

Case of Mark Course?

Abstract of the Protest.

1889
September 9 Begun with fresh breezes from S.E. vessel heading
S.W. At 2 P.M. riving; double reefed the topsails and
reefed the mainsail. The wind increasing to a hurricane
blew away some of the sails. At 2.50 the ship struck
heavily on a shoal off the North side of Block Island
five or six times. On coming off, let go the port anchor and
reefed to sixty fathoms. At the same time the foretopmast
went over the side taking the head of the foremast. The ship
lying broadside to the wind, and the sea making a great
breach over her, it was deemed necessary to cut away the
masts. The foremast fell on deck across the starboard chain
clewed it and let go the anchor, reeved to 125 fathoms
and reeved to 75 fathoms on the port one, which brought
her head to the wind and held her. At sunset it began
to moderate. All hands at the pumps and clearing
the vessel. At 5.15 A.M. the steamer Coris of Providence
came alongside, gave us her line, we slipped
and beached the anchors and at 6.30 were underway
for Newport and at 9 A.M. came to in the harbor
and the steamer cast off. All hands still at
the pumps. At midnight four men came from the
shore to relieve the men at the pumps.

10 At 6 P.M. a schooner came off with an anchor, put
it down in deeper water to haul off but could not
start her, most of the crew being on shore. At 7 A.M.
the men all came off, with 14 others to relieve those at
the pumps, and the ship was hauled off.

11 Pumping continued.

Continued

1889
Sept. 13 At 1 P.M. another schooner came from shore. At 5 P.M.
made an agreement with 8 men to pump until 6 A.M.
on Monday for the sum of 12 dollars each and their passage
from New Bedford to Newport. At 2.15 A.M. hove
up the anchor and the tug Helen Augusta took us in
tow for New Bedford where we arrived at 11.30 A.M.

Reports of Survey

At Newport.

Sept 11 It appears to be for the interest of all parties that the
vessel should proceed to New Bedford if can so proceed
with safety, we recommend

- 1st That a suitable steamer be procured for the
purpose of towing the ship to that port
- 2nd That a sufficient number of heaves to keep both
pumps going constantly, if necessary, be put on board
the vessel to proceed with her to her port of destination.
- 3rd That the anchor by which the vessel is now riding
be secured to one of the chains and there kept for use
until the vessel arrives at New Bedford.

With these precautions we have no hesitation in
deciding that the ship may proceed to New Bedford
to discharge her cargo, which appears to be well stowed
and in good condition.