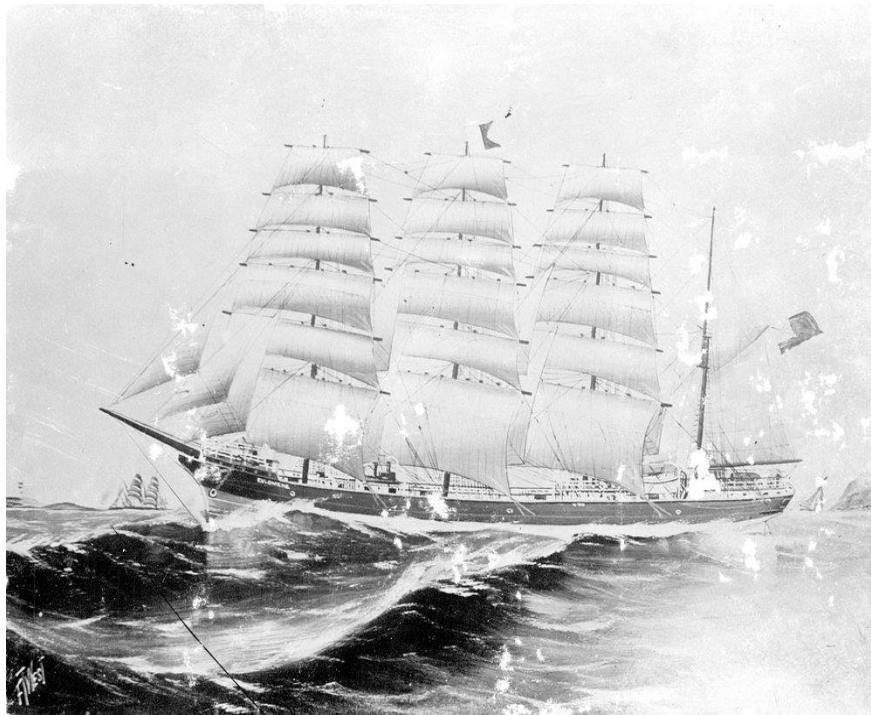


**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the:
Eulomene (Barque)**



Painting of Eulomene

**Report compiled by:
Gareth J.S. Davies**

Report Title: **Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the:
*Eulomene (Barque)***

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Report Ref: ***Leave blank***

1.0 Abstract

Since 2001 the Malvern Archaeological Diving Unit (MADU) has developed a database of vessels known to have wrecked around the coast of Wales.

This project is to discover information relating to the history of the Eulomene (MADU Ref #300).

It became evident early in the research that the Eulomeny (MADU Ref #300) might be the same wrecked ship as the Eulomene (MADU Ref #247). Having established that the Eulomene (MADU Ref #247) was the correct entry in the database the Eulomeny was researched.

No ship named the Eulomeny could be traced but a ship named the Eulomene matching information on the Eulomeny was found in various online sources. This report covers the history of the Eulomeny (MADU Ref #300) which is actually spelt Eulomene, although it was never wrecked in Cardigan Bay as reported.

Table 1: Basic Information on MADU Ships #300 and #247

MADU #	300	247	
Name	*Eulomeny	Eulomene	*Eulomeny is named Eulomene
Ship Type	4 Masted Barque	Fully Rigged Sailing	
Year Built	1891	1881	
Built	Sunderland	Liverpool	
Owners	*H Fernie & Sons	*H Fernie & Sons	*Became Liverpool Shipping Co.
Wrecked / Lost	Lost on tow from Germany to Newcastle Jan 30 1905	Jan 29 1884, Cardigan Bay	

The research conducted here on the Eulomene (MADU Ref #300) is to provide a report proving that Eulomene (MADU Ref #300) and Eulomene (MADU Ref #247) were two separate ships, only one of which the Eulomene (MADU Ref #247) sank in Cardigan Bay. The Eulomeny (MADU Ref #300) was lost in the North Sea in Jan 1905.

The research has been conducted from information gathered from MADU and on-line sites as I do not reside in the U.K.

2.0 Index

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2.4 Contributors

Ian Cundy MADU Archaeological Diving Unit,
Nautical Archaeology Society (Regional co-ordinator for Wales)

2.5 Abbreviations

MADU Malvern Archaeological Diving Unit

2.6 Appendices

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3.0 Introduction

The Eulomene, a 4 masted barque was picked as:

- it covered a period of sea history when large sailing vessels still sailed major trading routes worldwide.
- to show it was a different ship to a ship also named the Eulomene which wrecked in Cardigan Bay in Jan 1884.
- I live overseas and the research would be conducted online, sufficient documentation should be available to build a good history of the Eulomene.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- What was the story leading up to the sinking?
- What caused the sinking?
- What happened after the sinking? Has anyone previously investigated or researched the vessel back story?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

4.0 Background

Prior to starting this research the only known data available was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

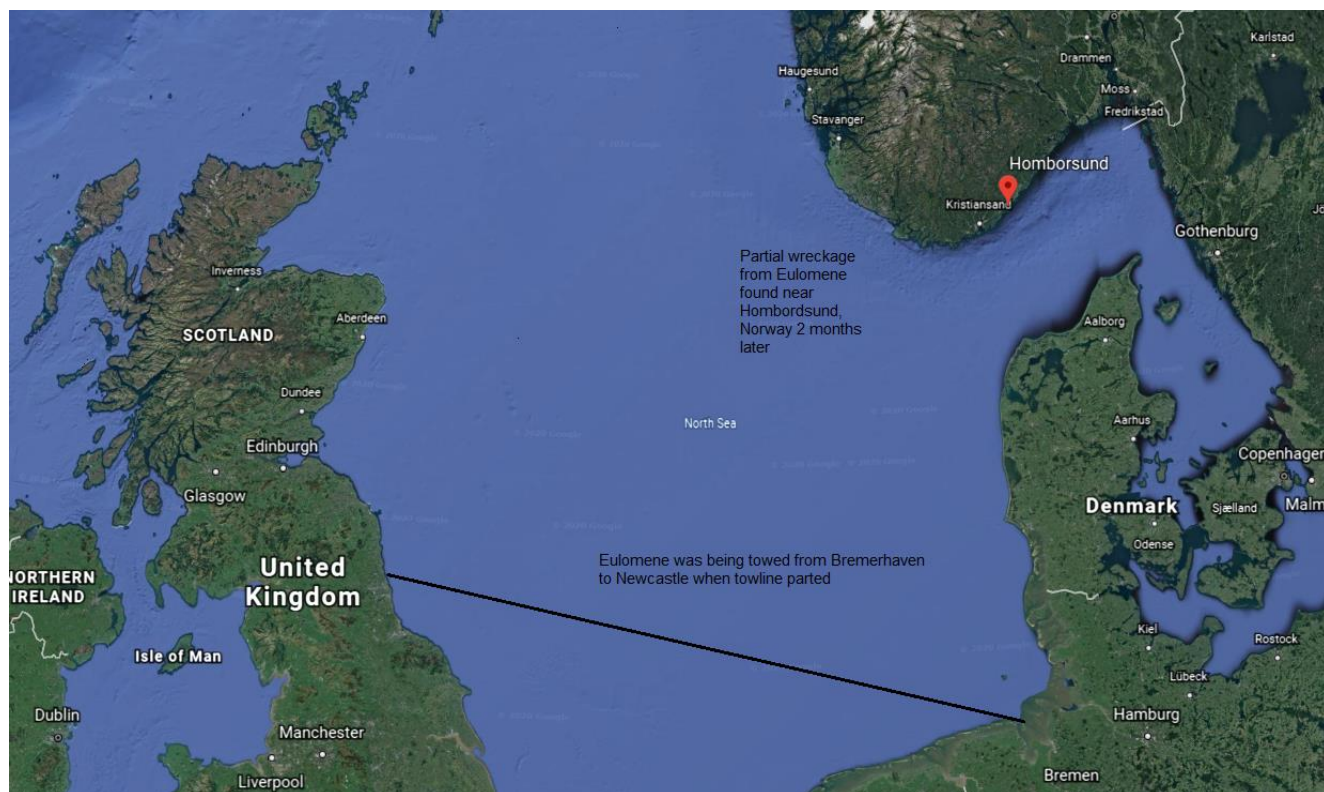
Table 2: Extract from MADU Master Wrecksite Database

MADU Ref. No.	Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref
247	29/01/1884	Eulomene	Cardiganshire	Cardigan Bay, St Patrick's Causeway	wrecked	Fully Rigged Ship	iron	rl, rc, ch
300	29/01/1894	Eulomeny	Cardiganshire	Cardigan Bay, 'on the coast'		Fully Rigged Ship	steel	rl, ch

N.B: see Table 1 for revised information

On Jan 30 1905 while on tow from Bremerhaven to Newcastle the Eulomene broke free. Apart from some small wreckage found on the Norwegian coast near Homborsund the ship was never found (see Appendix C).

Fig 1: Planned tow of Eulomene from Bremerhaven to Newcastle and Location of Wreckage found



5.0 Research Methodology

Computer System

Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.

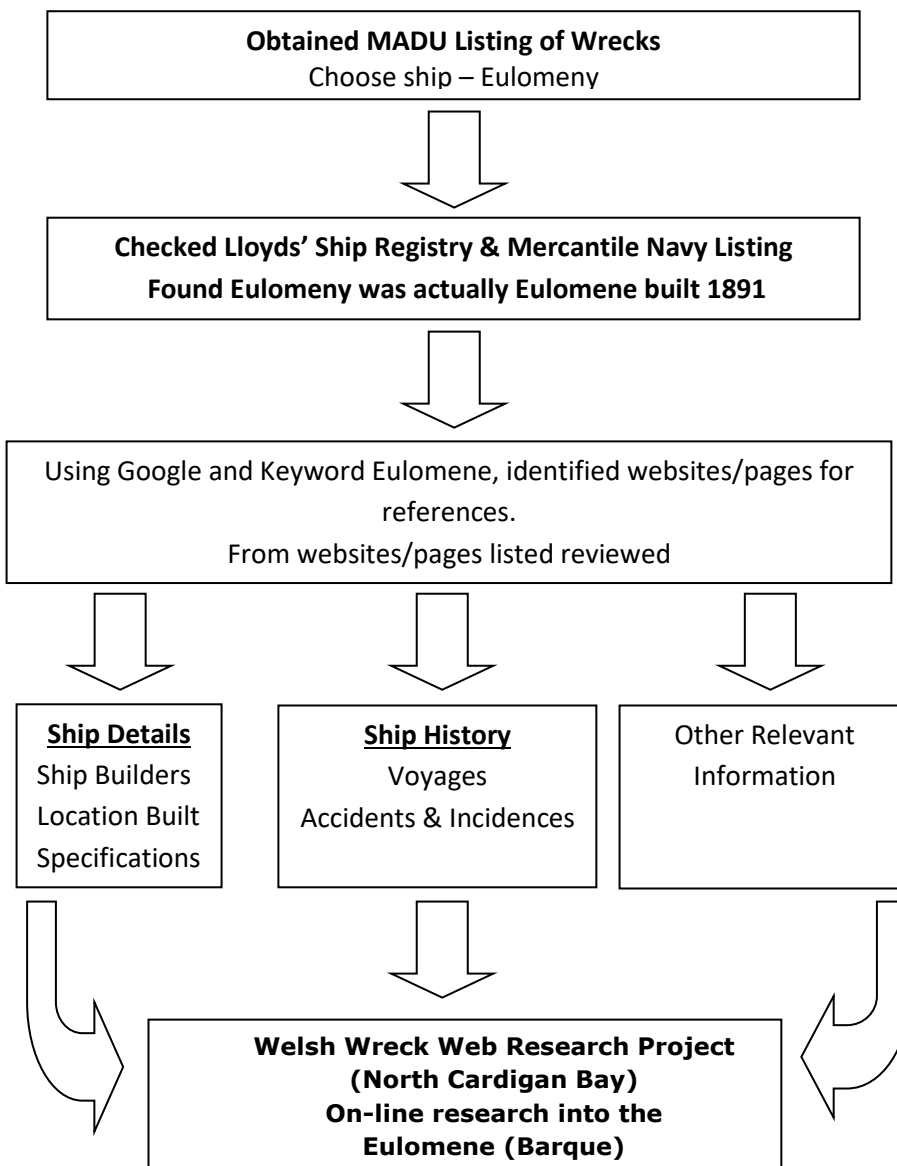
Windows 10Pro

Microsoft Office 2007

Search engines used:

Google Chrome

Methodology



See Section 9 for list of websites viewed

6.0 Results

Table 3: Eulomene Specification and History

Vessel	Name/s	Eulomene		
	Type	4 mast Sailing vessel - Barque		
		General Cargo & Passengers		
Built	Date	Laid Down: N/A		
		Launched: 07/07/1891		
		Delivered: Aug 1891		
		Cost: £24,385		
	Builder	Robert Thompson & Sons, Southwick		
		Bridge Dockyard, Sunderland; Yard#170		
Construction	Materials	Steel-hulled		
	Decks	2 decks		
	Bulkheads	1		
Propulsion	Type	Sail		
	Details	4 mast barque: Rigged with royal sails over double top and top gallant sails		
Dimensions	Length	310ft	6ins	m
	Beam	43ft	2ins	m
	Draught	24ft	6ins	m
Tonnage	Gross	2725 tons		
	Net	2539 tons		
	Cargo	N/A		
Owner	First	H. Fernie & Sons		
	1877	Liverpool		
	Last	Liverpool Shipping Co. Ltd. Managed by H. Fernie & Sons		
Registry		Liverpool		
	Port	Liverpool		
	Flag	British		
	Number	99307		
	Code	M.G.V.L.		
History	Routes	Worldwide		
	Cargo	General		
Final Voyage	From	Bremerhaven, Germany 27/01/1905		
	To	Newcastle, England		
	Captain	Thomas		
	First Officer	Meadows		
	Crew	Captain, Mate, 13 able seamen, one ordinary seaman, cook		
	Passengers	3 (Captain's wife and 2 children)		
	Cargo	Ballast		
Missing	Date	30/01/1905		
	Location	Towing hawser snapped during a storm somewhere in the Dogger Bank region of the North Sea. On Apr 1 1905 some wreckage with the name Eulomene on it was found off the coast at Homborgsund, Norway		
	Cause	Weather		
	Loss of life	20		
	Outcome	Total loss of vessel. Book value at time Eulomene left Bremerhaven £14,500 Insured at £14,750 on hull and equipments on a valuation of £16,000		

7.0 Analysis

- One other ship has carried the name Eulomene a 3 masted sailing ship, built in 1877 and wrecked in Cardigan Bay in 1884 (1877 -1884).
- The Eulemene (barque) was built by Robert Thompson & Sons, Southwick at Bridge Dockyard, Sunderland in 1891 for H. Fernie & Sons of Liverpool.
- Official #: 99307. Code: M.G.V.L.
- July 07 1891: Launched at Southwick Yard, Sunderland. The Eulomene was built to Lloyd's class A100 A1 and was christened by the captains wife, Mrs. Cross (see Appendix A, B).

From newspaper articles the Eulomene was recorded:

- Sep 28 1891: departed Shields to Port Pirie, South Australia with cargo of iron/coke.
- Nov 21 1891: sighted 2N 30W, steering South.
- Jan 26 1892: arrived Port Pirie, South Australia.
- Feb 05 1892: advertising freight at 13s 6d from Newcastle N.S.W to San Francisco.
- Mar 03 1892: left Port Pirie, South Australia for Newcastle, N.S.W to pick up coal.
- Jun 07 1892: arrived San Francisco from Newcastle, N.S.W.
- Sep 02 1892: sailed from San Francisco for Queenstown Ireland and on to Hull.
- Dec 05 1892: sighted 4N 30W.
- Jan 04 1893: arrived Queenstown Ireland from San Francisco with wheat for orders.
- Jan 15 1893: left Queenstown Ireland for Hull.
- Jan 29 1893: arrived Hull from San Francisco / Queenstown Ireland.
- Feb 24 1893: passed Spurn Head to sea in tow.
- Feb 26 1893: passed East of Dover. In tow and putting back.
- Feb 28 1893: passed west of Dover in tow.
- Mar 06 1893: arrived Cardiff from Hull. Advertising freight rate at 1s on for next voyage Cardiff to Port Pirie, South Australia.
- Mar 29 1893: sailed from Barry Wales to Port Pirie, South Australia.
- Apr 21 1893: sighted 11N 25W.
- July 14 1893: arrived Port Pirie South Australia from Barry, Wales.
- Aug 19 1893: advertising for freight at 13s 9d from N.S.W to San Francisco.
- Aug 31 1893: arrived Newcastle N.S.W from Port Pirie South Australia.
- Sep 23 1893: sailed Newcastle N.S.W for San Francisco with 3900 tons of coal.
- Nov 11 1893: arrived San Francisco from Newcastle N.S.W.
- Jan 14 1894: departed San Francisco for Liverpool.
- May 28 1894: arrived Liverpool from San Francisco.
- Jun 27 1894: departed Liverpool for Calcutta with cargo of salt.
- July 11 1894: sighted 28N 21W.
- Sep 28 1894: arrived Calcutta from Liverpool.
- Jan 01 1895: taken up for full cargo of jute at 30s options.
- Jan 15 1895: departed Calcutta for New York with cargo of Indigo 187cwt, cutch 35tons, jute 5858 bales, jute cuttings/butts 13047 bales.
- Mar 04 1895: sighted 35S 18E.
- Mar 20 1895: reported at/passing St Helena.
- Apr 24 1895: arrived New York from Calcutta.
- May 28 1895: after failing to obtain cargo after a month left New York for Newcastle N.S.W. Along with the Liverpool which headed to St John New Brunswick this was the first time of the shipping trade that ships had been sent on such long voyages seeking a cargo.

- Jun 11 1895: sighted 24N 38W (M.G.V.L).
- Jun 23 1895: sighted 1S 32W.
- Dec 20 1895: arrived Newcastle N.S.W from New York.

- Jan 10 1896: advertising cargo from San Francisco at 26s 3d less 1s 3d.
- Mar 12 1896: sailed from San Francisco for Liverpool.
- Apr 14 1896: off Pitcairn Island.
- Jun 24 1896: sighted 5N 29W.
- July 26 1896: sighted 49N 14W, steering ENE.
- July 29 1896: advertising sailings for Liverpool to Calcutta or Chittagong ~16s.
- July 30 1896: arrived Liverpool from San Francisco.
- Aug 22 1896: departed Liverpool for Calcutta.
- Dec 03 1896: arrived Calcutta from Liverpool.

- Jan 09 1897: Feb loading for Calcutta to Dundee 20s. Due to demand for sailing ships this rate is 1s 3d more than the last fixture.
- Feb 18 1897: berthed to Dundee at 22s 6d.
- Mar 04 1897: fire onboard after a naked light was taken into the fore peak from where a barrel of pork was required. A bale of oakum caught fire but was brought on deck and extinguished. River fire engine quickly alongside but not required.
- Mar 05 1897: departed Calcutta for Dundee with estimated 19000 bales of jute.
- Jun 01 1897: passed St Helena between Jun 1-7.
- July 03 1897: sighted 36N 37W.
- July 23 1897: 150 miles NNW of Pentland Firth. Reported 10 days without wind.
- Aug 03 1897: arrived in the Tay.
- Aug 14 1897: problems off loading cargo due to lack of warehouse space.
- Aug 25 1897: sailed from Dundee to Barry Wales, light.
- Aug 28 1897: passed west of Dover in tow of Sarah Jolliffe tug.
- Sep 01 1897: arrived off Barry Island Wales from Dundee.
- Sep 30 1897: departed Barry Island Wales for Port Adelaide South Australia.
- Dec 30 1897: arrived Adelaide South Australia from Barry Island, Wales.

- Feb 21 1898: departed Adelaide South Australia for Melbourne Victoria (Feb 22) and Newcastle N.S.W.
- Feb 23 1898: arrived Newcastle N.S.W from Adelaide/Melbourne with damage due to very bad weather.
- July 10 1898: arrived San Francisco from Newcastle N.S.W. Reported Apr 25 to May 4 encountered succession of easterly gales. On May 2 at 6am, 3 hands washed overboard. Two were saved but an A.B was lost at 27S 169W.
- Sep 30 1898: freight rate from Portland, Oregon to U.K of 30s, less 1s 3d d.p., shifts up from San Francisco.
- Oct 13 1898: sailed for Portland Oregon from San Francisco.
- Oct 21 1898: arrived Astoria, Oregon from San Francisco.
- Dec 06 1898: departed Astoria, Oregon for U.K or Continent.
- Apr 12 1898: advertising sailing vessel fixtures for next voyage Liverpool to Calcutta 12s 6d, salt. Full consignment.

- Apr 12 1899: sighted 46N 23W.
- Apr 20 1899: passed east of Old Head of Kinsale.
- Apr 21 1899: arrived Liverpool from Astoria Oregon.
- May 24 1899: departed Liverpool for Calcutta.
- July 05 1899: sighted 30S 34W.
- Aug 31 1899: arrived Calcutta from Liverpool.
- Nov 09 1899: freight rate fixed to 25s spot from Calcutta to Dundee.
- Nov 27 1899: booked 2000 tons of jute at 25s.
- Nov 30 1899: Dundee via Cape 600 tons jute at 23s 9d, full cargo 22s 6d.
- Dec 04 1899: booked 800 tons of jute at 25s (berthed fee). Sailing fee 22s 6d.

- Dec 13 1899: departed Calcutta for Dundee with estimated 20578 bales of jute.
- Feb 16 1900: passed St Helena between Feb 16-23.
- Mar 26 1900: sighted 47N 20W.
- Apr 04 1900: passed eastward of Beachy Head.
- Apr 11 1900: arrived at Dundee from Calcutta.
- Apr 15 1900: Eulemene and Dundee suffered damage to mooring bits and moorings during heavy westerly gale. Safely remoored.
- Apr 27 1900: departed Dundee for Philadelphia.
- May 13 1900: sighted 47N 33E, steering West.
- Jun 03 1900: arrived Philadelphia.
- Jun 21 1900: cleared Philadelphia and sailed for Delaware Breakwater.
- Jun 25 1900: Departed Delaware Breakwater for Kobe, Japan.
- July 10 1900: sighted 28N 35W.
- July 30 1900: sighted 8N 29W.
- Dec 07 1900: arrived Kobe Japan from Philadelphia.

- Jan 21 1901: departed Kobe Japan for Royal Roads, Victoria British Columbia.
- Mar 07 1901: arrived Royal Roads, Victoria British Columbia from Kobe Japan.
- Apr 13 1901: departed San Francisco for Queenstown Ireland.
- July 11 1901: sighted 7S 29W.
- Oct 12 1901: departed Liverpool for Newcastle N.S.W via Sydney.

- Jan 21 1902: advertising Newcastle N.S.W to Acapulco Mexico at 14s 6d.
- Oct 19 1902: left San Francisco for Liverpool.
- Dec 08 1902: sighted 35S 132W, ship foul.

- Mar 21 1903: arrived Liverpool from San Francisco.
- Jun 13 1903: departed Liverpool for Sydney.
- July 03 1903: sighted 25N 22W, steering south.
- July 10 1903: sighted 10N 25W.
- Oct 02 1903: arrived Sydney from Liverpool.
- Nov 11 1903: advertise Newcastle N.S.W 12s to Tarapaca Chile, port direct, prompt.
- Nov 25 1903: arrived Newcastle N.S.W from Sydney.

- Jan 10 1904: departed Newcastle N.S.W for Junin, Chile.
- Mar 23 1904: arrived Junin Chile from Newcastle, N.S.W.
- Apr 27 1904: advertising Junin to UK/Continent 17s 6d less 1s 3d, May-June.
- July 12 1904: cleared Iquique for Nordenham Bremerhaven Germany.
- Oct 15 1904: sighted 27N 38W.
- Nov 05 1904: sighted 49N 23W, bound ENE.
- Nov 18 1904: arrived Nordenham Bremerhaven Germany from Iquique Chile with cargo of nitrate. Loaded 800 tons of ballast.

- Dec 31 1904: Eulomene broke from her moorings at Nordenham Pier and went ashore at Lune Plate. High and dry by very high tide. Cargo maybe saved. Ship valued at £14,000.

- Jan 11 1905: refloated by 10 tugs due to extremely high tides caused by a westerly hurricane.
- Jan 27 1905: Dutch tug Poolzea departed Geestemende, Bremerhaven with the Eulomene in tow for Newcastle for repairs and loading. Prior to towing an extra 250 tons of ballast had been loaded. Ship's crew consisted of captain, mate, 13 able seamen, one ordinary seaman, cook and 3 passengers.
- Jan 30 1905: in a gale near the Dogger Bank, the steel towing hawser snapped. Attempts to attach a new hawser were unsuccessful and the Eulomene drifted in the storm. The Poolzea in bad weather managed to keep sight of the Eulomene.
- Jan 31 1905: in worsening conditions the Poolzea lost sight of the Eulomene and later sailed onto Newcastle where after coaling up returned to search.
- Feb 01 1905: sighting of a 4 masted ship 60 miles from Helgoland Islands Germany by

- Feb 07 1905: the collier Emma Sauber. in the overdue market the Eulomene was quoted at 35 guineas re-insurance and increased to 70 guineas.
- Mar 29 1905: the Eulomene was officially listed as missing by Lloyds' (see Appendix F).
- Apr 01 1905: Lloyds Kristiansund agent sent a telegram stating that parts of a boat (metal plate) with a red and white house flag marked Eulomene Liverpool had been found near Homborgsund, Norway.
- July 14 1905: inquiry into the loss of the Eulomene began in Liverpool. The Eulomene on leaving Bremerhaven was in good and seaworthy condition as regards hull and equipments. The ballast was secured tightly as not to shift and the ship was sufficiently manned for towing.

However consideration may have been given to the time of the year and weather it may have been prudent to have another officer and a few more seamen onboard. No blame was attached to the owners or captain anyone although it was also thought that the master might have taken on more ballast and not to have the ship trimmed so much by the stern (see Appendix G).

In the timeline listed above a ship could be sighted by two means. The first means would be by a lighthouse or sighting point on land e.g. The Lizard, Deal where ships would be constantly passing. The second means would be called "spoken to". This is where two ships identify each other while passing and normally would take place way out to sea. Depending on where the ship was "spoken to" that information may not be conveyed ashore for up to 6-8 weeks. It should be remembered that for long periods of time, no one knew where these ships were after they left a port. Looking through the newspaper archives many ship just disappeared after leaving a port.

8.0 Conclusions & Recommendations

The project took approximately 4 working days with 3 days spent on on-line research.

Having read the report sufficient information has been collated to compile a comprehensive history of the Eulomene from when she was built to her being lost in the North Sea in Jan 1905.

Many different WebPages were viewed ranging from large organisations e.g. Lloyd's Registry Listings to smaller WebPages such as local history or people with a given interest in a subject. The quantity and quality of the WebPages appeared depended on the targeted audiences and the amount of work undertaken. Some of the historical and interest in a subject WebPages were extremely useful. Newspaper archives were also very helpful in giving an overall picture of the operation of the ship and filling in information gaps.

Much of the data collated between websites checked out with some discrepancies observed.

A few WebPages viewed led to pay to view pages. However in most cases the information was obtained from other sources.

From the research conducted, setting a goal and how to reach that goal should be mapped out first. As earlier mentioned what appears to have been a simple typo error in the name initially lead the research to an early end. However once the spelling of the name had been sorted a vast amount of information was found. In the course of using that data other possible reasons e.g same owner, registered same port, near same date/month of sinking became evident as to possible reason for the confusion. Careful use of specific words in search engines is very important. As Eulomene is not a common word newspaper reports were easily viewed due to their number.

The Eulomene played an important role in the British shipping industry carrying cargo and passengers to Australia, North America and India. Her disappearance while on tow also shows the danger large ships took in bad weather to keep world trade running.

9.0 References

9.1 Online WebPages

The following websites and pages have been used in the compilation of this report:

<https://www.britishnewspaperarchive.co.uk/>

<https://collections.mun.ca/digital/search/searchterm/Eulomene>

<https://www.crewlist.org.uk/data/viewimages?regtype=MNL&year=1900&name=EULOMENE&steamsail=Sail&page=490>

<https://www.crewlist.org.uk/data/viewimages?data/viewimages>

<https://www.crewlist.org.uk/data/appropriation/99307>

<https://www.google.co.uk/>

https://www.gracesguide.co.uk/Robert_Thompson_and_Sons

<https://hec.lrfoundation.org.uk/archive-library/casualty-returns>

<https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>

<https://www.miramarshipindex.nz/ship?name=Eulomene>

https://plimsoll.southampton.gov.uk/SOTON_Documents/Plimsoll/18739.pdf

<http://www.searlecanada.org/sunderland/sunderland092.html#eulomene>

<http://sunderlandships.com/view.php?ref=103947>

<https://trove.nla.gov.au/>

<https://www.twsitelines.info/SMR/2763>

https://www.wikitree.com/wiki/Space:The_Liverpool_Shipping_Co_Ltd

<https://wrecksite.eu/wreck.aspx?299958> 1905

9.2 Personal Correspondences

I would like to thank Mr Ian Cundy for supplying the initial information and other information with regards to the research project.

9.3 Publications

Front Page Picture: Brodie Collection, La Trobe Picture Collection, State Library of Victoria

Appendix D & E: State Library of Western Australia

Appendices:

Appendix A: Mercantile Navy List 1892, Eulomene

ALPHABETICAL LIST OF BRITISH REGISTERED SAILING VESSELS.							417
Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Owner, or Part Owner, and Manager (if recorded). × Signifies <i>Managing Owner</i> . <i>Italics signify Manager.</i>
96781	Etienne, Halifax, N.S.	Sp.	Halifax, N.S.	1888	..	4	John E. Butler, Halifax, N.S.
100353	Etna, Quebec	Sp.	St. Michel, Quebec	1886	..	14	Romuald Asselin, St. Michel, Quebec.
46681	Etoile, Quebec	Sr.	(St. Paul's Bay Rebuilt)	1849 1863	V.K.M.B	46	Octave Tremblay, Chicoutimé, Canada.
59923	Etoile du Matin, Charlottetown, P.E.I.	Sr.	Les Eboulements.	1869	..	71	Caleb H. Schurman, Charlottetown, Pr. Ed. Is. (Can.)
92751	Etoile du Nord, Quebec	Sr.	Anticosti	1888	..	20	Xavier Arsenault, Thunder River, Saguenay.
73965	Etta, Lunenburg, N.S.	Sr.	Port Mouton, N.S.	1876	..	28	Peter Dixon, Grand Manan, N.B.
48304	Etta, Nassau, N.P.	Sr.	(a)	(a)	..	35	Theodore Knowles, Nassau, N.P.
75757	Etta, Yarmouth, N.S.	Sr.	Brookville, N.S.	1879	..	17	Thomas W. Webber, Westport, N.S.
77625	Etta A. Watt, Lunenburg, N.S.	Sr.	Lunenburg, N.S.	1879	..	108	Leslie Leonidas Fraser, St. Anne's Bay, Jamaica.
90865	Etta May, St. John's, N.F.L.	Sr.	Bridgewater, N.S.	1887	..	53	Wm. Best, St. John's, N.F.L.
66857	Etta Stewart, St. John, N.B.	Bge.	St. John, N.B.	1872	L.M.K.G	787	George E. Francklyn, Halifax, N.S.
87388	Ettarre, Greenock	Cr.	Gosport	1878	K.G.P.L	8	× Alexander C. Aitken, 10, Stanley Place, Eglinton St., Glasgow.
72218	Ettawanda, St. John, N.B.	Sr.	Greenwich, N.B.	1875	..	80	John G. Walter, River Hebert, Cumberland co., N.S.
95369	Ettie, Fremantle, W.A.	Lr.	Fremantle, W.A.	1888	..	13	Sam Rany Samy, Roebourne, W.A.
78992	Ettie, Rochester	Spl.	Rochester	1877	..	51	Charles Durham, Coal Exchange, City, Lond.
74935	Ettie, Sydney, N.S.W.	K.	Brisbane Water, N.S.W.	1877	..	44	Jacob Kondio, Pyrmont, Sydney, N.S.W.
78268	Ettie, Yarmouth	Dy.	Gorleston	1878	..	78	Hewett & Co., Lim., Fish Market, Shadwell, London. <i>Joseph W. Wilkins, same address.</i>
79319	Etty, Adelaide, S.A.	K.	Birkenhead, S.A.	1880	..	18	John Lambro, Port Pirie, S.A.
55963	Etty, Brisbane	Cr.	Brisbane	1873	..	11	The Hon. J. P. Bell, Brisbane, Queensland.
93473	Eudora, Dundee	Bk.	Dundee	1888	K.S.N.F	1938	× William Stephen, Marine Parade, Dundee.
49905	Eudora, Grimsby	Bk.	Montrose	1864	W.F.T.V	302	× Frederick Croft, Vold, near Porsgrund, Norway.
85372	Eudora, Halifax, N.S.	Bk.	Maccan, N.S.	1882	H.B.N.C	1143	Jotham O'Brien, Maccan, Cumberland co., N.S.
53425	Eudora, Southampton	Dy.	Galton, Dev.	1866	H.B.M.F	47	Jas. Lock, Warsash, Hants.
10140	Eugene, Cork	Cr.	Ballinacurra	1835	K.M.F.W	29	× Mrs. M. Gallagher, Aghada, co. Cork. <i>Michael Gallagher, same address.</i>
42296	Eugene, St. John's, N.F.L.	Sr.	Liverpool, N.S.	1861	..	34	Peter G. Tessier, St. John's, N.F.L.
50807	Eugene A. Reed, Kingsta., Jamaica	Bn.	Boothby, U.S.	(a)	W.K.Q.C	177	John Edmund Body, New York, U.S.A.
80684	Eugene Demers, Montreal	Sp.	Gentilly	1881	..	159	Thomas Desrosiers, Lanoraie, Quebec.
92133	Eugene Prince, St. John's, N.F.L.	Sr.	Seal Cove, N.F.L.	1886	..	53	James S. Stewart, St. John's, N.F.L.
34574	Eugenia, St. John's, N.F.L.	Sr.	Lamaline, NFL	1864	R.L.B.V	3	John Purchase, Lamaline, N.F.L.
83231	Eugenie, Charlottetown, Pr. Ed. Is.	Bk.	Pr. Ed. Is.	1881	K.H.D.R	699	Thos. R. Bartling, Liverpool, Queen's co., N.S.
16247	Eugenie, Glasgow	Bk.	Dumbarton	1856	..	46	William Thompson, Carnlough, co. Antrim.
64057	Eugenie, Kingston, Jamaica	Sr.	Kingston, Jam.	1875	..	44	Robert Kirkland, Golden Grove, Jamaica.
48296	Eugenie, Nassau, N.P.	Sp.	Bahamas	1859	V.S.F.P	5	Augustus J. Adderley, Nassau, N.P.
81680	Eugenie, Plymouth	Sr.	St. Denis	1857	L.B.T.M	71	× John Dunn Bevan, Prospect Place, Swansea.
75659	Eugenie, Quebec	Sr.	Cap St. Ignace	1877	..	196	Leandre P. Methot, Cap St. Ignace, co. Montmagny, Canada.
80754	Eugenie, Quebec	Sr.	Esquimaux Point	1880	..	48	André Vigneault, Esquimaux Point, co. Saguenay, Canada. (Kent.)
4655	Eugenie, Rochester	Spl.	Long Ditton	1855	..	37	× Alfred Jos. Knight, Beacon Lodge, Chatham.
52952	Eugenie, Rochester	Spl.	Rochester	1865	..	43	× John Edwin Gill, Rochester.
15288	Eugenie, Tralee	Bn.	Salcombe	1856	L.R.Q.D	136	× Robert McCowen, Tralee, Kerry.
86131	Eugenie Auguste, Castletown	Sr.	Holland	1882	..	95	× Charles Davey, Bude, Cornwall.
50740	Eugenie Charlevoix, Quebec	Sr.	Charlevoix	1864	..	41	N. Carboneau, Berthier, co. Montmagny, Canada.
61618	Eugenie McMillan, St. John's, N.F.L.	Sr.	Isaacs Harbour, N.S.	1876	..	56	George Shea, St. John's, N.F.L.
42752	Eugenie Smith, Nassau, N.P.	Sr.	Lewis, U.S.A.	1844	T.L.D.C	101	Robert Jump, New Orleans, U.S.A.
92271	Eugenio, Belize, B.H.	Sp.	Livingstone, Guatemala	1890	..	7	John Eadie Mutrie, Belize, B.H.
58159	Eulalie, Colchester	Bk.	Brightlingsea	1866	..	14	James Green, Stiffkey, Norfolk.
68412	Eulie, London	Bk.	Dartmouth	1873	L.W.S.V	294	× Oliver S.S. Piper, Port Talbot, Glamorganshire.
99307	Eulomene, Liverpool	S.	Southwick	1891	M.G.V.L	2607	The Liverpool Shipping Co., Lim., 7, Rumbold St., Liverpool. <i>Henry Fernie, same address.</i>
34521	Eunice and Mary, St. John's, N.F.L.	Sr.	Port de Grave, N.F.L.	1863	R.K.T.H	52	Robert Hy. Prowse, St. John's, N.F.L.
88155	Eunomia, Hull	K.	Burton Stather	1883	..	88	John Holmes, Neptune St., Hull. (shire.)
86063	Euphemia, Ardrossan	Bk.	Arran	1883	..	18	Gilbert MacIntosh, Carradale, Saddle, Argyle-
28885	Euphemia, Beaumaris	Sr.	Greenock	1860	Q.C.J.P	76	William Thomas, Amlwch, Anglesea.
14160	Euphemia, Dublin	Sr.	Pr. Ed. Is.	1854	L.K.R.W	42	Nicholas Creenan, Skerries, co. Dublin.

Appendix B: Lloyds' Registry 1893, Eulomene

LLOYD'S REGISTER.		NAVIRES A VOILES.						EUG-EUR									
Nom du Navire. Matériau. Gréement, etc.		Tonnage Officiel.		Détails de la Classification.			Construit.			Armateurs.		Dimensions d'après la Douane, Superstructures, &c.		Port d'Armement.		Cote sur Quille.	Autres Indications relatives au navire.
Matières Périodiques. Nombres des Ponts.		Total.	Cote.	Part de Vitesse.	Part de Vitesse.	Part de Vitesse.	Quant.	Par qui.	Ob.			Longueur.	Largeur.	Creux.	Pavillon.		
Eugenie-Eugenie	Wood3MstSr	-198					1865	.....	Cornwallis, N.S.	H. Lecharpentier	105'3"	27'2"	12'3"	Granville			
W. Gues	WoodSr	196					1877	L. Methot	Cap. S. Ignee	L.P. Methot	101'9"	23'5"	11'7"	Quebec			
F. LeBlond 90-00	Wood3MstSr	210					1890	A. Bouillon	St. Vaast	J.H. Lepelletier	112'9"	26'4"	11'2"	Carentan			V
W. Gues 88-88	WoodSr	215					1856	.....	Salcombe	R. McCowen	88'0"	21'8"	12'0"	Tralee			
Davy 82-82	WoodSr	-133					1867	Leccrf	Boulogne	T. & L. Cortier freres	83'7"	20'7"	12'3"	Dun Kirk			V
Eugenie Auguste	WoodSr	106					1865	.....	Holland	G. Dreyer	89'3"	18'9"	9'0"	Castroville			
Eugenie Smith	WoodSr	101					1844	.....	Lewis, U.S.	R. Jump	80'0"	23'5"	8'2"	Massachusetts			
Eulalia	WoodBk	548					1863	A. Kjellen	Wifsta Warf	F.E. Hallström	148'9"	30'4"	16'3"	Gothenburg			GV
De Barros (ex Maria Augusta, ex Camech L)	WoodBn	-180					1871	.....	St. Martinho do Porto	S. d' Araujo	96'1"	21'6"	11'1"	Lisbon			V
Eulie	WoodBk	342					1873	Redway	Dartmouth	David & Piper	136'0"	25'9"	14'8"	London			
Eulomene	Steel4MstS	2725					1891	R. Thompson & Sons	Sunderland	Liverpool Shipping Co. (Lim.) (H. Fernie & Sons, Mgrs.)	310'5"	43'0"	24'5"	Liverpool			26 - 9 - 5 - 11
Eunice H. Adams	WoodBg	107					1844	.....	Bristol, R.I.	S. Osborn, jun.	81'3"	23'3"	8'0"	Edgrtn, Mas			
Eunice L. Crocker	Wood3MstSr	678					1890	Morse Bros.	Bath, Me.	Morse Bros.	172'4"	37'3"	13'4"	Bath, Me.			R
Eunice P. Newcomb	WoodSr	109					1860	.....	Boston, Mas	S.H. McDonald	85'5"	24'6"	9'0"	Deer Isle, Me			
Eunty R. Dyer	WoodSr	109					1875	.....	Lebanon, De	S.W. Gabriel	85'0"	26'5"	6'0"	Beaufort NC			
Eunomia	WoodBk	353					1868	.....	Arendal	J.E. Hanssen	120'5"	29'8"	15'9"	Arendal			N
Euphemia	WoodS	1407					1882	J. Allen	Salmon River, N.S.	H. Lewis	205'0"	39'6"	23'5"	Yrmouth NS			RV
Eunony	WoodSr	83					1885	J. Kremer	Elmsborn	T. Baskcomb	77'1"	20'7"	10'6"	Gt. Grimsby			

Appendix C: Lloyd's Register Returns of Ship Totally Lost, Condemned, etc (for 1st January to 31st March 1905)

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

RETURNS OF VESSELS TOTALLY LOST, CONDEMNED, &c.

1ST JANUARY TO 31ST MARCH, 1905.

List of total losses of Merchant Vessels of 100 tons and upwards between the above dates, of which information was received up to the 4th September, 1905.

EXPLANATION OF CONTRACTIONS.

Amr. = U.S. of America.	Col. = British (Colonies).	Jap. = Japanese.	Sia. = Siamese.
Arg. = Argentine.	Dan. = Danish.	Mex. = Mexican.	Sp. = Spanish.
A-H. = Austro-Hungarian.	Dut. = Dutch.	Mon. = Montenegro.	Swd. = Swedish.
Bel. = Belgian.	Fre. = French.	Nor. = Norwegian.	Trk. = Turkish.
Bra. = Brazilian.	Ger. = German.	Per. = Peruvian.	U.K. = British (United Kingdom)
Chi. = Chilean.	Grc. = Greek.	Por. = Portuguese.	Urg. = Uruguayan.
Cha. = Chinese.	Itl. = Italian.	Rus. = Russian.	

Bg. = Brig.	Bn. = Brigantine.	m. = Masts.	So. = Screw Steamer.	Tw. = Twin.
Bk. = Bark.	C. = Composite.	Pad. = Paddle Steamer.	Sr. = Schooner.	W. = Wood.
Bkn. = Barkentine.	I. = Iron.	S. = Ship.	Stl. = Steel.	

(g.) Missing.

(Under this heading are included only vessels Posted or Reported during the quarter as missing.)

No. in Reg. Book. 1904-05.	Vessel's Name.	Tons (Net.)	Nationality.	Description.	Voyage.	Cargo.	Circumstances and place.	Date.
102	Edith Mary	304	U.K.	I.Bk.	Ascension— St. John's, N.F.L.	Ballast	Left Ascension on 13th Sept., 1904; not since heard of.	—
677	Eulomene	2539	U.K.	Stl. 4m. Bk.	Bremerhaven— Newcastle.	Ballast	Left Bremerhaven in tow on 27th Jan.; broke adrift; seen on 31st Jan.; not since heard of.	—
781	Anna Pendleton...	468	Amr.	W. 3m. Sr.	Darien, Ga.— New York.	Lumber ...	Sailed from Darien, Ga., on 12th Jan.; not since heard of.	—
16 Sup.	Charles E. Wilbur	515	Amr.	W. 4m. Sr.	Darien, Ga.— New York.	Lumber ...	Left Darien on 8th Nov., 1904; not since heard of.	—
616	Essex	577	Amr.	W. Bk.	Charleston— New York.	Lumber ...	Sailed from Charleston on 7th Dec., 1904; not since heard of.	—
383	Lizzie Babcock ...	514	Amr.	W. 3m. Sr.	Baltimore—Cardenas.	.....	Left Baltimore on 3rd Nov., 1904; not since heard of.	—
29	D'Artagnan	237	Fre.	W. Bk.	Swansea—Arcachon ...	Coal	Sailed from Swansea on 28th Sept., 1904; not since heard of.	—
1	Quarta	158	Ger.	I. & Stl. Lighter	Emden—Hamburg ...	General.....	Left Emden in tow on 6th Jan.; tow rope parted; not since heard of.	—
279	Robert Rickmers..	2174	Ger.	I. 4m. Bk.	Philadelphia—Hiogo.	Oil.....	Sailed from Philadelphia on 18th June, 1904; seen in Macassar Straits on 6th Oct., 1904; not since heard of.	—
580	Sirene.....	1410	Ger.	I. S.	Liverpool—Junin.....	Coal	Sailed from Liverpool on 31st May, 1904; was spoken on 13th June, 1904 in lat. 35°39' N., lon. 14°41' W.; not since heard of.	—
424	Sei Sorelle	486	Itl.	C. Bk.	Laguna—Marseilles...	Campeachy wood.	Sailed from Laguna on 4th Aug., 1904; passed Tarifa on 11th Dec., 1904; not since heard of.	—
132	Kinn	1110	Nor.	I. Bk.	Buenos Ayres— Falmouth.	Linseed.....	Left Buenos Ayres on 31st July, 1904; passed Point Indio on 4th Aug., 1904; not since heard of.	—
3 Sup.	Valentini	747	Trk.	W. Bk.	Port Vendres— Marseilles & Cassis.	General.....	Left Port Vendres in Dec., 1904; not since heard of.	—

TOTALS :—STEEL, 2—2,697 tons. IRON, 4—4,998 tons. WOOD AND COMPOSITE, 7—3,544 tons. TOTAL, 13—11,239 tons.

Appendix D: Eulomene at Berth (location unknown)



Appendix E: Eulomene at Sea



Appendix F: Newspaper Report Eulomene Posted As Missing, Liverpool Echo Mar 29 1905

LIVERPOOL SHIP'S FATE

**EULOMENE POSTED AS
MISSING.**

SEVENTEEN LIVES LOST.

Two large vessels were officially posted at Lloyd's this afternoon as missing. The four-masted barque Eulomene, owned by the Liverpool Shipping Company, left Bremerhaven in tow of the Dutch tug Poolsee, for Newcastle-on-Tyne, on the 27th January. Very bad weather was encountered, and on the 30th January, when off the Dogger Bank, the hawser between the ship and the tug parted. The wind was blowing with tremendous force at the time, and a heavy sea was running. All efforts to pass a fresh tow-ropes to the ship were unsuccessful, but all through the day and into the night the tug kept the Eulomene in sight. Early next morning, however, the ship was lost sight of and although the Poolsee cruised round, she could not again find her. Eventually the tug sailed away for the Tyne, arriving there on February 3. The Eulomene has never reached port. In the early January gale she went ashore at Bremerhaven, and it required the combined efforts of a dozen tugs to re-float her. She was of 2,725 tons burthen, and at the time of her loss had a crew of seventeen hands on board.

Appendix G: Inquiry into missing Eulomene

(No. 6827.)

"EULOMENE."

The Merchant Shipping Act, 1894.

In the matter of a formal investigation held at the Magistrate's Room, Liverpool, on the 14th and 15th days of July, 1905, before W. J. STEWART, Esquire, assisted by Captain MELVILLE, and Commander MASSEY, R.N.R., into the circumstances attending the loss of the British sailing ship "EULOMENE" in the North Sea on the 30th January, 1905.

Report of Court

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the Annex hereto, that the loss of the said vessel was due to some casualty which befell her after the tow-rope parted, but there is no evidence to prove what was the exact nature of the casualty.

Dated this 15th day of July, 1905.

W. J. STEWART,
Judge.

We concur in the above report.

WM. G. B. MELVILLE, } Assessors.
GEO. MASSEY, }

Annex to the Report.

This inquiry was held in the Magistrate's Room, Dale Street, Liverpool, on the 14th and 15th July, 1905. Mr. Paxton appeared for the Board of Trade, Mr. Pedder for the registered manager, and Mr. Miller watched the case on behalf of the relatives of the master.

The sailing vessel "Eulomene," of the port of Liverpool, official number 99307, was a four-masted ship, built of steel at Sunderland in 1891 by Messrs. Robert Thompson & Sons. Her dimensions were as follows:—Length, 310.5 ft.; breadth, 43 ft.; and depth of hold, 24.5 ft. Her tonnage was 2725.32 tons gross, and 2539.45 tons net. She was rigged as a four-masted ship and owned by the Liverpool Shipping Company, Limited, Mr. Henry Fernie Fernie, of 7, Rumbold Street, Liverpool, being the registered manager. She was well found in every respect and fully equipped with all life-saving appliances according to the statute.

The "Eulomene," after discharging a cargo of about 3900 tons of nitrate at Bremerhaven, took on board 809 tons of clay sand ballast.

On the 30th December, 1904, on account of a sudden shift of strong wind, the vessel broke adrift at Nordenham, and, having dragged her anchors, was washed ashore on the other side of the River Weser, near Dedesdorf, on a soft sand and muddy bottom, and was high and dry at low water, so that the surveyors could walk round and examine her. There she remained until the 7th January, 1905, tight and upright. On that day another severe gale sprang up bringing a very high tide along, so that she was refloated with the assistance of several tugs after she had slipped her anchors and her cables. She was then towed to Nordenham, and afterwards placed in the wet

dock at Geestemünde. While there a diver examined her bottom on the 19th and 20th January, and reported that the vessel had sustained no damage in consequence of the stranding at Dedesdorf, and also that the steering gear, rudder, &c., were in perfect order. Mr. F. Thomsen, Lloyd's surveyor at Bremerhaven, Captain J. W. King, marine superintendent for the owners, and Captain William John Richards, Liverpool Salvage Association, visited the vessel and carefully examined her inside and outside. The hold ceiling was lifted in several places and the cement found in perfect order.

The stanchions, stringers, &c., showed no sign of any straining whatever, and the vessel was found to be perfectly tight, the wells being frequently sounded. One of the slipped anchors and cable, having been recovered, was placed on board, but the second anchor and 30 fathoms of cable could not be recovered on account of the ice in the river. A spare anchor was placed on the fore-castle head and the remaining part of the cable, about 105 fathoms, bent to it. Captain King had 250 tons more ballast put on board and the royal yards sent down. The whole of the ballast—about 1050 tons—was stowed from the fore part of No. 2 hatch to the after part of No. 3 hatch, which would be about the centre of the vessel, and was levelled down with sloping ends and well filled into the wings, the top of the ballast in the middle of the vessel being about 3 ft. below the 'tween deck beams. There were also shifting boards rove between the stanchions from the keelson upwards, placed close together, and the 'tween deck hatches, hawsers, &c., placed on top of the ballast and tommed down from the 'tween deck beams.

On the 26th January last, the tug "Poolzee," of Rotterdam, 1200 to 1300 tons register, 1000 h.p., and 10 to 11 knots speed, went alongside, ready to tow her to sea. In the evening the master and mate of the tug went on board the "Eulomene," when the mate of the latter vessel told the two former, at different times, that he had four runners, which the Court thinks must have been a misunderstanding, on account of their being Germans, and should have been 14 instead of 4, as it was proved to the satisfaction of the Court, by documentary evidence from the master of the vessel, the agent and shipping master at Bremerhaven who supplied the men, that there were in fact 14 men. The crew consisted of the master, first mate, cook, 13 A.B.'s, and 4 apprentices, making 20 hands all told, and the master's wife and 2 children as passengers.

At 3 a.m. of the 27th January last, the "Eulomene," drawing 11 ft. 3 ins. forward and 12 ft. 4 ins. aft, a mean of 12 ft., the harbour pilot being on board, the tug "Poolzee" passed her towing hawser on board of the "Eulomene." The hawser consisted of about 40 fathoms of 4-inch steel wire, the end of which was passed through the starboard hawse pipe, and made fast to the mainmast, and 120 fathoms of new 16-inch Manilla, one end of which was made fast on board of the tug and the other to the steel wire, the whole being in good condition. Between 5 a.m. and 6 a.m. of the same day the sea pilot came on board at Geestemünde Harbour, and after taking the vessel to sea, left her about 10 a.m. of the same day, between the Weser light vessel and the outer buoy. He reported that the general condition and equipment of the vessel was good, that the crew appeared to be competent seamen, but few in number, and that the vessel was, in his opinion, in proper trim to be safely towed from Bremerhaven to the Tyne, in the month of January, and further, that during the time he was on board, the tug appeared to be powerful enough and had command of the vessel, the weather being moderate. Jacob Biltz, master of the tug "Poolzee," stated in evidence that he took the "Eulomene" in tow at 3 a.m. on the 27th January last, and that the River Weser was full of ice,

and the weather fine, and that he expected to be about three days on the passage to the Tyne, the wind being about W.N.W. On the 28th January his position at noon was Latitude 54° 28' N. and Longitude 4° 54' E., distant from the Weser light vessel about 106 miles. On the 29th January his position at noon was Latitude 54° 41' N. and Longitude 3° 21' E., and at 8 p.m. he sounded and found 13 fathoms, the wind being a W.N.W. strong breeze. On the 30th January his position at noon was Latitude 54° 54' N. and Longitude 1° 48' E.; he sounded and found 30 fathoms, the wind was W. and blowing a hurricane, with very bad weather and a very heavy sea. About 11.30 p.m. of the same day, the weather was very bad with a very heavy sea, showing half water and half sand, and causing the "Eulomene" to steer badly and fall continually off to starboard, bringing the wire hawser across the stem. At that time the wire hawser parted, and the tug hauled in the manilla hawser and about 10 fathoms of the steel wire, the end of which was found chafed, the vessel at this time showing two red lights. The master of the tug then sounded and found 15 fathoms, and considered his position to be about 100 miles E. by S. from the Tyne. He endeavoured to keep about 200 yards from the "Eulomene," which bore about S.E. from him. He saw her side lights till about 1 a.m., and the black mass till about 3.30 a.m., when he saw nothing more of her, she having made no signals during the night. The tug waited in the vicinity till daylight and then steered about S.E., which was the direction the vessel was last seen in, but could see no signs of wreckage or anything, and so returned home.

The master of the tug stated that the "Eulomene" remained upright during the whole time she was in tow, and had a small after staysail set, which remained set until a short time before her lights disappeared. It is evident, therefore, that the casualty must have occurred some time after the hawser parted, and there is every reason to believe that the vessel foundered with all hands. Some time afterwards, part of one of her boats was found on the coast of Norway.

At the conclusion of the evidence, Mr. Paxton, for the Board of Trade, submitted the following questions for the opinion of the Court:—

1. When the vessel left Bremerhaven on the 27th January last—

- (a) Was she in good and seaworthy condition as regards hull and equipments?
- (b) Was she properly and sufficiently ballasted and in proper trim for a voyage in tow to the United Kingdom?
- (c) Was the ballast properly and sufficiently secured against shifting?
- (d) Was she properly and sufficiently manned?

2. What was the cause of the hawser parting at or about 11.30 p.m. of the 30th January last? Was every possible effort made by the master of the tug "Poolzee" to stand by the ship thereafter?

(3) What is the cause of the vessel not having been heard of since she was lost sight of by the master of the tug "Poolzee" at or about 3.45 a.m. of the 31st January last?

4. Does blame attach to Mr. Henry Fernie, registered manager, and John W. King, marine superintendent, or to either of them?

5. What was the cost of the vessel to her owners? What was her value at the time she left Bremerhaven on her last voyage? What were the insurances effected and how were they apportioned?

Mr. Pedder, for the owners and captain, having addressed the Court, the Court gave judgment as above and returned the following answers to the questions of the Board of Trade:—

1. When the vessel left Bremerhaven on the 27th January last—

- (a) She was in good and seaworthy condition as regards hull and equipments.
- (b) In the opinion of the Court the master would have been better advised to have taken more ballast and not to have had the vessel trimmed so much by the stern, having regard to the fact that she was to be towed across the North Sea in the winter.
- (c) The ballast was properly and sufficiently secured against shifting.
- (d) She was properly and sufficiently manned for towing only, but having regard to the season of the year, the weather that might be encountered, and the long dark nights, it would have been more prudent to have had another officer and a few more able seamen.

2. The parting of the hawser at or about 11.30 p.m. of the 30th January last was apparently due to the wire having been chafed across the vessel's stem owing to the strong wind and heavy seas, which probably caused some difficulty in steering owing to her being down by the stern. Every possible effort was made by the master of the tug "Poolzee" to stand by the ship.

3. The Court is of opinion that the cause of the vessel not having been heard of since she was lost sight of by the master of the tug "Poolzee" at or about 3.45 a.m. of the 31st January last, was that she foundered.

4. No blame attaches to Mr. Henry Fernie, registered manager, nor to Mr. John W. King, marine superintendent.

5. The registered manager stated in evidence that the original cost of the vessel to her owners was £24,385 14s. Her book value at the time she left Bremerhaven was said to be £14,500, and she was insured for £14,750 on hull and equipments on a valuation of £16,000.

W. J. STEWART,
Judge.

We concur in the above report.

WM. G. B. MELVILLE, } Assessors.
GEO. MASSEY. }

Liverpool, 15th July, 1905.

(Issued in London by the Board of Trade on the 4th day of August, 1905.)