

**TPF / 1868 /2**

**(1)**

Precognition  
Loss of Barque  
Graf von Scheffen  
of Rostock  
August 1868

**(3)**

Iona 12<sup>th</sup> August 1868

Arfst Baalandorf Staormon aged 46 and residing at the Island of Fahr in Schleswig Holstein says

I served as mate on Board the Barque "Graf Von Schlieffin" of Rostock in Meiklenburg. She was of the Burthen of 285 Tons. William Hogomeister was Master and we had a crew of 11 hands all told – including master myself carpenter and cook. The crew were all foreigners - Germans, Danes & Norwegians - I joined the

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the ship at Liverpool on the 18 July last 1868

I had n ever served in her before and I had no previous acquaintance of the master - The ship was chartered for a voyage from Liverpool to Halifax and back. We had on Board 390 Tons of salt and 10 Tons of soap in Boxes. The salt was the common rough salt & was in Bulk. We sailed from Liverpool on our intended voyage on the 5<sup>th</sup> August 1868 at noon. We got good weather till Friday the 7 August at noon when off the Maidens Light, standing North West with the wind West South West - it came on to blow the

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wind gradually increasing to a severe gale. We took in canvas and made the vessel snug. a Heavy sea got up and the ship pitched and laboured heavily. We stood outwards till we sighted Skerryvore Light House on Saturday morning distant about 5 miles. The gale still very severe and ship continuing to roll & pitch heavily in the seaway. On Saturday morning at 9 o'clock we sounded the pumps and found 3½ feet water in the hold. Manne both pumps. One of them was choked with salt & would not work. The carpenter went below but could not clear it, reported that the salt was melting and that the water in the hold was increasing. continued

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continued our course till 1 P.M. when the pump was again sounded & notwithstanding the exertions of the crew the water in the hold was found to have increased to 4½ feet - The Captain then called the crew aft and had consultation when it was resolved by all hands that our only course was to run for the

nearest land with the wind in order to save our lives and that of the ship if possible - With the Leak in the creasing & with a perishable cargo like salt it was not safe to continue the voyage longer - The wind at this time was West North West blowing strong & with a heavy sea running - The vessel

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vessel was put before the wind. Tyree Island we knew was under our lea and we expected to catch it, but as the weather was thick with rain we missed it - We came upon a rock (Dhu hertach) with a Beacon about 12 miles from Land and passed it. Ship was sinking deeper and deeper in water. We made the Island of Iona about 5 P.M. We didn't know the land till afterwards informed of it by parties from the shore. We knew we were on the West Coast of Scotland but not the exact place - We saw a clean sandy bay on the south side of the Island & made for it - with the intention of grounding the ship as we considered it unsafe in the sinking state of the ship to

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to come to anchor - and that there was nothing left us but to run the vessel on shore In making for the Bay we steered the vessel between two rocks upwards of 150 yards apart, and on passing between them the heel of the ship caught on a sunken reef and remained fast. there would be from 12 to 13 feet water on the reef.

[in margin] We found this after we struck

The vessel was drawing upwards of 14 feet.

Before making land we got the Boat ready for Launching and made preparations to save as much as we could. so far as Boats able to carry - We also got up the chains & made ready the anchor to let go - After we

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we grounded we launched the Boat and got some things into it. We pulled ashore with it distant about 150 yards. Several people came off from the shore among others a man named Mr James who I learned was deputy Receiver of Wreck. He and others gave assistance - We did not [cl...] up or furl the sails immediately after grounding the sheets were let go - The sails were made up by parties from the shore - We let one of the anchors go & paid out chain -

The master myself and all hands were on deck nearly all day - The crew wrought continuously at the pumps. We were all on deck when we made land - The captain was on

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on the deck house. I was along with him - We steered for the best or safest place we could see - We didn't know of any harbours and we had no book of directions on Board for that part of coast. The men were served out some Beer but all were sober when we grounded - After grounding the masters authority ceased and the crew made to save themselves and get ashore with their things. They got hold of some Beer & drank it but none of them were drunk -

I am of opinion that if we had been much longer in making land with the leak and the melting of the salt that the ship would have gone

**(2)**

sinking state and that there was nothing left for them but to run for land and beach her. He said he was glad when he made land as he was sure the vessel would not have floated more than another hour - Truth -