

DENNIS BRUNDIT

14748 GBR

BUILT:

DEMISE: 20 July 1892 – Wrecked Centre
Island, San Salvador

Account of wreck in FIM of August 1892

- Full-rigged ship of 462 tons built by Brundit & Whiteway in 1856
- Came in for repairs 17 May 1879
- Sold to Deans and registered June 1880
- Transferred to FIC April 1889
- Sold to John Key THOMAS August 1889

Tral Pulet

July 11th 1892

A. E. Ballion Esq^r

Dear Sir

I take the liberty to inform you that in the event of us shipping our wool on board the "Dennis Brunclift" to day we met with an accident, after loading one of the ships boats, and pushing of from the jetty she started leaking and filled which was caused by one of the bolts starting and resulted in damaging 4 bales,

As regards the insurance, should I ship the same or keep them back on the Station,

We hope to have finished loading by Saturday next, we have not been able to do much all last week owing to the ship having dragged right out of the harbour, and the bringing of her back again occupying

4 days, Campbells luck,

Capt Gill has got an offer to day from
Mr Cameron, He wishes to send his wool per
"Dennis Rundt" as the vessel Spearing & Walder
have chartered is unable to carry all these cargo

A reply as to what I should do concern-
ing the wool would greatly oblige,

I remain Dear Sir

Yours truly

Geo^d Felton
— " —

July 11th 1892

Geo Feltou

Report of Capt Campbell re Wreck of Bg "Dennis Brundis"

On the morning of July 20th 1892 about 8 a.m. we got under weigh inside of the first Island in Salvador inside of Centre Island the wind being W. S. W. moderate breeze, tide ebb, approaching the narrow to the westward of Centre Island the wind hauled to the westward & the current still taking the ship down and sweeping her on to the Easternmost point of Centre Island. We let go our anchor after hauling down the jibs she dragged the anchor some distance before getting sufficient cable paid out. When the anchor held, she swung head to the Southward bringing her stern head against the point. The pumps were sounded and found 2 feet of water in her. We intended to hang on till the tide turned but the Cabin boy reported that the water was running into the Lazarette. We went to ascertain the truth of the report and found a very large stream of water running thro' from the Stern post which was too much for the pumps to keep down. We then ran a line from forward to bring her as close to the shore as possible but bringing her bow in shore, the current caught her starboard quarter, swinging her stern to the Southward & swinging her up off the point. We then made sail slipped the cable and put her on to the nearest beach as we beached her we found four feet of water in the well.—

The master on seeing a man on shore wrote a hurried letter which the Pilot took ashore and asked him to take it into Stanley at once in order to acquaint Lloyd agent of the Casualty—

We kept our topsails aback to the mast to keep the ship with an even keel and the starboard side to the beach during all the rising tide and got about 60 Bales of wool in good condition on deck afterwards furled all sail and as the tide fell the vessel coming upright from the list to starboard & about 9 pm she fell over board & there remains bringing the water halfway up the cabin floor and being afraid she would fall over entirely we got the crews effects in the boats but all hands remained on deck throughout the night. The Captain undertook to construct a hut on the Island. but I (Campbell) advised him to go on shore to the Settlement it being unfit to live out on the Island so all hands left the ship & slept on shore the following night with the exception of the Master & 2nd Mate who slept in a boat alongside the ship -

Recd. 4/10/92
July 19/92

Dennis Brundish July 19th 1892

on shore center Island

M^r Dallen

Dear Sir

I am sorry to inform you
that this morning we
struck on the N. point of
this Island going out—
I started steam port, the
vessel jumping fast we
beached her at once in
the best possible place
to prevent her sinking
shall at once proceed
to land cargo for benefit
of all concerned, ship
at present half full of water
and necessitating for ship

I expect assistance
& instructions from
you as Lloyd Agent
respectfully yours
Pegie

Capt Casspell Pilot
here

July 24th 1892
Barge "Semin Brunslut";
Center Island Seaboard
Recd. July 26/92

I do hereby agree to
take all that is possible
of the cargo, stores &
apparel of the above
named vessel now lying
here a wreck, on an
agreement of fifty per
cent on all saved and
realized, for the benefit
of all concerned

J. Miranchuk
The above agreement accepted
by me R. Gies Master of vessel
Witness J. Hinrichsen

List of Wreckage. brought into Stanley by Fair Rosemora
from Bque. Dennis Brundish, July 26/92.

26 Sails	✓	1 Life Boat	✓
1 Coir Hawser	✓	1 small Winch	✓
2 " " Short	✓		
1 Steel Hawser	✓		
2 Life buoys	✓		
2 Sea Anchors	✓		
1 New Tarpaulin	✓		
1 Coir Line	✓		
1 Code Signals	✓		
1 Azimuth Compass	✓		
3 Compasses	✓		
3 " Cards	✓		
1 pr Side Lights	✓		
2 Filters	✓		
2 Cabin Lamps	✓		
2 Bells	✓		
1/2 Chesk Sea	✓		
2 Sml Water Butts	✓		
1 Fog Horn	✓		
2 Galley Lins	✓		
1 Binnacle & Lamps	✓		
2 Lamps	✓		
1 Lin Oil	✓		
1 block	✓		
1 Copper Boiler	✓		
1 Looking Glass	✓		
1 Table	✓		
1 Stove & piping	✓		
2 Harney Cask	✓		
1 Barometer	✓		
1 Brass Bar	✓		
1 Signal Book	✓		

Demerol 10 she lies on Centre
with all brass jaws & Ruyguy
5 Anchors 100 fth Cable
60 fth Mowing Chain
400 Hides 250 Sheep skins 4000 Sheep skins
2000 lbs Tarpaulin 1000 lbs Spans
on the beach.

List of Cargo per Fair Rosmond
July 25 1892

J H D.	52.	Casks Tallow
D & S'	44,	" Bonifach
S & C "	11	Sperm wax
E N	3	Casks Tallow
	<u>112</u>	" "

Quantity of ships gear

August 16/92 per "Hornet"

J H D	5	casks Tallow
D & S	16	" "
	8	" "

S & C	3	casks Sperm Wax
-------	---	-----------------

F	42	Bales Wool
---	----	------------

at Seal Point

F	242	Bales Wool
J. S.	3	" "

"Fair Rosamond"

JHD 38. 46. 1. 7. 17. 20. 9. 26. 35. 49. 33. 21. 57. 5. 10. 47. 44. 45
 37. 31. 26. 19. 16. 12. 4. 43. 13. 15. 56. 30. 28. 42. 18. 23. 41. 54
 24. 40. 34. 27. 2. 36. 51. 48. 39. 53. 50. 3. 6. 56. 29. 32. 52

(53) Casks Tallow

D9S

1/44

(44)

" "

"

1

(1)

Bone Ash

EN

4. 8. 13.

(3)

" Tallow

S4C

1. 2. 3. 4. 6. 7. 10. 11. 12. 13. 14. 15

(12)

" Sperm. wab.

"Hornet"

EN

6. 14. 10. 5. 3. 15. 11. 8.

(8)

Casks Tallow

S7C

5. 8. 9

(3)

" Sperm

JHD

22. 8. 11. 14.

(4)

" Tallow

D4S

45/60

(16)

" "

Recd. July 28/92
9 pm.

Sentier Island
July 27 1892

Mr Baillon Esq^r

Sir

We arrived at The wreck Saturday
at 2 PM & took in 88 Bales wool Sunday all
hands. hooking Bales on deck to drain.

Fair Edmund arrived Monday 28th at 8 A.M.
& commenced to load her with Tallow.

Capt Gile wishes me to send him & crew to
Stanley as they have run short of Horses. The
crew refuses to work the wreck. I have sent
in the agreement I have made with Capt Gile
hoping it will meet your approval as soon as I
have loaded the Fair Edmund, I will finish
loading the Hornet with wool & will proceed
to Mr Dalton with it.

I do not think it will be necessary to send Capt
Jones out again. I have kept back two men
from the Fair Edmund to work with me.
we have 118 Bales wool.

Your obedient servant
J. M. Lauchlin

Centre Island Port Salvador
July 27th 1892

| | |
|----------------|---------------------------------|
| Name of Vessel | "Dennis Brundrit" British Barge |
| Tonnage | 462 tons register |
| Captain | Richard Gill |
| Owner | Thomas J. K. Capt. |

Report of Survey

At the request of Mr. Baillon Esq. Lloyd Agent, we the undersigned proceeded on board the British Barge "Dennis Brundrit" now lying ashore at Centre Island to hold a survey on the said vessel as to the extent of damage done to the same -

We found the vessel filled with water, and with a heavy list to Port i.e. canting off shore -

After an observation of 48 hours we found the water in the vessel rising and flowing inside the vessel, according to tide outside of her.

By going in the boat to examine the vessel outboard, we found the vessel drawing 15 ft 6 in forward and 17 ft 6 in aft and the metal planks in the the wood ribs started from 18 ft downwards and to our best believe (?) at 8 ft drafts downwards, the planks in the woodwork
are

are started off to the extent of several inches. The upper gudgeon on the sternpost started as well as the plank below it. The seams of planks in the wake of the rigging started, also several Bulbs opened.

After due consideration we came to the conclusion, that the said vessel's repairs if such were possible would far exceed the value of the vessel—

As to the cause of damage
see logbook

Frs + Travelling expenses

£10. 6. 0

Martin Johnson
Master Shipwright
John Jones
Master Mariner

I Andrew E Baillon Lloyd Agent Certify that Messrs Johnson & Jones have been employed by me to survey the shipwrecked Barge "Dennis Brunard" and believe full confidence may be placed in this certificate

Stanley July 30th 1892

Andrew E Baillon
Lloyd Agent

Survey Report of
Barque

"
Devin Brundil
"

between 1/2 ones

Teal Inlet
July 30th 1882

Andrew E. Ballin Esq^r

Dear Sir

I beg to inform you that the "Hornet" arrived here on Wednesday evening with 120 Bales of wool, it is not all landed yet, But according to Mr^s Lauchlans account there is about 50 Bales dry, which is in a fair condition, What dry wool they have landed I have taken in the shed, The wet I have put outside and have stowed it on sleepers about a foot off the ground, and have left a space between them so as to allow the wind to pass between them.

The Bales are in very good condition (Very little torn) considering the handling they have had,

I have written to Mrs Cameron and Green-shields for them to be here by the end of the week

The "Hornet" sails tomorrow for the week I shall go down with her and have a look at the week,

I remain

Yours sincerely

Geo D Felton

Recd. Aug. 11/92

Teal Creek August 9/92

W. Baillon Esq

Sir

Hornet arrived at
Teal Creek Sunday P. with
137 Bales wool which makes
267 in all & leaves about 30 Bales
more which I hope to get
this week if all goes well. I
hope to be in Stanley by next
Monday with the remainder
of the Tallant Old Station as agreed
with me to open the Bales as they
are getting heated.

if I have room I will spring in
the dry Bales of wool it will
give Mr Tilton more room to
spread the wet ones

Yours obedient Servant
J. M. Lauchlan

Copy

Tral. Inlet

August 9th 1892.

At the request of Andrew E Baitton Esquire Agent for Lloyd
we the undersigned have this day held a Survey
on two hundred and eighty five bales of wool on
Barge "Dennis Brundil" now on shore on Centre Island
Port Salvador. After an examination of the afore
mentioned bales we find that forty two of them
are in no way damaged their numbers are as follows:
55. 74. 75. 81. 83. 84. 85. 88. 95. 166. 168. 190. 192. 195.
232. 239. 244. 247. 250. 251. 254. 255. 259. 260. 261.
264. 265. 266. 268. 269. 270. 272. 274. 279. 281. 288.
298. 304. 306. 307. 314. 316.

For the purpose of computing Salvage we
value the aforesaid forty two bales of sound
wool at nine pounds per bale (£9)

The remaining numbers are all damaged
by sea water, and some of them that were already
healed have had to be opened out.

We recommend that the whole of the
damaged bales of wool be sold as soon as
possible either by tender or public auction, as the agen.
for the underwriters may decide.

For Tallyhoes
£ 10.. 10.. 0

sd

William Keith Cameron
James Greenshield

I hereby certify that Mr W K Cameron and Mr James
Greenshield have been employed by me to convey
the 285 (two hundred and eighty five) bales of wool on
the shipwrecked Barge "Dennis Brundil" and I believe
full confidence may be placed in this Certificate

Stanley F. D August 19th 1892

Andrew E Baitton
Agent

For 2.2.0

List of wreck gear from Dennis Brundrit

| | | | |
|-----------------|--------------------------------|---|--|
| in | | | |
| 5 | coil rope | ✓ | brought in by Sch. "Hornet". |
| 1 | Shove | ✓ | ✓ 1 Mizen boom & gaff ^{Augst. 18/92.} |
| 1 | Pump & hose | ✓ | |
| 2 | Casks Beef | ✓ | |
| 1 | " Pork | ✓ | |
| 1 | Rat trap | ✓ | |
| 1 | Cargo Winch | ✓ | |
| 2 | Kedge Anchors | ✓ | |
| 2 | Hand leads | ✓ | |
| 16 | Sails | ✓ | |
| 5 | Life belts | ✓ | |
| 3 | Fore & Main sheets | ✓ | |
| 1/2 | Bar Tard | ✓ | |
| 3 | Tackles | ✓ | |
| 3 | Doors | ✓ | |
| 8 ^{to} | Petty | ✓ | |
| 1 | Winch | ✓ | |
| 1 | Large 10 ⁱⁿ rope | ✓ | |
| 4 | Topsails chain sheets | ✓ | |
| | Quantity running gear & blocks | ✓ | |
| 1/2 | barb parafine | ✓ | |
| 2 | Boats | ✓ | |

Tenders

Are hereby invited for
the purchase of the following
cargo ex wrecked

Bk. 'Dennis Brundit'
now lying at Teal Inlet.

240 Bales of Wool marked 8
3 4 5 78

Tenders will be opened at noon on
Thursday the 16th inst. at 11 o'clock P.
The highest or any tender not
necessarily accepted

Sankey, F.D.
16 August 1892

Andrew C. Maillan
Agent for the tender writers.

Stanley

Falkland Island

A. S. Baillou Esq

August 16th 1892.

Agent for Lloyd's.

Sir,

I hereby beg to make offer
on behalf of my client Mr John
Greenshield for the whole of the
damaged wool re "Dunn's Brand" as
it now lays at Trel Delat and
on his behalf I am willing to give
three pounds per bale (£3)

Should this offer be
accepted payment will be made
on behalf of my client by Mr James
Greenshield, Douglas Station.

J. John Greenshield

Sd

W. Keith Cameron
attorney.

A. E. BAILLON

~~Nottingham~~

August 19th 92

Mr Keith Cameron Esq

attorney for John Grandville

Sir,

London.

On behalf of the undersigned
on the cargo for M^r. "Demerit Grandville",
Lith. Duster, I hereby accept your offer of
£3. (Three pounds) per bale for the cargo of
of damaged wool now lying at Coal Lth.
Payment for the same to be made by draft
on London.

Yours,

Sir,

your obedient servant,

Andrew G. Baillon.

W^gts Agent.

Copy.

August 19th 1892.

W. Keith Cameron Esq.

Attorney for John Greenshield
Stanley

Sir,

on behalf of the underwriters
on the cargo per BR "Dennis Brunel"
fill master, I hereby accept your offer of
£3 (Three pounds) per Bale for the 247 Bales of
damaged wool now lying at Treadwell
Payment for the same to be made by
draft on London. -

I am,

Sir,

your obedient Servant,
(Sd) Andrew E. Bullen
Lloyds agent

Teal Inlet. D. I
17th Sept 1892

Underwriters &c on cargo of Brig "Dennis Brundst"
to J. J. Felton. Dr.

For services of 6 men 16 Days each
working on 244 Bales damaged Wool landed
by "Dennis Brundst", by turning over & opening
out damaged Bales, previous to sale
Manager for superintending work

25.

5.

£ 30

Received Payment

J. J. Felton

for J. J. Felton

Particulars of sealed Cargo on "Cunnie Brundit,"
shipped per "Rameses", September 17th 1892.

1866 61 books. Yellow

} 45 P. Hornet
 } 46 "Hornet"

THE OF L. L.

on "P. Rosemond"
"Hornet"

11 do. do.

1. *Passer*

810 15 do. Sparrow W. 2

12. P. ...
H. ...

Dis 1 Barrel Bone ash

3. *Prunella*

All the above consigned to the F. I. Co

Stanton, September 19th, 1892.

Cargo of Dennis Brundut

shipped as per B/L

Lost or Reshipped

F 1/322. ³¹⁸⁴ 254 Salted Sheep Hides
135- Bullock Hides
322 Bales Wool

J.H.D 1/58 58 Casks Tallow
D.S. 64 " Tallow
31 " Bone Ash
95 Salted Hides

A.P. 335 Hides

[E.H.] 16 Casks Tallow

257 Salted Fresh Hides
35 Bullock Hides
247 ~~Dunnets~~
36 lost offraft
3 Left in ship

42 Bales Wool

58
~~61~~ Casks Tallow
8 Casks
61 " "
30 " Bone Ash
95 Hides

335 Hides

5 Casks

11 " "

10
8. Sep.

Borgo Dennis Brandt & Owners
Capt. Gill

| | | | |
|---------|---|----------|------|
| July 30 | To Cash to M. Johnson, surveyor & Expenses to Weese | 10 | 6 |
| Aug 2 | Board of Trade Enquiry | 6 | 6 |
| 8 | Shipping Master for Discharging fees | 1 | 6 |
| | Noting & Extending protest | 5 | 5 |
| | Lloyds Agent for certificate to survey on ship | 2 | |
| Sept 8 | Cash to Capt. Gill | 20 | |
| | Cheque on London | 20 | 14 |
| | | <u>£</u> | 66 4 |

By 50% of Stows & gear, salv'd from Weese
 & sold by Public Auction 24th 2/5 56. 19. 4
 Sale of Weese 10. - - -
 Less Auction Com. & Duty - 15. - 9. 5. 0 £ 66 4

Examined & found correct.
 W. A. L.
 Late Master

John Kinman
 2

Account Sales by Public Auction held in Shanty Aug 31/1881 by order of
Capt Gill of the wrecked Barque "Dennis Brundin" for the
benefit of whom it may concern, the following goods viz

| | | | | | | | |
|-------|-----------------------|----|----|-----|---------------------|----|------|
| Lot 1 | 1/2 chest Tea | 2 | 15 | 101 | Farwer | 37 | 6 |
| 2 | 1 block | | 5 | 29 | Harness Car | 1 | 10 |
| 3 | 1 Boiler | | 13 | 30 | " | 1 | 8 |
| 4 | 1 Looking glass | | 10 | | Bryneth Compass | 1 | 16 |
| 5 | 1 Table | | 6 | 6 | 2 compass card | | 15 |
| 6 | 1 Stove piping | 2 | 1 | 3 | Bell | 1 | |
| 7 | 1 slave | 4 | 16 | 4 | | | 11 |
| 8 | Force pump | 2 | 2 | 5 | Lamp | | 10 |
| 9 | 1 Filler | 1 | 3 | 6 | For chain shub | | 5 |
| 10 | " | | 14 | 7 | g. running gear | | 7 |
| 11 | 1 pr side Lights | | 15 | 8 | " | 2 | 2 |
| 12 | Binnacle | | 17 | 9 | " | | 16 |
| 13 | Barometer | 2 | | 40 | " | | 13 |
| 14 | Cade signals Book | | 18 | 1 | Life Boat | 17 | |
| 15 | 2 life buoys & ladder | | 10 | 2 | " | 12 | 10 |
| 16 | 1/2 Bal Tar | | 10 | 3 | " | 9 | 10 |
| 17 | 1/2 . Parafine | | 13 | 4 | 1 anchor | 1 | 10 |
| 18 | 1 . Pork | 3 | 13 | 5 | " | 1 | 10 |
| 19 | 1 . Beef | 3 | | 6 | Fog Horn | | 5 |
| 20 | 1 . " | 2 | 15 | 7 | Galley Two standing | | 7 |
| 21 | 1 wheel | 1 | 8 | 8 | 1 sail | 2 | |
| 22 | 1 . " | | 5 | 9 | " | 1 | 1 |
| 3 | 1 . " | | 5 | 50 | " | | 14 |
| 4 | 5 Life Belts | 2 | | 1 | " | | 9 |
| 5 | 4 Topsail chain shub | 2 | | 2 | 2 " | | 12 |
| 6 | 1 Steel Hanger | 1 | 3 | 3 | " | | 9 |
| 7 | 1 Turpaulin & 2 Belts | | 10 | 4 | " | | 13 |
| 8 | 3 Sails | | 11 | 5 | " | | 15 |
| | Forward | 37 | | | Forward | 97 | 18 6 |

Lot B. Forward 97 18 6

56 2 sails 11 .

7 2 . 1 1 .

8 2 . 1 . .

9 1 . 13 .

60 2 . 5 .

1 1 . 1 7 .

2 2 . 1 5 .

3 2 . 11 .

4 2 . 2 1 .

5 2 . 1 15 .

6 1 . 2 10 .

7 2 . 1 16 .

8 2 . 1 . .

9 1 . 7 .

10 2 . 15 .

1 2 . 11 .

2 1 . 2 15 .

3 Sundry Blocks 12 6

4 1 Hauser 2 . .

5 1 . 5 .

6 1 . 5 .

7 1 . 5 .

8 1 . 1 2 .

9 1 Yaff 14 .

80 1 ~~Block~~ 1 . .

1 Wreck & cargo of

the Dennis Bunker 10 . .

Forward 134 5 .

Forward

134 5 0

Charges

{ Auctioneers Comm
5% 6. 14. 3

{ Government
Duty 2 1/2% 3. 7. 2

Less Welling

80 Wk p 3^d 1. 0. 0

11 1 5
123 3 7

Exeter Station
Sept 11th 1892

Andrew E Ballion Esq

Dear Sir

I hope you do not think it exorbitant what I charge you for the work with the wool, The men had done more than what I had expected them to do with it, they had turned all the bales twice and had opened up one or two more of them because they were heating, I think I ought to claim £ 5,0.0 for my share of the troubles it would help pay for some of the whistling.

I have not had a chance yet to get down to the Dennis B, but hope to as soon as the "Result" comes out, I am send
=ing

in for her now to take some of the
wool accross to Douglas Station
I am afraid that our speculation
with the wool is not going to
be much, there is a tremendous
lot of work attached to it, We
have got about 80 Bales washed
but it is hard to say when we
will get them dry,, A few of
them are heating, (the unwashed,
A great many have come adrift
so it gives us a lot of extra work

I must apologise for not coming
down to the office the day before
I came out but I was so comple-
tely done up with the night
disipation that I seemed to have
lost my head,

I spoke to Mr Kirwan about
the £10.0.0 for the Dennis Pon-
-drait and asked him to debit
me with the amount,

If it would not be any inconvenient
for you, I should like you to send
the £ 25.0.0. also the £ 14. 11. 9
either by W. Bount, or the "result"

Hoping you are well

Yours sincerely

Geo^d Felton

— " —

Seal Inlet

Evelyn Station

Sept 11th 92

Andrew, E. Ballion Esq^r

Dear Sir

I beg to inform you that
my claim against the underwriters for labour done with
the wool ex "Dennis Brundrit", previous to its sale
amounts to £25. 0. 0 Twenty five pounds,

Six men have worked at it for 16 days, exclusive
of myself.

Enclosed is the "Hornets" account whilst here

I remain Yours sincerely

Geo O'Fellon

Seal Inlet

Falkland Islands

September 12th 1892

Falkland Islands Company

Due to J. J. Felton

for stores supplied to "Schooner Hornet"

August 9th

£. s. d.

| | |
|----------------------------------|---------|
| 4 Sheep | 2. 0. 0 |
| 32 lbs Sugar " | 13 " 4 |
| 10 lbs Currants " | 5 " 0 |
| 20 lbs Beans " | 5 " 0 |
| 12 lbs Rice " | 3 " 0 |
| 7 lbs Sultanas " | 5 " 0 |
| 2 lbs Candles " | 1 " 8 |
| 4 Baking Powder " | 2 " 0 |
| 2 Gallons Paraffine " | 5 " 0 |
| 2 lbs Tea " | 5 " 6 |
| " 13 th 1 Pkt. Salt " | 3 |
| 1 Sheep | 10 " 0 |

£ 4 " 14 " 9

Received payment Geo^d Felton

for J. J. Felton Esq^r

Amounts passed to C^t. at Stanley for use of
Salvage - "Dimitri Blum-dini"

| | | | | |
|-------------------------------------|-----------------------|-----|----|---|
| £4.10/- p Ball on 42 lb. Wool | 189 | . | . | ✓ |
| 1/2 Proceeds T.N. 11 lbs Tallow | 22 | 16 | 2 | ✓ |
| " " T.S. 61 " " | 138 | 15 | 6 | ✓ |
| " " T.H.D. 58 " " | 140 | 6 | 11 | ✓ |
| " " S.C. 11 " War | 11 | 19 | 4 | ✓ |
| " " P. 244 lb. Wool Sold at Stanley | 36 | 1/2 | . | ✓ |
| Total " T.S. 3 lb. " | 9 | . | . | ✓ |
| Surveyors Fee | 10 | 10 | - | ✓ |
| Lloyd's Agents Fee | 2 | 2 | - | ✓ |
| | <hr/> £890 9 11 <hr/> | | | |

Dr.

Salvage Account Dennis Brundell

| | | Total | Salvage | Underwritten | | | Total | Salvage | Underwritten |
|----------|--|-------|---------|--------------|-------|------------------------------|-------|----------|--------------|
| Sept. 12 | To Cash to Berwick & Litchfield | | | | 1844 | | | | |
| | for Labour at wreck | 16 4 | 16 4 | | Sept. | By Salvage on 244 Bales @ £3 | 741 | 370 10 | 370 10 |
| 31 | • Cameron & Greenhalgh for survey fees on cargo | 10 10 | | | | • 50% of ship & stores | | 56 19 3 | |
| Sept 3 | • Capt. Gill for services of 2 men | 2 8 | | | | • 50% • 15 casks. Wines | | 11 19 4 | |
| | • Lloyd's Agent Certificate to survey fee on cargo | 2 2 | | | | • 50% • 130 " Sallow | | 301 18 7 | |
| 4 | • Expenses on Damaged Wool at Seal Inlet | 30 | | | | • 50% • 42 Bales Wool | | 191 3 8 | |

Copy of Claim on Underwriters for Dennis Blundell

| | | | | |
|-----|-------------------|-------|----|---|
| T. | 318 Bales Wool | 3840 | . | — |
| | 4 " Sheep Skins | 40 | . | — |
| | 257 Loose " " | 67 | 8 | — |
| | 35 Bullock Hides | 21 | 17 | 6 |
| E.N | 16 Casks Tallow | 96 | . | — |
| A.P | 335 Bullock Hides | 209 | 7 | 6 |
| | | £4258 | 13 | — |

Statement of Particular Average
 + Loss on Wool, Skins & Hides sea damaged
 per "Dennis Brundret" bound from
Talkland Islands to London.

Interest

| | | | |
|----|--|-----------|--------------|
| F | 315 Bales Wool valued @ say £12 per Bale | £3780 | |
| EN | 16 Casks Tallow " " £6 ea. | 96 | |
| F | 1 Bales Sheep Skins " " | £40. - | |
| | 257 Loose " " " " " " | 51. 8. - | |
| | 35 Bullocks Hides " " " " | 21. 17. 6 | |
| A | 335 " " " " " " | 209. 7. 6 | 322. 13. - |
| | | | £4198. 13. - |

Attaching to Lloyds policies -
 as at foot -

Wool and Tallow - Average
 each package - Other Interest -
 Warranted free from Particular
 Average unless the vessel or
 craft be stranded &c.

(forward)

Extract from Protest

20th July 1892

Sailed from Teal Inlet, Salvador with a cargo of Wool Tallow and Hides bound to San Carlos, East Falklands - at 8.30 a.m. when close to centre Island the wind hauled to the westward and the tide running strong ship could not weather the Island. hauled head sails down rounded to and let go the port anchor, her stern then swept round and she struck the rocks on Centre Island with her starboard quarter got a line ashore, slipped the port anchor and hauled in on the beach, the vessel filling rapidly

The vessel was condemned as in Surveyor's opinion the cost of repairs would exceed the value of the vessel when repaired.

The salvage of the cargo under Agreement of the 24 July '92 between J. Mc Lanchlen & R. L. Gill Master of "Dennis Brundret" by which Salvors were to receive 50% of cargo saved was proceeded with and resulted as below

By Certificate, dated Teal Inlet, Port Salvador Falkland Islands 11 July '92 of the Master of the

(forward)

"Dennis Brundrit" & others.

That on the above named day at 2 P.M. a raft constructed of two boats in the customary way left the Jetty, in tow of one ship's boat & one shore boat in charge of two practical men with 30 Bales Wool for shipment per "Dennis Brundrit". The weather at the time being favourable wind west and moderate. When about 500 yards from the ship it started to blow, the boats shipping water were kept head on to the sea, but when within 150 yards of the ship a heavy squall struck the boats causing the weathermost boat of the raft to fill with water which caused the other boat to fill also and sink so far that the whole of the wool with the exception of two Bales was washed away. The boats after much difficulty succeeding in reaching the vessel full of water and disabled. The 28 Bales sank out of sight, it being impossible to save any of them.

Outturn

of F 315 Bales Wool

28 Bales Lost ex raft

42 -- Salvaged & forwarded to destination per "Hames"

244 -- -- -- sold on the spot

1 Short

1 Bale

315 Bales

(forward)

1 Bale

Outturn

forward ——— 1 Bale

EN 16 bales Tallow

11 Casks Salvaged & forwarded to destination per Ramses
5 — — Short

5 bales

16 bales

6 packages

Of

F 4 Bales Sheep Skins

257 Loose — —

35 Bullock Hides

P 335 — — — —

} none salvaged

- 4 Bales Skins Short

- 257 Loose — — say sold

- 35 Hides with the

335 — — wreck.

The wreck and cargo
remaining on board were
sold for £10 less 7 1/2 %
but the proceeds we are
informed were absorbed by
charges.

By Survey on Salvaged Wool
dated Teal Inlet 9 Augt. 1892.

of 285 Bales Salvaged
say 286

(forward)

Outturn

42 Bales sundry No^s in
no way damaged
valued for the
purpose of computing
Salvage at £9
per Bale
Remainder 2114 — All damaged by
sea water some
of them that were
already heated
have had to be
opened out.

286 Bales

Surveyors recommended that the
whole of the damaged bales of
wool be sold as soon as possible
either by Tender or public Auction

Tenders were called for and
that of John Greenshield for £3
per bale accepted by Lloyd's Agent
on behalf of Underwriters

Damaged

(forward)

Damaged

Of F 42 Bales transhipped per "Ramsey"

Lot 857^a F 1 Bale Damaged by sea water

Particular Average & Loss

F 315 Bales Wool

42 Bales Declared at Destination

1 Bale Lot 857^a part of 42 Bales
forwarded

No detailed shipping weights to
hand. Take 3% for increase
in weight on sea damaged Wool
as usual in such cases

Sound Value

Nett per ^{lbs} 42 Bales 378.-

less 3% Increase 11.34

366.66 @ F £ 10.13.11

42 Bales

forward

£ 10.13.11

Particular Average & Loss

F 42 Bales

forward

Sound Value as shewn £ 10.13.11

Damaged produced

378 lbs @ 6¹/₂ p £ 10.4.9

Loss £ - 9.2

Deterioration 4.271%

Insured Value

1 Bale valued at £ 12 det. 4.271% £ - 10.3

244 Bales Sold on the spot

Insured Value

244 Bales £ 2928

Less Proceeds

244 Bales @ £3 each 732

£ 2196

286 Bales

forward

£ 2196.10.3

Particular Average & Loss

26 Bales forward £ 246. 10. 3

28 " - Lost ex Raft.

Insured Value

28 Bales £ 336. .

1 " - say sold with the wreck.
Proceeds absorbed by the Charges.

Insured Value

1 Bale £ 12. .

315 Bales

Extra Charges

Brokers Survey & Certificate
on 1 Bale ex "Ramses" } - 2. 6

Surveyors fees on 286 Bales
salved } 10. 10. .

Lloyds Agents fee on D^o 2 2. .

Freight on 42 Bales delivered
at destination 950. 7 @ 40/-

+ 5% £ 49. 18. 1

Less original Freight

42 Bales 22 ft ca. @ 35/- 40. 8. 6 49. 7

forward £ 22. 4. 1 2574. 10. 3

Particular Average & Loss
forward £2544. 10. 3

Extra Charges £22. 4. 7

Salvage Charges

42 Bales @ £9 per Bale £ 378.

2 1/4 " @ £3 -- " 7 3/4

28 1/4 Bales £ 1110

50 % thereof to Salvors 555. --

£ 577. 4. 1

Claim on F 315 Bales Wool £3121. 14. 4

EN 16 Casks Tallow

5 Casks say sold with the wreck
Proceeds absorbed by Charges.

Insured Value

5 Casks @ £6 £ 30. --

5 Casks forward £ 30. -- £3121. 14. 4

Particular Average & Loss

5 Casks forward £ 30. . . £ 312. 14. 4

11 " Salvaged and forwarded to destination }

Extra Charges

Freight on 11 Casks
Delivered @ 57. . . 25
@ 50/ £ 7. 8. 1

Less Original Freight
180. 7⁰⁰ @ 30/ £ 6. 15. 5
— 12. 8

Salvage Charges

11 Casks Nett per Brokers
A/s Sales £ 53. 14. 5
Less Freight £ 7. 8. 1
Commission 1/4
on £ 56. . . 7 — 14.
— 8. 2. 1

Nett proceeds £ 45. 12. 4

50 % thereof to Salvors £ 22. 16. 2

16 Casks. Claim on F. N. 16 casks
Tallow £ 53. 8. 11 £ 53. 8. 11
forwarded £ 3175. 3. 2

Particular Average & Loss

forward

£ 3175.3.2

F 4 Bales Sheep Skins
257 Loose " } say sold with the wreck
 35 Bullock Hides } Proceeds absorbed by
 P 335 " " } Charges.

Insured Value

4 Bales Skins £ 40. -
257 Loose " 51.8.
35 Hides 21.17.6
335 D^r 209.7.6

£ 322.13. - £ 322.13.

Statement £ 3497.16.2
 6.6. -

£ 3504.2.2

£ 10,000 at Lloyds No 937
30th May 1892 pays

Claim on 315 Bales Wool £ 3121.14.4
Proportion of fee 4.14.6

£ 3126.8.10 £ 3126.8.10 or £ 31.5.4%

£ 10,000 at Lloyds No 938
10th June 1892 pays

Claim on 16 Casks Tallow £ 53.8.10
Proportion of fee 1.1. -

£ 54.9.10 £ 54.9.10 or 10/11%
 forward £ 3180.18.8

forward £3180.18.8

£10,000 at Lloyd's No 953
30th August 1892 pays

Claim on 4 Bales Skins
257 Loose " }
55 Hides " } £322.13.-
335 " }

Proportion of fee - "10.6

£323.3.6 £323.3.6 @ £3.4.8%

£3504.2.2

Lloyd's 29th December 1892

Jerusalem Chambers
Coopers Court
Cornhill. E.C.

Edmund Hogg
+ W. R. Heath

Samuel Brundage

43435

done in overtime, which is a most unfortunate thing, as it increases the cost of labour very much.

4. Herewith enclosed you will find:-

Report relative to the total loss of 22 Bales Wool, and damage by sea water to two others, belonging to Mr. J. L. Pelton, during the loading of the Bk. "Dennis Brundit" at Teal Point on July 10th last.

Report of Survey on the 205 Bales of Wool valued as "Dennis Brundit".

Copy of Request for Tenders for damaged Wool.

Mr. John Greenfield's tender for same.

Copy of Lloyd's Agents' acceptance of same.

Mr. Geo. Greenfield's draft £1000. on Messrs John

Russ & Co for £900. in payment of same.

Of this sum, 50% (fifty per cent) is, under agreement, due to the Salvors, and you will, no doubt, defer handing the balance over to the Underwriters' concerned, until I am able to send you the final accounts from here. As you will see by the Report of Survey, the 22 second Bales of Wool here, for the purpose of computing the salvage,

been valued at £9. (nine pounds) per bale; this with the Tallero will be shipped home for account of the Underwriters, and 50% of the nett proceeds of the latter will likewise be due to the sailors. The vessel and all the boats, gear, etc. valued from her, will be sold by auction in the course of next week. Capt. Gill will return to England by the September mail. I have advanced ^{Capt. Gill} for account of Capt. ~~Thames~~, about £90. to enable him to pay his crew off and meet other expenses.

August 22^d The "Ako" arrived on Saturday afternoon the 20th inst. bringing me your Despatch No 993 of July 18th with all enclosures in order, also your letter of July 19th, and through Messrs Humphreys & Co of London also your telegram of August 11th thus worded: - "Historical Kensington (Staminto Ako Secretarou Sordis) here." The first two words have excited my mind very considerably; and as to the "Ako's" deck cargo, I have much pleasure in informing