

(No. 7248.)

“YARMOUTH” (S.S.).

The Merchant Shipping Act, 1894.

In the matter of a Formal Investigation held at the Caxton Hall, Westminster, on the 23rd and 24th days of February, and the 1st, 2nd, and 4th days of March, 1909, before JOHN DICKINSON, Esq., assisted by Vice-Admiral WILLIAM MARRACK, Commander W. F. CABORNE, C.B., R.N.R., and Commander G. K. WRIGHT, R.N.R., into the circumstances attending the loss, with all hands, of the British steamship “YARMOUTH,” of Harwich, in the North Sea, on or about the 27th of October, 1908.

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 ship carried too heavy a deck cargo, which led to her taking a heavy list, and eventually capsizing suddenly, causing the loss of all on board her. She went down in the vicinity of the Outer Gabbard, and her loss must have taken place soon after 5.30 p.m. on the 27th of October when she was last seen from the lightship there.

Dated this fourth day of March, 1909.

JOHN DICKINSON,  
Judge.

We concur in the above Report.

W. F. CABORNE,  
GEORGE K. WRIGHT,  
W. MARRACK, Vice-Admiral, } Assessors.

Annex to the Report.

This enquiry was held at the Caxton Hall, Westminster, on the 23rd and 24th of February, and on the 1st, 2nd, and 4th of March, 1909. Mr. R. B. D. Acland, K.C., and Mr. Raymond Asquith appeared for the Board of Trade; Mr. Butler Aspinall, K.C., and Mr. Bateson for the Great Eastern Railway Company and for Capt. Howard, the Company's Marine Superintendent; and Mr. Noad for certain underwriters. There were no other parties to the enquiry.

The “Yarmouth,” Official Number 116175, was a British twin screw steamship, owned by the Great Eastern Railway Company of London, Captain Daniel Howard, the Company's Marine Superintendent at Parkeston Quay, Essex, being designated as the person to whom the management of the ship was entrusted by and on behalf of the owners. She was registered at the Port of Harwich.

The “Yarmouth” was built at Dundee in 1903 by Messrs. Gourlay Brothers and Company of that place, and cost the Great Eastern Railway Company £35,000. She was constructed of steel, had two masts, was schooner rigged, and had two decks, the main deck being of steel, sheathed with teak wood, and the lower deck of pitch pine. Her length was 245.3 feet, breadth 31.15 feet, and depth in hold from tonnage deck to ceiling at midships 15.35 feet. Her gross tonnage was 805.95, and her registered tonnage 218.05. She was fitted with two sets of tri-compound engines, of 170 nominal horse power and 1650 indicated horse power, designed to give her a speed of 14½ knots per hour. She was provided with two steel boilers (with iron tubes) having a working pressure of 180 lbs. to the square inch. The engines and boilers were built by Messrs. Gourlay Brothers and Company.

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The “Yarmouth,” according to the displacement scale supplied by the builders, was designed to carry 690 tons dead weight (including 75 tons of coal in bunkers) upon a draught of 14 feet 11½ inches (mean). Her meta-centric height was ascertained by experiment to be 1.2 feet; when the calculation was made the ship was empty except that the boilers, including the donkey boiler, were full up to working height (¾ glass). She was built on fine lines, her co-efficient of displacement being .58.

The freeboard assigned to the “Yarmouth” when built was 2 feet 4 inches, but by the operation of fresh general instructions issued in March, 1906, to the Board of Trade surveyors, this was increased, by a certificate dated the 29th October, 1907, to 2 feet 5½ inches.

Above the main deck was a light poop deck, with a wheel-house upon its after part, and with horse stalls underneath; a bridge deck carrying the captain's room and the telemeter room, the chief officer's room and the officers' mess-room being beneath it; and a fore-castle deck, covering the seamen's quarters, and a number of horse stalls which were abaft them. The bulwarks in the wells were 7 feet 4 inches high, and each well had two 10-foot gangway doors, one on each side. There were ten freeing ports, two on each side of the fore well, two on each side of the after well, and one on each side under the poop. All the freeing ports were 27 inches by 21 inches in size. There was one port on each side under the bridge deck for the ash-shoot, of the same dimensions; and there were also coaling doors.

The two principal hatchways, one in the fore and one in the after well, were 12 feet by 10 feet, and had coamings 30 inches high, the fore-and-afters being of wood and the hatches of steel. There were also hatchways through the poop and the fore-castle with 12 inch coamings. The fiddley grating was about 10 feet above the main deck, and was fitted with steel hinged covers. There were separate entrances to the engine-room and stokehold, protected by a steel covering and coamings. There were four ventilators to each of the four holds, making sixteen in all, their coamings being 30 inches high.

The “Yarmouth” had six watertight bulkheads, all running up to the main deck, namely:—the collision bulkhead; the bulkhead at the after end of No. 1 hold; that at the fore end of the boiler room; that at the after end of the engine-room; one at the after end of No. 3 hold; and the after-peak bulkhead.

The water ballast tanks were three in number:—a deep ballast tank in the fore hold, just forward of the coal bunker, having a capacity of 79 tons; an after-peak tank with a capacity of 15 tons; and a tank holding 24 tons of fresh water for the use of the boilers, under the engine seating; the whole equalling a capacity of 118 tons. There were in addition two three-ton tanks for drinking water immediately forward of the deep tank.

Under the topgallant fore-castle abaft the crew's quarters the space was unenclosed, and the same was the case under the poop. An alley way ran underneath the bridge deck on each side throughout its whole length and was not furnished with doors at either end.

The “Yarmouth” was equipped with two steel life-boats, 26 feet by 7 feet by 2 feet 9 inches, and two wooden cutters, 20 feet by 5 feet 6 inches by 2 feet 3 inches, with all necessary equipments. They rested in chocks on the bridge under Wellin's patent quadrant davits, and were described by the marine superintendent as easily got out.

She carried six lifebuoys and about forty lifebelts, and all the regulation distress signals.

The Court is satisfied from the evidence that the ship was properly constructed and equipped.

She was engaged exclusively in the cargo trade between Harwich, the Hook of Holland, and Rotterdam, maintaining, with others of the Company's ships, a frequent service, usually once daily in each direction.

Between the 13th and 17th of September, 1908, the “Yarmouth” was overhauled at Hull; little but cleaning was done or needed, the total cost being £140.

The “Yarmouth” was not insured.

According to the evidence of the marine superintendent, and of Captain Smith, her former master, the “Yarmouth” had frequently carried heavy deck loads, including furniture vans and threshing machines and engines, and this in

all weathers. She had, according to Captain Smith, carried meat on her poop while he was in charge, but he could remember none being stowed on the forecastle deck. Captain Smy, master of the "Vienna," who had also at one time been in command of the "Yarmouth," carried none on either poop or forecastle, but he explained that during his command he had had heavy weather. There was, said the superintendent, no compulsion upon a captain to take cargo; it lay entirely in his discretion to reject any cargo which he considered he could not safely carry.

On the voyage which formed the subject of this enquiry, the "Yarmouth" left Parkeston Quay on the 25th of October, 1908, under the command of Captain A. J. Avis, with a crew of twenty-one hands all told, and one passenger, a relative of the second engineer. A list is given as an appendix to this report.

Captain Avis held a master's certificate, No. 103,060, and had been in the service of the Great Eastern Railway Company for a long time, as second officer, chief officer, and for four or five years, as master. He had been in charge of the "Yarmouth" on other occasions, and also of other ships of her type belonging to the same Company. He had a reputation as being a good seaman.

The "Yarmouth" received her cargo for her homeward voyage partly at Rotterdam on the 26th and 27th of October, and partly at the Hook of Holland on the early morning of the latter date. Messrs. Hudig and Pieters, who have acted as agents for the Great Eastern Railway Company since 1864, arranged for the loading, which was done under the immediate supervision of Bastien Breedveld in Rotterdam, and of Jan de Neef at the Hook of Holland, both stevedores of long experience, who had frequently before loaded the "Yarmouth" and other Great Eastern steamers. Mr. Willebrodes Michel Pieters gave evidence, and produced copies of the customs' manifests, with a schedule of the cargo compiled from tissue copies of the invoices, and a plan showing, so far as possible, the distribution of the various classes of goods upon the ship. These documents were prepared by Mr. Pieters very shortly after the casualty. The Court was considerably indebted to Mr. Pieters for his clear and careful explanations. Mr. Pieters also obtained from the Abattoir Company at the Hook of Holland a list of the crates shipped there showing sizes and weights of each class of crate, based on measurements of similar crates in use by the Abattoir Company. A list of the cargo, as complete as the Court can make it, is set out in the second appendix to this report. The cargo consisted of 7705 packages weighing 342 tons 14 cwt. put on board at Rotterdam, and 155 packages weighing 88 tons 13 cwt. put on board at the Hook of Holland. All the latter were packages of meat of various sizes ranging from crates measuring 5 feet 8 inches by 5 feet 6 inches by 4 feet 4 inches, and weighing over one ton each, down to small cases, bags, and baskets. Of the Rotterdam cargo 195 packages were meat, and there were three "lift vans" of furniture each measuring 14 feet by 7 feet by 6 feet 6 inches, and each weighing about three tons. These were referred to as "vans" throughout the enquiry, and will be so described herein, but, as explained by one of the witnesses, they were really large boxes intended to be slung on to railway trucks or wheeled road-trolleys.

According to the stevedore Breedveld the lower holds were filled with cargo, consisting of plants, glass, flower roots, leather, earthenware and toys in No. 1, sugar, cocoa, colours, sundries, ironware, leather, plants, and condensed milk in No. 2, and sugar and seed in No. 3; between decks extending from side to side were cases of meat; at the end of each compartment of the tweendecks were stowed other commodities, sewing machines aft of No. 1, cheese in the cheese lockers forward of No. 2, eggs, cheese, and lard aft of No. 2, margarine forward and aft of No. 3, flower roots and wine forward of No. 4, and potatoes, onions, wine, and beer, aft of No. 4. Mr. Breedveld said that he only used four battens in stowing, being able to fit the cases in without leaving any play. Beneath the poop right aft over the propeller were cases of glass, and in the horse stalls fish, rabbits, and meat (including offal). Beneath the forecastle deck again was meat.

The three vans were placed in the wells, two aft and one forward. Mr. Breedveld made in Court a sketch of their position. In the after well one van stood athwartships immediately forward of No. 3 hatch, in the middle of the deck; on the port side, partly alongside that van and partly alongside the hatch was the second van. The third van stood athwartships in the forward well, forward of the hatch, and between each end of the van and the

bulwarks Mr. Breedveld said he fitted one meat case, and one low case of eggs, to keep the van in position while proceeding down the river. He added that he secured the after vans in a similar manner. The Court was not quite able to follow Mr. Breedveld's explanation. The stevedore at the Hook of Holland, Jan de Neef, said that only space remained on the top of the hatches when the vessel arrived there, the lower tier on the deck being complete; and this statement the Court accepts as being correct.

At the Hook of Holland there were 155 packages of meat to be shipped. Mr. de Neef first filled up the spaces left vacant in the wells. No. 2 was filled as far as the boiler casing, meat being put in the alley ways on both sides. A second tier was formed, reaching 3½ feet above the bulwark. No. 3 well was filled in the same manner, even the hatches being covered with the double tier of crates. Around the top tiers were passed ropes, which however do not seem to have been secured to any part of the ship, at least prior to her departure from the Hook of Holland.

Mr. de Neef told the Court that, when he had got thus far with the stowage, he reported to the master, who told him to place the rest of the cases on the poop and forecastle. Unfortunately the witness was unable to say how many packages he thus disposed of, but he did place a number on both the poop and forecastle. Those on the poop filled the whole deck right across, one tier only, the signal gun being moved for that purpose. There were, however, four cases placed separately on top of that one tier. There was similarly one tier only on the forecastle, but no odd cases above it.

The loading, which began at 7.10 a.m., finished at 10.30 a.m., and the "Yarmouth" backed out into the stream, and left the port.

She had a slight list to starboard, 3° to 5° according to Captain Smy, the master of the "Vienna," who stood upon the deck of his own ship watching the "Yarmouth" get away. As she cast off and left the quay, Captain Smy saw the second officer and several hands aft lashing the cases on the poop with the steel hawsers they had hauled in aft. He could not see to what they were making the hawsers fast, but saw them run around the cargo. The usual method of securing such loads, according to him and other witnesses, was so to lash it around with the steel wires, making them fast to bollards and cleats in the deck, and sometimes lashing them across.

A certain amount of evidence was forthcoming as to the ship's draught. When she was leaving Rotterdam the stevedore took the draught with the aid of a bull's-eye lantern, and reported it to the master as 12 feet forward and 15 feet 4 inches aft. This is undoubtedly accurate, being confirmed as to the draught aft by a report obtained from the Inspector of Pilotage at Rotterdam and made to him by the ship's draught gauger (Scheepsdiepgangmeter) at that port. This draught represents, according to a calculation made by Mr. Jackson (the designer of the "Yarmouth"), from the displacement scale, a dead weight of 430 tons, allowing 3½ inches for it being fresh water at Rotterdam. The cargo on board there weighed between 342 and 343 tons; there would, according to the usual practice in this ship, be about 40 tons of bunker coal, 24 tons of fresh feed water for the boilers, and about 6 tons of fresh water for drinking purposes &c. The balance is probably made up by spare gear, ship's stores, and other sundries.

At the Hook of Holland her draught was read off the stern post by the gauger there as 16 feet. There had been placed on board 88 tons 13 cwt. of additional cargo, bringing the dead weight up to 518 tons 13 cwt., which would give her a mean draught, according to the displacement scale, of 13 feet 11 inches; this in conjunction with her ascertained draught of 16 feet aft gives her draught forward as 11 feet 10 inches, making her 4 feet 2 inches by the stern, when starting her homeward voyage.

The "Yarmouth" was next seen from the Outer Gabbard lightship. She was first sighted by Oswald Roach, seaman, and Walter Wynter, lamplighter, about 4.30 p.m. on the 27th of October. She was coming in, about 3 miles distant, heading W.N.W., her ordinary course. She crossed the stern of the lightship, bearing about N.N.E. At 5 p.m. the master of the lightship saw her, and observed she had a heavy list to starboard. The wind was then blowing a strong breeze to a moderate gale from the S.S.E.; the weather being overcast with misty rain, and the sea rough. The tide was ebb, running N.E. by N. When the "Yarmouth" got into the shorter

seas inside the lightship she took some very heavy rolls which put her over on her broadside with her starboard main rail in the water. With the list she had before this took place she did not when rolling get further than upright. She then turned her head to the E.N.E., probably, as Captain Hambling, the master of the lightship, suggested, to get her lame side to the wind. He was also under the impression that the engines were then stopped as the ship appeared to be making little or no way through the water.

At 5.30 p.m. those on the lightship lost sight of the "Yarmouth," her stern light disappearing in the misty rain. She made no signals whilst in the vicinity of the lightship, but the master of the lightship considered her condition so remarkable that he entered in the log book that at 5 p.m. he had "observed the Great Eastern cargo boat going in with a very heavy list to starboard."

The next evidence throwing light upon the fate of the "Yarmouth" is contained in the sworn statements of Hans Olaf Kristensen, and Soren Andersen, mate and master respectively of the Norwegian steamship "Fredheim," of Tonsberg, which at 9.30 p.m. on the 27th October, was about 2 miles N.  $\frac{1}{4}$  E. of the Outer Gabbard lightship. The mate was in charge, and the lookout reported bales or buoys floating on both sides of the ship. The mate himself also observed them. He at once stopped the engines, and then heard a cry on the starboard side. Two further cries convinced him that someone was in distress, but he was unable to see anyone in the water. The master came on deck, the ship was put about, and kept going with the tide. All hands were called, and a lifeboat and buoys were got ready for use, but as no more cries were heard the boat was not launched, there being a heavy sea and strong tide running. The "Fredheim" cruised about inside and outside the lightship for about two hours, but failed to find anyone to whom she could be of assistance, and continued her voyage to Hull.

Before passing from this incident in the story, the Court must express its appreciation of Captain Andersen's humanity in thus delaying his ship, and cruising about in unpleasant weather in the hope of being of assistance to the unfortunate men whose cries the mate believed himself to have heard.

Next day, at 9.45 a.m., floating wreckage was observed from H.M.S. "Blake" in latitude  $52^{\circ} 0' 6''$  N., longitude  $2^{\circ} 7' E.$ , a position near the Outer Gabbard, and a lifebuoy belonging to the "Yarmouth," with a dead man in it, was seen. Among the wreckage was one of the three vans which had formed part of the cargo of the "Yarmouth." The body was recovered and subsequently handed over to the police at Sheerness; the dead man was afterwards identified as one of the seamen belonging to the "Yarmouth."

About noon on the 28th October, the Great Eastern steamship "Vienna," under the command of Captain Alfred Smy, was sent in search of the "Yarmouth." He proceeded to the Outer Gabbard lightship, and then steamed seven miles on a course N.E.  $\frac{1}{2}$  N. Then he came upon thirty or forty crates floating about within a radius of about two miles. He picked up several bridge gratings, a fore-and-after marked "F," belonging to a hatchway, and two lifebuoys. After cruising about within a radius of 25 miles, the "Vienna" returned to the Gabbard about 6 a.m., the chief officer going on board the lightship for particulars. The "Vienna" again proceeded on a course N.E.  $\frac{1}{2}$  N. for about 18 miles, running into similar wreckage and picking up some more gratings and another lifebuoy, which Captain Smy identified as belonging to the "Yarmouth." At 2 p.m. the "Vienna" returned to Harwich.

At the conclusion of the evidence presented by the Board of Trade, Mr. Acland submitted the five questions hereinafter set forth, and the Court then had the advantage of hearing the scientific evidence of Professor J. H. Biles, and Mr. Robert Steel, who were called by Mr. Butler Aspinall.

These gentlemen practically agreed in the calculations they had independently made as regards the stability of the "Yarmouth" when she left the Hook of Holland on the 27th October, and which they considered satisfactory.

Supposing the ship to have been loaded as described in the evidence Professor Biles made the metacentric height to be 1.66 feet and explained that if his calculations as regards the amount of cargo stowed on deck were wrong to the amount of 20 per cent. it would only alter the metacentric height very slightly, making it in that case 1.54 feet.

He also stated that if it was properly secured he saw no harm in putting meat on the poop and forecastle. He made the angle of maximum stability as loaded  $55^{\circ}$ , and considered that something not to be expected had happened to the ship after she passed the Outer Gabbard light vessel, and suggested an explosion on board or a broken plate caused by striking wreckage.

Mr. Robert Steel made the metacentric height under the same conditions 1.72 feet, and generally agreed with Professor Biles. He said she must have capsized from some other reason than her condition when she left the Hook of Holland, but agreed that if it were possible for the cargo to have shifted, that would do it.

The Court has given due weight to the expert evidence, but it has to be borne in mind that the opinions expressed by Professor Biles and Mr. Steel were based mainly on the testimony of the stevedores; and any radical error therein involved necessarily invalidates the calculations made by the experts. Not only has the Court found serious discrepancies between the two stevedores as to the space available for cargo when the ship came down the river from Rotterdam, but it must be remembered that the stowage plan placed before the Court was filled in from information supplied by them after the loss of the ship with all hands was known, and when it was likely that the question would be raised whether the cargo was properly stowed.

The suggestions as to the casualty having been caused by an explosion in board or by the vessel having struck wreckage do not commend themselves to the Court.

In conclusion the Court must express its disapproval of the method adopted by the masters of the Great Eastern Railway Company's ships in recording in the official log book only the average for six months of the draught and freeboard of their ships. The entries should be made in the ordinary and proper way and furnish a true record for each voyage.

#### Questions.

(1) What amount and description of cargo was shipped on board the s.s. "Yarmouth" at Rotterdam and the Hook of Holland respectively? Was it properly stowed and secured from shifting?

(2) What was the cost of the vessel to her owners? What was her value and what were the insurances effected upon and in connexion with the ship at the time of her loss?

(3) When the vessel left the Hook of Holland on the 27th of October last—

(a) Was she in good and seaworthy condition as regards hull, boats, life-saving appliances, and other equipments and machinery?

(b) Was she overladen?

(c) Was she properly loaded in proper trim and her cargo so stowed and the weights so distributed as to make her easy in a seaway?

(d) As designed and laden had the vessel sufficient stability?

(4) What was the cause of the loss of the vessel and her crew?

(5) Does blame attach to the Great Eastern Railway Company, and/or the registered manager, Captain Daniel Howard?

After Mr. Noad and Mr. Aspinall had addressed the Court, and Mr. Acland had replied upon the whole case, the Court delivered judgment and gave the following answers to the questions:—

#### Answers.

(1) At Rotterdam 102 tons 14 cwt. of meat, and 240 tons of sugar, seeds, cheese, margarine, glass, plants, skimmed milk, and general cargo (all fully detailed in the annex to the report), and three furniture vans, technically known as "lift vans," were shipped on board the "Yarmouth"; while at the Hook of Holland 88 tons 13 cwt. of meat were added thereto, making a grand total of 431 tons 7 cwt.

That portion of the cargo which was placed in the lower holds and between decks appears to have been properly stowed and secured. On the other hand, it was improper to stow any cargo on the poop and forecastle,

and in the opinion of the Court there was no adequate provision for the satisfactory securing of the cargo that was carried upon those structures on the voyage which has been the subject of this investigation. There is evidence that some lashing was effected, but the details of such lashing cannot be determined.

(2) The first cost of the vessel to her owners was £35,000; Mr. Charles Busk, Continental Manager to the Great Eastern Railway Company, estimated that her value at the time of her loss was £33,000. She was uninsured.

(3) When the vessel left the Hook of Holland on the 27th of October last—

(a) She was in good and seaworthy condition as regards hull, boats, additional life-saving appliances, and other equipments and machinery;

(b) She was not overladen as regards dead-weight;

(c) She was not properly loaded, inasmuch as she had too much top weight; her trim by the stern was slightly abnormal; and she had a little list to starboard; but she would be easy in a seaway;

(d) As designed she had sufficient stability; but, as subsequent events have proved, she had not sufficient stability as laden upon this occasion.

(4) The vessel was lost through carrying too heavy a deck cargo, which led to her listing heavily to starboard and finally turning over with a suddenness which gave those on board her no opportunity to make any effective efforts to save themselves.

(5) Blame does not attach to the Great Eastern Railway Company, but in the opinion of the Court the system in existence was bad. The Court strongly condemns the practice of carrying deck cargoes upon structures such as the poop and fore-castle of this ship, and is glad to learn that instructions have been given for the discontinuance of this practice on board the Great Eastern Company's ships.

The Court cannot entirely exonerate Captain Daniel Howard, the Company's Marine Superintendent, from blame for not having earlier realized the danger of such loads, and considers that it was a serious error of judgment on his part to have permitted them to be carried.

JOHN DICKINSON,

Judge.

W. F. CABORNE,  
GEORGE K. WRIGHT,  
W. MARRACK, Vice-Admiral. } Assessors.

London, 4th March, 1909.

#### APPENDIX 1.

Name.	CREW.	Rating.
Alfred John Avis	...	Master.
Charles Pamplin	...	Mate.
Horace Millen	...	Second Mate.
James Atkins	...	Cook.
Samuel James Hubbard	...	A.B.
Robert Durrant	...	A.B.
Arthur Alfred Brett	...	A.B.
Abraham Slater	...	A.B.
Alexander Bills	...	A.B.
Frederick Moore	...	A.B.
Gilbert Frank Wright	...	A.B.
George Ernest Fox	...	Deck Boy.
Edgar Joshua Jarrold	...	First Engineer.
Charles Wilfred Chilver	...	Second Engineer.
William Lord	...	Donkeyman.
Albert James Warner	...	Fireman.
Cornelius Stokes	...	Fireman.
George Garner	...	Fireman.
William Rowland	...	Fireman.
Bertie Edward Ellis	...	Fireman.
William David Tucker	...	Fireman.
James Chilver	...	Passenger.

TOTAL 22.

#### APPENDIX 2.

##### SCHEDULE OF CARGO.

Article.	Number of packages.	Weight.			
		Tons.	Cwts.	Qrs.	Lbs.
<i>Rotterdam:—</i>					
Beer ... ..	66	4	11	3	16
Brushes ... ..	4	—	4	0	27
Brushes (tar) ... ..	1	—	—	3	0
Bulbs ... ..	103	5	7	3	1
Butter ... ..	29	1	3	0	1
Cheese ... ..	3361	12	1	2	13
Chromo showcards... ..	1	—	—	2	22
Cigars ... ..	3	—	5	3	14
Circulars ... ..	1	—	—	3	14
Clothes ... ..	1	—	—	—	17
Cocoa... ..	25	—	15	3	14
Colours ... ..	30	1	19	2	0
Cottons ... ..	3	—	1	3	6
Earthenware ... ..	42	7	15	0	24
Eggs ... ..	13	1	1	3	14
Fruits ... ..	1	—	1	0	14
Glass ... ..	28	2	10	1	6
Glass (green flasks) ... ..	23	4	8	0	0
Glycerine ... ..	1	—	4	2	0
Hardware ... ..	12	—	4	2	0
Leather (black box calf) ... ..	20	5	4	2	10
Leather (belting) ... ..	1	—	1	0	20
Leather (cases) ... ..	5	—	7	0	0
Lard ... ..	40	1	2	0	14
Machinery ... ..	1	—	7	1	14
Maize (sample) ... ..	1	—	—	—	26
Margarine ... ..	1490	24	3	3	3
Meat ... ..	195	102	14	0	0
Milk (skimmed) ... ..	449	12	6	1	2
Mouldings (gilt) ... ..	1	—	10	1	0
Mustard seed ... ..	190	19	1	3	14
Onions ... ..	253	11	16	2	0
Paper music... ..	2	—	7	0	14
Photo apparatus ... ..	1	—	—	1	9
Plants ... ..	77	18	12	3	25
Potatoes ... ..	14	1	0	2	0
Rabbits ... ..	3	—	6	2	6
Roots (flower) ... ..	2	—	2	1	16
Salt rushes ... ..	95	1	3	2	14
Seed (grass)... ..	12	—	10	3	0
Seed (other than grass) ... ..	5	—	3	1	6
Sewing machines ... ..	152	6	6	1	14
Smelts ... ..	84	—	12	0	27
Sugar ... ..	700	70	11	3	0
Tobacco leaf ... ..	1	—	2	3	6
Toys ... ..	11	1	10	0	0
Trees... ..	8	1	12	2	14
Vans of furniture ... ..	3	9	(estimated)		
Wine ... ..	71	4	10	3	1
Wood ... ..	2	—	5	1	14
Miscellaneous ... ..	68	5	0	1	26
	7705	342	14	2	22
<i>Hook of Holland:—</i>					
Meat ... ..	155*	88	13	0	25
TOTAL ... ..	7860	431	7	3	19

\* *Hook of Holland.*—The number and sizes of the crates with their respective weights were as follows:—

Number.	Length.	Breadth.	Height.	Weight (total of each size.)			
				Tons.	Cwts.	Qrs.	Lbs.
13	5' 8"	4' 4"	5' 6"	13	18	0	21
3	5' 10"	4' 4"	5' 8"	3	6	3	24
4	4' 4"	4' 3"	5' 8"	2	10	3	8
23	6' 4"	3' 10"	5' 5"	21	2	3	9
30	5' 2"	4' 10"	5' 5"	26	19	2	0
10	4' 4"	3' 11"	5' 4"	6	3	2	27
2	4' 4"	3' 4"	5' 6"	—	15	0	19
35	3' 4"	2' 2"	2' 4"	7	19	1	6
1	4' 9"	3' 2"	5' 6"	—	9	0	7
5	5' 0"	3' 8"	3' 4"	4	8	1	2

126 (The balance is made up of small baskets, boxes, and bags.)

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