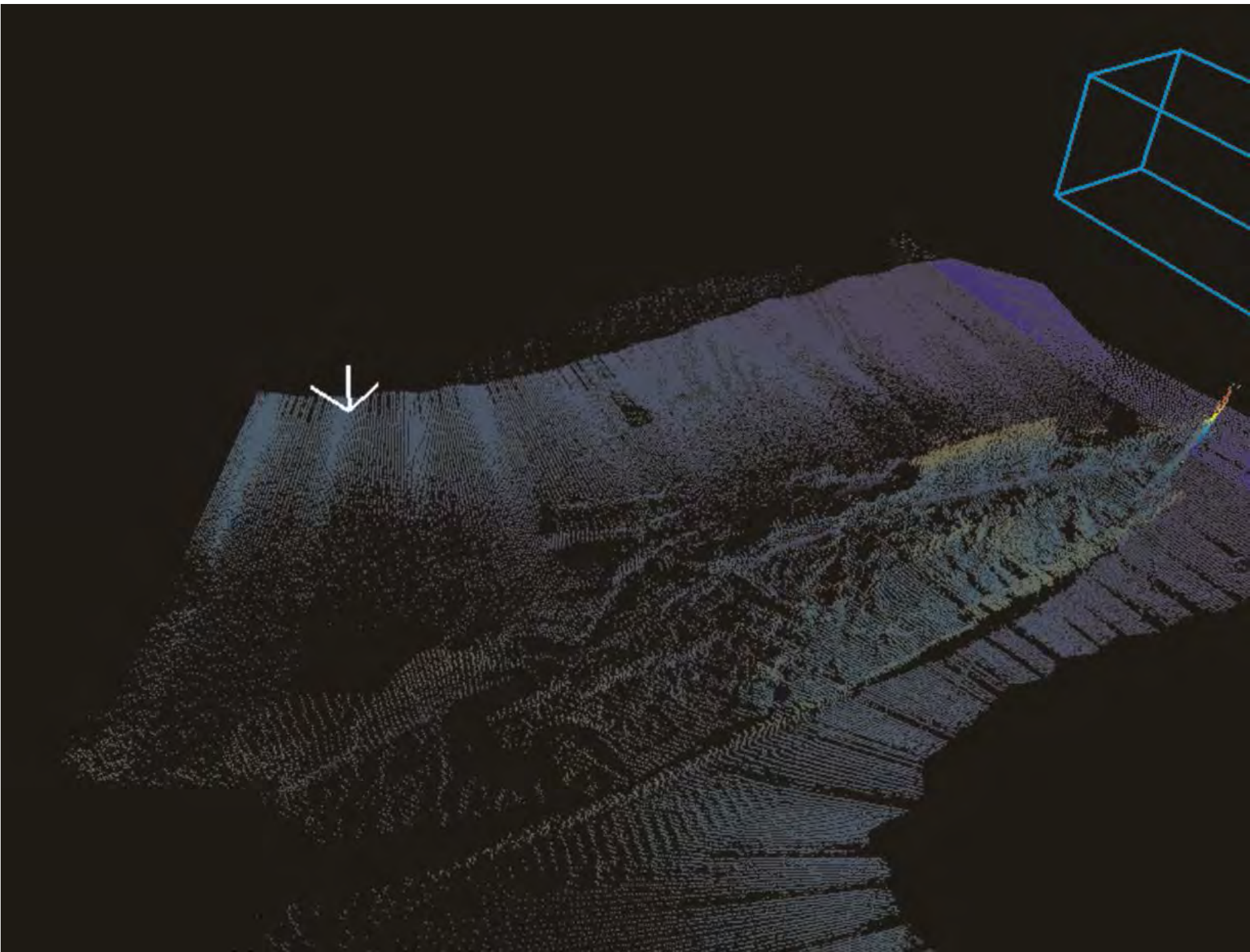


## Multibeam Surveys

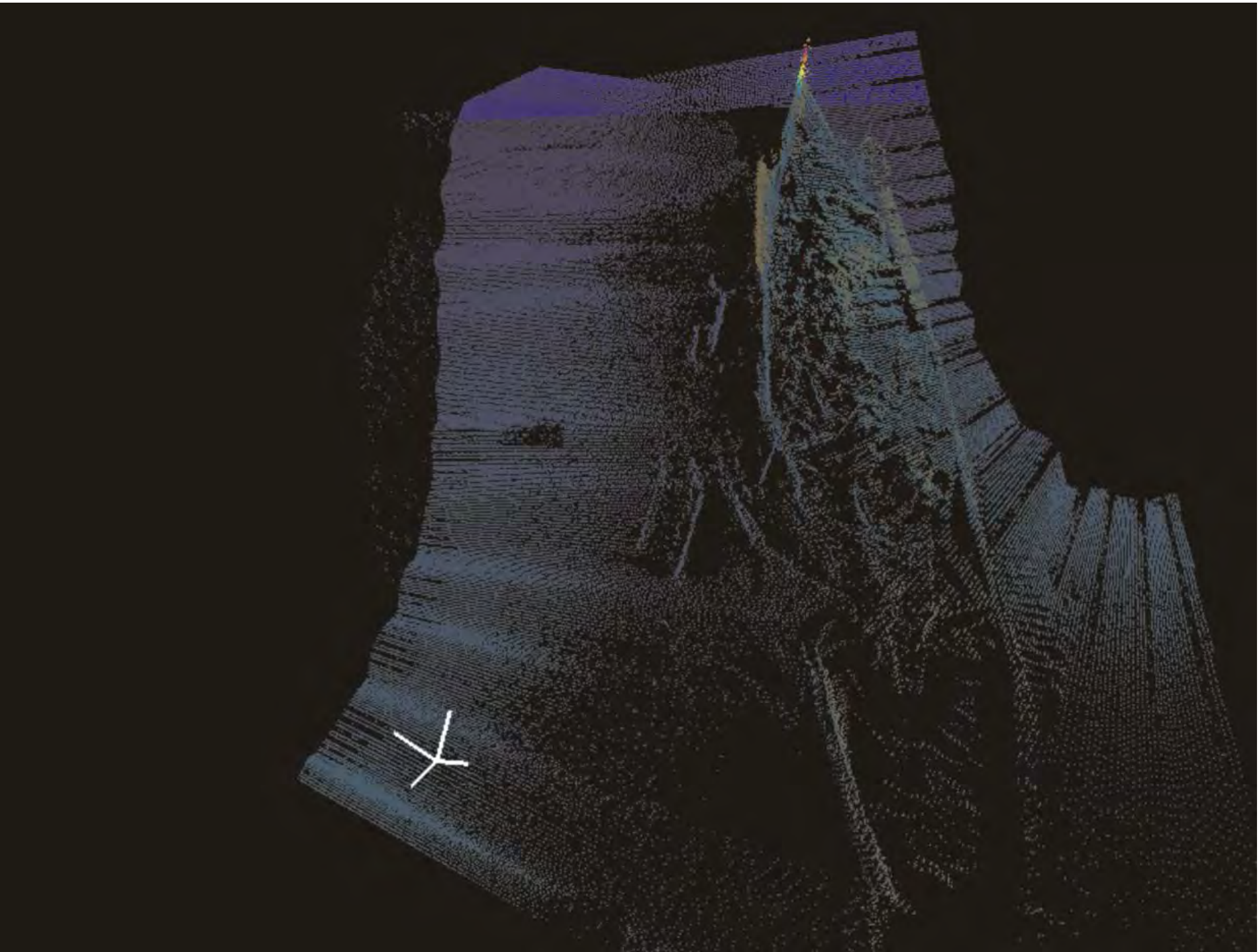
2004

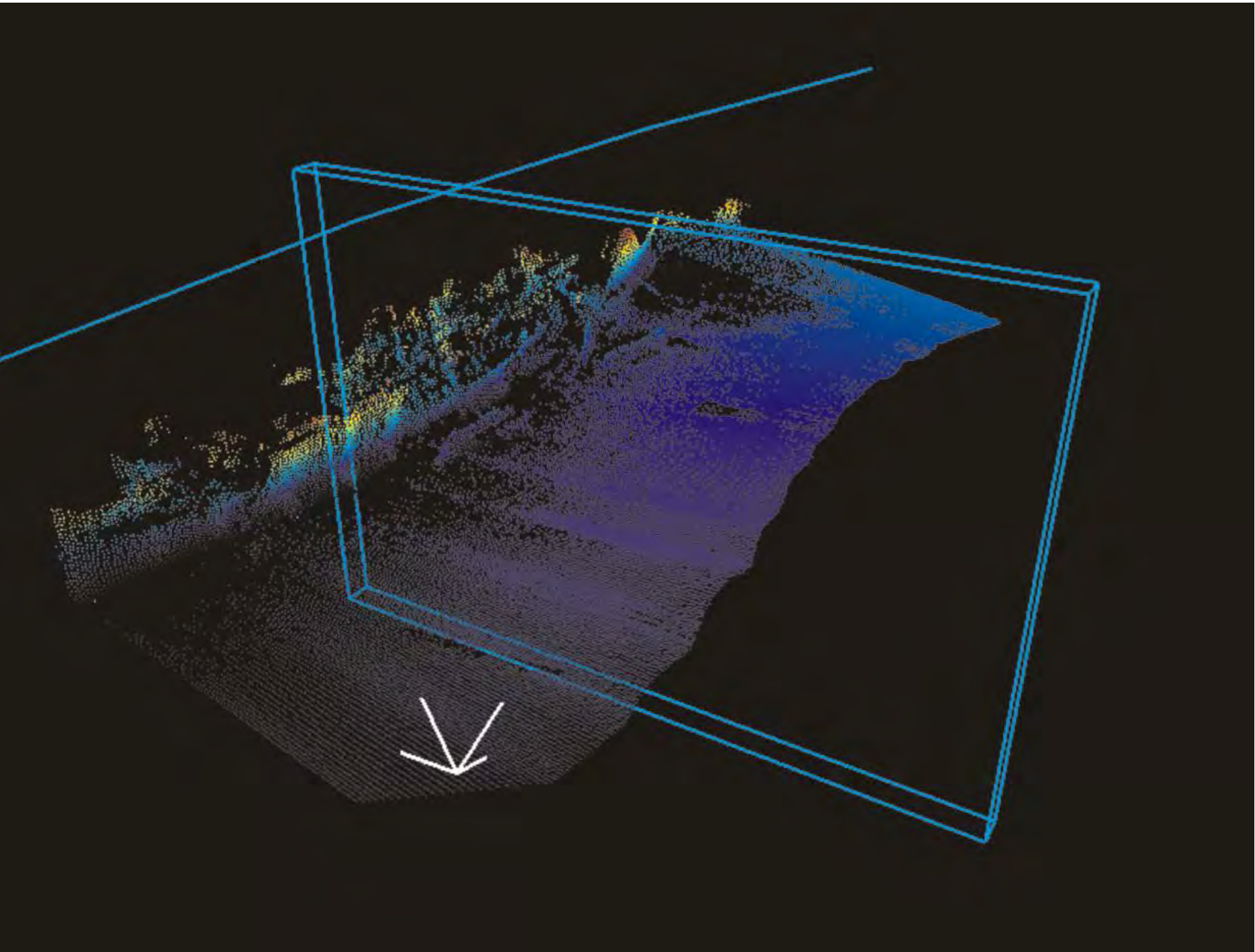
2007

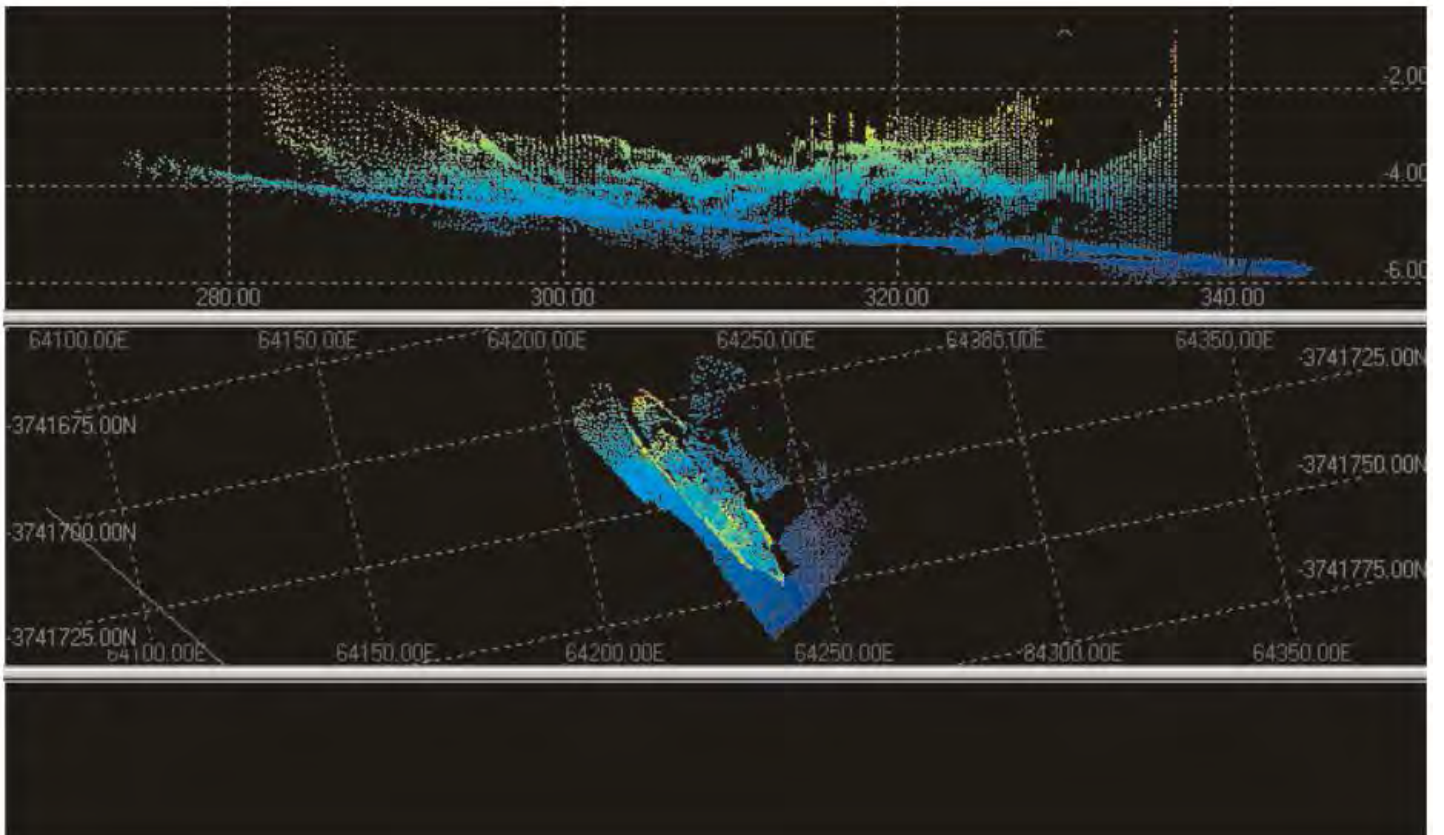
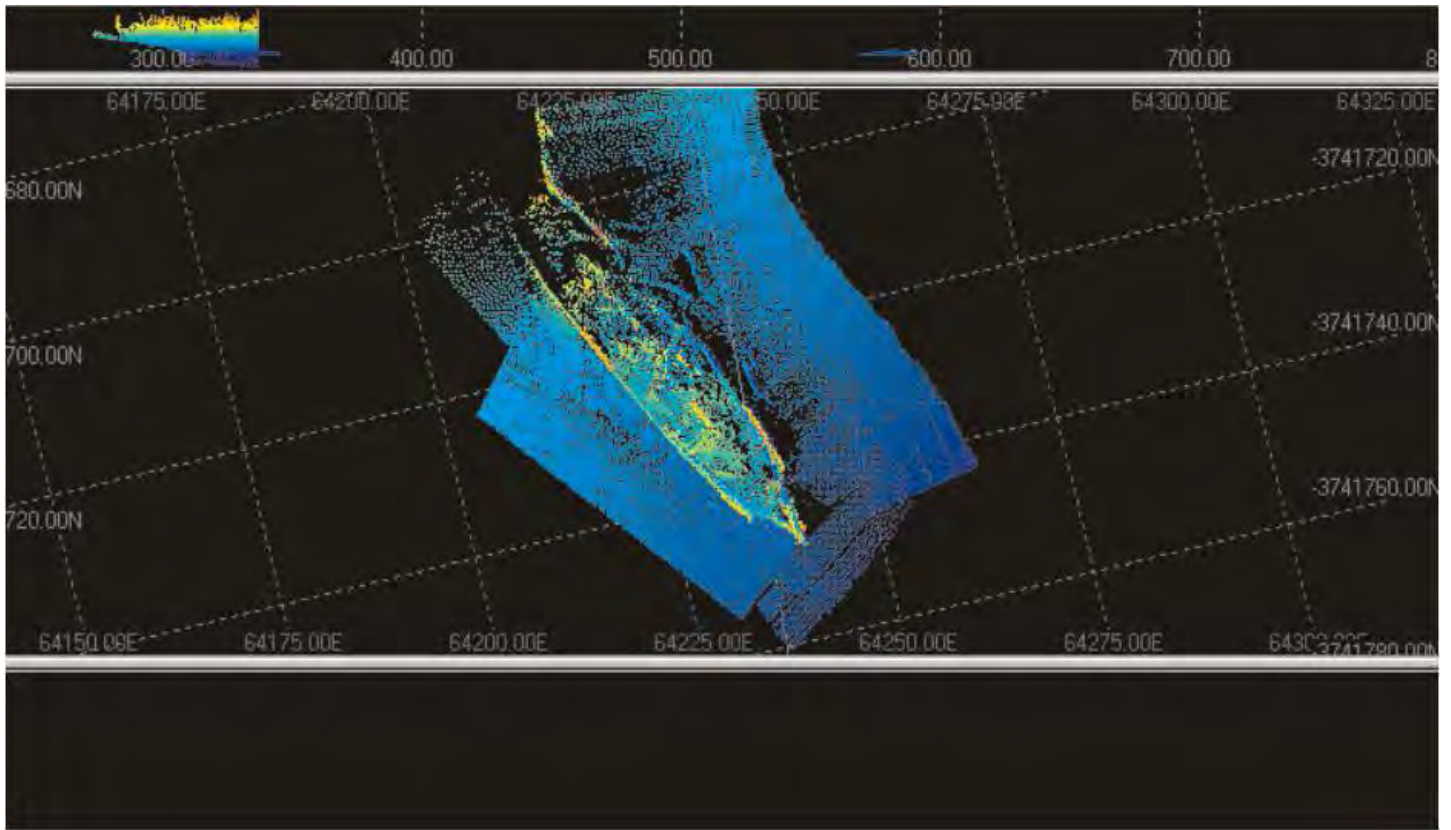
**2004**

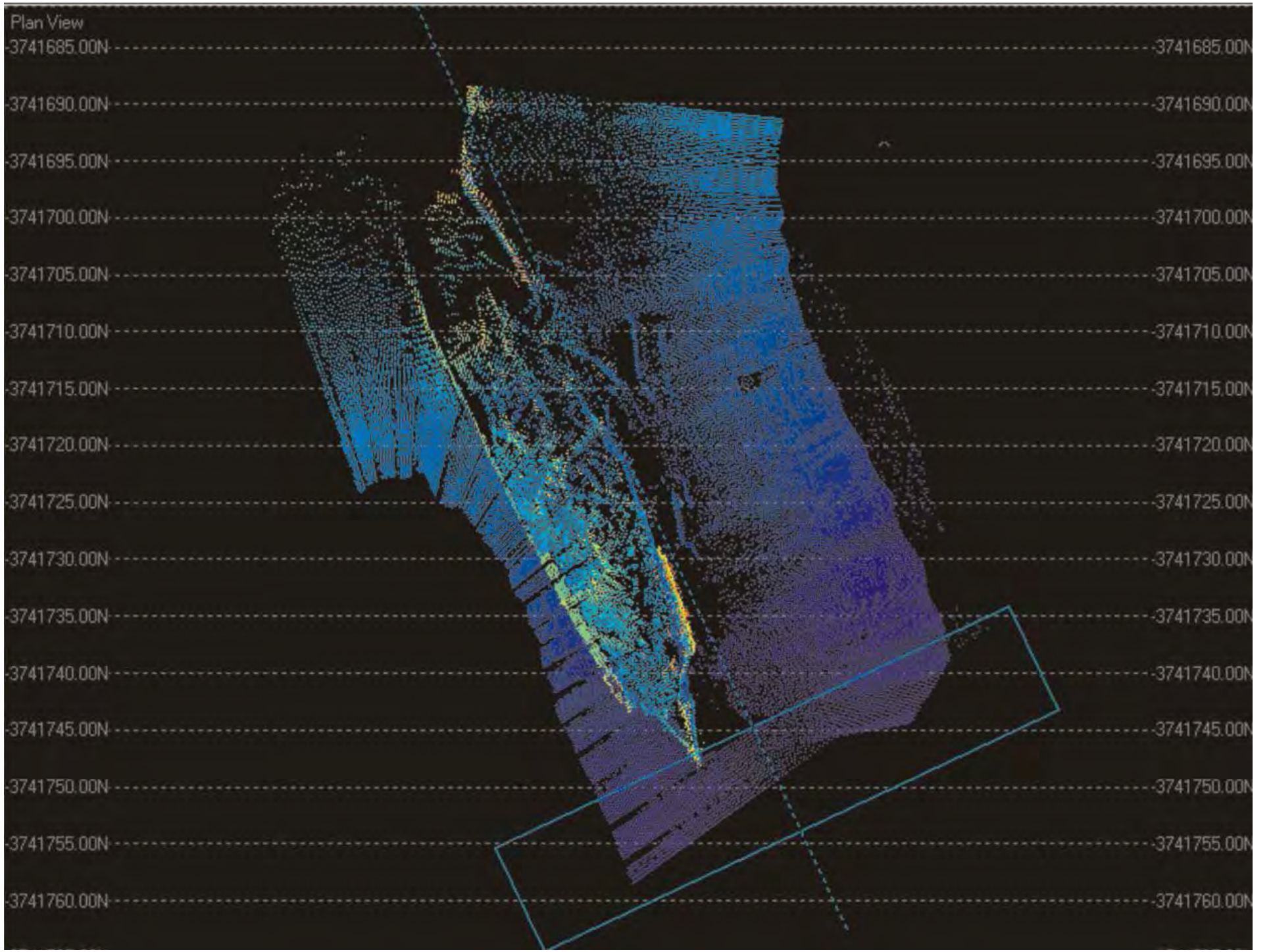


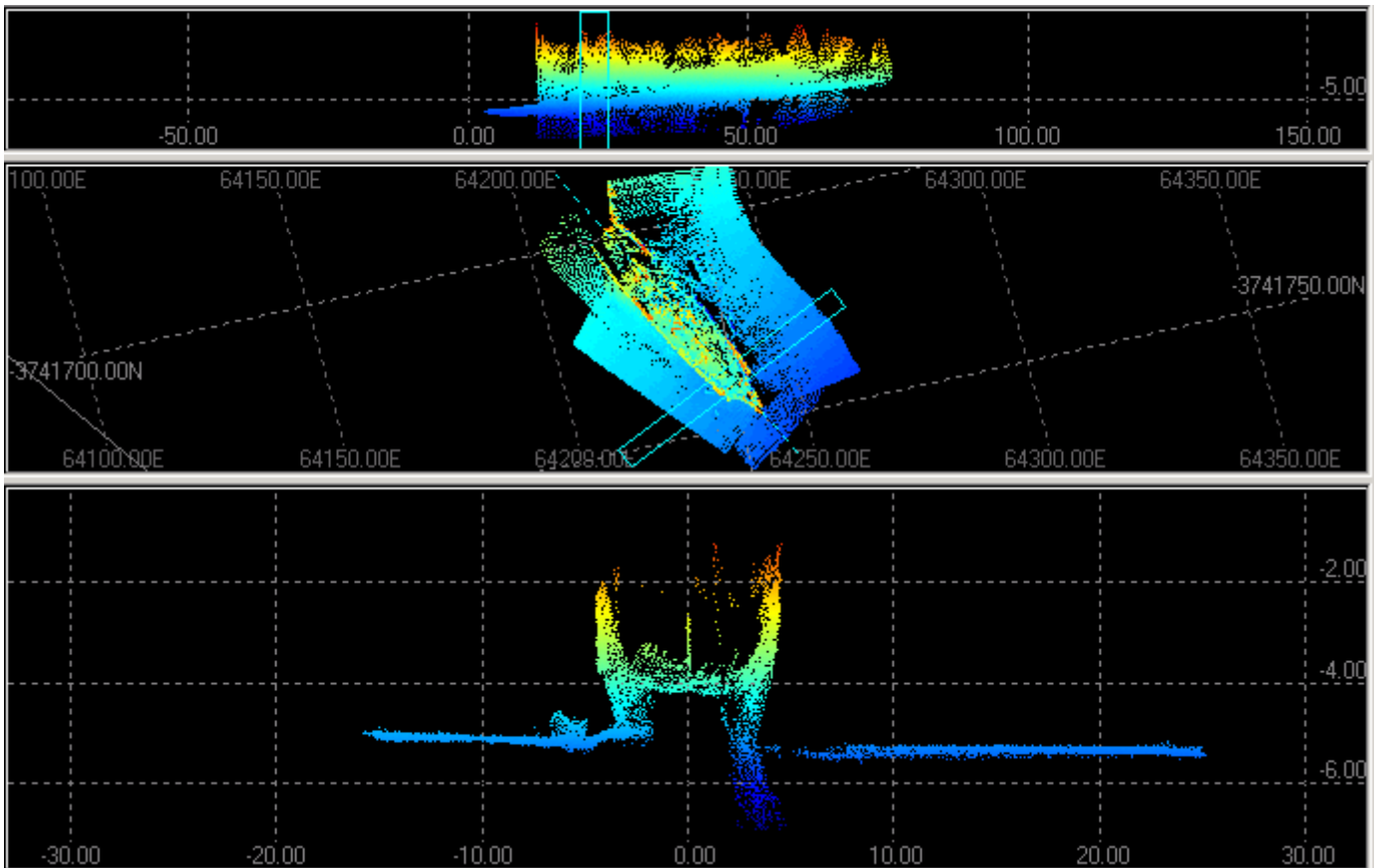
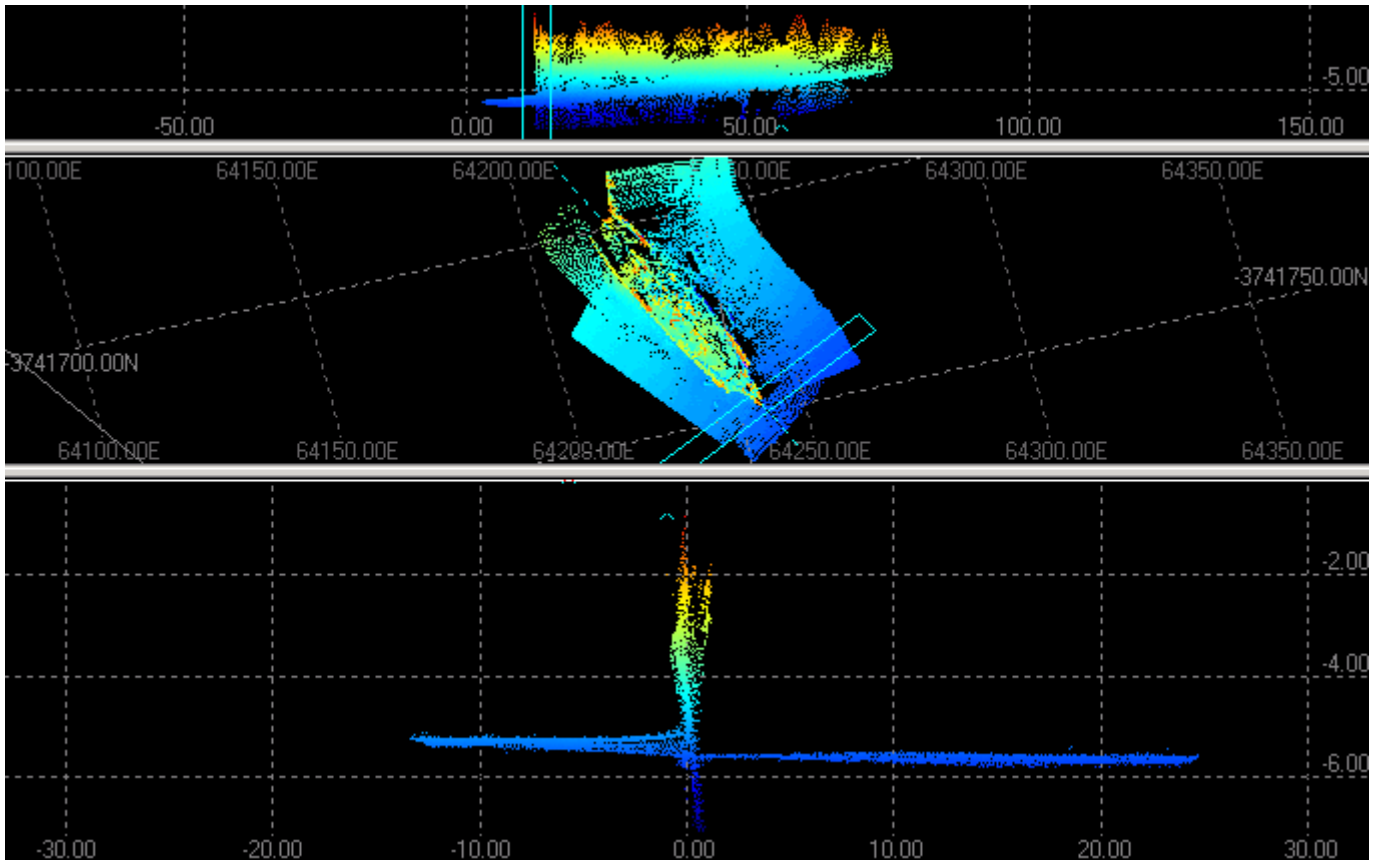


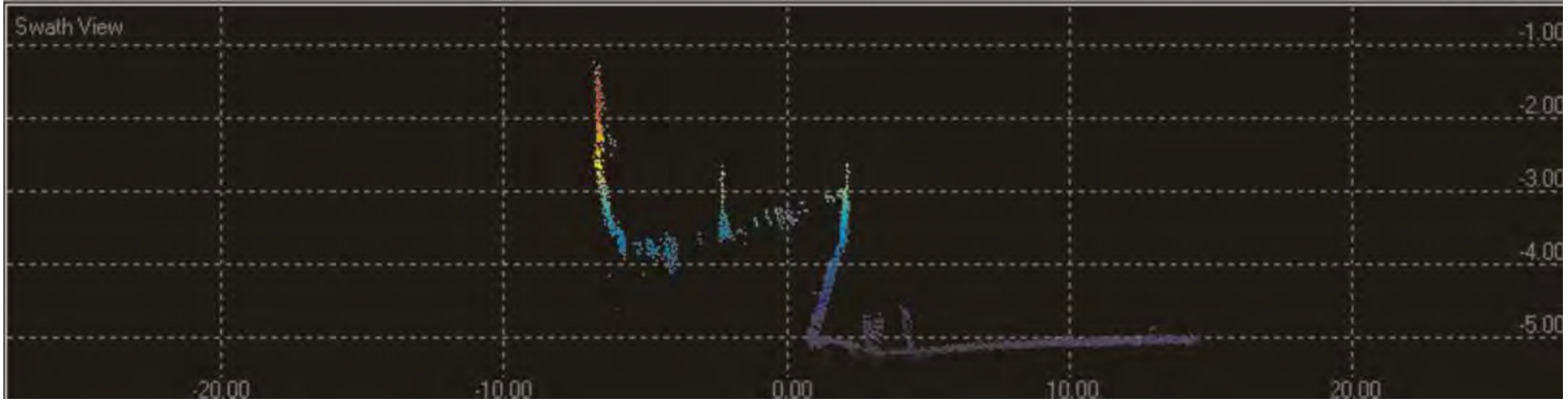
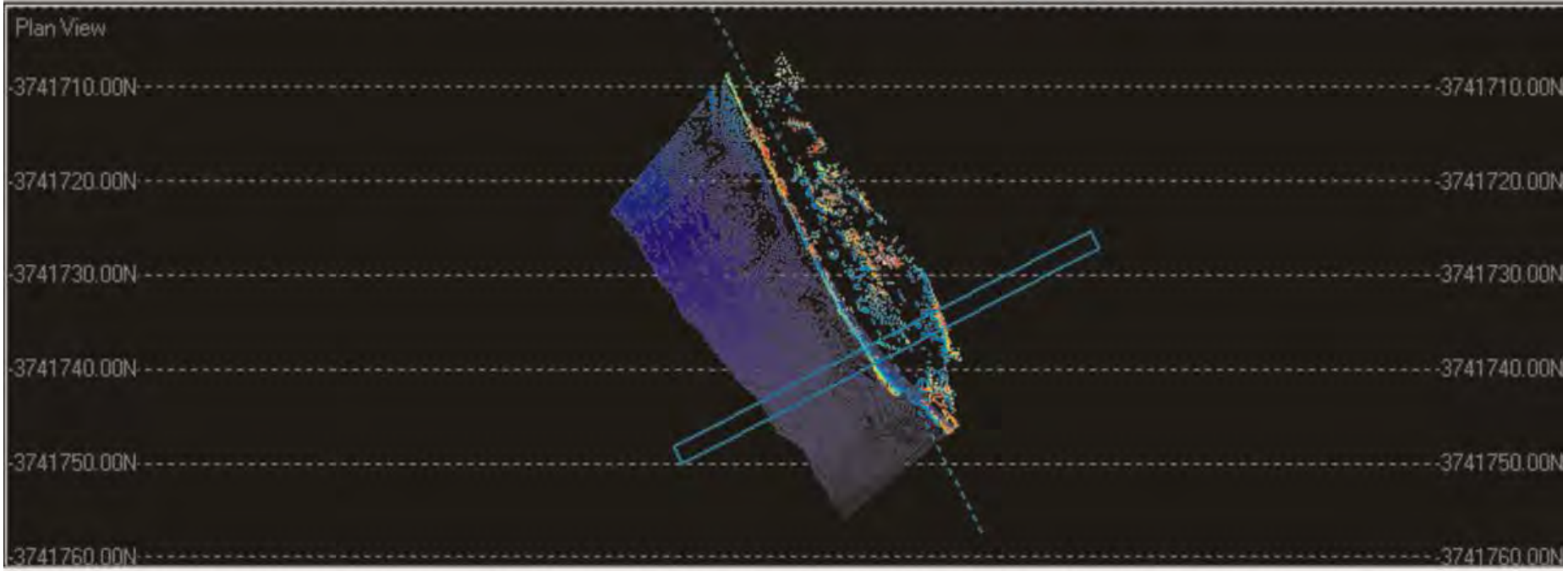
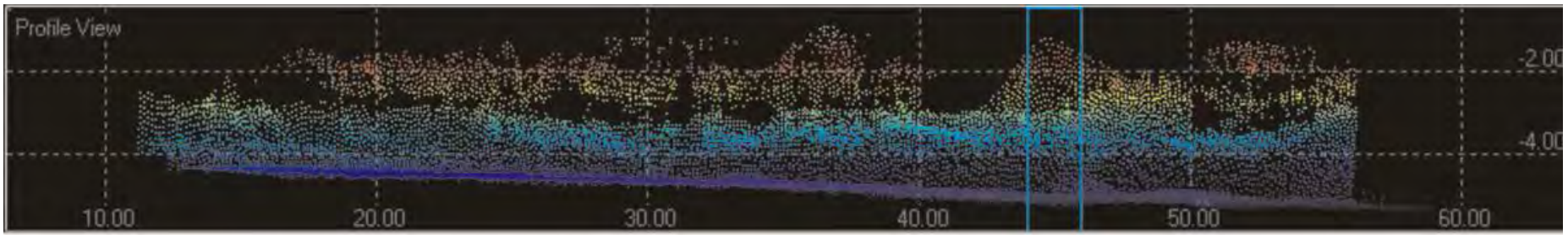


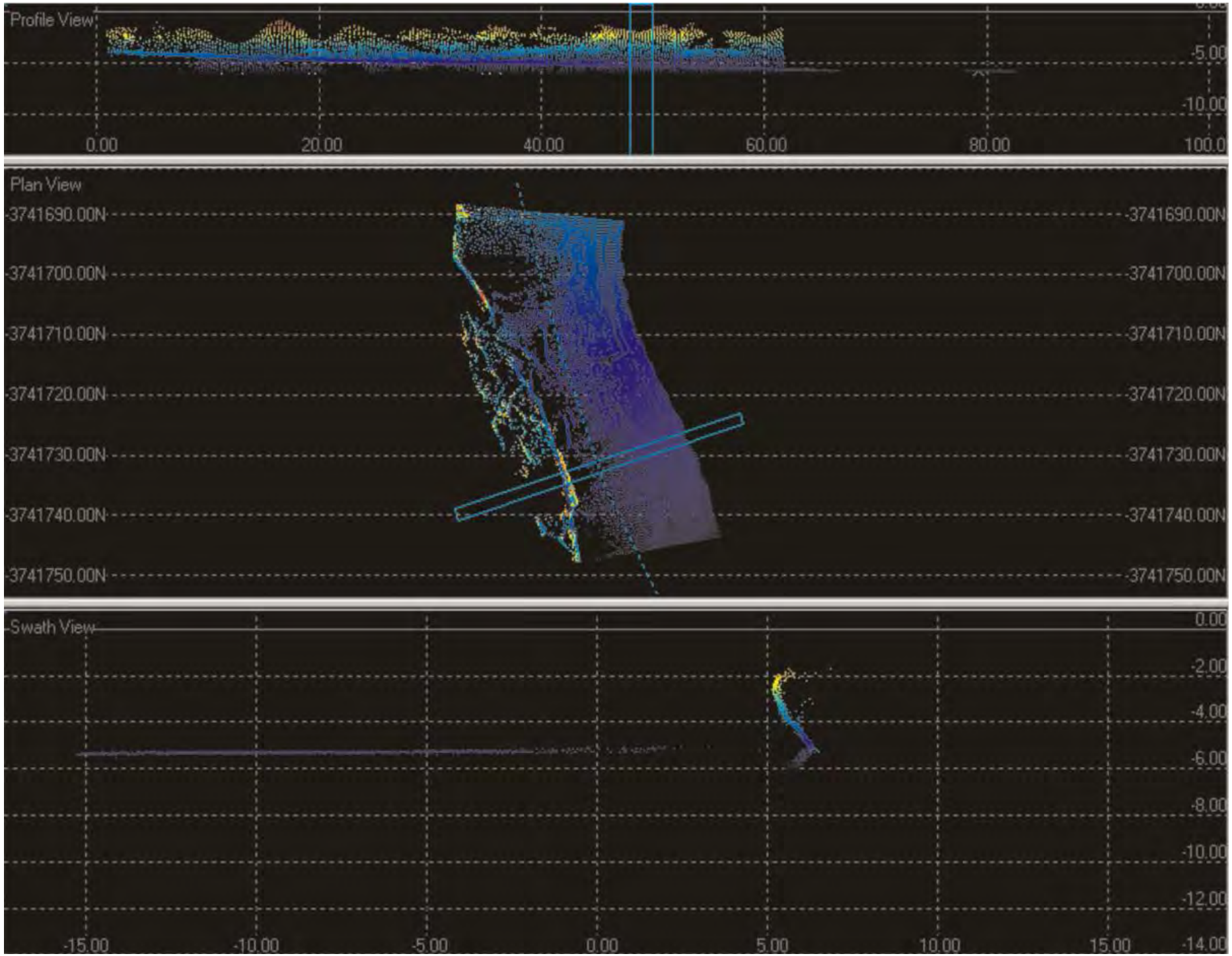


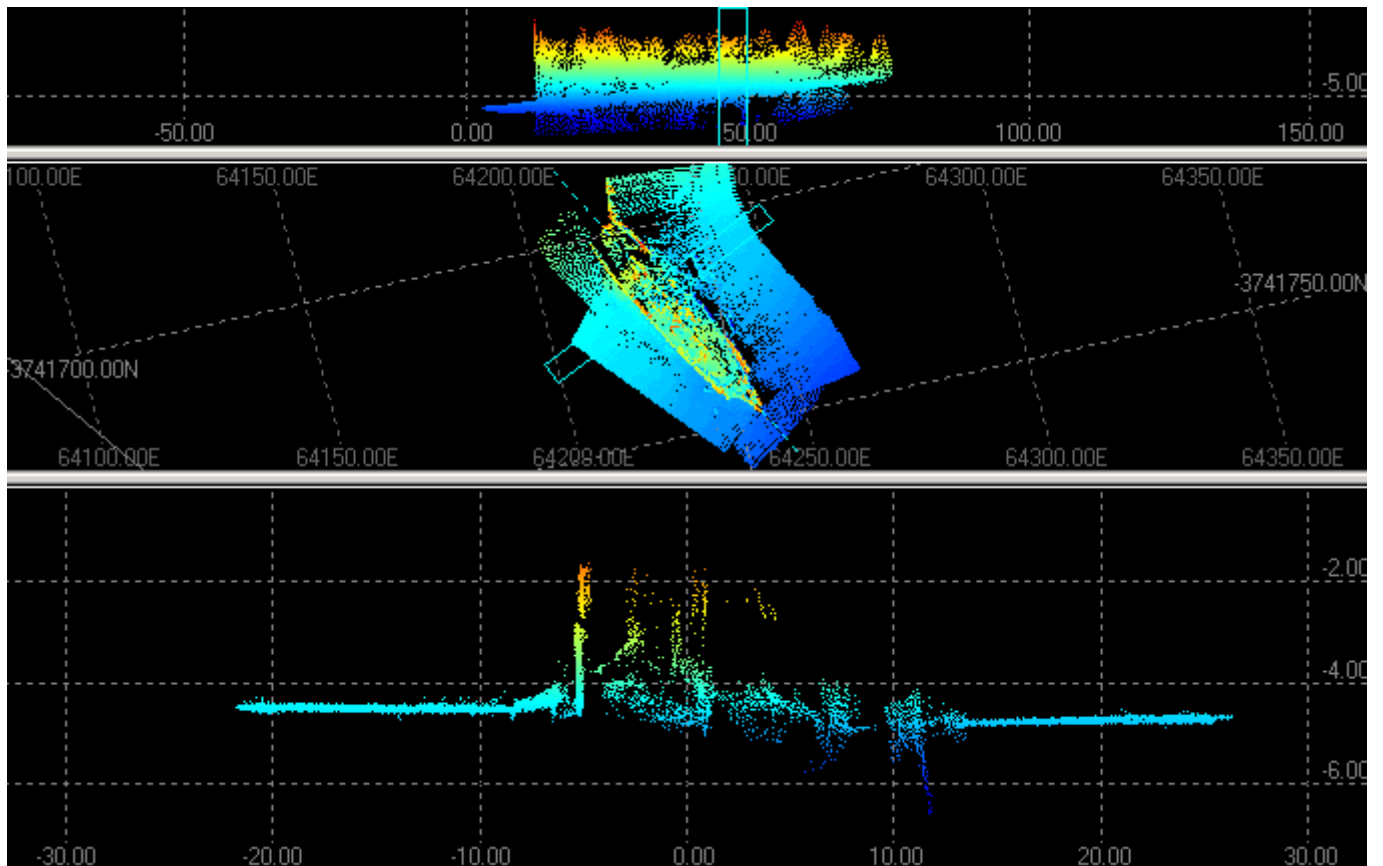
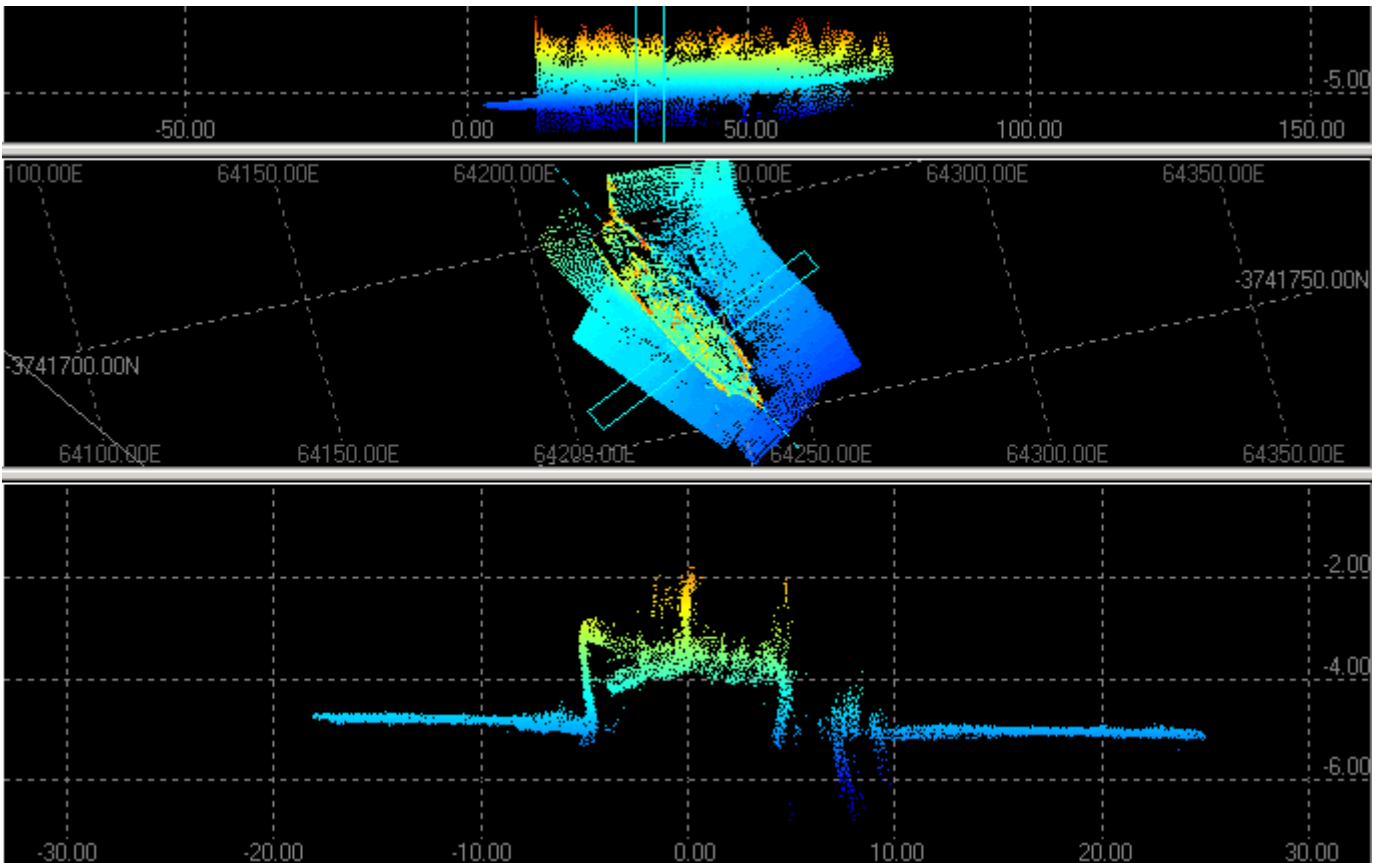




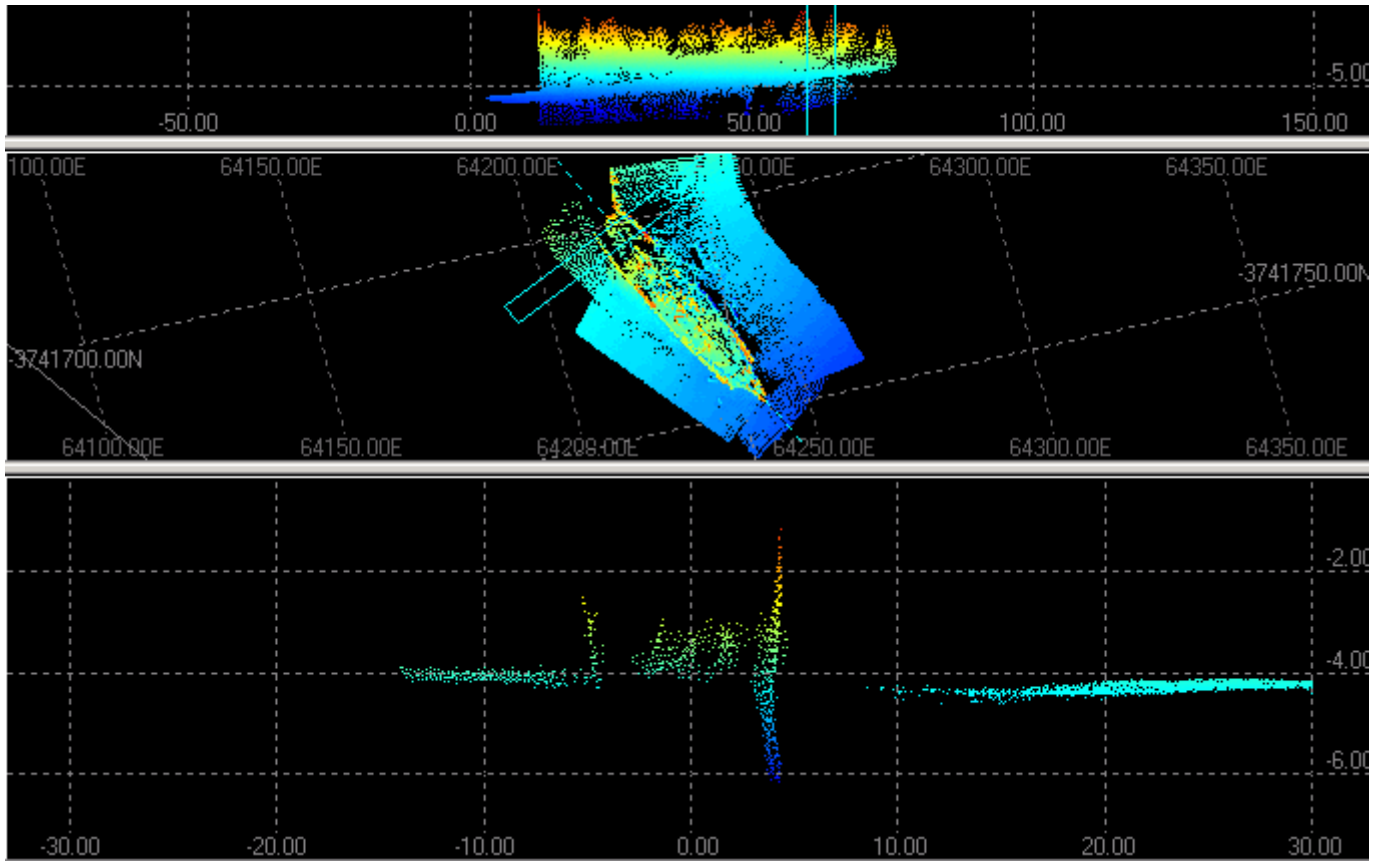
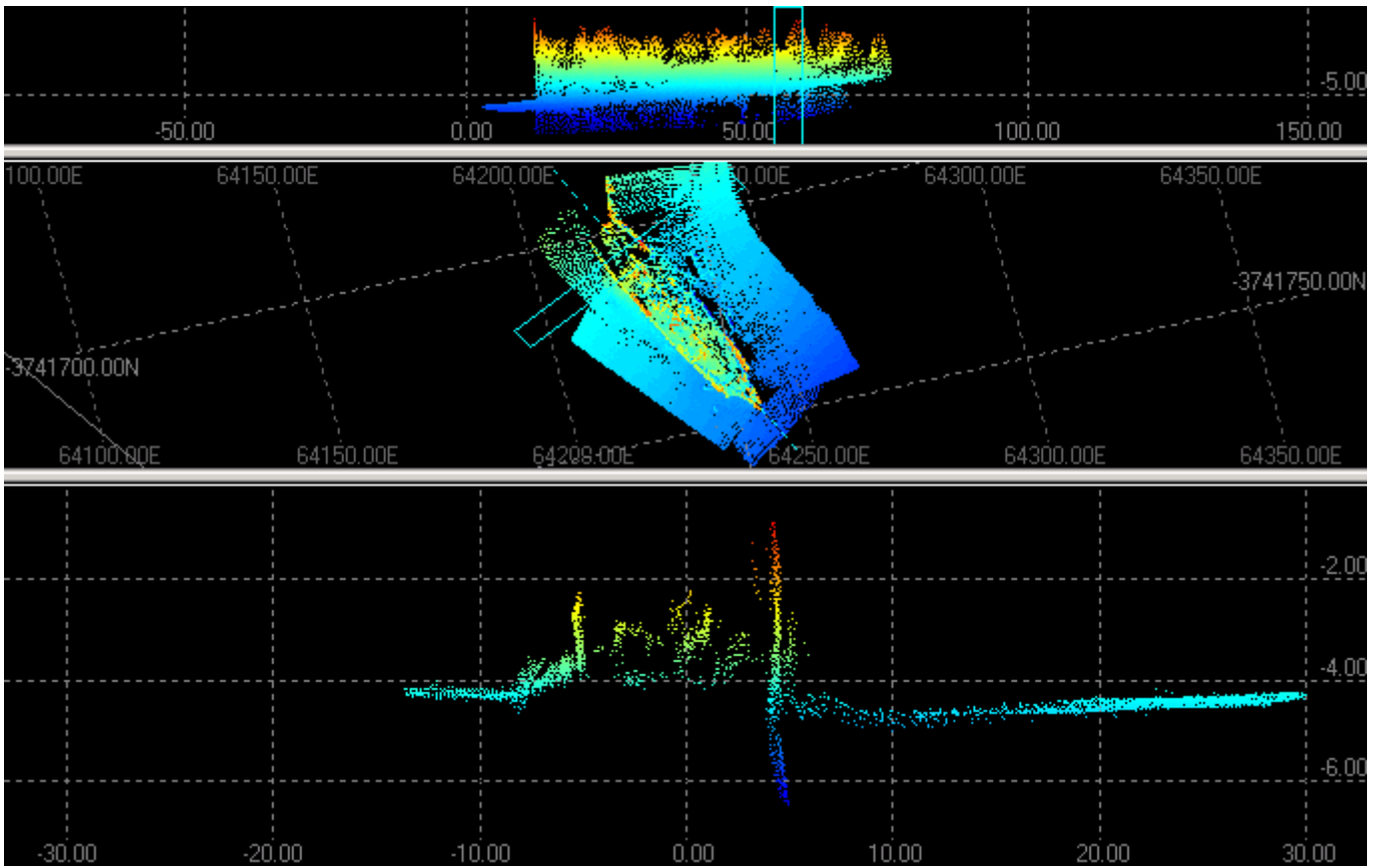


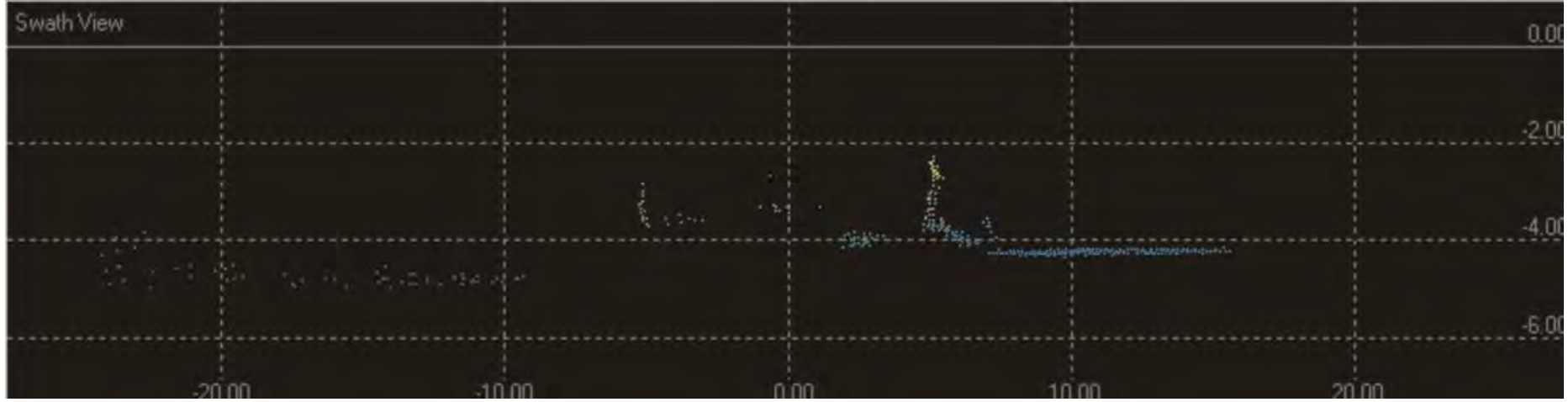
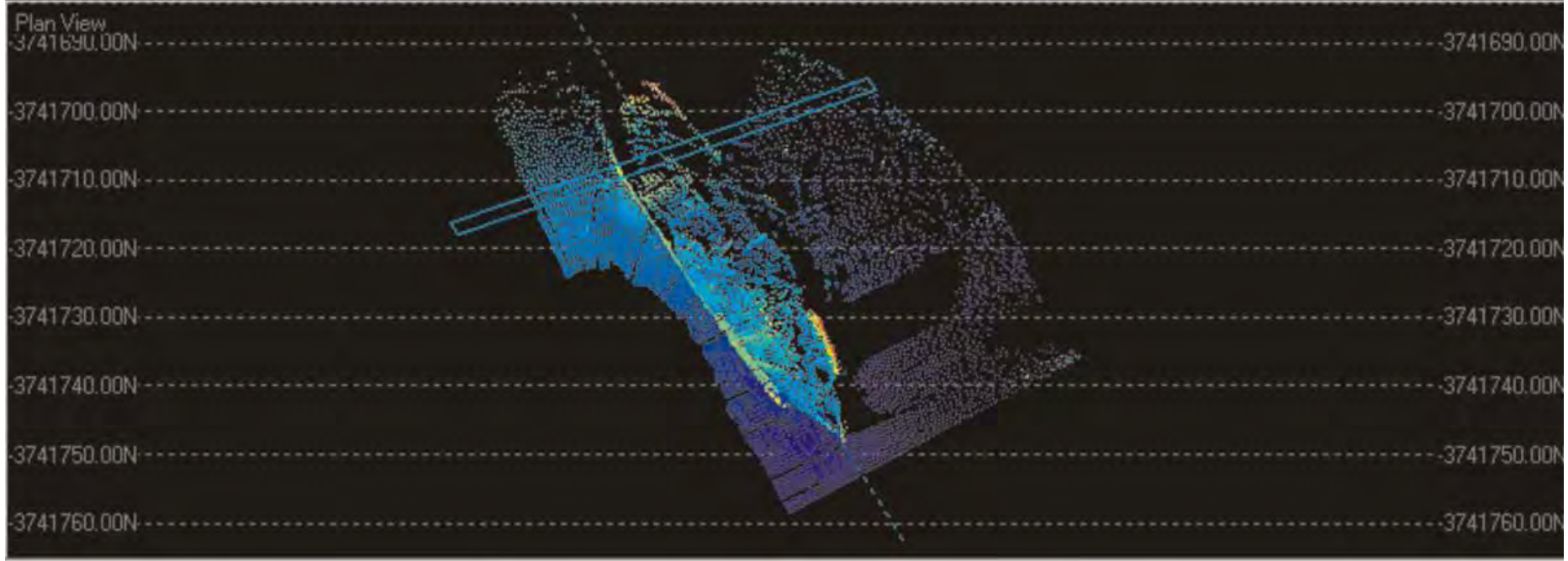
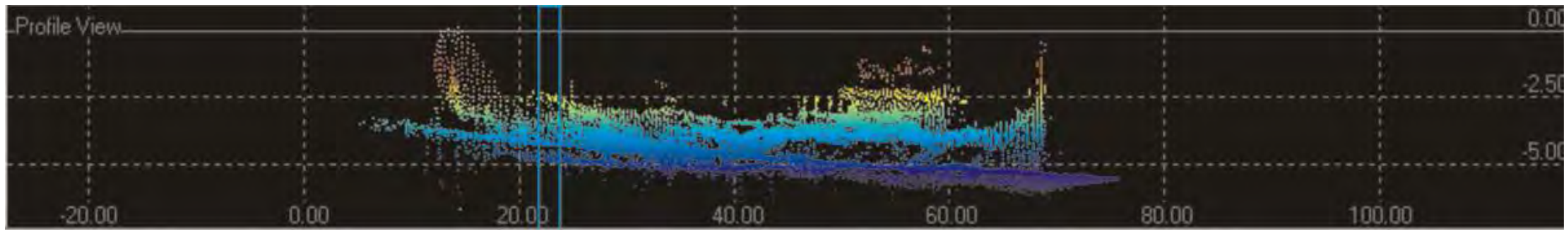


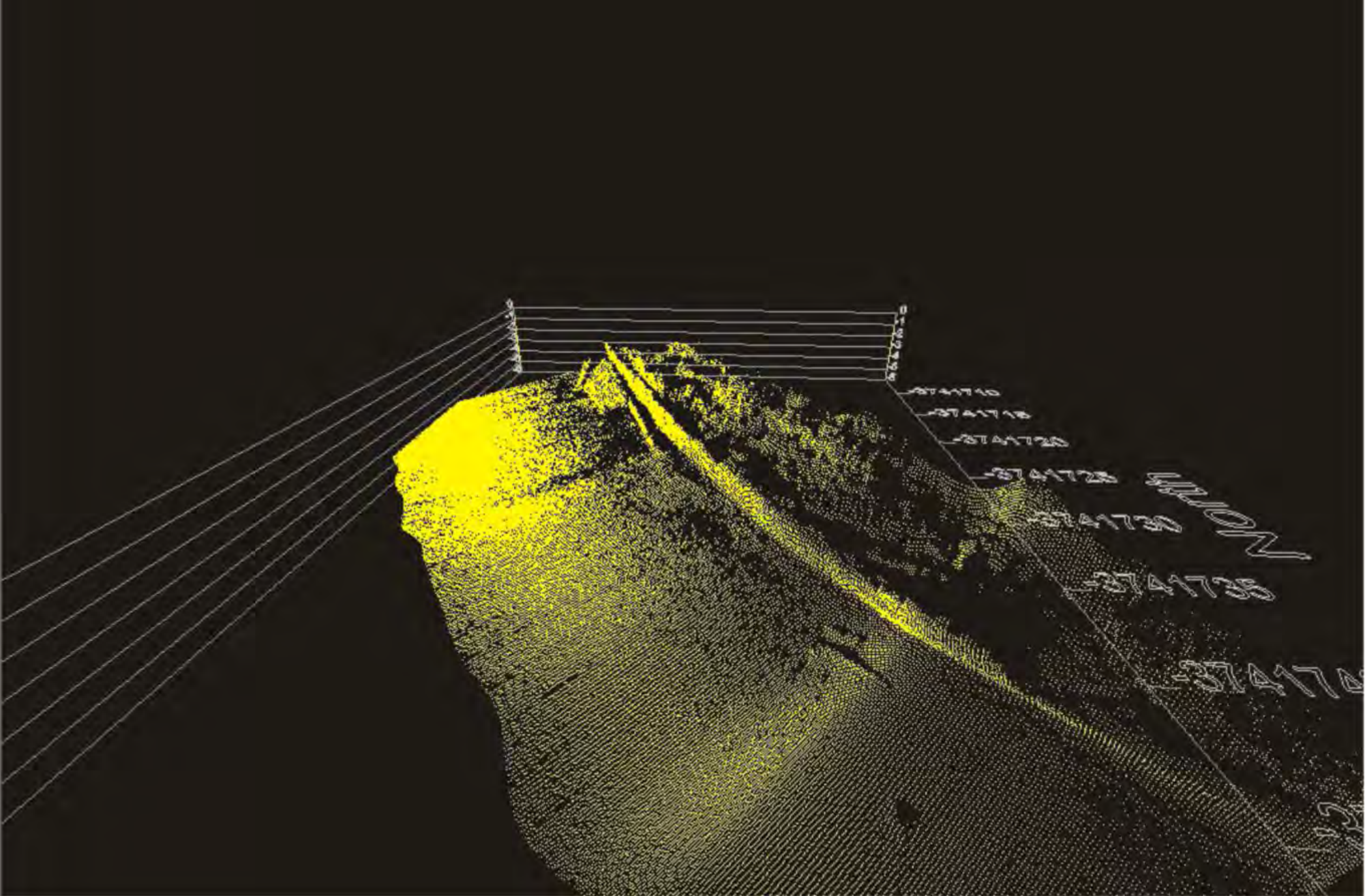




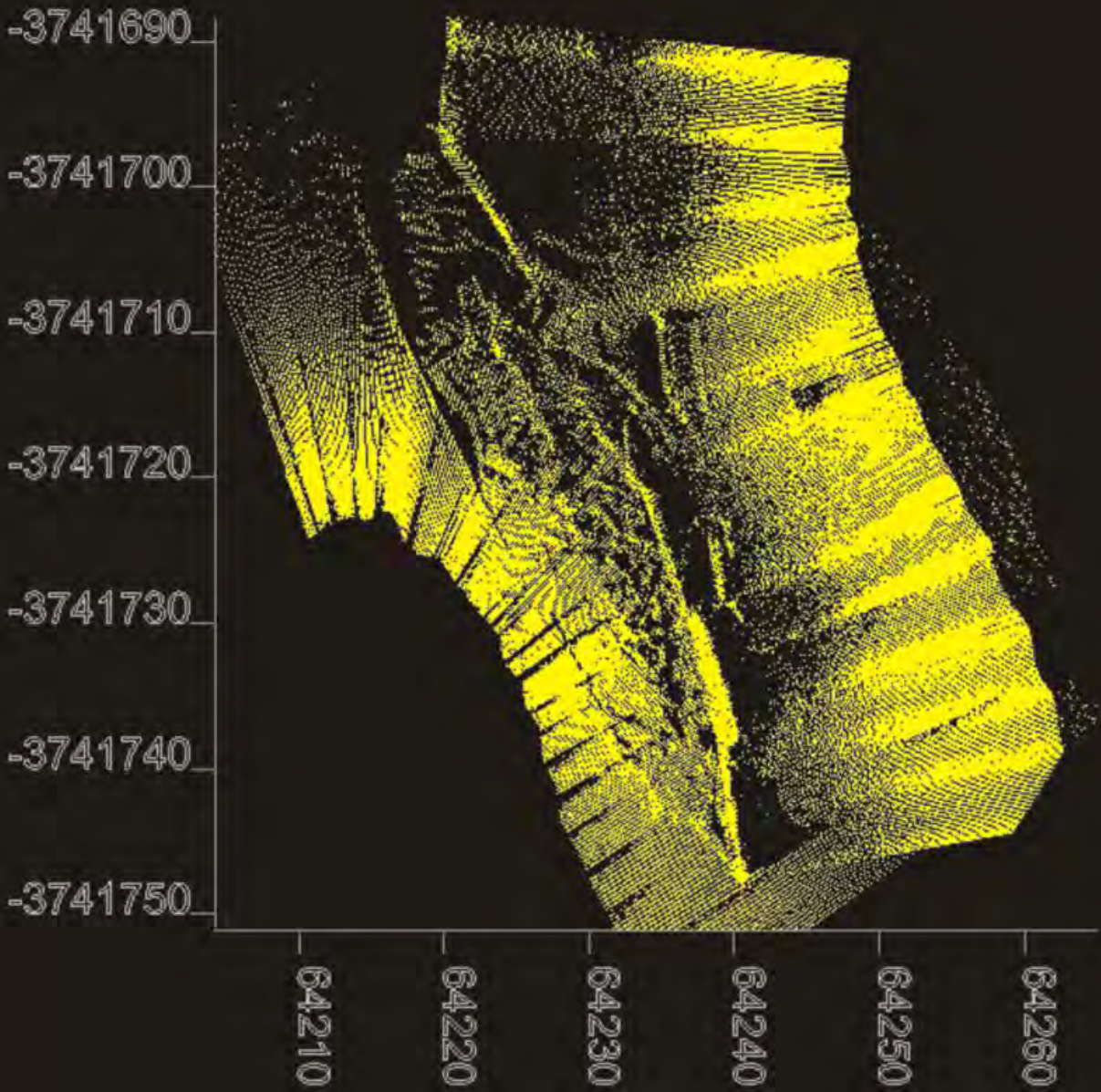


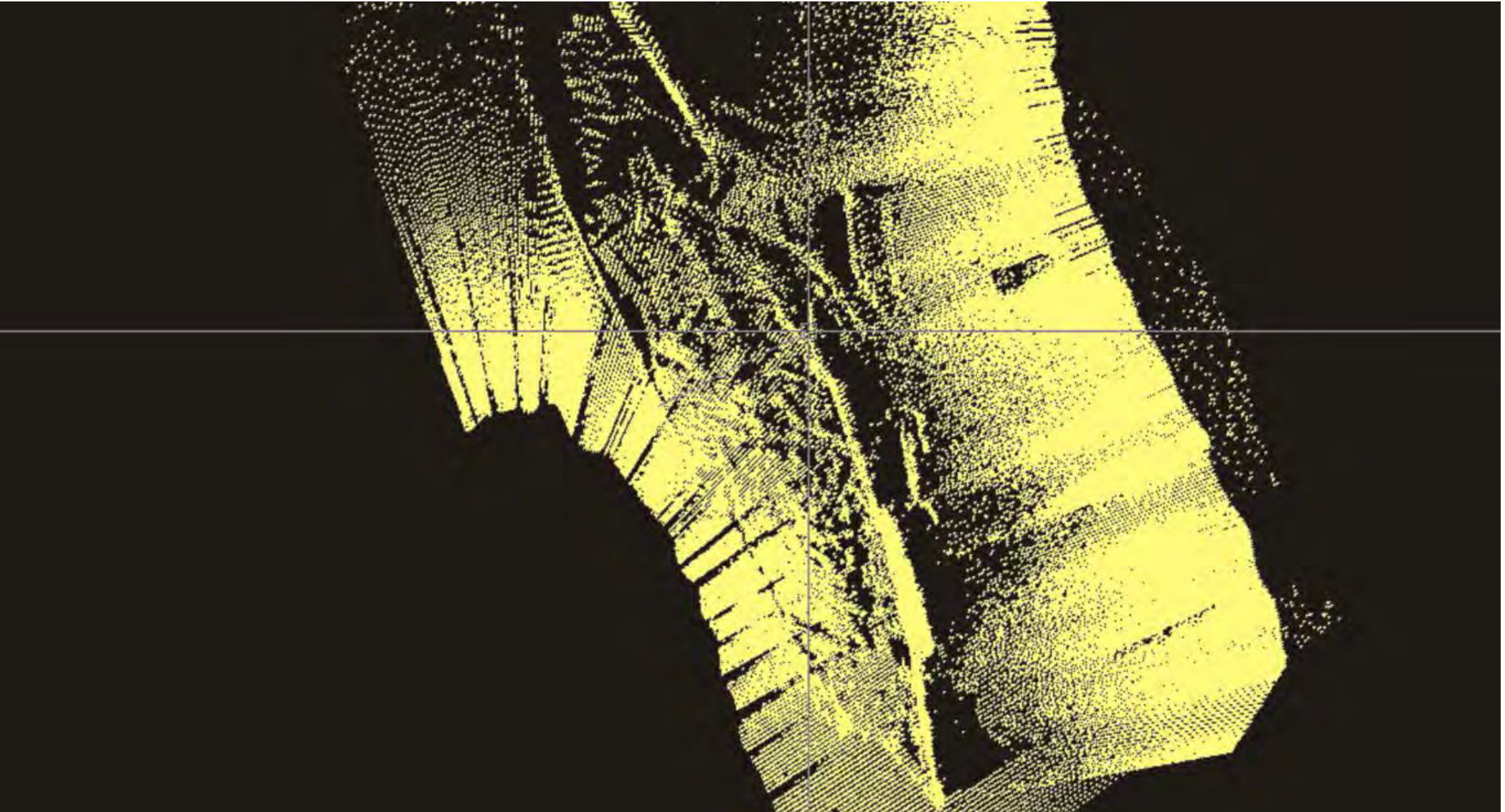


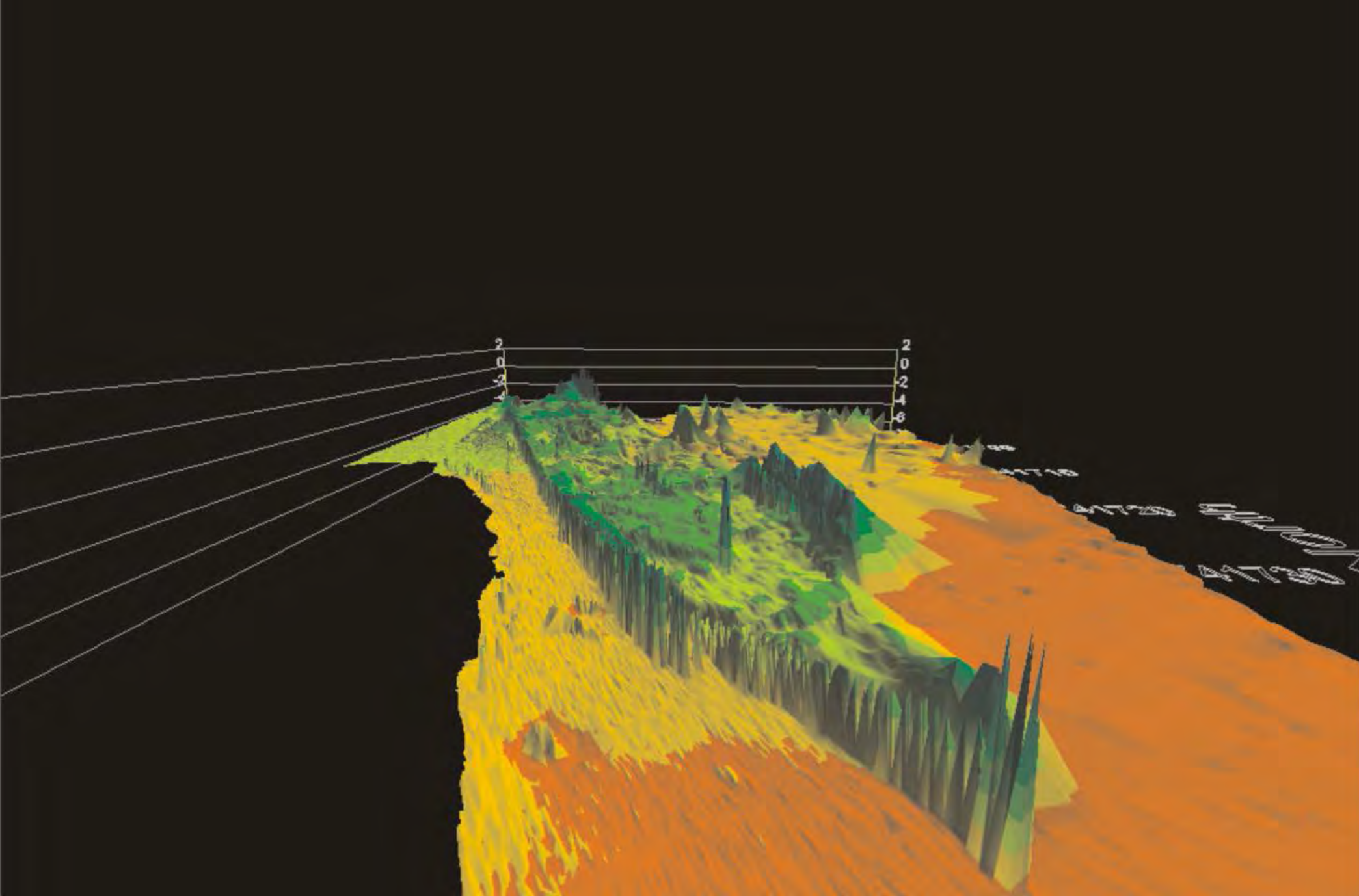


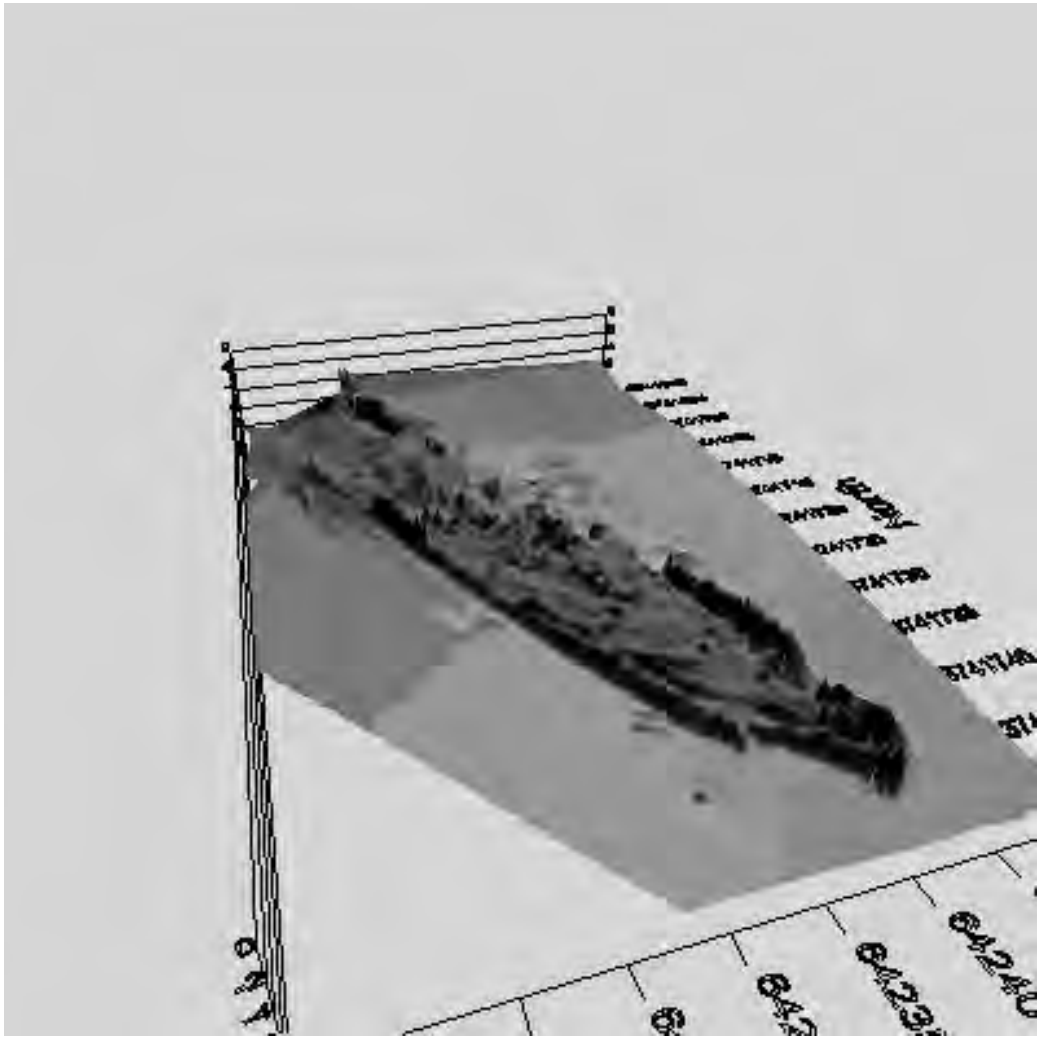
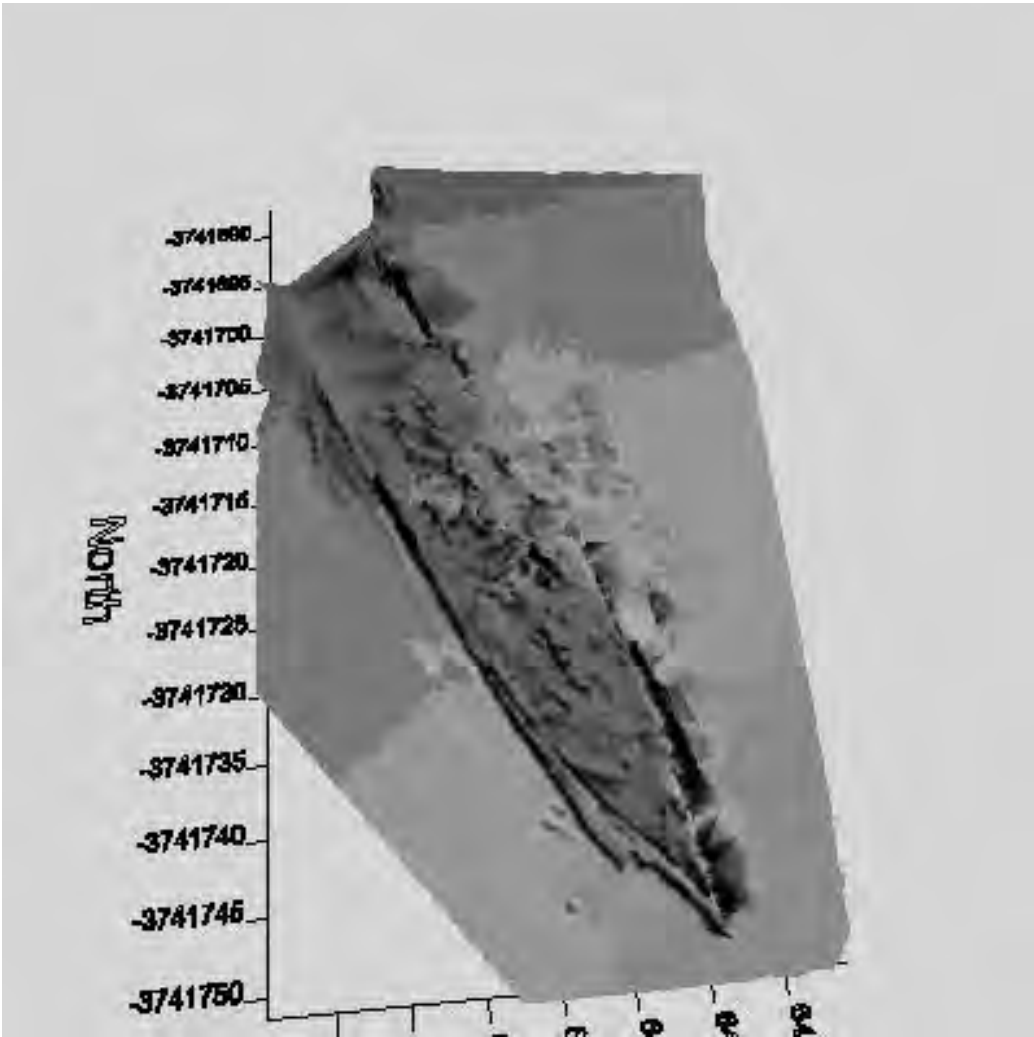


North



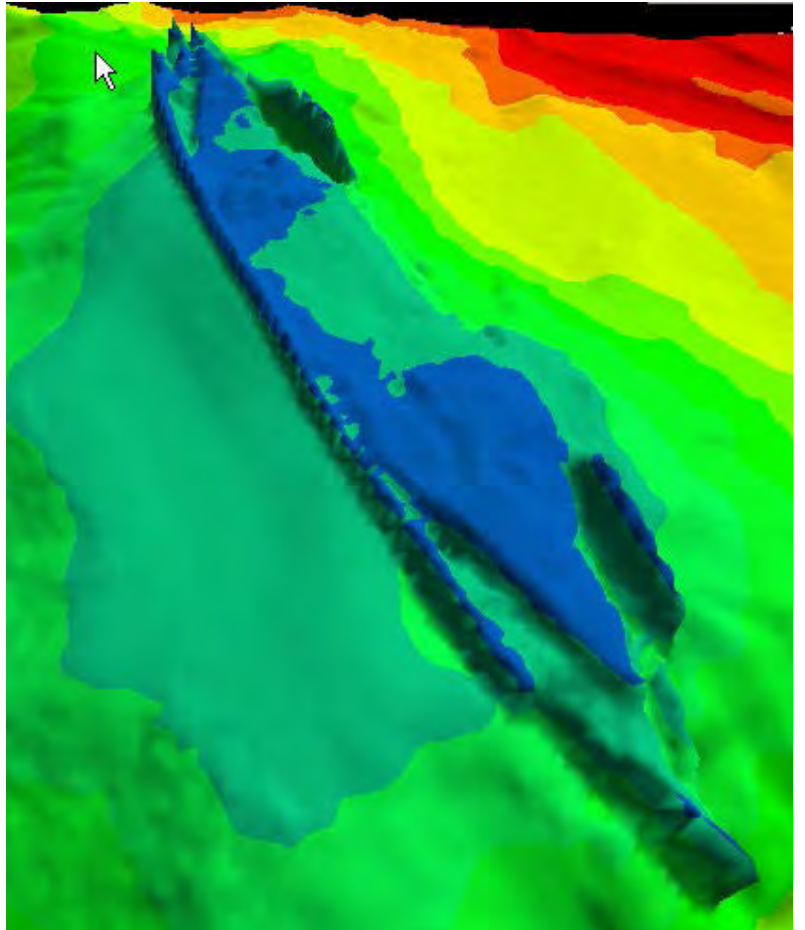
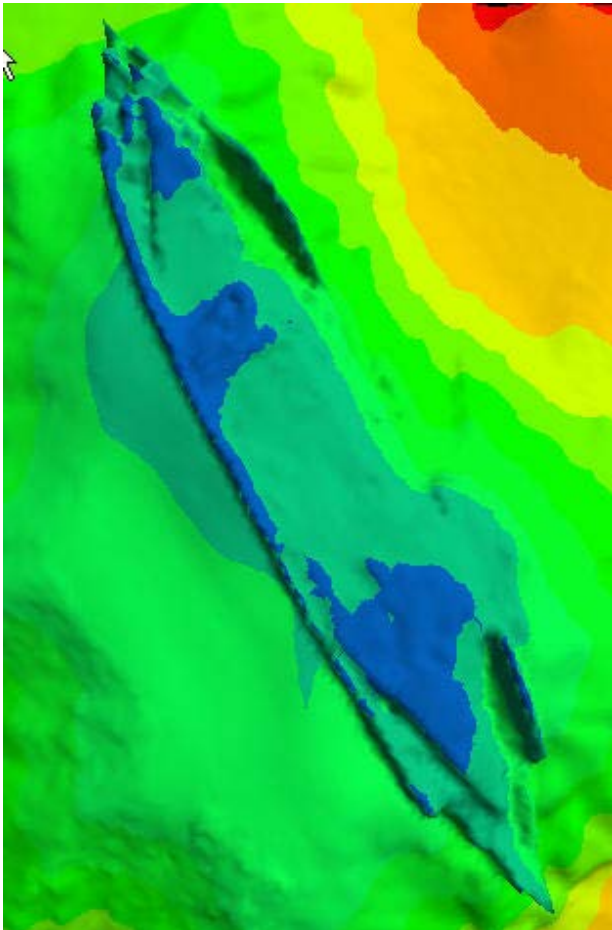
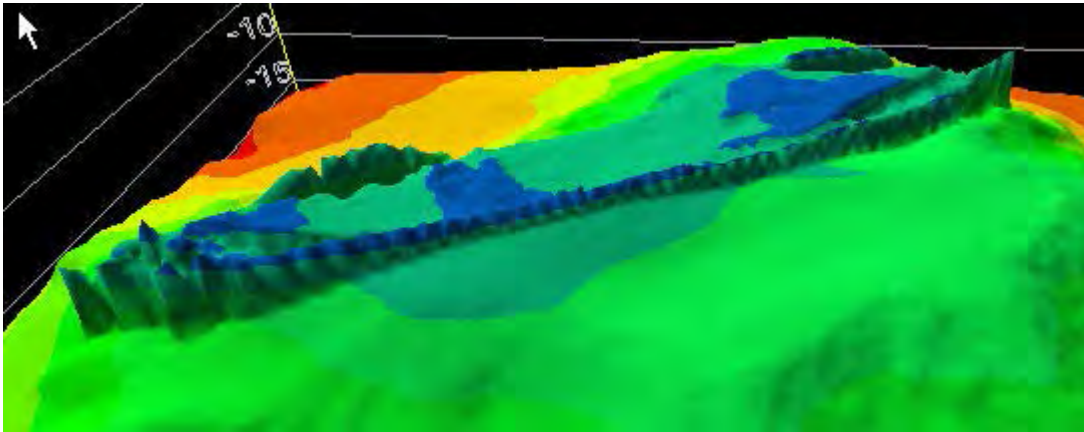
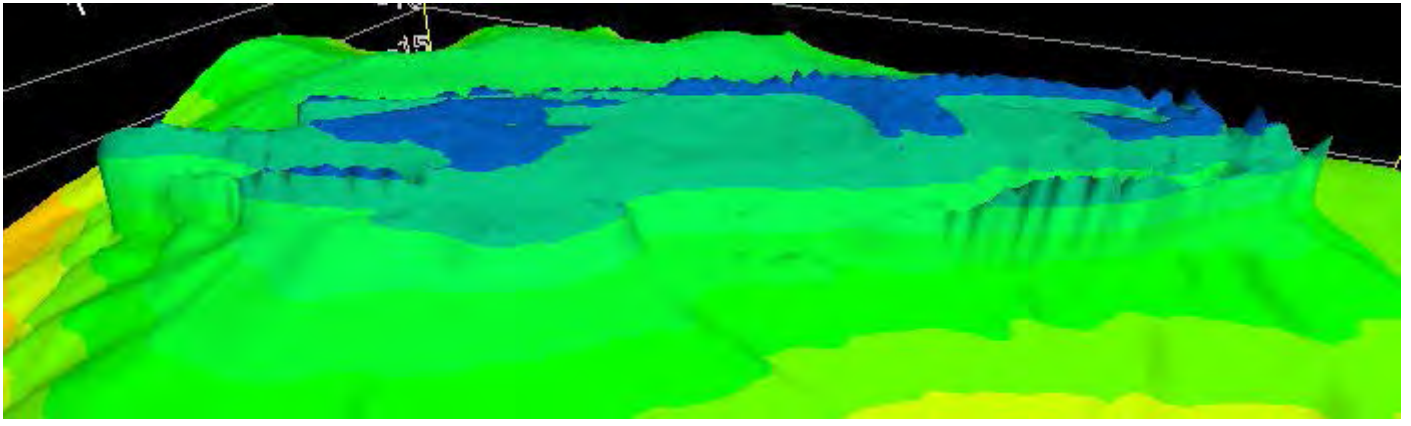


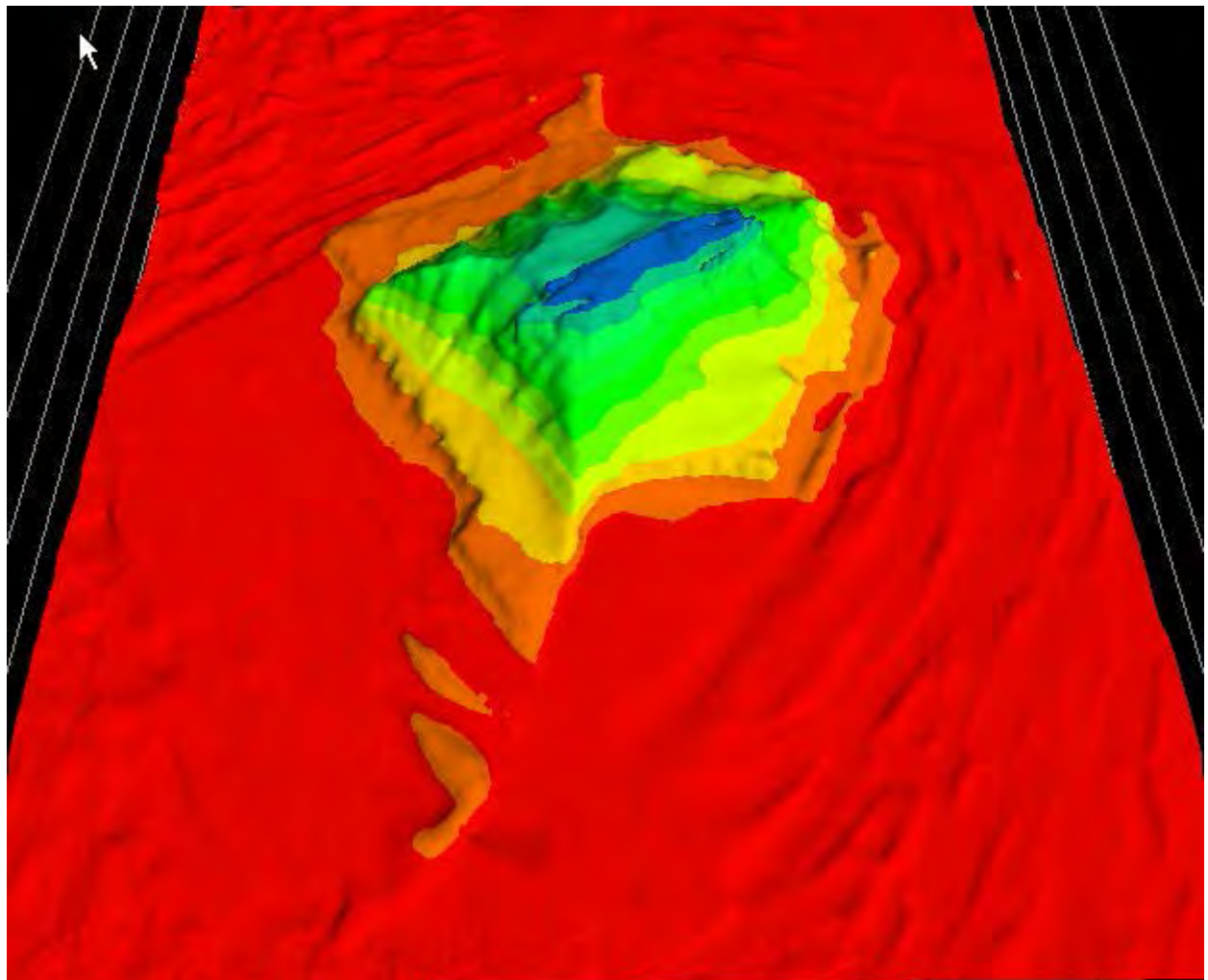
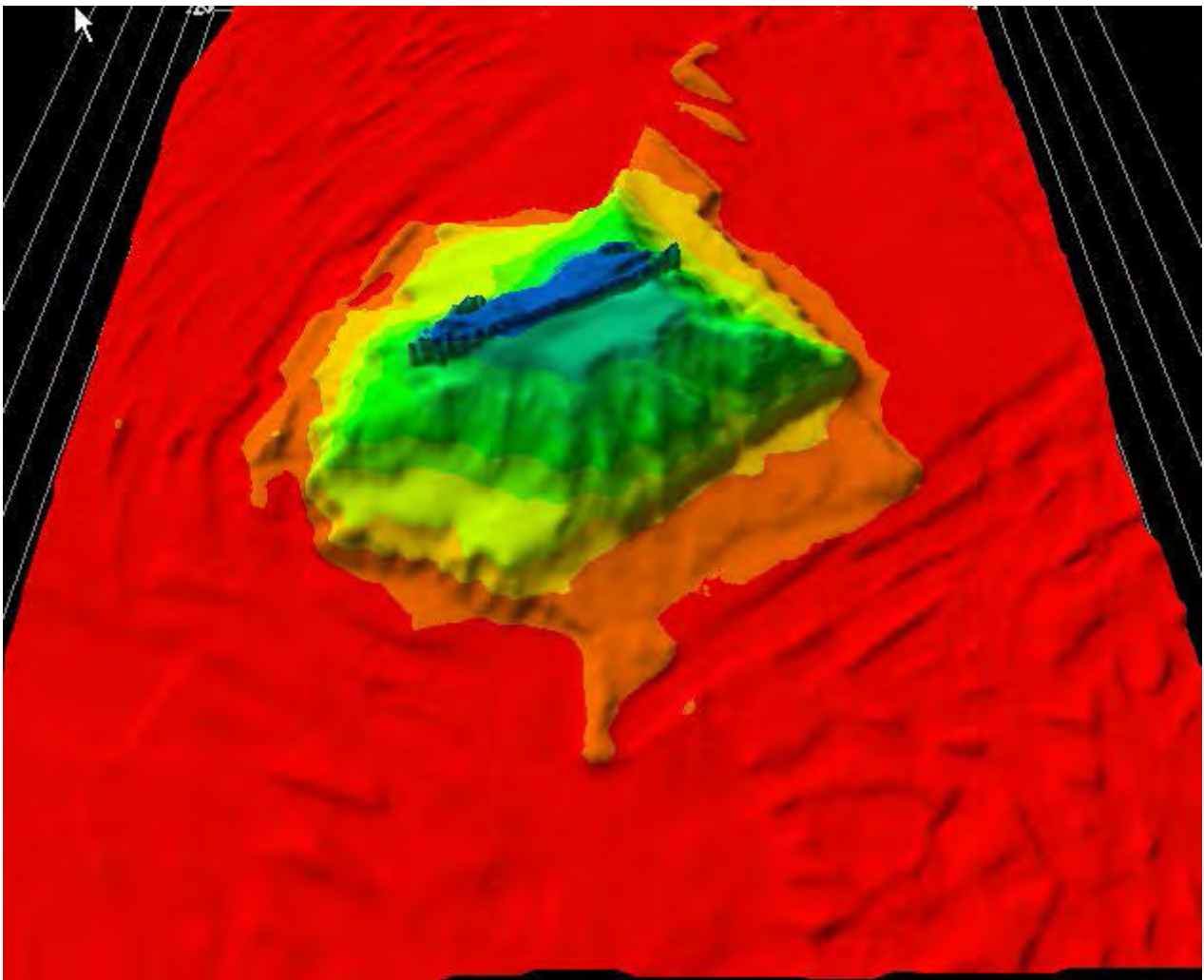


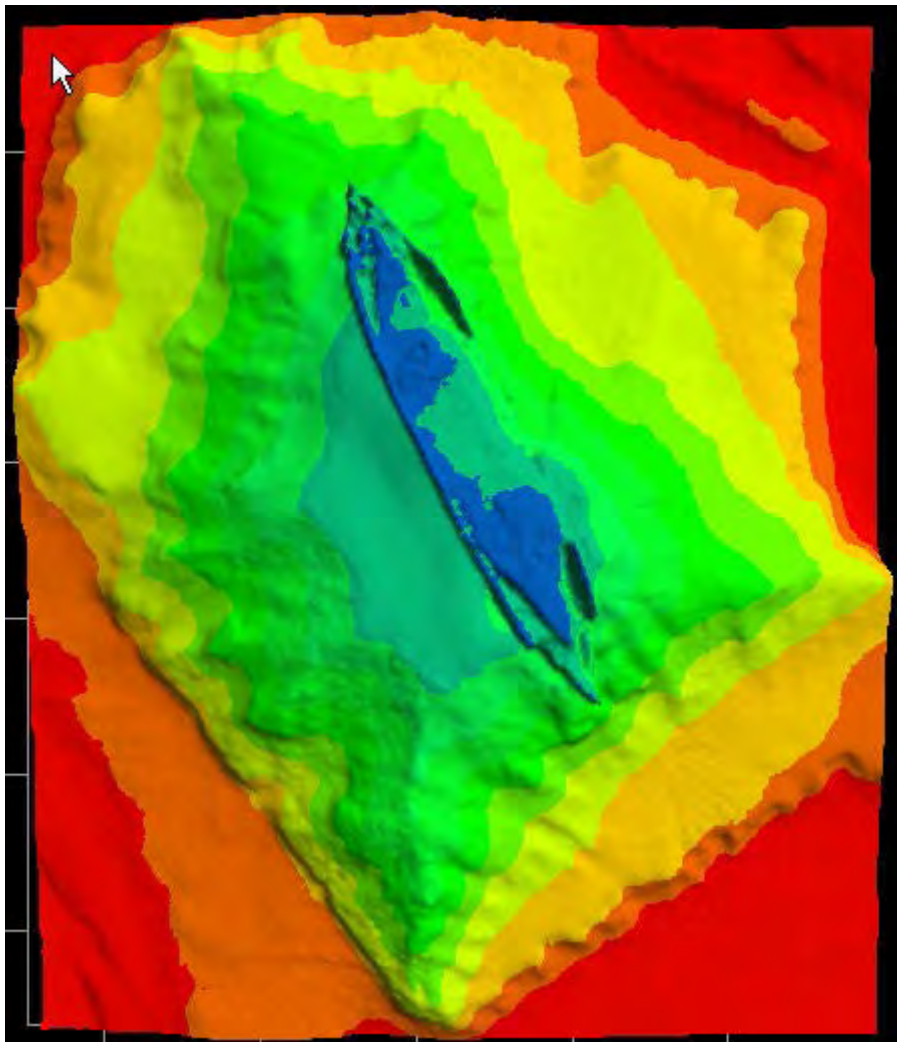
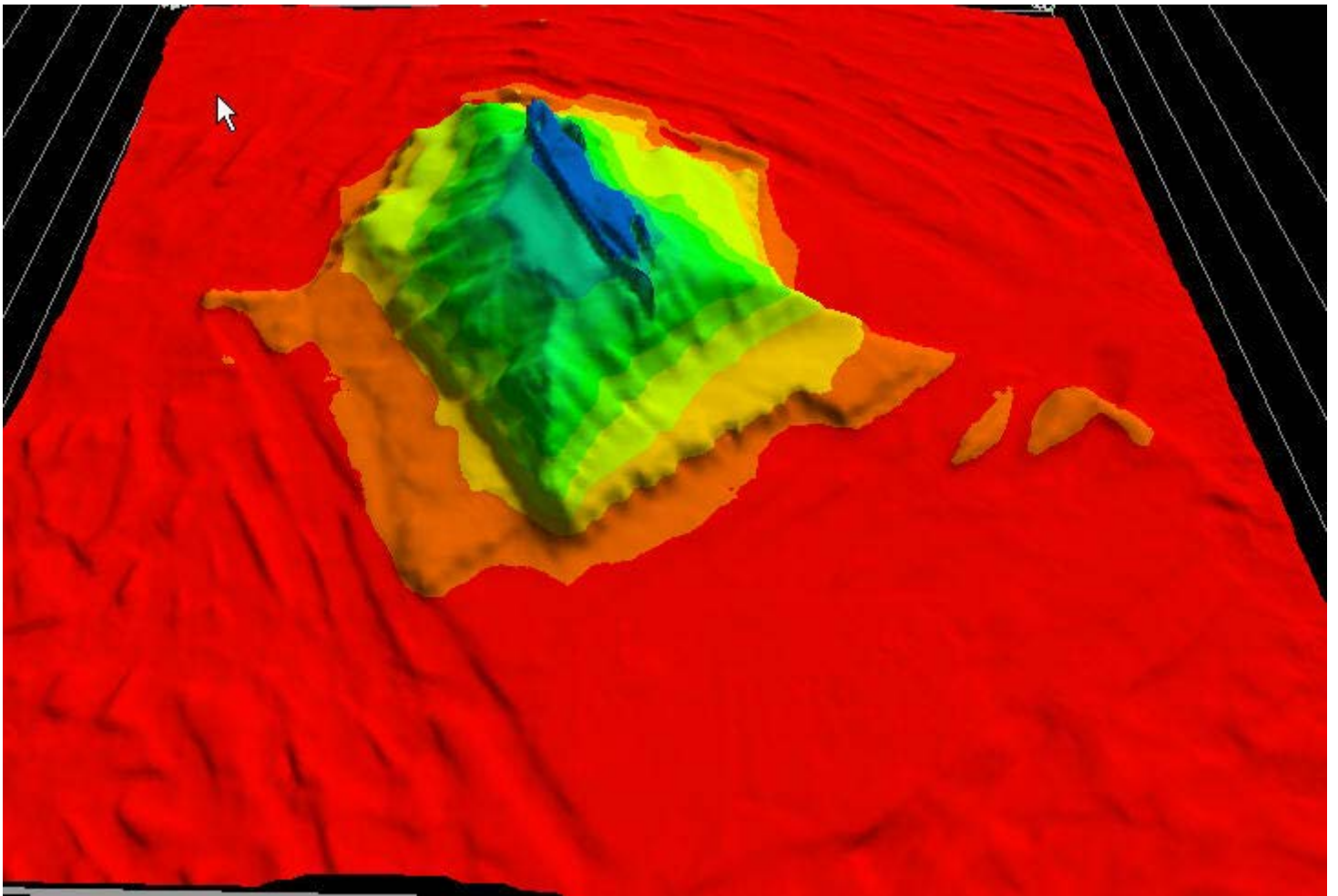


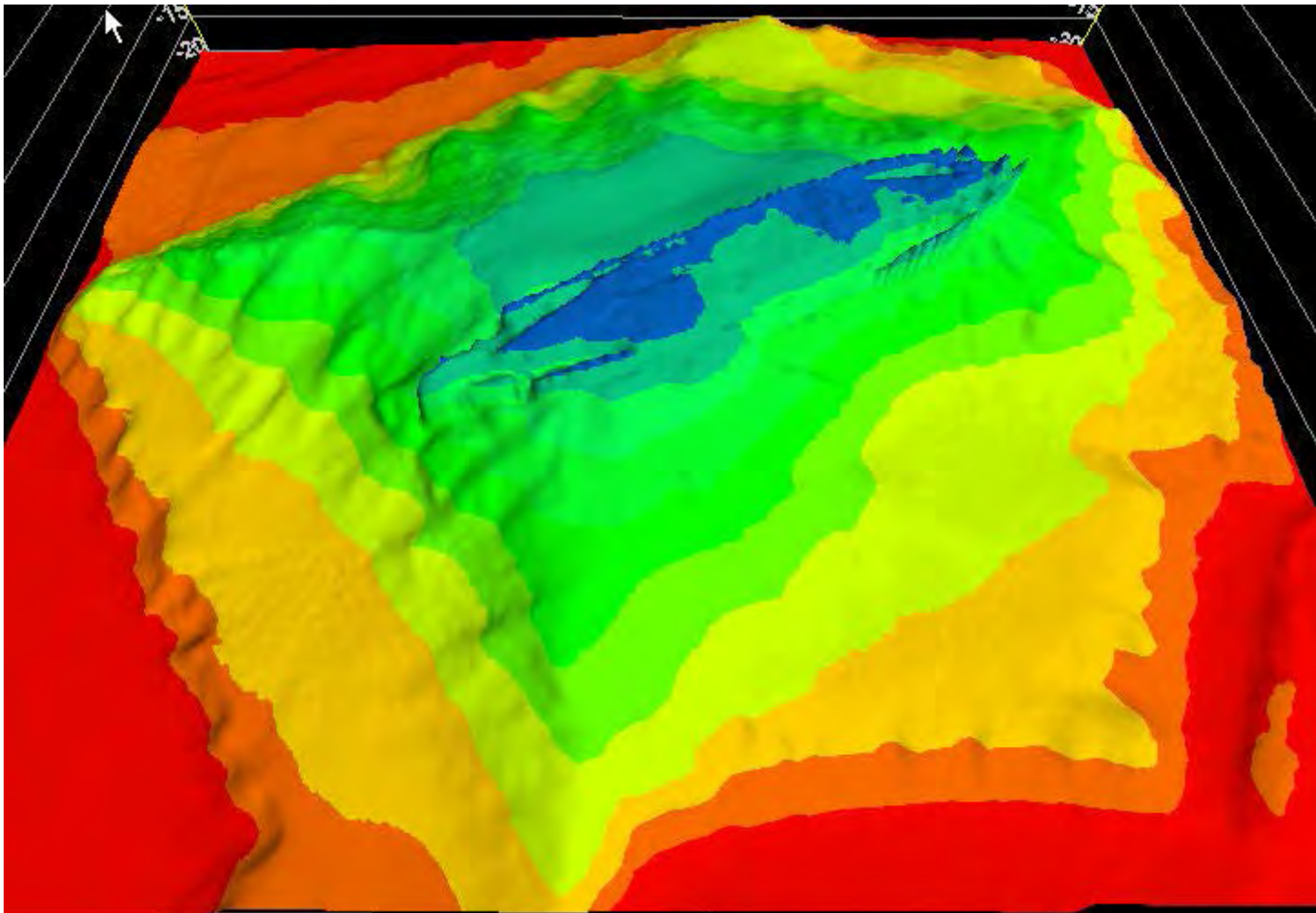
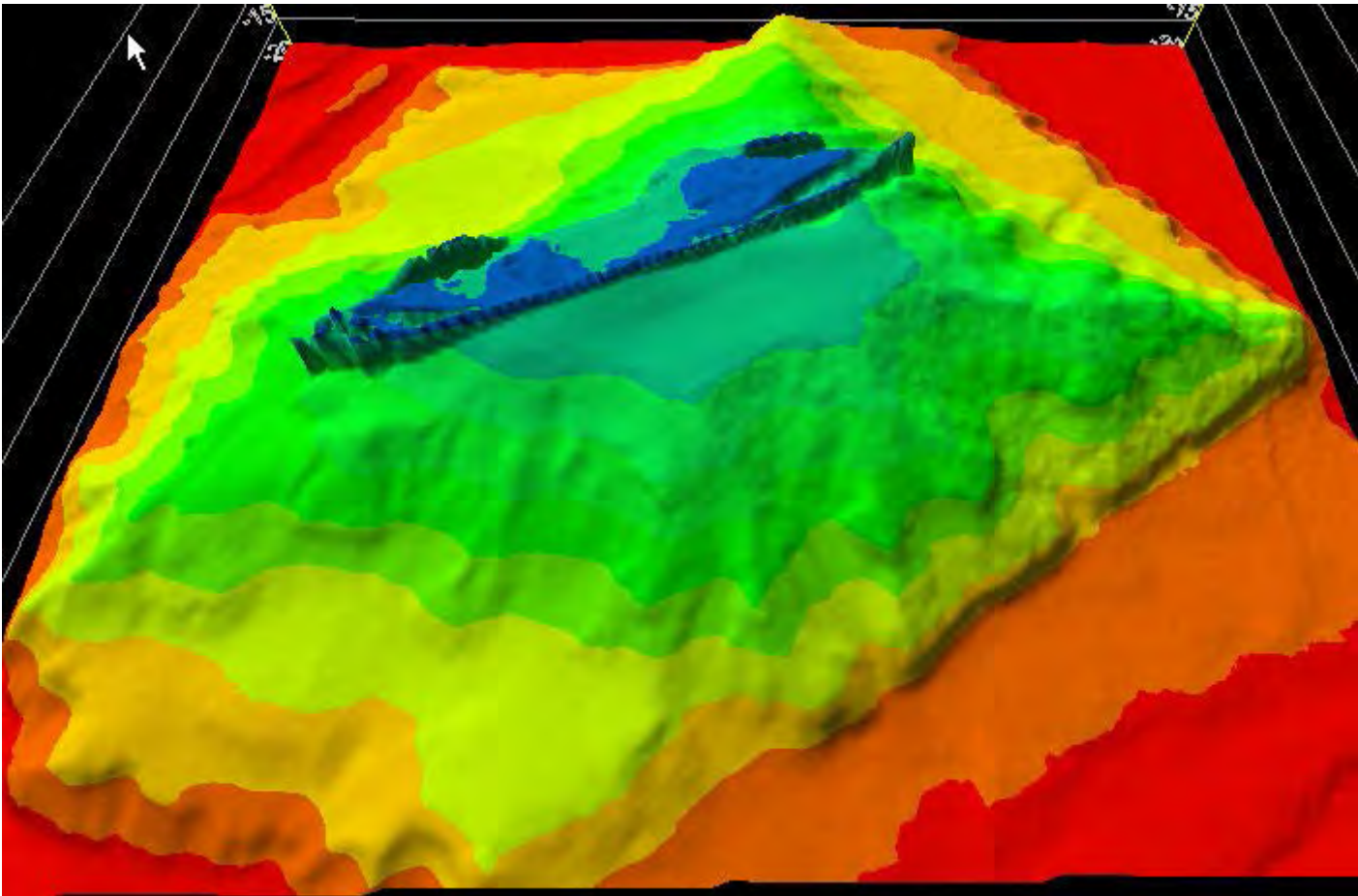
**2007**

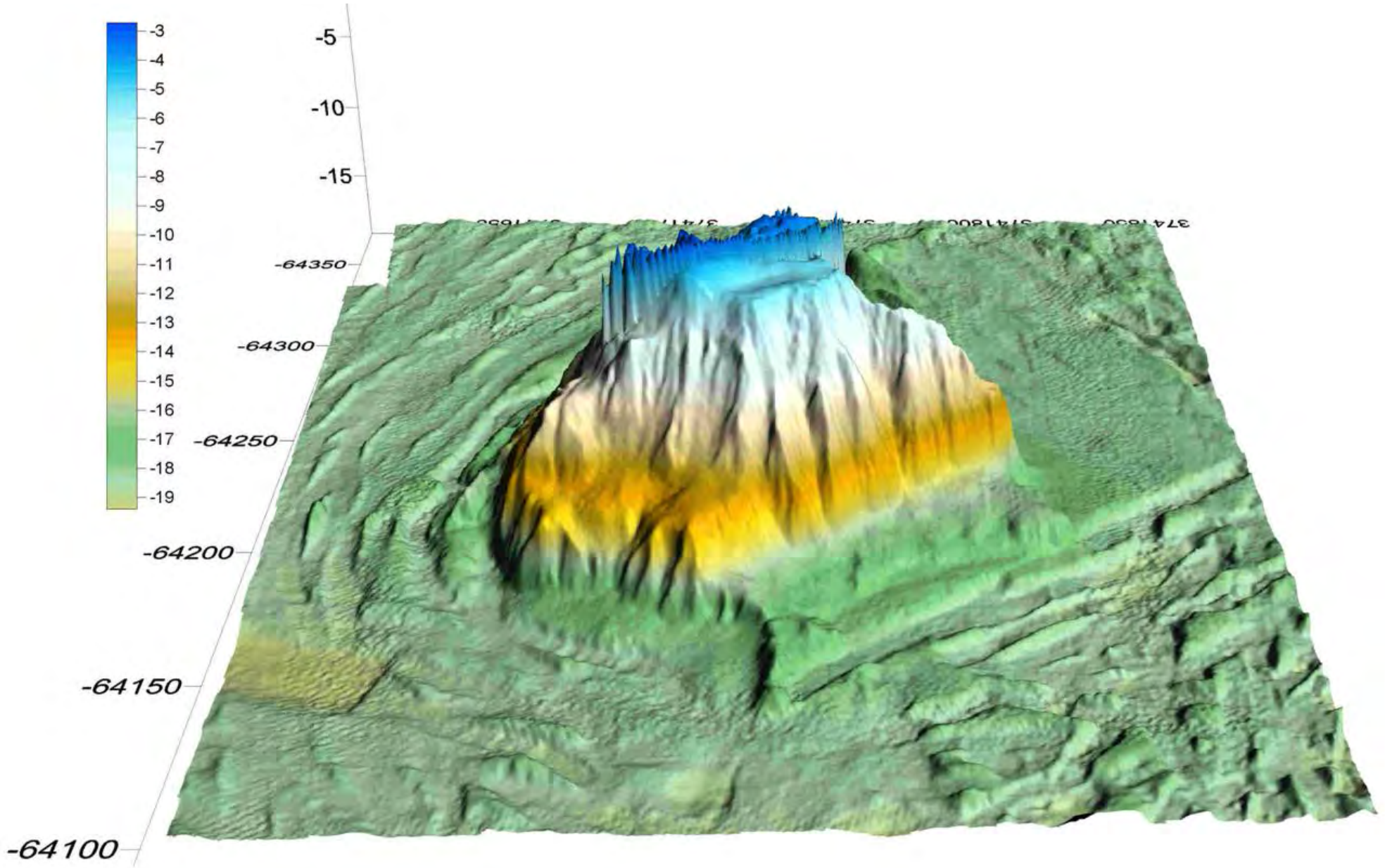


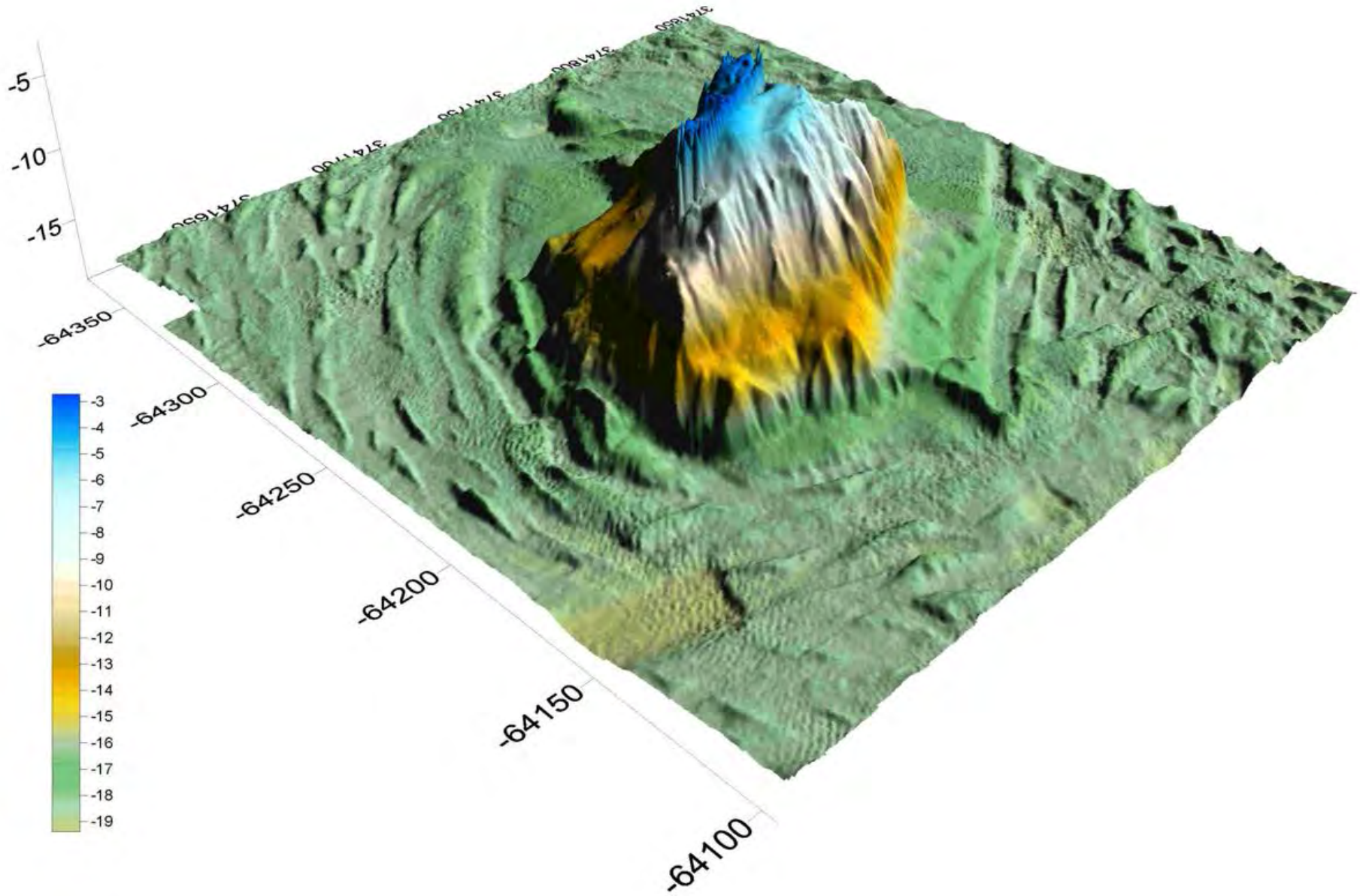


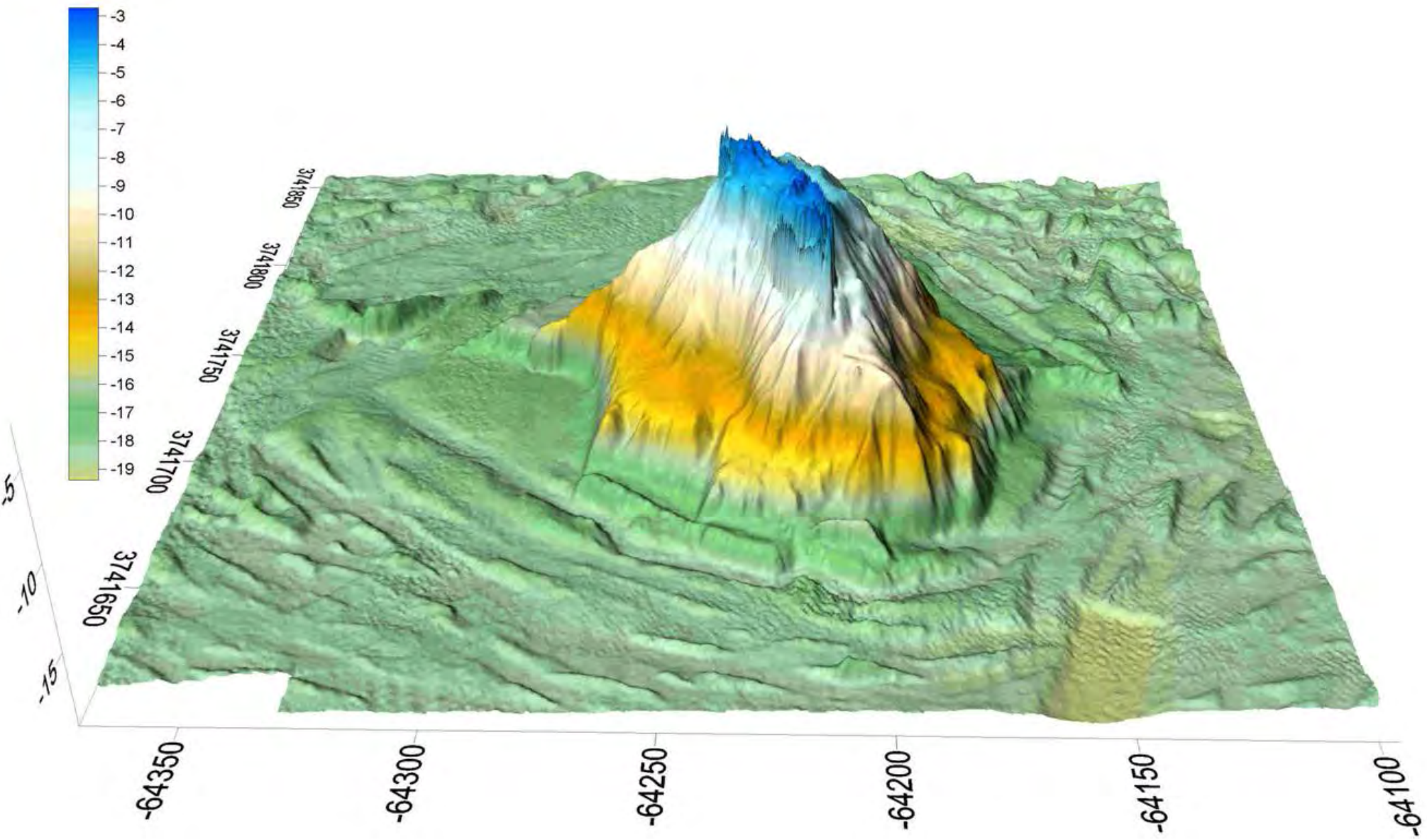


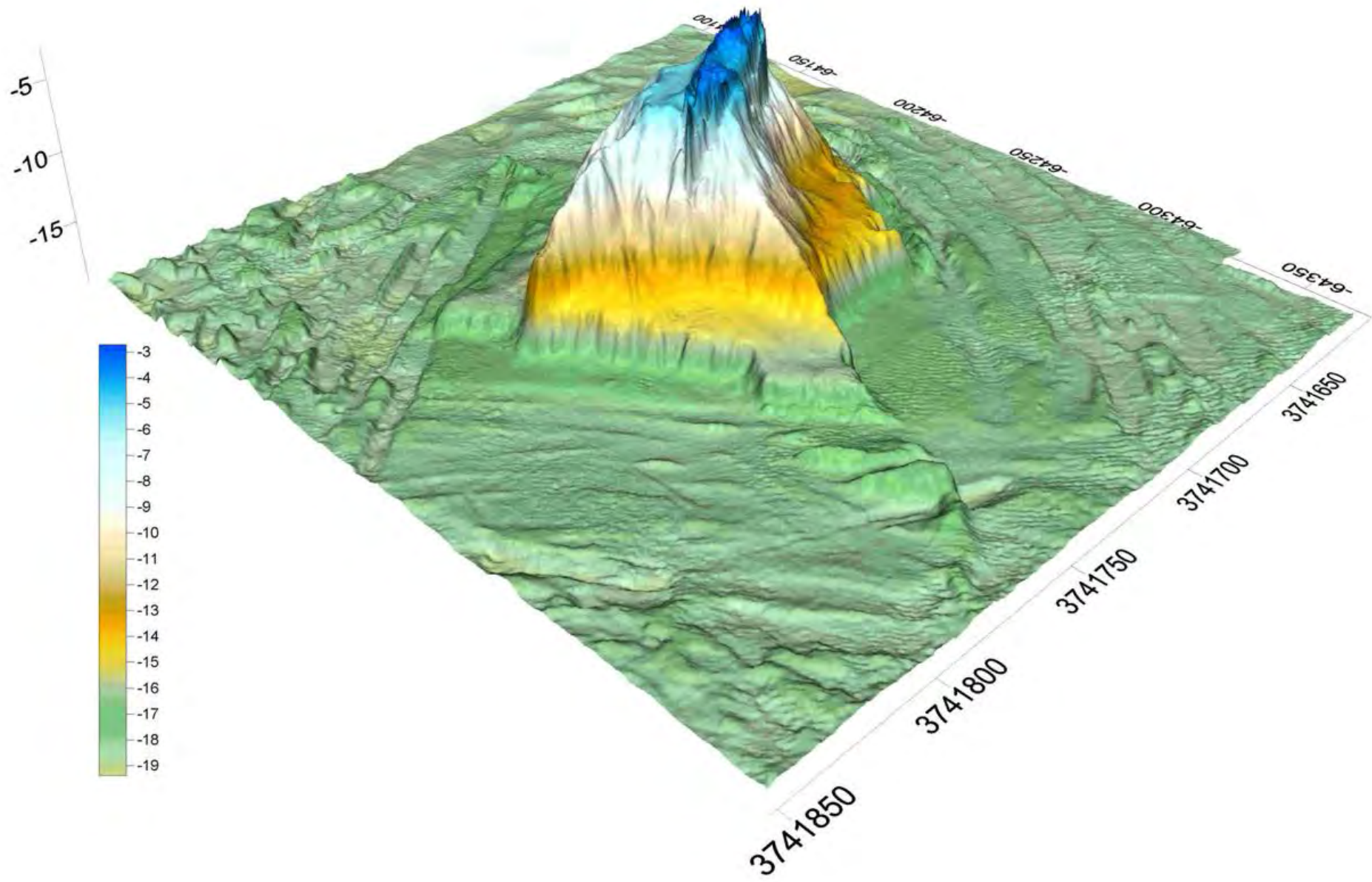








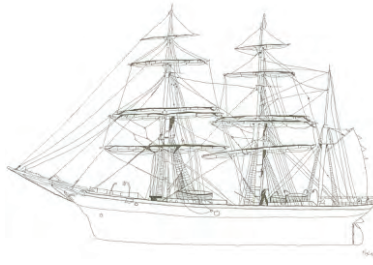








# Appendix F



## Subtech Blasting Reports

Blast 1: Pre and post-blast report

Blast 2: Pre-blast report

Blast 2: Post-blast report

Blast 3: Pre-blast report

Blast 3: Post-blast report

Weekly report 26-01-2008 - 01-02-2008

Blast 4: Pre-blast report

Blast 4: Post-blast report

Weekly report 02-02-2008 - 08-02-2008

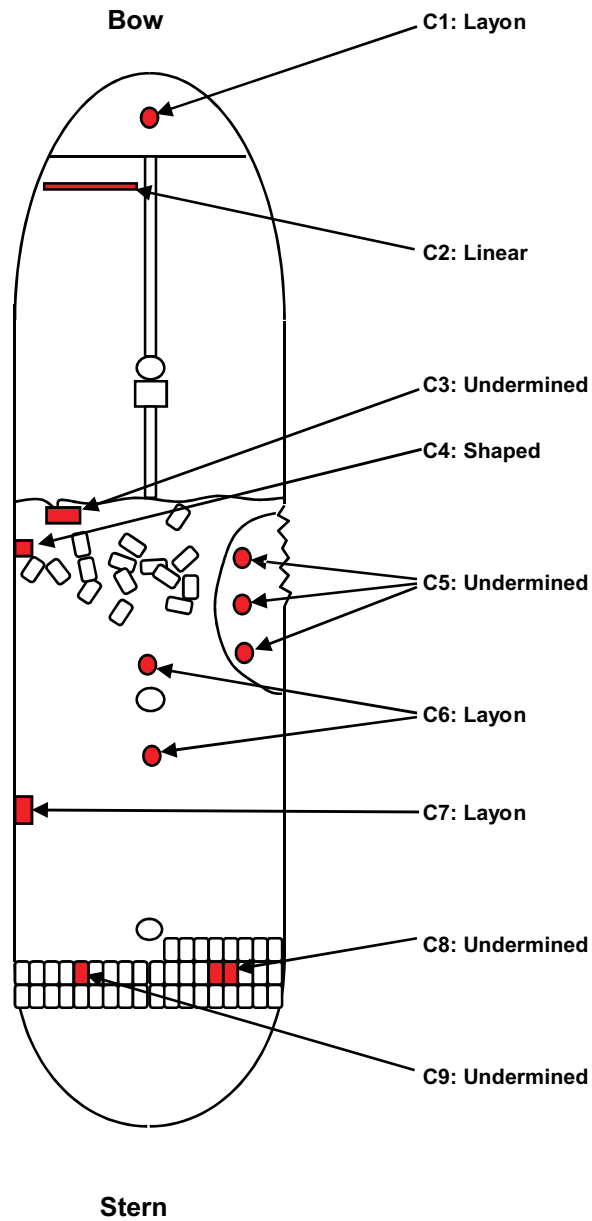
Blast 5: Pre-blast report


Blast 5: Post-blast report

Weekly report 09-02-2008 - 15-02-2008

Blast 6: Post-blast report

**County of Pembroke**  
Test blast



BLASTING REPORT FOR COEGA WRECK REMOVAL		
SITE MANAGER: NEIL MYBURG		
BLAST 2	CONTRACT NUMBER: CIV 07/009	PAGE: 1 OF 1

16<sup>th</sup> November 2007

**Pre blasting:**

**General:**

From our results in the test blasting it was found that the best results were where the charges were placed underneath the hull of the vessel.

We have now managed to air lance 160mm pipes of 3m in length underneath and alongside the hull of the vessel. On surface 110mm PVC pipes of 3m length will be filled with the explosive gel and sent to the diver who will basically slide the 110mm into the already laid 160mm. Average weight of 15-17 kgs per 3m length is expected.

On the previous blast the quay structure felt a PPV of 22.69mm/s without any relays. For the second blast relays will be used to keep the PPV under the allowable of 50mm/s. A total of 12 160mm pipes have been laid prior to Monday's blast.


**Safety and environmental**

All activities will be carried out in the safest manner possible.

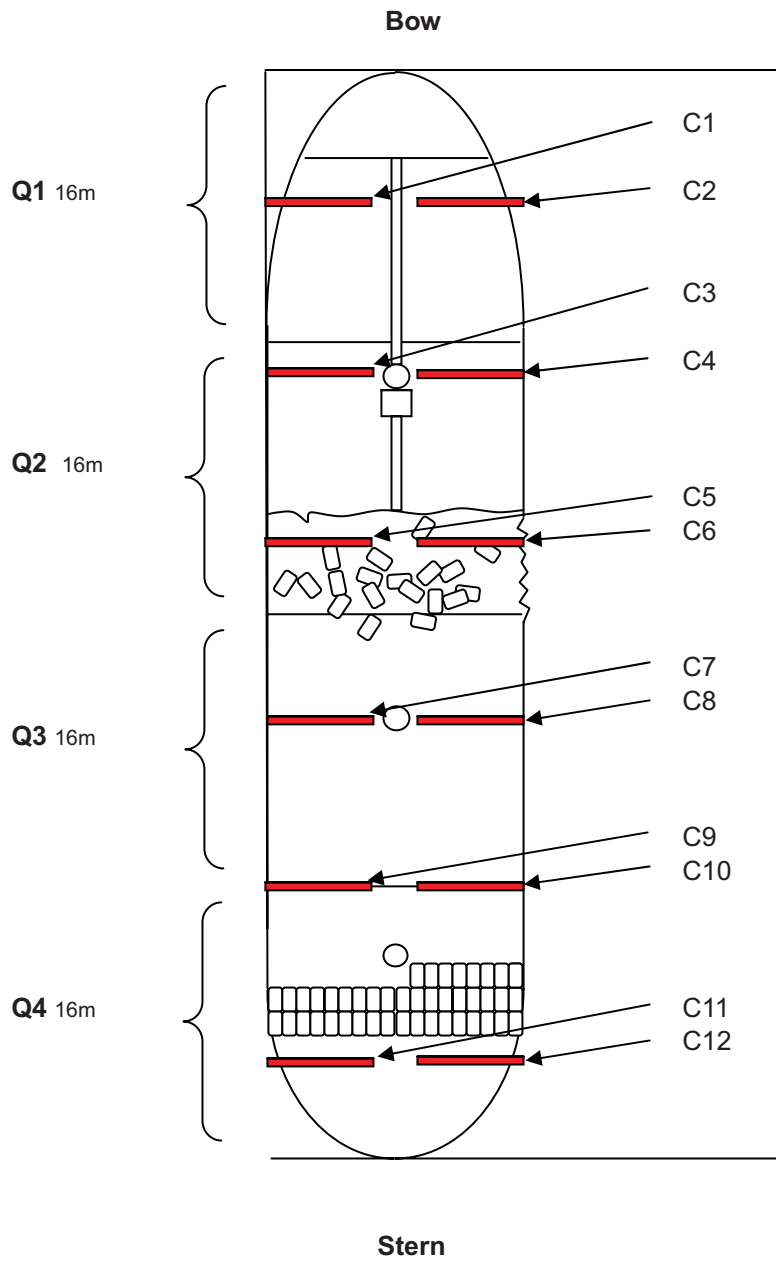
All environmental polices and procedures will be followed with the exception of the bubble curtain.


**N.Myburg**

**15-11-2007**

<b>BLASTING REPORT FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>BLAST 2</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 1 OF 1</b>

**County of Pembroke**



BLASTING REPORT FOR COEGA WRECK REMOVAL		
SITE MANAGER: NEIL MYBURG		
BLAST 2	CONTRACT NUMBER: CIV 07/009	PAGE: 1 OF 1

20<sup>th</sup> November 2007

**Post blasting:**

**Results from Blasting:**

Prior to the blast adjustments had to be made to our explosives to suit the conditions. Instead of 3m sticks they had to be shortened to 2m sticks. 4 of the PVC pipes could not be jetted deep enough on the bow so lay on charges were placed in their position as far under the hull as possible. A total of 14 charges were placed with 3 relays.

Divers Report from this mornings dive:

- ✘ The bow and the stern are still intact and in the same position.
- ✘ The mid section of the boat took the most impact. Both the side shells on the port and star board side are leaning at an angle outwards of the keel. There are clear rips in side shells where the explosives were laid.
- ✘ Barrels are found loose all over the wreckage.
- ✘ Pieces of plating and decking are also found all over the wreckage


**Safety and environmental**

I am pleased to report that no safety incidents occurred. All activities were carried out safely.

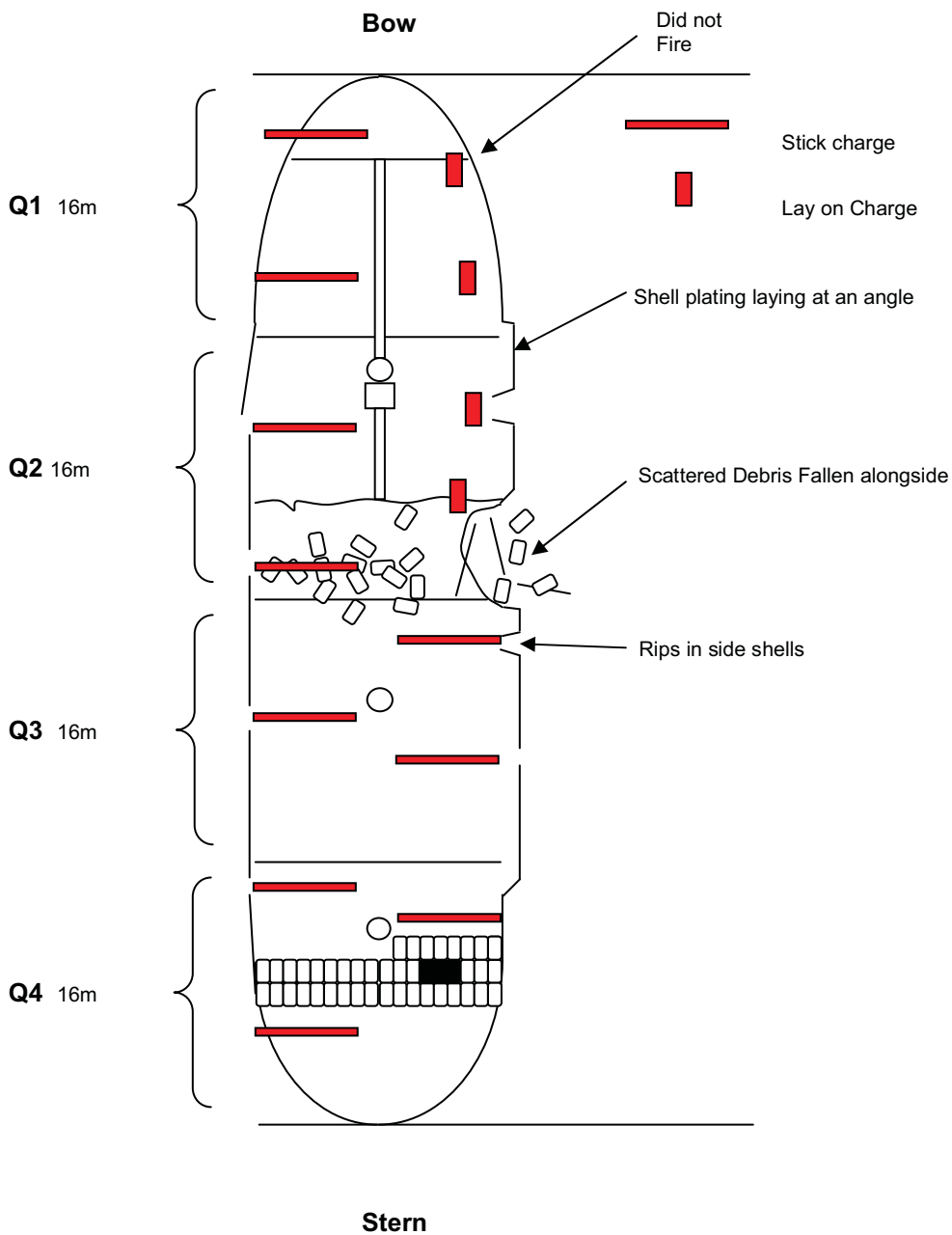
Unfortunately many fish were killed on the blast site. All fish were removed from the water and handed over to Bay world. No mammals were injured during the blast.


**N.Myburg**

**20-11-2007**

<b>BLASTING REPORT FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>BLAST 2</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 1 OF 1</b>

**County of Pembroke**



<b>BLASTING REPORT FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>BLAST 3 rev 1</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 1 OF 1</b>

27<sup>th</sup> November 2007

**Pre blasting:**

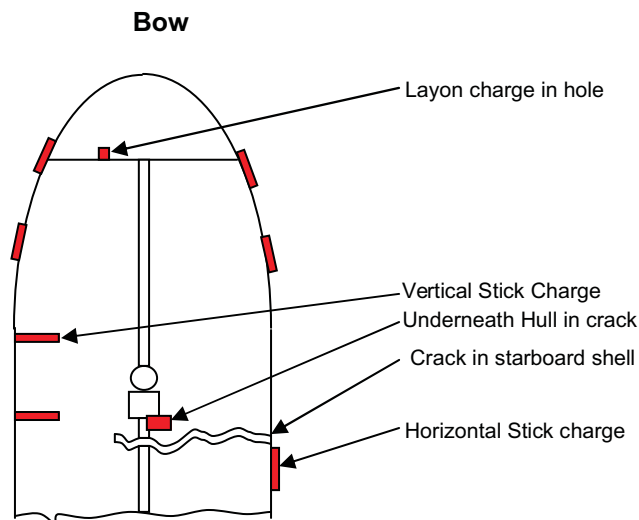
**General:**

Before dredging and preparing bow for layflat hose and inspection was done by one of the supervisors. He found a crack on the starboard side running from the top of the shell all the way to the I beam in the center of the hull. Due to safety reasons divers will not be able to dredge the front section of the bow to install the layflat hose. Instead it would be worthwhile to place explosives inside the crack and alongside the hull to get the crack to follow through to the portside shell. Stick charges and layon charges will be used for this purpose.

**Safety and environmental**

All activities will be carried out in the safest manner possible.  
All environmental polices and procedures will be followed with the exception of the bubble curtain.


**County of Pembroke**



**N.Myburg**

**26-11-2007**



<b>BLASTING REPORT FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>BLAST 3</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 1 OF 1</b>

29<sup>th</sup> November 2007

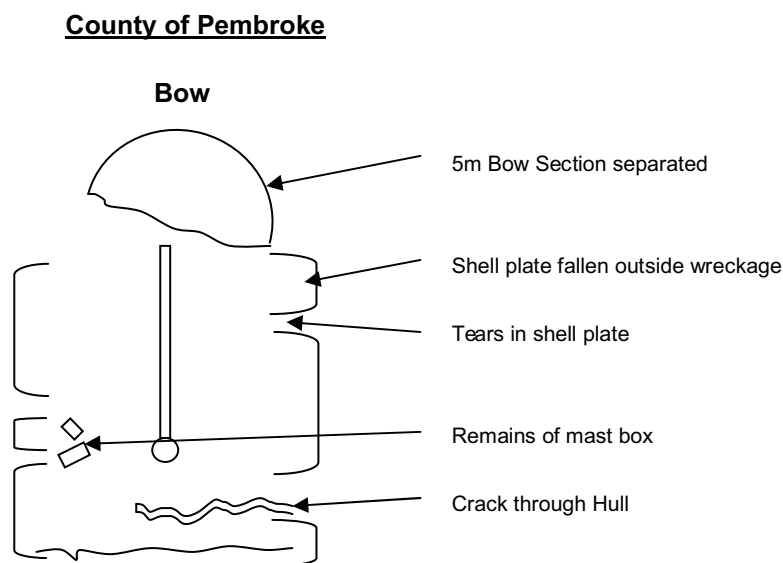
**Post blasting:**

**General:**

All explosives were placed in the positions originally reported.  
The solid section 5m from the bow was completely separated from the vessel and lying to the starboard of the wreckage.  
All the side shells are lying to the outside of the wreckage, and appear to be cut from the explosives.  
The mast box is not there anymore and pieces of it were found on the portside of the wreckage.  
Divers were unable to report on the condition of the crack through the hull behind the mast box as it was full debris.  
Divers also reported a lot of metal and loose debris scattered over the first 20m of the wreckage.  
Quay side felt a PPV of 41mm/s and 40mm/s for the previous blast on the 19<sup>th</sup> November 2007.


**Safety and environmental**

I am pleased to report that no safety incidents occurred.  
All activities were carried out safely.  
Fortunately not as many fish were killed as in the previous blast.



**N.Myburg**

**29-11-2007**

WEEKLY REPORT SHEET FOR COEGA WRECK REMOVAL		
SITE MANAGER: NEIL MYBURG		
WEEK: 5 08	CONTRACT NUMBER: CIV 07/009	PAGE: 1 OF 1

**DATE:** 26<sup>th</sup> January 2008 – 1<sup>st</sup> February 2008

**Work General:**

- Grab operations across entire area of wreckage.
- General dive inspections to see how grab is performing and what areas still need to be grabbed.
- Divers cutting and removing exposed side shells from stern and bow of wreckage.
- Blasting of wreckage across center line.

**Current status:**


- Approximately 850 barrels have been removed at this time.
- The average depth across the surface of the wreckage (inside the hull) is 6m. taking into account tidal differences.
- A layer of mud and sand covers the surface across the wreckage.
- The 10” airlift was used throughout the week. In the center of the wreckage there is no more cargo/debris to be removed. We are at the hull of the wreckage.
- After future airlifting across the wreckage we will be able to determine how much cargo still remains.
- The bow is still on the sea bed next to the quay side. The correct rigging slings have been made available to lift the bow on the next return of the Aegir to the quay side.

**Wreckage Material:**

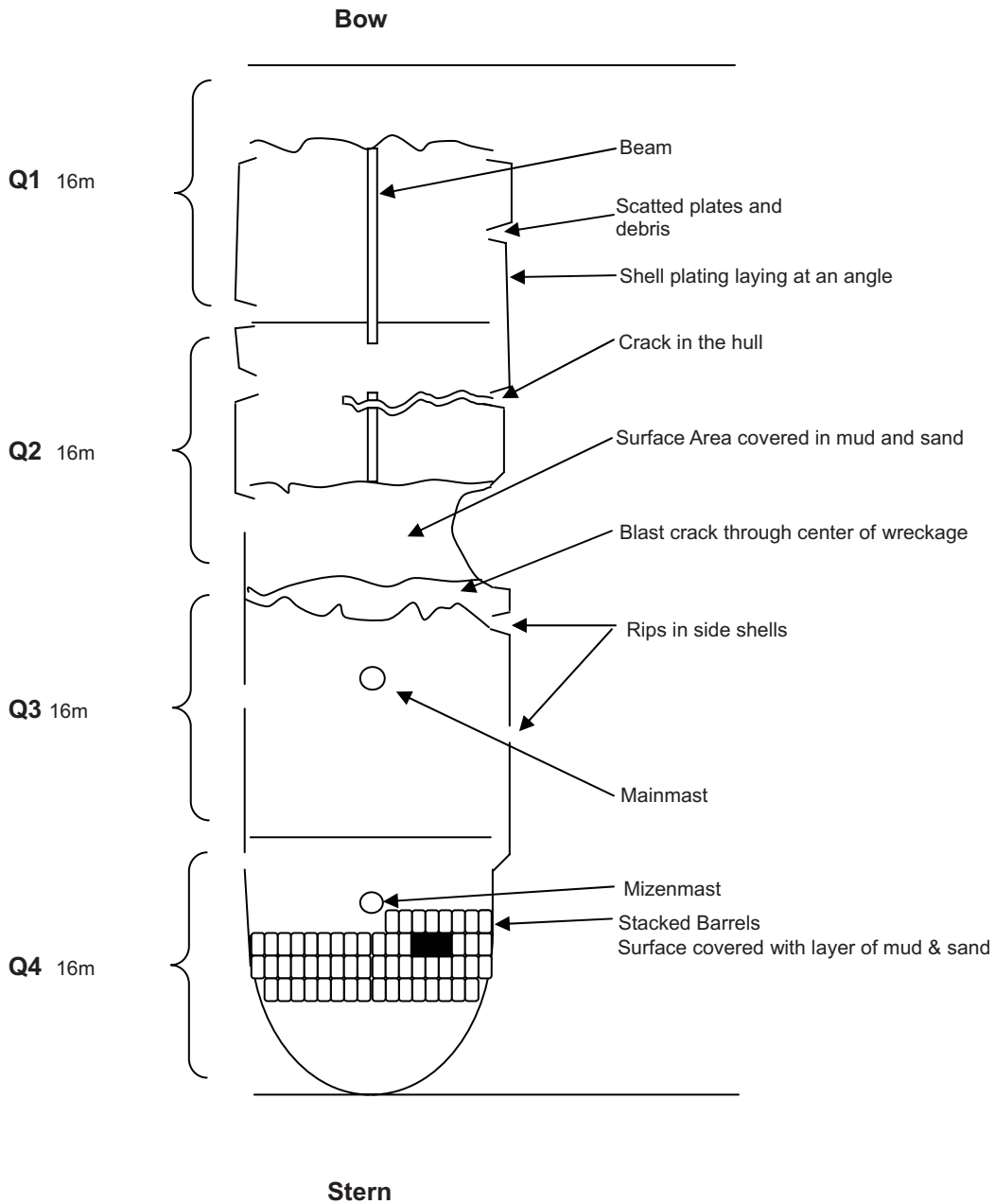
- On the barge there is approximately 130 Tons of wreckage material.
- All wreckage material on the quayside was removed and officially weighed.
- Total wreckage material to date is 525 Tons.

**Safety:**

- January safety site audit was performed by Transnet on the 31<sup>st</sup>. Final score of 86% was obtained.
- Only minor deviations were discovered during the audit.
- SMI boards are up to date.
- All rigging equipment was inspected and color coded.


<b>WEEKLY REPORT SHEET FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>WEEK: 5 08</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 1 OF 1</b>

**County of Pembroke**



**N.Myburg**

**04-02-2008**

BLASTING REPORT FOR COEGA WRECK REMOVAL		
SITE MANAGER: NEIL MYBURG		
BLAST 4	CONTRACT NUMBER: CIV 07/009	PAGE: 1 OF 1

29<sup>th</sup> January 2008

**Pre blasting:**

**General:**


A tunnel beneath the wreckage will be dredged approximately amidships. Explosives will be packed in 150mm PVC piping and placed right up against the hull. The tunnel will then be filled with sand from the dredge pump or a lance. If the conditions are such that it is unsafe to continue with the tunnel beneath the wreckage, we will then attempt to clear a trench in the hull of the wreckage with the 10' airlift. Once we reach the bottom of the hull divers will burn a hole through the hull and dredge beneath the hull from inside the wreckage. Explosives will then be placed beneath the wreckage in a line from port to starboard side. We are planning to split the remaining wreckage in 2 pieces, and a further blast to split the two pieces into four.

The explosive packs will be between 12kgs and 15kgs each. An estimate of between 7 and 10 packs will be used. Relays shall be used to reduce the PPV. If possible and explosive packs remain, we will place the packs on the stern areas where barrels are present. This will add in freeing the barrels and make it easier to grab.

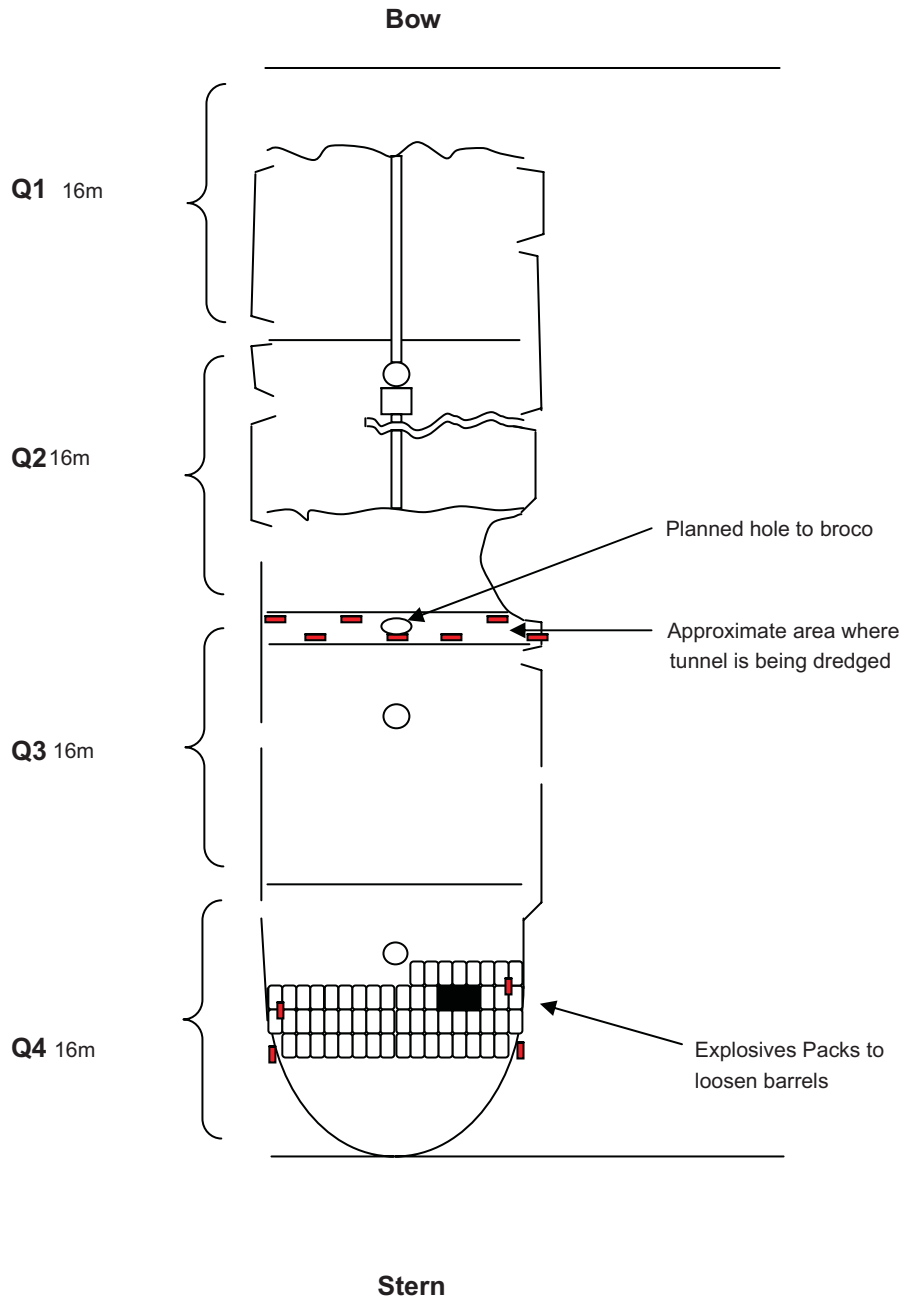
**Safety and environmental**

All activities will be carried out in the safest manner possible.

All environmental policies and procedures will be followed with the exception of the bubble curtain.


<b>BLASTING REPORT FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>BLAST 4</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 1 OF 1</b>

**County of Pembroke**



**N.Myburg**

**29-01-2008**

BLASTING REPORT FOR COEGA WRECK REMOVAL		
SITE MANAGER: NEIL MYBURG		
BLAST 4	CONTRACT NUMBER: CIV 07/009	PAGE: 1 OF 1

2<sup>nd</sup> February 2008

**Post blasting:**

**General:**

The trench under the wreckage was successful. Divers were able to place a 4m length of flexible hose (with explosives) under the wreckage, from the keel to the starboard side shell. On the portside hull divers were able to place 2 explosive packs (each 15kg) under the wreckage. Sand bags were used to pack the explosives in.

Divers inspections reported that the blast was a success and cracked the wreckage on the center line. Diver also found side shells that are now possible to rig and lift around the blast area.

All explosives fired on detonation.

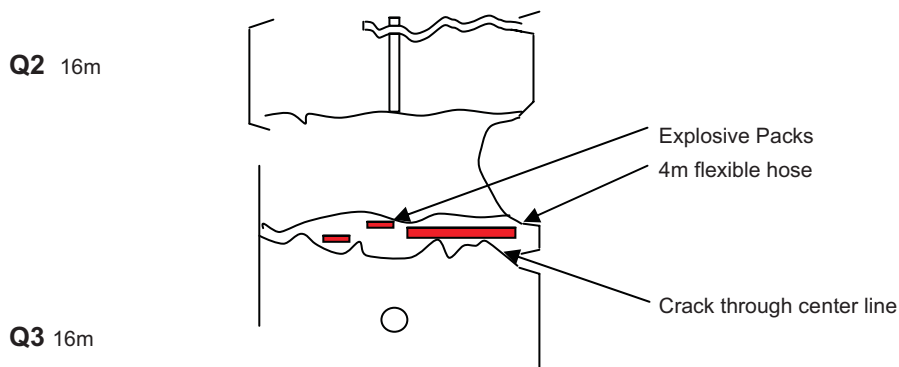
The PPV recorded on the quayside was 22mm/s.

**Safety and environmental**

I am pleased to report that no safety incidents occurred.


All activities were carried out safely.

No marine mammal's were killed or injured during the blast.



**N.Myburg**

**02-02-2008**

<b>WEEKLY REPORT SHEET FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>WEEK: 6 08</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 1 OF 1</b>

**DATE:** 2<sup>nd</sup> – 8<sup>th</sup> February 2008

**Work General:**

- Grab operations across entire area of wreckage.
- General dive inspections to see how grab is performing and what areas still need to be grabbed.
- Divers cutting and removing exposed side shells from stern and bow of wreckage.
- Airlifting across hull plates to expose hull.
- Airlifting on the outside of side shells to create tunnels for blast areas.
- Blasting of wreckage across center line on stern and on remaining piece towards bow.

**Current status:**


- Approximately 1000 barrels have been removed at this time.
- The average depth across the surface of the wreckage (inside the hull) is 6m. taking into account tidal differences.
- The 10” airlift was used throughout the week. In the center of the wreckage there is no more cargo/debris to be removed. We are at the hull of the wreckage.
- Almost all cargo has been removed from the entire wreckage.
- From blasting activities the wreckage has been split into sections of hull plates and side shells. Their size and quantity is still to be determined.
- A 15m section of the stern has been detached from the remaining wreckage structure and is lying just off the wreckage.
- The bow is still on the sea bed next to the quay side. The correct rigging slings have been made available to lift the bow on the next return of the Aegir to the quay side.

**Wreckage Material:**

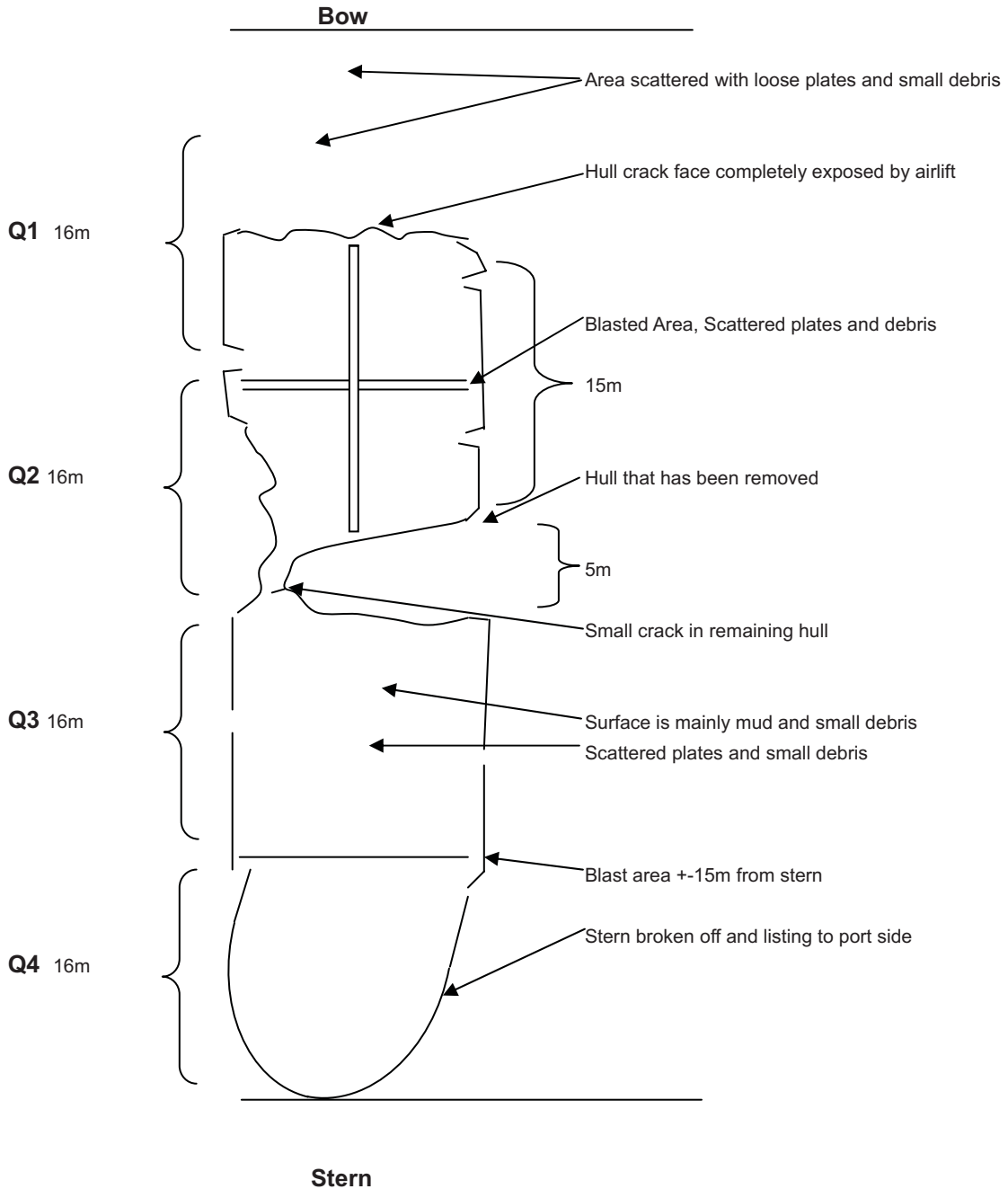
- On the barge there is approximately 200 Tons of wreckage material.
- Material on the barge consists of hull structure, shells plates and small debris (barrels).
- All wreckage material on the quayside was removed and officially weighed.
- Total wreckage material to date is 525 Tons.

**Safety:**

- No incidents to report throughout the week.

<b>WEEKLY REPORT SHEET FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>WEEK: 6 08</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 1 OF 1</b>


**County of Pembroke**



**N.Myburg**

**11-02-2008**



BLASTING REPORT FOR COEGA WRECK REMOVAL		
SITE MANAGER: NEIL MYBURG		
BLAST 5	CONTRACT NUMBER: CIV 07/009	PAGE: 1 OF 1

5<sup>th</sup> February 2008

**Pre blasting:**

**General:**


Similar to the previous blast we plan to place the explosives under the hull of the wreckage. Two lines have been marked out for blasting, each in the center of the 2 remaining hull structures. This time instead of the diver dredging under the structure we has adjusted our airlift to be able to suck under the hull of the wreckage keeping the diver clear and safe. Once the point of the airlift is at the keel of the vessel we will slide a tray under the airlift hose. When the tray is in place we will then remove the airlift, the tray will prevent the tunnel created from collapsing. The explosives will be in packs of +-15kgs and slid down the tray to the keel, one pack per meter. This method will be performed on all 4 sides of the hull structure. Sand bags will be used if necessary to cover the tunnel created.

Delays will be used to decease the PPV on the quay structure.

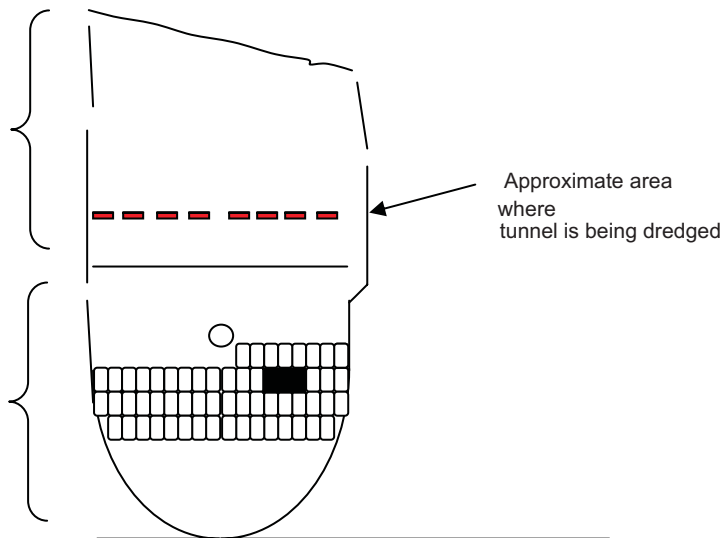
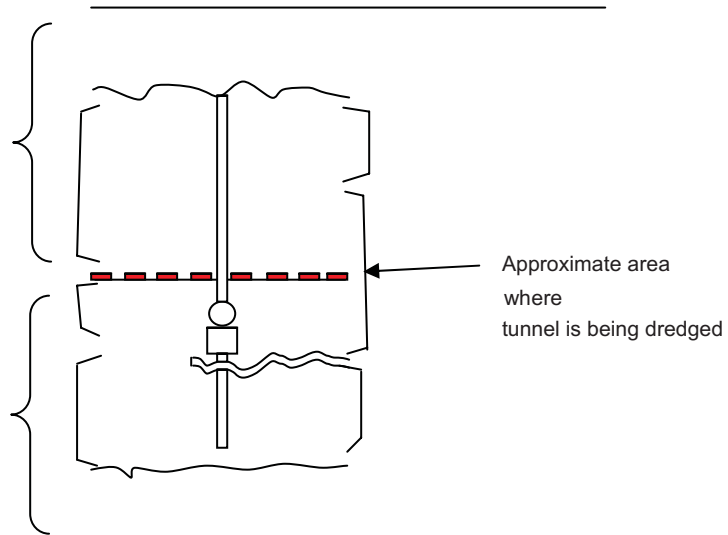
**Safety and environmental**

All activities will be carried out in the safest manner possible.

All environmental polices and procedures will be followed with the exception of the bubble curtain.

<b>BLASTING REPORT FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>BLAST 5</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 1 OF 1</b>


**Bow**



**Stern**

N.Myburg

05-02-2008

BLASTING REPORT FOR COEGA WRECK REMOVAL		
SITE MANAGER: NEIL MYBURG		
BLAST 5	CONTRACT NUMBER: CIV 07/009	PAGE: 1 of 2

11<sup>th</sup> February 2008

**Post blasting:**

**General:**

As the previous blast placing the explosives under the hull of the wreckage was very successful. 3m lengths of 200mm PVC pipes were jetting into the trench created by the airlift along side the stern hull structure. Thereafter 3m length of 160mm PVC pipes filled with explosives were sleeved into the 200mm PVC pipes. Four explosive packs of an estimated 15kgs each were also used, one on either side of the keel on the stern trench, the last two were placed under the remaining hull plate towards the bow.

Divers report that the stern section has broken off the wreckage structure, similar to what happened with the bow section. All the barrels that were on the stern area are now free and scattered over the wreckage, mainly to the port side. The remaining hull section toward the bow has been broken up into smaller sections. The mid 15m section of hull structure has 2 cracks, one running on either side of the center I beam. Further airlifting will reveal more of what is the exact condition of the remaining wreckage.

All explosives fired on detonation.

PPV measured on the quayside structure was 24mm/s.


**Safety and environmental**

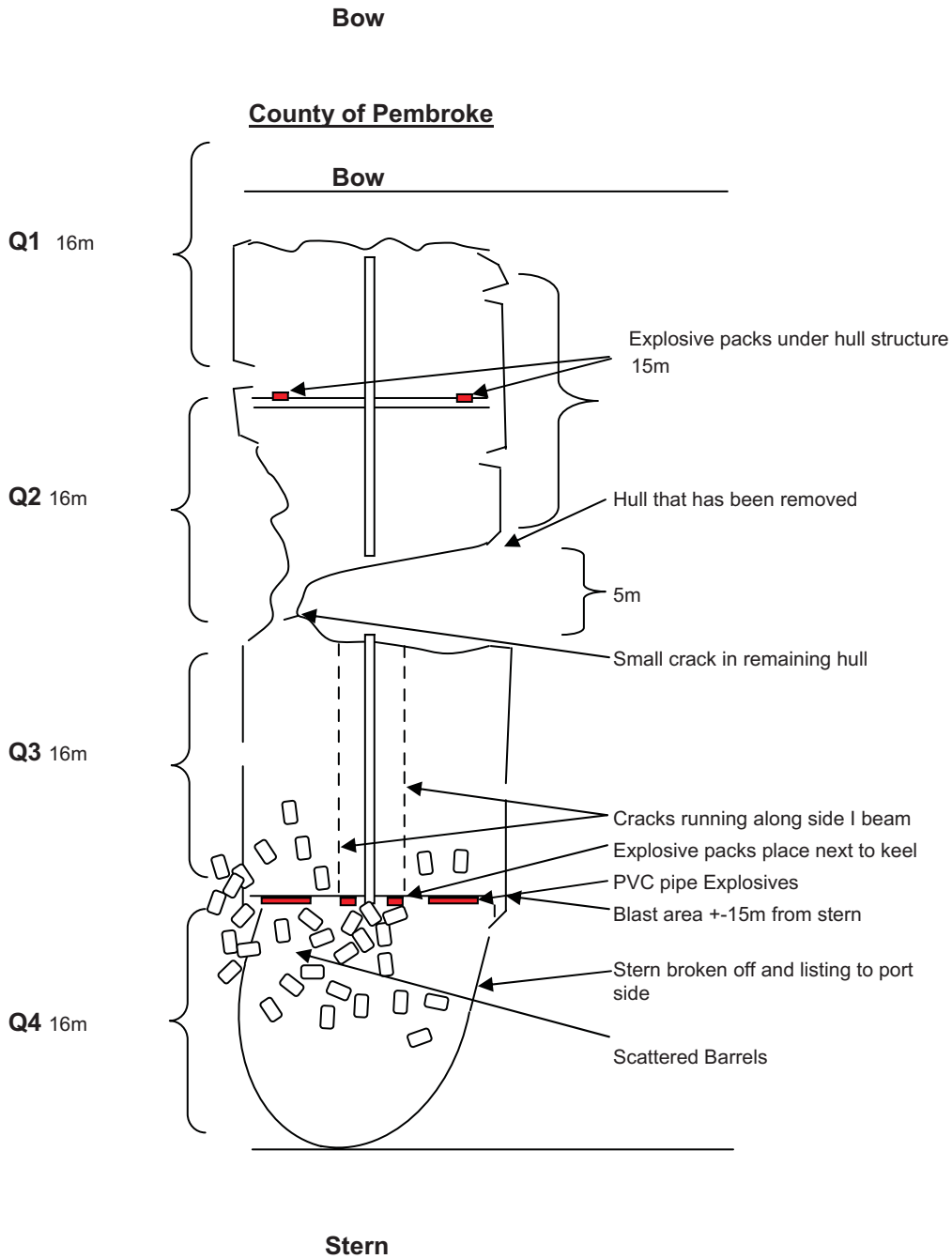
I am pleased to report that no safety incidents occurred.

All activities were carried out safely.

Only 5 fish were found after the blast.


No marine mammal's were killed or injured during the blast.

<b>BLASTING REPORT FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>BLAST 5</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 2 of 2</b>



N.Myburg

11-02-2008

<b>WEEKLY REPORT SHEET FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>WEEK: 7 08</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 1 OF 1</b>

**DATE:** 9<sup>th</sup> - 15<sup>th</sup> February 2008

**Work General:**

- Grab operations across entire area of wreckage.
- General dive inspections to see how grab is performing and what areas still need to be grabbed.
- Divers cutting and removing exposed side shells from stern and bow of wreckage.
- Airlifting across wreckage to expose hull.
- Airlifting on the outside of side shells to create tunnels for blast areas.
- Blasting of remaining wreckage structure, including the stern

**Current status:**


- Approximately 1150 barrels have been removed at this time.
- Almost all cargo has been removed from the entire wreckage. Divers placed marker buoys on areas which still need to be grabbed.
- From blasting activities the wreckage has been split into sections of hull plates and side shells. Their size and quantity is of such a nature that they can be removed using the NCK crane.
- The stern is now split into smaller pieces as a result of blasting activities.
- The bow of the wreckage has been lifted from the sea bed and is now on the quayside.

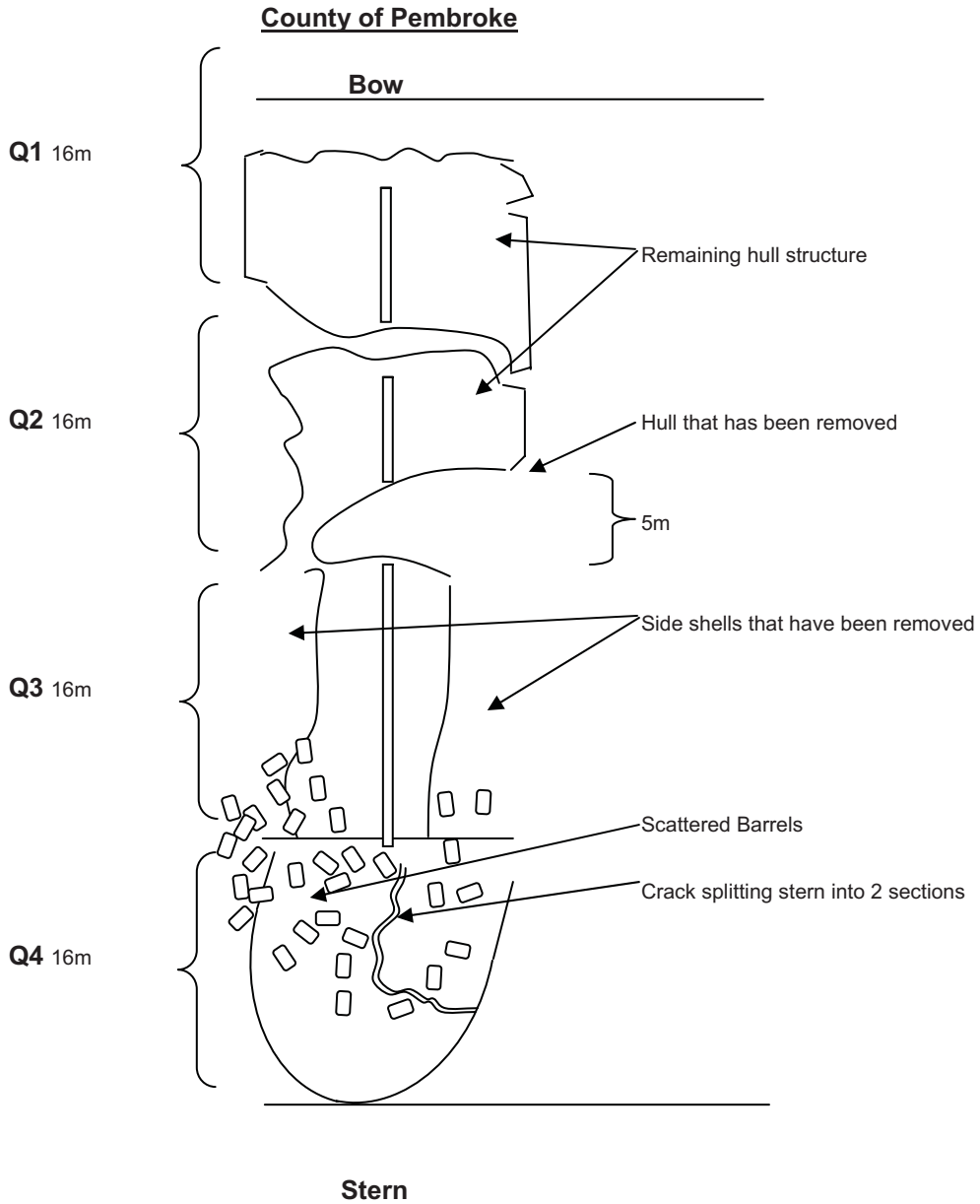
**Wreckage Material:**

- On the barge there is approximately 100 Tons of wreckage material.
- Material on the barge consists of hull structure, shells plates and small debris (barrels).
- All small debris on the quayside was removed and officially weighed.
- Still remaining on the quayside is all the large wreckage structure which is still to be weighed.
- Total wreckage material to date is 697 Tons.

**Safety:**


- No incidents to report throughout the week.

WEEKLY REPORT SHEET FOR COEGA WRECK REMOVAL		
SITE MANAGER: NEIL MYBURG		
WEEK: 7 08	CONTRACT NUMBER: CIV 07/009	PAGE: 1 OF 1



**N.Myburg**

**15-02-2008**

BLASTING REPORT FOR COEGA WRECK REMOVAL		
SITE MANAGER: NEIL MYBURG		
BLAST 6	CONTRACT NUMBER: CIV 07/009	PAGE: 1 of 2

16<sup>th</sup> February 2008

**Post blasting:**

**General:**

As the previous blast placing the explosives under the hull of the wreckage was very successful. A total of 8 charges were placed. 2 on the keel of the remaining stern section. 2 on each of the remaining hull structures.

Divers reported that the stern was split into a further 2 sections.

The remaining hull structure were split into smaller more manageable sections.


PPV measured on the quayside structure was 28mm/s.

**Safety and environmental**

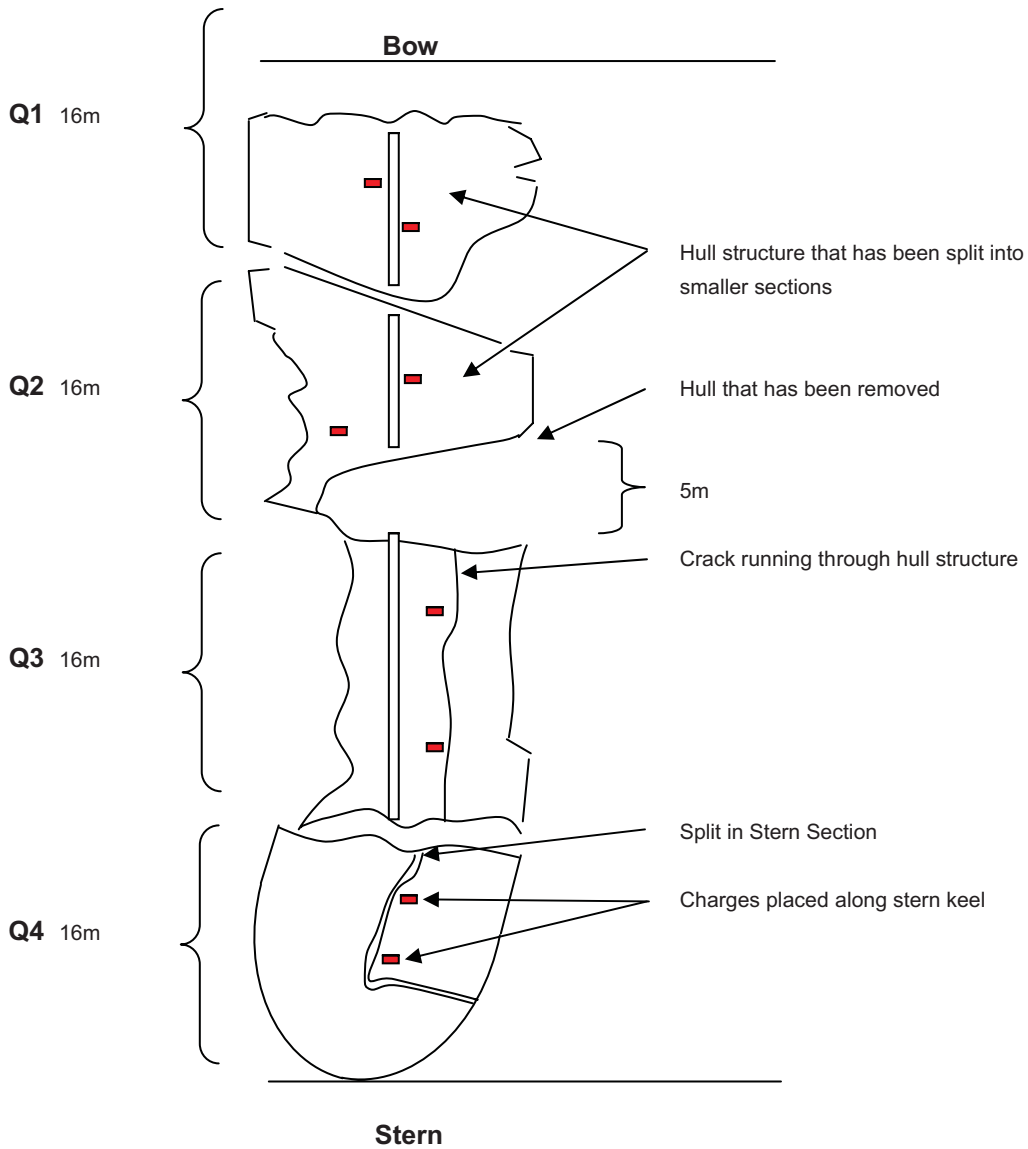
I am pleased to report that no safety incidents occurred.

All activities were carried out safely.

No marine mammal's were killed or injured during the blast.

<b>BLASTING REPORT FOR COEGA WRECK REMOVAL</b>		
<b>SITE MANAGER: NEIL MYBURG</b>		
<b>BLAST 6</b>	<b>CONTRACT NUMBER: CIV 07/009</b>	<b>PAGE: 2 of 2</b>

**County of Pembroke**



**N.Myburg**

**16-02-2008**





# Appendix G



## Material Analysis of Iron Samples from the *County of Pembroke*

Project No.: KSKE801

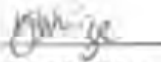
KS(05)MC5516  
Report No.: 050077

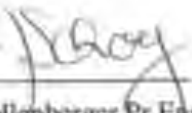
**MATERIAL ANALYSIS OF THREE STEEL  
SAMPLES RETRIEVED FROM THE SHIPWRECK  
AT PORT OF NGQURA**

**By**

**MM Mkhize**

**Submitted to:** Mr Howard Greyling  
Port of Ngqura  
National Ports Authority of South Africa  
Haul Road  
Joost Park  
Port Elizabeth

Prepared by:   
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Engineering Forensics (Metallurgy and Corrosion)  
CSIR KNOWLEDGE SERVICES  
March 2006

### EXECUTIVE SUMMARY

The Engineering Forensics (Metallurgy and Corrosion) of the CSIR Knowledge Services was requested by National Ports Authority of South Africa to carry out a material analysis of three steel samples retrieved from a 60m shipwreck reported to have run aground near Port Elizabeth over 100 years ago. The workscope included chemical analysis, metallographic examination, hardness testing and mechanical tensile testing. The steel chemistry of the three steel samples could be compared to the general commercial structural steel grade BS 970 040A12 (En2A). However, no alloying with manganese had been undertaken and the levels of phosphorous were high due to the rudimentary steel making practices of the 19<sup>th</sup> century. The mechanical properties of the yield and UTS were within requirements BS 970 040A12 (En2A), however, the percentage elongation was poor due to the large and numerous inclusions present in the steel samples.

**Keywords:** Carbon manganese steel, chemical analysis, metallography, hardness, mechanical properties,.

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## 1. INTRODUCTION

The Engineering Forensics (Metallurgy and Corrosion) of the CSIR Knowledge Services was requested by National Ports Authority of South Africa to carry out a material analysis of three steel samples retrieved from a shipwreck reported to have run aground near Port Elizabeth over 100 years ago.

Figure 1 - 3 show the three steel samples from the shipwreck received for analysis. The samples had been labelled:

- (a) Sample A – Remainder of the Hull
- (b) Sample B – Remainder of Deck Plates
- (c) Sample C – Remainder of Knee Beam

Extensive red rust due to exposure to sea water was noted on the samples.

## 2. EXAMINATION RESULTS

### 2.1 Chemical Analysis

The chemical compositions of the samples cut from the three steel samples were analyzed using wet chemical analysis. Compositions given in Table 1 reflect total contents of elements present in the samples analyzed.

**Table 1: Chemical Analysis Results of the Three Steel Samples and Relevant Specification**

Alloying Element (Wt%)	Sample A	Sample B	Sample C	BS 970 040A12 (EN2A) <sup>1</sup>
Carbon, C	0.012	0.005	0.005	≤ 0.012 max
Manganese, Mn	0.030	0.060	0.030	0.30 - 0.60
Sulphur, S	0.060	0.037	0.015	0.050 max
Phosphorous, P	0.224	0.195	0.225	0.040 max
Silicon, Si	0.19	0.67	0.27	0.10 - 0.40
Chromium, Cr	≤ 0.01	≤ 0.01	≤ 0.01	-
Molybdenum, Mo	≤ 0.01	≤ 0.01	≤ 0.01	-
Nickel, Ni	≤ 0.01	≤ 0.01	≤ 0.01	-
Copper, Cu	≤ 0.01	≤ 0.01	≤ 0.01	-
Aluminium, Al	0.019	0.087	0.039	-
Vanadium, V	0.010	0.044	0.020	-
Niobium, Nb	≤ 0.005	≤ 0.005	≤ 0.005	-
Boron, B	≤ 0.005	≤ 0.0005	≤ 0.0005	-
Titanium, Ti	0.009	0.049	0.022	-
Iron, Fe	Matrix	Matrix	Matrix	Matrix

The chemical compositions of the three steel plates were found to be similar to the requirements of BS 970 040A12 (EN2A)<sup>1</sup>, although they were not alloyed with manganese.

It was noted that the steel had been aluminium/silicon killed (deoxidized). However, the high levels of phosphorous were found present in the steel. Phosphorous is considered a steel parasite, as it produces pronounced primary segregation on solidification of the melt<sup>1</sup>.

## 2.2 Metallographic Examination

Metallographic section cut from the three steel samples were prepared for metallographic analysis using standard grinding and polishing techniques.

- Figures 4 - 6 show the surfaces of the prepared metallographic samples after final polishing. The inclusion content is very high.
- Figures 7 - 9 show the fine grained ferritic microstructure of low carbon steel. Significant amounts of inclusions were noted.

## 2.3 Hardness Testing

Bulk Vickers hardness testing was carried out on metallographic samples prepared from the three steel samples. This was carried out to compare the hardness levels.

**Table 2 : Bulk Hardness Test Results of the Three Steel Samples**

Sample A	Sample B	Sample C	
Bulk Vickers Hardness 30KgF Load	Bulk Vickers Hardness 30KgF Load	Bulk Vickers Hardness 30KgF Load	
152	132	136	
153	135	136	
156	136	141	
153	132	135	
149	132	138	
151	135	139	
152	134	138	Average
2.13	1.70	2.06	Standard Deviation
<b>172 Hv min</b>			<b>(IS 970 040A12/EN2A)<sup>1</sup></b>

The hardness values of the three steel samples are typical of carbon manganese steels in the as normalized condition.



## 2.4 Mechanical Tensile Testing

Mechanical tensile testing was carried out in accordance with ASTM A 370 Standard Specification<sup>2</sup>. The test consists of straining a test piece to fracture with a view to determine one or more mechanical properties enumerated thereafter. The tests were carried out at room temperature of samples cut from Sample A, B and C. Table 3 shows the tensile test results.

**Table 3: Tensile Test Results Relevant Specifications**

Mechanical Properties	Sample A	Sample B	Sample C	Average	Std. Dev.	BS 970 040A12 (EN2A) <sup>4</sup>
UTS (MPa) (min)	345.84	366.41	411.80	374.68	33.75	330
YS (MPa) (min)	285.71	278.47	271.21	278.47	7.25	278
Elongation (%) (min)	9.10	10.00	10.03	9.71	0.53	28

The ultimate tensile strengths and yield of the three steel samples are similar to the BS 970 040A12 (En2A)<sup>1</sup>.

The percentage elongation was found to be low due to the very high levels of inclusion in the steel stemming from the less advanced steel making practices of the 19<sup>th</sup> century.

### 3. CONCLUSIONS

- The steel chemistry of the three steel samples could be compared to that of a commercial structural steel grade such as BS 970 040A12 (En2A). However, no alloying with manganese had been undertaken and the levels of phosphorous were high due to the rudimentary steel making practices of the late 19<sup>th</sup> century.
- The mechanical properties of yield and UTS were within requirements BS 970 040A12 (En2A). However, the percentage elongation was poor due to the large and numerous inclusions present in the steel samples

### 4. ACKNOWLEDGEMENTS

Technical assistance of Messrs E Tjatji and T Annear gladly acknowledged.

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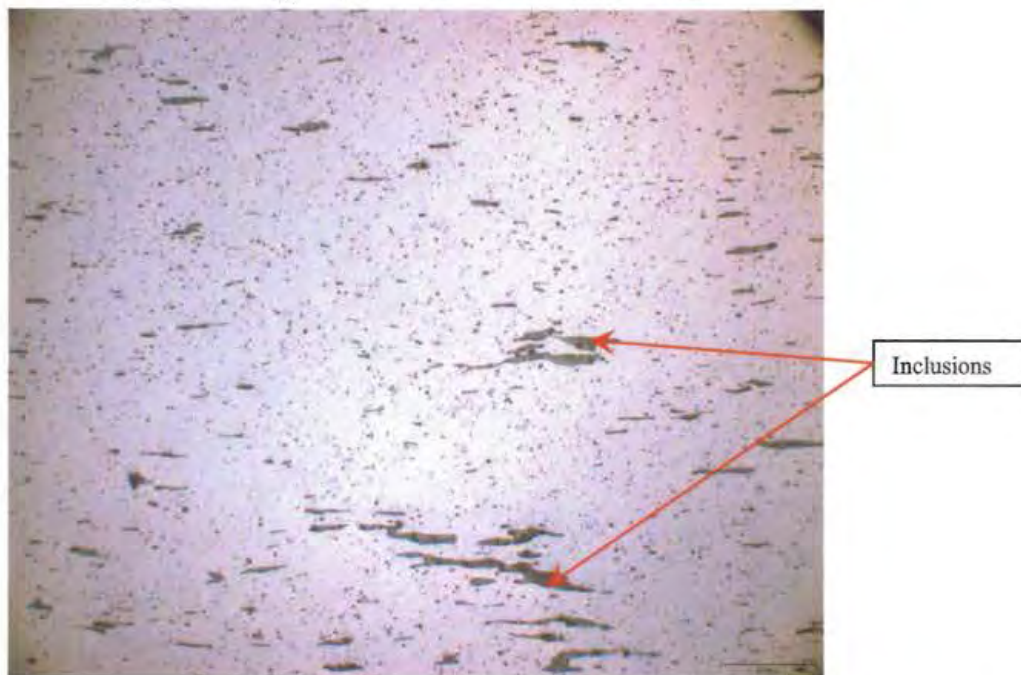
**Figure 1:** Photograph showing Sample A in the as-received condition.



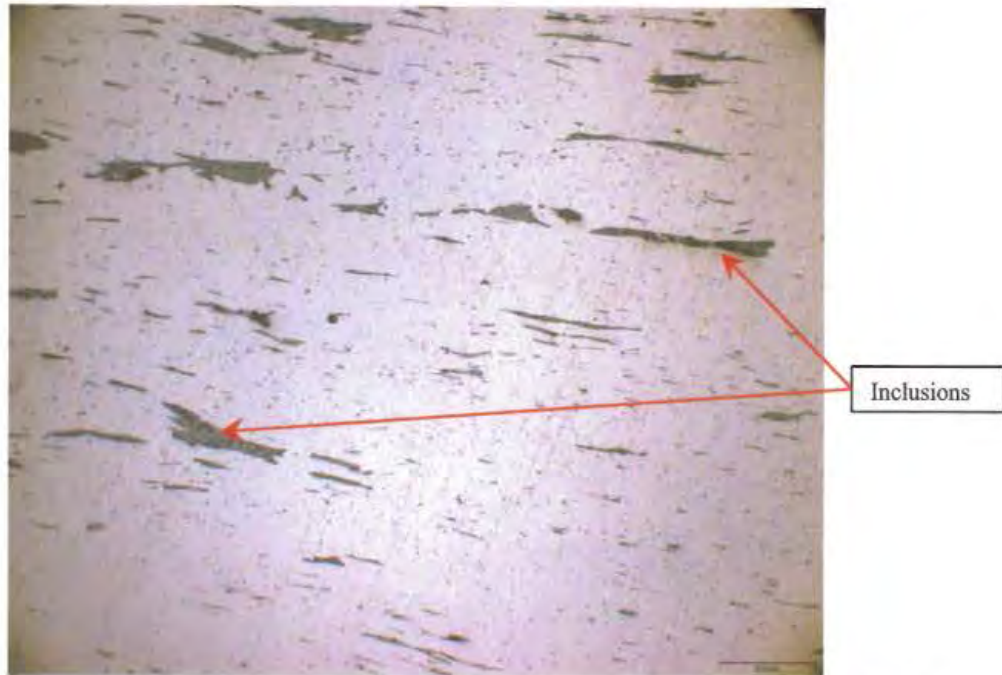
**Figure 2:** Photograph showing Sample B in the as-received condition.



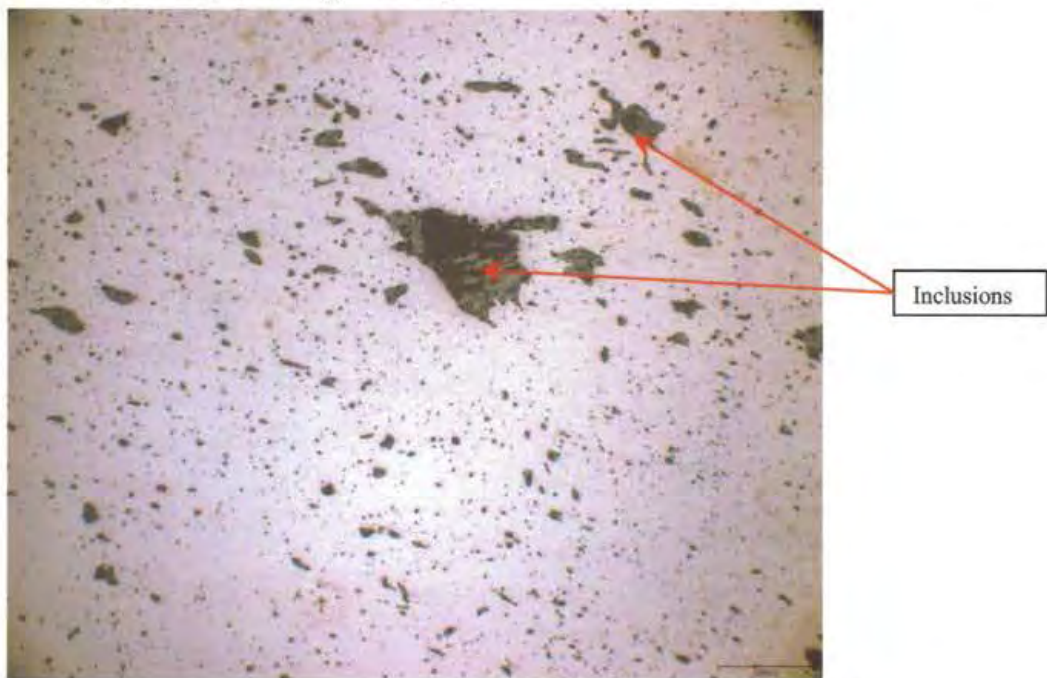
**Figure 3:** Photograph showing Sample B in the as-received condition.



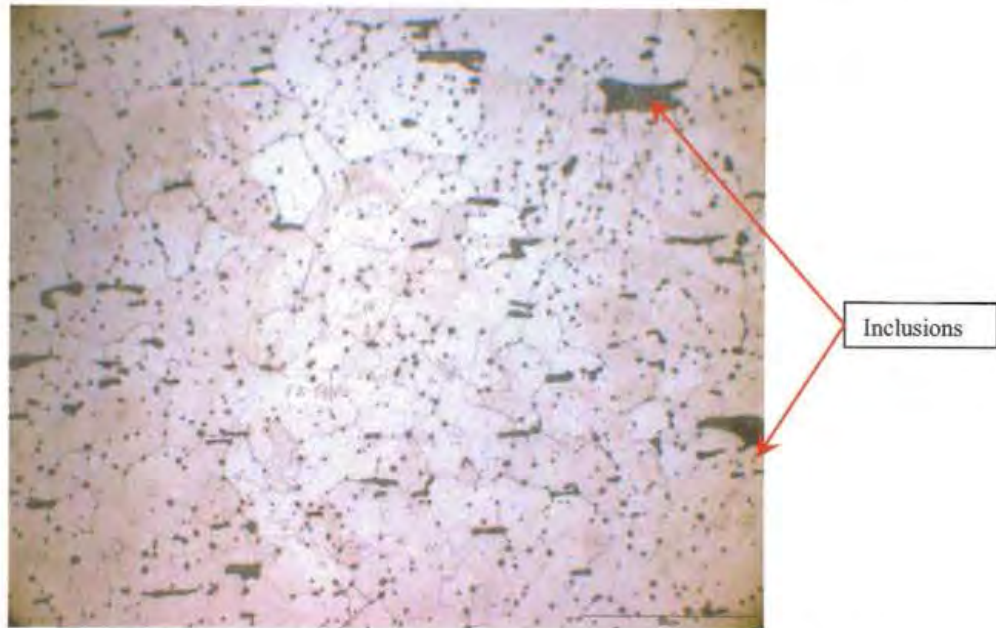
**Figure 4:** Micrograph showing severe inclusions on the metallographic sample of Sample A. [Unetched, 100X Magnification].



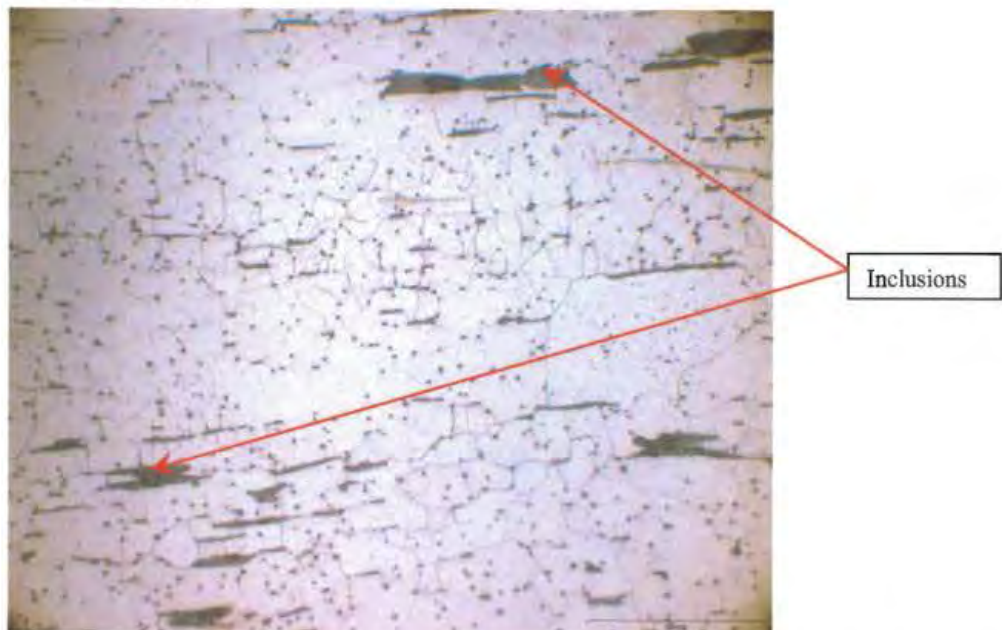
**Figure 5:** Micrograph showing severe inclusions on the metallographic sample of Sample B. [Unetched, 100X Magnification].



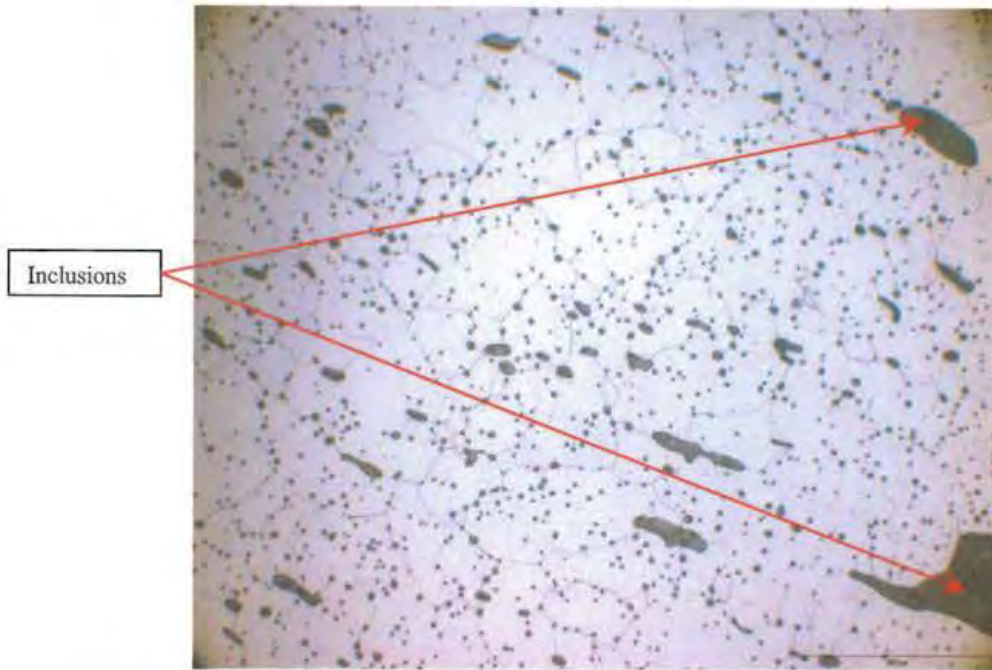
**Figure 6:** Micrograph showing severe inclusions on the metallographic sample of Sample C. [Unetched, 100X Magnification].



**Figure 7:** Micrograph showing containing ferrite grains on Sample A typical of low carbon steel in the normalized condition. Small areas of fine pearlite (dark etching constituents) at the grain boundaries were noted. [Etched in 2% Nital, 200X Magnification].



**Figure 8:** Micrograph showing containing ferrite grains on Sample B typical of low carbon steel in the normalized condition. Small areas of fine pearlite (dark etching constituents) at the grain boundaries were noted. [Etched in 2% Nital, 200X Magnification].



**Figure 9:** Micrograph showing ferrite grains on Sample C typical of low carbon steel in the normalized condition. Small areas of fine pearlite (dark etching constituents) at the grain boundaries were noted. [Etched in 2% Nital, 200X Magnification].

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