

writing, to me, for which this shall be
your sufficient Warrant and authority.

Given under my hand & seal at
Newport aforesaid, this day, the third
day of March 1847.

Wm. C. Ellery,
Notary Public.

Newport, S.I. We the undersigned, by
virtue of the above Warrant, being appointed
Surveyors upon the above named vessel and
her cargo, do solemnly swear, that we will
justly and truly execute the duties of said
appointment, according to Law, and to the best
of our abilities.

Newport S.I. March 3, 1847. - Henry J. Hudson
James to before me
Wm. C. Ellery,
Notary Public

Maiah Crocker
Charles Crogers

Newport, March 3, 1847.

Agreeable to a warrant issued by George W.
Ellery, Esquire, Notary Public for the Town and
County of Newport, R.I. We the undersigned
did repair on board the Brig, Niger of Gloucester
in the State of Massachusetts, commanded by
Charles Oatson on a voyage from New York,
and bound to Belfast, in Ireland, put into this
port in distress. We there found the Bow Sprit,
Jib, and Flying Jib booms carried away with
all the gear attached. all of the Head Stays
with the Mast stays & Jib boom guys gone. The
Jib and ^{flying} stay sails the yards and down hauls gone
the fore and main tacks and sheets gone, the

fore topmast yard sheathed & broken in pieces,
the fore and main topmast yards carried
away in the things. Both main lifts gone, the
main sail and fore spinnaker badly torn, and the
vang blocks split, the Head Sail gone, and the
anchor stock broken, on the Starboard side, the
Sail started up and chaffed forward, and the
bulwarks stove in, and aft the sail, plank then
and Water Ways stove in, and some of the deck
plank chaffed, the Starboard side chaffed in many
places, two stanchions broken, and one of the
Main Chainplates broken. We therefore recom-
mend a New Bow Sprit, Jib & Flying Jib booms,
Main and Main Top sail, yards, anchor stocks &
Mast stays, the head stay, and all the rigging
attached to the Jib and Flying Jib booms, fore and
main tacks, fore topmast staysails, Jib & flying Jib
Halyards and down hauls. Main sail and fore
spinnaker. The sail to be secured forward, the
head sails to be new, the chafed places on the
Starboard side to be repaired. The sail, plank then
Waterways, deck plank and bulwarks be properly
fitted, and the decks to be recalked, and a new
main Chainplate. and We recommend that
some of the cargo be taken out to ascertain if
any water had gone down amidstships in conse-
quence of the damage sustained by the concussion,
and to get at the Chain bolts.

March 5th Repaired on board the Brig, Niger &
examined the Katches and found them properly
secured and perfectly dry, under neither them, but
we found some of the cargo in the Starboard Wing
somewhat damaged, moved some of it to be
taken out to ascertain how much there
was damaged. On the 10th We went on
board and found the cargo in a better
state than we expected. We therefore
sailing called the Speedwell of Cohasset