

WRECK REPORT.

2-1399

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|---|---|
| 1. Date (hour of day, day of week, day of month, year). | 1. June 5, 1895, 530 PM |
| 2. Nationality, rig, and full name of vessel (wood or iron). | 2. American Sloop John Everson wood |
| 3. Tonnage. | 3. 32,73 |
| 4. Age. | 4. 11 years |
| 5. Port where registered. | 5. Milwaukee Wis |
| 6. Official number. | 6. 76523 |
| 7. Name and residence of master. | 7. John Lawrie Sturgeon Bay Wis |
| 8. Name and residence of owner. | 8. " " " " " |
| 9. Port last sailed from and date of sailing. | 9. Manitowoc Wis |
| 10. Where bound. | 10. Sturgeon Bay " |
| 11. Number of passengers. | 11. none |
| 12. Number of crew, including masters, mates, etc. | 12. Five |
| 13. Number and names of persons lost. | 13. one - Martin Boswell |
| 14. Estimated value of vessel. | 14. 3500 ⁰⁰ |
| 15. Estimated value of cargo. | 15. none |
| 16. Nature of cargo. | 16. " |
| 17. Had vessel a deck-load? | 17. " |
| 18. Was she overladen? | 18. " |
| 19. Weight of cargo. | 19. " |
| 20. Estimated loss or damage to vessel. | 20. Total loss |
| 21. Estimated loss or damage to cargo. | 21. none |
| 22. Amount of insurance on vessel. | 22. no marine insurance |
| 23. Amount of insurance on cargo. | 23. none |
| 24. Locality of casualty (giving precise point of land or other obstruction, in case of stranding). | 24. about 5 miles N.E. of Shequoc Wis |
| 25. Nature of casualty (whether foundering, stranding, or other disaster). | 25. Foundered |
| 26. Cause of the casualty (specifying particularly). | 26. overturned by Steam Barge J. Watson |
| 27. Force of wind, state of weather and sea; if at night, whether moonlight, starlight, or dark. | 27. Stephenson while getting a line to her, blowing fresh from the N.W. |
| 28. State, in detail, measures taken to avoid casualty. | 28. The Stephenson & her bows each lowered a boat- |
| 29. By whom and to what extent assistance was rendered. | 29. |
| 30. Remarks. (All particulars not included in the foregoing will be here stated). | 30. were going to take up a line to pilot the barge through the canal while making the line fast the barge which was going 10 or 11 miles an hour lapped on the stern of the tug which turned her across the Stephenson bow which rolled her over |

June 6, 1895

John M. Lawrie
Master