

List of Books washed on shore at Beaver Island West Falkland from British ship "Yarra Yarra"

Name & Subject of Book	Name written inside
1 Bundle Christian Herald	—
2 Vizagapatam & Backergunge Cyclones	—
3 Sailing directions West coast Scotland	Lily M Mc Cure Dec 20 th 1866 Sept 18 1871
4 Bible	— 4 Westhampton Villa Northumberland Park Tottenham
5 Sailing direction North Sea	—
6 " " English Channel	—
7 " " Coast of Brazil	—
8 " " St Georges Channel	—
9 " " Bay of Bengal	—
10 " " North Atlantic	James Earle July 1881, Yarra Yarra 1246 tons
11 Marine Board South Australia	Lily M Mc Cure Carlton House Melbourne Cambs
12 Practical French Grammar	Lydia Mary M Cure Sydney
13 Law of Storms	James Earle
14 Spelling Assistant	Lily M Mc Cure
15 Law of General Average	James Earle Liverpool
16 Directory of the Indian Ocean	James Earle Liverpool
17 Science of Music	James Earle Liverpool
18 Book on Rigging	James Earle Liverpool
19 Epitome of Navigation	James Earle Liverpool
20 Sundry Pamphlets	James Earle Liverpool
21 Australia Directory	James Earle Liverpool
22 Code of Signals Universal	James Earle Liverpool
23 Algebra	James Earle Liverpool
24 Expenditure Provision Book	The Yarra Yarra from London to Adelaide

From the inscriptions on some of these books, there can
be no doubt as to their having belonged to the Master
of the Yarra Yarra, and I think that the Receiver of
Wrecks will be justified in delivering them
to Mr Cobb, the Agent for Lloyds, who proposes
to forward them to the owners of the
Yarra Yarra by the Deimus Brundrit
as evidence of the loss of the
vessel. - I send, to be forwarded
with them, some open letters
washed on shore on Weddell
Island, and given to me
by Mr Borch

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7th Sept 1885

Carcass Island

May 11th 1885

Y^o

The Hon E Pakenham Brooks
Colonial Secretary

H H H

Sir

I have the honour to
inform you that on the 4th of
May a life boy came on shore on
on Carcass Island the name on
it was. Yarra. Yarra

Liverpool

on the right hand side was a
red flag painted with a white
ball in it and a little green
flag in the white ball

on the left hand side was an
English flag painted

I have the honour to be
your obedient servant

Charles Hansen

Your Excellency
By the shipping list this
vessel appears to be a Barge
of 1242 tons, owned by
Wm Frazer of 25 Water Street
Liverpool E. Lallenhaw Esq
2/6/85

Yours Yours

English Flag

red flag
white ball
small green flag

Liverpool

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I will send a copy
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24 June 1885

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Assessors.

(No. 2831.)

"YARRA YARRA."

The Merchant Shipping Acts, 1854 to 1876.

In the matter of a formal Investigation held at St. George's Hall, Liverpool, on the 23rd and 24th days of February 1886, before THOS. STAMFORD RAFFLES, Esquire, Stipendiary Magistrate, assisted by Captains KNOX, R.N., and PARFITT, Nautical Assessors, into the circumstances attending the supposed loss of the British sailing ship "YARRA YARRA," of Liverpool, whilst on a voyage from Astoria, Oregon, to Queenstown.

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 said vessel was dismantled in the vicinity of the Falkland Islands, and drifted on the rocks off Beaver Island, one of the group.

Dated this 24th day of February 1886.

(Signed) T. S. RAFFLES, Judge.

We concur in the above report.

(Signed) HENRY KNOX,
Captain R.N., } Assessors.
WM. PARFITT,

Annex to the Report.

In this case, which was an inquiry into the supposed loss of the British sailing ship "Yarra Yarra," of Liverpool, Mr. Paxton, solicitor, appeared for the Board of Trade, and Mr. Dickinson, solicitor, for the owners. The "Yarra Yarra" was a sailing ship built of iron in 1877, at Dumbarton, originally rigged as a ship, but altered to a barque. She was registered at Liverpool of 1,241.58 tons, and she was the property of Mr. William Gracie, of Liverpool, who managed her, and several others. She was commanded at the time of her loss by Mr. James Earle, who held a certificate of competency No. 84,845, and she had a crew of 25 hands all told. She was classed 100 A 1 at Lloyd's. In March 1884 she was overhauled and thoroughly repaired after being dismantled and incurring other extensive damage during a cyclone on a voyage to Calcutta. The repairs were partly executed at Calcutta and completed at Liverpool on her return home at a cost of from 6,000L to 7,000L. She then left Liverpool for Melbourne with passengers and cargo, thence to New South Wales, and thence with a cargo of 1,793 tons of coals to California, where she discharged part of her cargo and sailed with the remainder, about 600 tons, to Portland, Oregon. All the communications from the master during this voyage spoke well of the ship. At Portland during January 1885 as appeared from depositions made there since the supposed loss of the ship and put in evidence on the inquiry, she was loaded with a full cargo of wheat in 29,339 bags weighing nearly 1,789 tons. The marine surveyor under whose supervision she was laden stated that she was not loaded so deeply as she might have been under Lloyd's rules. Her freeboard in fresh water was 3 ft. 11 in., and she would rise four inches in salt water. Her mean draft was 19 ft. 7 in. He added that the vessel was in first-class condition, and well found in every respect. The deposition of the stevedore stated that she was carefully stowed, and he considered her light loaded, her disc being "immersed only about 2 inches over the centre in fresh water," and "in salt water she would rise about 5 inches." The stevedore at Astoria, Oregon, where the ship was in salt water, said that the Plimsoll mark was not in the water up to the bar in the middle of the disc. The Columbia

River Bar pilot, who took her to sea on the 12th February 1885, said that so far as his observation went the vessel behaved as well as any vessel he had piloted out of her class, and he stated her draft to be 19 ft. 8 in. aft and 19 feet forward. He said he did not remember the clear side, but from recollection he did not consider it out of the way. From this date nothing positively is known as to the loss of the vessel, but a deposition was put in evidence made by Mr. William Duncan before Mr. Waldron, a justice of the peace, Falkland Islands, as follows: "On or about the 28th April 1885 I was out for a walk on Stickout Bluff, Beaver Island; it was blowing a tremendous gale from the south so that I could hardly stand. I thought I saw a vessel without any sails drifting upon the rocks of Staats Island at Staats Bluff, where I saw her strike and did not see her afterwards. From the time I first saw the vessel until she struck would be about 20 minutes. No signals were flying. The vessel appeared to be abandoned, but its being at least 6 miles off, I cannot state positively to that effect. No assistance could possibly have been rendered, even if a lifeboat was here." Other depositions from people dwelling on the Falkland Islands were put in, from which it appeared that a box of books, in some of which the master's name "Jas. Earle" was inscribed, a life buoy with the name "Yarra Yarra, Liverpool," painted on it, two or three small pieces of deck planking with splints in them filled with wheat, a teak head board with "Yarra Yarra" painted white in the carving, and other wreckage were picked up on one or other of the Falkland group. A letter was received by the owners of the "Yarra Yarra," dated Glasgow, November 13th 1885, from the master of the "Perthshire," which was wrecked in Blind Bay, Falkland Islands, on the 28th April last, the same day on which the man Duncan saw the vessel drifting on Staats Bluff. The master of this vessel also saw some wreckage clearly belonging to the "Yarra Yarra" near Speedwell Island. No bodies were found on the islands.

On the close of the evidence, Mr. Paxton put in the following questions:—

1. When the vessel left Portland was she in all respects in a good and seaworthy condition?
2. What, in the opinion of the Court, was the cause of the loss of the vessel?
3. What was the cost of the vessel to her owner?
4. What was her value when she left the United Kingdom?
5. What were the insurances effected upon vessel and freight, and how were they apportioned?

The Court gave judgment as follows:—

1. The vessel appeared when she left Portland to have been in all respects in a good and seaworthy condition.
2. There would seem to be little doubt that the vessel seen drifting towards Beaver Island was the unfortunate "Yarra Yarra," and from the deposition of Duncan she would seem probably to have been dismantled in the severe gale he mentions, as he stated that no sail was visible, and there was no signal of distress flying; and in this disabled state she drifted on the rocks at Staats Bluff and disappeared. The amount of wreckage subsequently picked up in the neighbourhood clearly belonging to the ship, confirms his story.
3. The vessel cost her owners in 1877 19,500L.
4. The owners valued her when she last left Liverpool at 15,000L., and the chief draughtsman of the builder's said she could not at the present time be replaced for less than 11L. per ton.
5. 15,000L. were insured on the vessel, and 4,600L. on freight, which was stated to be not fully covered.

(Signed) T. S. RAFFLES, Judge.

We concur in this report.

(Signed) HENRY KNOX,
Captain R.N., } Assessors.
WM. PARFITT,

Liverpool, 24th February 1886.