

PRIJAVA I IZVOĐENJE DOKAZA O POMORSKOJ NEZGODI “ČETVRTOGA DUBROVAČKOG” U QUEENSTOWNU, DANA 6. SIJEČNJA 1873.

Protest of “Cetvrti Dubrovacki” in Queenstown, January 6th 1873. (A. H. Allen, Solicitor & Notary)

Priredio: Đivo Bašić

Dubrovački muzeji, Pomorski muzej Dubrovnik, Inv. br. 445.

UDK 656.61 : 347.79

“Ovom javnom ispravom prosvjeda daje se na znanje i izvješćuju svi oni kojima on dođe u ruke, da je dana 6. siječnja 1873. pristupio osobno u ured odvjetnika i javnog bilježnika Hayesa Allena, zapovjednik austrijskog barka “Četvrti dubrovački” Mato Turčinović da prijavi prosvjed i ponovno 16-og dana siječnja Godine Gospodnje 1873. pred mene, spomenutog javnog bilježnika Atwel. Hayes Allena, propisno ovlaštenoga, priznatog i zakletog, sa sjedištem i službom u Queenstownu u grofoviji (okrugu) Cork, u onom dijelu Ujedinjenog Kraljevstva Velike Britanije i Irske nazvanome Irska, osobno je pristupio spomenuti Mato Turčinović, zapovjednik spomenutog barka “Četvrti dubrovački” iz Dubrovnika, nosivosti od 487 registarskih tona, a također u isto vrijeme i mjesto osobno je došao i pristupio Ivo Knežević, prvi časnik, i Mato Mlinarić, mornar, koji svi pripadaju spomenutom brodu. Nakon što su se posebno zakleli na svete evanđeliste [Bibliju] i ispitanu su, iskazuju i kažu kako slijedi, to jest da je spomenuti brod isplovio iz New Yorka 7-og dana prošlog prosinca odatle za Queenstown da primi daljnje naredbe, krcat teretom kukuruza. Spomenuti brod bio je tada nepropustan i čvrst, dobro opremljen, imao je dovoljno posade i bio je dobro opskrbljen živežom, a nađen je u svakom pogledu sposobnim da izvrši svoje namjeravano putovanje, jer je bio pod nadzorom pilota, a izveden po parnom tegljaču. Pokojni Jakov Vacchetti, koji se ovdje dalje spominje, bio je tada zapovjednik, a pristupatelj Mato Turčinović časnik.

Da su u podne obišli Sandy hook, gdje su otpustili parni tegljač i iskrkali pilota, te su prosljedili s promjenivim vjetrom i vremenom, otvarajući i podvezujući jedra

ORIGINAL

By this Public Instrument of Protest be it known and made manifest shall come that upon the Sixth day of January one thousand eight hundred and seventy three personally appeared at the office of Atwell. Hayes Allen Notary Public Matteo Turcinovich Master of the Austrian Barque “Cetvrti Dubrovacki” and Noted Protest and again on the Sixteenth day of January in the year of Our Lord one thousand eight hundred and seventy three before me the said Atwell. Hayes Allen Notary Public duly authorized admitted and sworn residing and practising at Queenstown in the County of Cork in that part of the United Kingdom of Great Britain and Ireland called Ireland personally appeared the said Matteo Turcinovich master of the said Barque “Cetvrti Dubrovacki” of Ragusa of the burthen of Four hundred and eighty seven Tons Register and also the same time and place personally came and appeared Giovanni Knesevich acting Chief Mate and Matteo Mlinavich [Mlinarich] seaman all of and belonging to the said vessel who being severally sworn upon the Holly Evangelists and examined depose and say as follows that is to say that the said vessel sailed from New York on the Seventh day of of December last past bound on a voyage from thence to Queenstown for orders laden with a cargo of Indian Corn the said vessel being then tight staunch and strong well manned victual led and found and in very respect fit to perform her said intended voyage being under a Pilots directions and being towed by a steam tug the late Giacomo Vachetti hereinafter mentioned being then Master and the Appearer Matteo Turcinovich Mate.

That at Noon they doubled Sandy hook discharged steam tug and Pilot and proceeded with variable wind and weather making and shortening sail according to

prema prilikama, ali bez da se dogodilo išta osobito, sve do 19-og, kada je nebo bilo vrlo mutno i prijeteće, a u noći je zapuhala žestoka oluja s JZ zaokrećući prema Z-SZ s debelim morem, po kojemu su ploveći postupno podvezivali jedra i poduzeli sve mjere opreza, pričvršćujući sve na palubi i na jedrima.

Da je 20-og u 6 sati ujutro nebo bilo prepuno znakova nadolazeće oluje, koja je provalila nad njima naglom i strašnom žestinom u 8 sati pr. pod. sa SZ, ali oni su produžili vjetrom u krmu i odlučili bježati uz niža košna jedra i prednje jedro, održavajući pritisak na jedra, time da pobjegnu od užasnoga mora, jer su sisaljke neprestano crpile vodu koja se u podne našla u slijevcima.

Da je poslijepodne oluja i dalje trajala zakrećući prema sjeveru, a more je postajalo sve bjesnije. Oko 3 sata poslijepodne strahoviti val udari brod s lijevog boka

preplavivši palubu i odnijevši kormilara s kormila, nakon čega je brod počeo posrtati i okrenuo je pramac na vjetar prije nego se kormilo moglo vratiti nalijevo. U tom trenutku užasan udarac vjetra udari o brod i nagne ga toliko da desna ograda dođe pod vodu, a nije se mogao pokoravati djelovanju kormila. Nato, uvidjevši

opasnost da ostanu bez jarbola, odlučise poradi zajedničkog spasa odsjeći konope prvenog jedra i pustiti da odleti niže glavno košno jedro, kako bi olakšali brod. Budući da su to učinili, prveno i niže glavno košno jedro bili su smjesta otpuhnuti i izgubljeni. Tada su otvorili na više mjesta otvore na ogradama da bi mogla oteći voda. Tako olakšan brod djelomično se uspravio i pokoravao kormilu, pak je namješten opet pred vjetar s nižim prednjim košnim jedrom.

Da se u noći vrijeme još više pogoršalo, oluja je zakretala prema sjeveru uz jako ukrižano i lomeće more, a oko 30 minuta nakon ponoći strahovit val udario je brod preko kasara, pokrivši krmenu palubu, pomaknuvši kućicu na palubi preko kola kormila i pomaknuvši s njegova položaja kompasov stalak, odnijevši njegove svjetiljke i oštetiivši kompas. Ponio je sa sobom željeza i zaklone bočnih svjetiljaka, te je razbio u komade i ponio časničku kućicu. Velika količina vode provalila je u kabinu, i isti je val odnio sa sobom zapovjednika Jakoba Vacchetija. On je bio izgubljen jer su oni bili potpuno nesposobni zbog

circumstances but without any thing particular occurring until the Nineteenth when the sky was very dark and threatening and at night it was blowing an increasing gale from S. W. veering to W. N. W. with a high sea running upon which they gradually shortened sail and took every precaution by securing all on deck and aloft.

That on the twentieth at 6. A. M. the sky was overcast with every appearance of a coming storm which burst upon them with sudden and fearful violence at 8 A. M. from the N. W. but they got the vessel before it and decided to scud under lower topsails and foresail keeping on a press of sail in order to run from the tremendous seas the pumps being duly attended to some water being found in the well at noon.

That in the afternoon the storm continued going round northwards the sea getting very boisterous at 3. P. M. a terrific sea struck the vessel on her Port quarter filled the

deck and carried away the man at the wheel upon which she reeled over and luffed right up to the wind before the helm could be put to Port, at this moment a most terrific squall struck her and threw her over with Starboard rail under water and she would not answer her helm upon which seeing the danger of being dismasted they

decided for the common safety to cut away the tack of the foresail and to let fly the lower maintopsail sheets to relieve her which being done the foresail and lower maintopsail were at once blown away and last then they stove the bulwarks in several places to let the water run off. And being relieved she partially righted answered her helm and was brought again before the wind under lower foretopsail and foretopmast staysail.

That at night the weather got worse the storm veering to N. with a high cross and Broken sea and at thirty minutes past midnight a terrific sea struck the vessel over the taff[rail] covered the poop deck started the deck house over the steering gear started the binnacle from its position carried away its lamps and damaged the compass carried away the cabin companion and great quantities of water washed down into the cabin the same sea carried the master Giacomo Vachetti overboard and he was lost as they were totally unable from the state of the weather and the darkness to do any thing to save him the cook was thrown down and

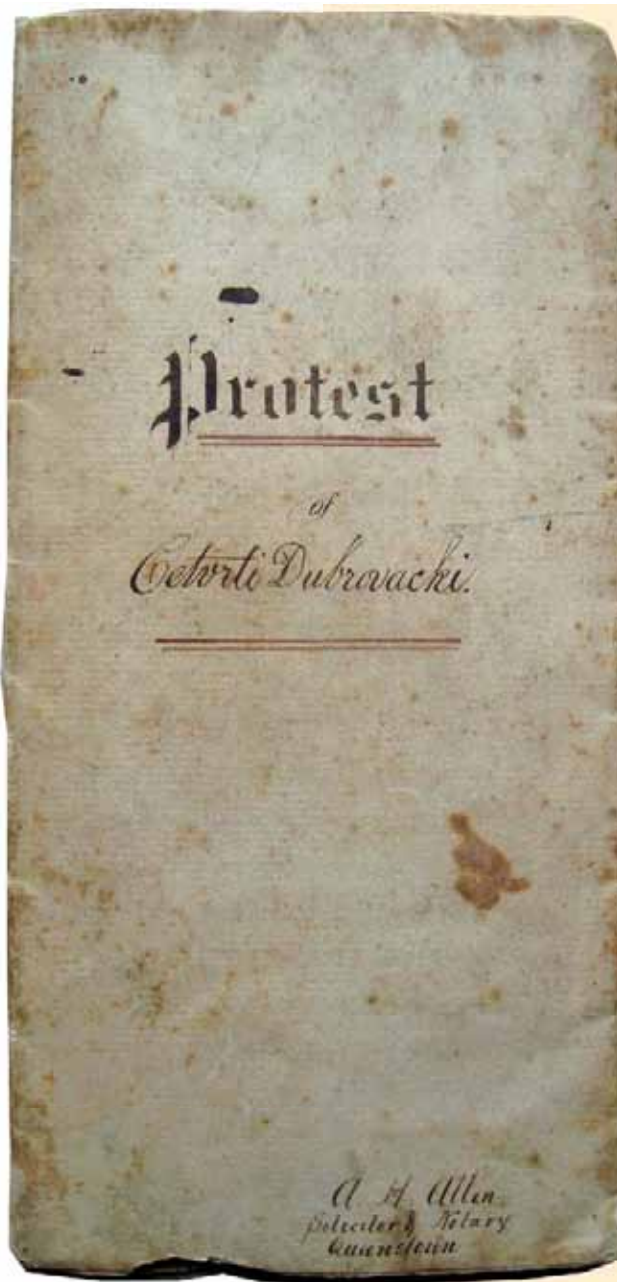


vremena i tame išta učiniti za njegov spas, dok je kuhar bio bačen na tlo i ozbiljno ozlijeđen tim istim valom, ali je ipak spašen.

Da je pristupatelj Mato Turčinović, koji je tada bio časnik, preuzeo zapovjedništvo, a kada su ustanovili da kolo kormilu ne radi, jer mu je transmisijabilaprignječena palubnom kućicom, smjesta su odlučili, poradi zajedničkog spasa, razbiti je u komade i baciti u more sa svime što je bilo u njoj, a što je i učinjeno. Tako su bacili u more sadržaj, naime: dvije bakrene bočne svjetiljke i jednu palubnu svjetiljku, okruglo sidreno svjetlo, jedan dalekozor, jednu garnituru trgovačkih signala, jednu narodnu zastavu, jedan rog za maglu, jedan dubinomjer i konop, jedan obični log, nešto tesarskog alata, oko tucе lonaca i bačvica s bojom u kojima se nalazilo oko 600 mjera boje, jednu limenu posudu koja je sadržavala oko 6 galona ulja za bojenje, jednu kantu od 5 galona laka, jednu kantu s oko 8

galona crnog laka, 100 mjera kita, jedan lonac s oko tucе kistova za bojenje i različitih drugih predmeta, a istodobno zatvoriše otvor na palubi daskama, pričvrstivši preko njega jedno rezervno prednje gornje jedro da bi spriječili da voda dopre do tereta. Kako su našli slomljen prozor na palubi, pričvrstili su preko njega dva donja pomoćna jedra.

Da je kratko vrijeme iza toga val još jači od prijašnjega udario o brod, slomio debljenjak stražnjeg jarbola, ispunio palubu vodom sprijeda i straga, te nagnuo brod toliko na desnu stranu da se teret rasuo na stranu. Da ga olakšaju od mase vode koja se izlila na palubu, probili su još više otvora na ogradi. Sa svim tim brzo su uvidjeli da je daljnja borba s olujom nedovoljna. Brod je postao gotovo nepokretan, pak je trebalo poduzeti nove mjere za daljnje



severely injured by the same sea but he was saved.

That the appearer Matteo Turcinovich who was then mate took the command and as they found the wheel would not work as the gear was jammed by the deck house they decided at once for the common safety to cut it to pieces and throw it overboard with everything contained in it which was accordingly done and they threw overboard the contents namely two copper side lamps and deck lantern one globe anchor light one spy glass one set of commercial signals one national flag one fog-horn a deep sea lead and rope one common log some carpenters tools about one dozen paint pots and drums containing about six hundred weight of paint one can containing about six gallons of paint oil one can containing about five gallons of bright varnish one can containing about eight gallons of black varnish one hundred weight of putty one pot with

about one dozen of Paint brushes and various other articles and the same time secured the companion hatch way with planks and nailed a spare topgallant sail over it to prevent the water getting down to the cargo and as they found the skylight broken they fastened two lower studding sails over it.

That shortly afterwards another sea heavier than the former one struck the vessel broke the mizen boom filled the deck fore and aft and listed her over very much to Starboard and the cargo shifted then they stove more of the bulwark to relieve her from the mass of water accumulating on deck and finding it impossible to weather such a storm as the vessel was getting very heavy and sluggish they determined to lighten her abaft by throwing every thing they could come at overboard

olakšanje bacanjem u more svih predmeta do kojih su mogli doći. Budući da je bočni čamac bio napunjen vodom i još je više otežavao brodsku desnu stranu, presjekoše zapinjače i pustiše da padne u more, te se izgubio sa svim što je bilo u njemu, naime: veslima, čakljom i kormilom. Tada su bacili u more par teških željeznih bočnih soha i izvadili iz kmenog grotla i bacili u more 6 drvenih poluga, 2 kolotura od palube i od jedra i krmene konope. Odmah iza toga bacili su 2 gornja pomoćna jedra, vrv tih jedara, jedan konop od 4 1/2 palca, pa videći da im mali poklopac spremišta oštećuje ceradu, isjekoše ga u komade i baciše u more. Tako su nekako održali brod i ostali cijelu noć uz košno niže jedro i veliku donju letnjaču s pramcem na I-Jl. Mjereći vodu nađoše da je ima više nego obično iako nisu mogli utvrditi koliko je doista ima. Ipak su je stalno crpili sisaljka, dok oko 8 sati ujutro valjanje broda nije uzrokovalo da je velika količina kukuruza dolazila u sisaljke i katkad ih začepijala.

Da je prijevodne 21-og izgledalo kako oluja popušta, ali je more bilo još uvijek nemirno, a sva je posada bila zaposlena uklanjanjem polomljenih dijelova, popravljanjem šteta i crpljenjem vode da bi spasili barem što je moguće više hrane, ali nađoše da su dvojeci gotovo svi oštećeni. Nađoše stalak kompasa među konopljem, pak ga učvrstiše na njegovo mjesto i staviše u njega rezervni kompas, a kako je oluja i dalje popuštala prema popodnevju, oni su smotali rezervno prednje jedro i razapeli rezervno donje vršno jedro.

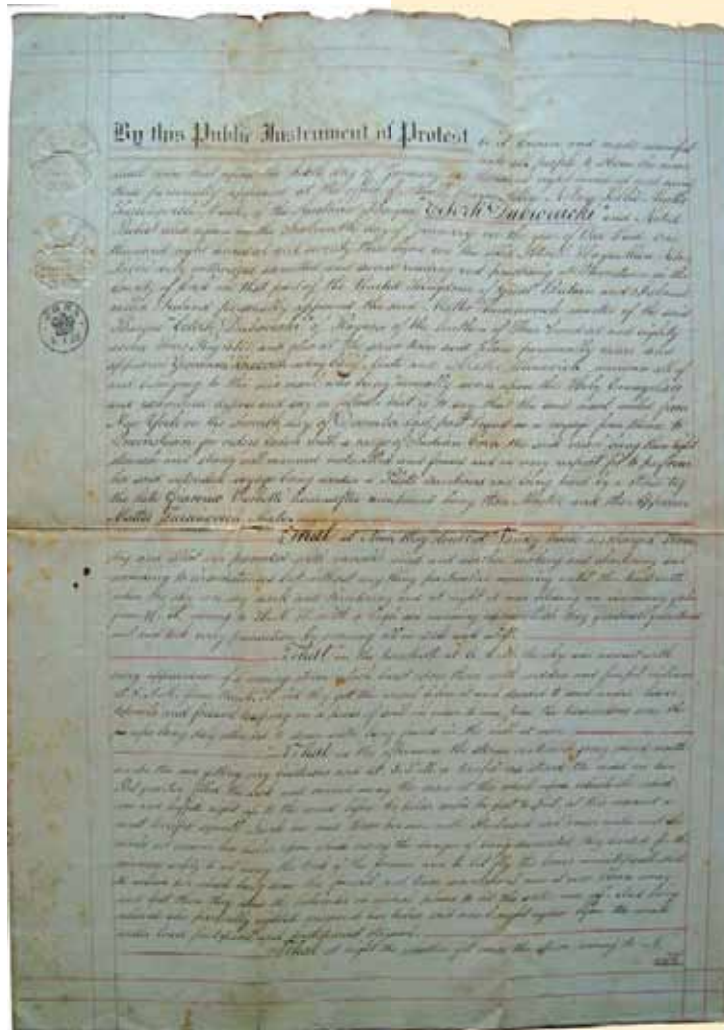
Da su 22-og vjetar i more bili manje zabrinjavajući, pa su zbog toga razapeli više jedara i popravili ogradu rezervnim daskama, te nastavili svoje putovanje podnoseći olujne vjetrove i križano more, koje bi često preplavljivalo palubu, ali bez ičega

therefore as the quarter boat was filled with water and was very heavy on the Starboard side they cut the stoppers and let her go overboard and she was lost with everything in her namely oars boat hook and rudders, then they threw overboard a pair of heavy quarter deck davits and got out from the after steerage booby hatch and threw overboard six handspikes two deck and luff tackles two upper studding sails the running gear of upper and lower studding sails and one 4 1/2 inch rope and seeing that the booby hatch was damaging the tarpauline they cut it to pieces and threw it overboard then brought the vessel too and so remained all night under lower foretopsail and mizen staysail heading E. S. E. and on sounding the pumps found more water than usual but could not ascertain how much however they manned the pumps and at about 8. A. M. brought them to a rolling suck a great quantity of Indian Corn coming up and occasionally choking the pumps.

That in the forenoon of the twentyfirst the storm appeared abating but the sea was still running very high all hands being engaged clearing the wreckage repairing damages and baling out the water so as to

save as much of the provisions as possible and found the biscuit nearly all damaged they found the binnacle amongst the cordage and they secured it in its place putting a spare compass in it and as the gale was still abating towards the afternoon they bent a spare foresail and bent and set a spare lower maintopsail.

That on the twentysecond the wind and sea was less troublesome they therefore made more sail and repaired the bulwarks with spare planks and continued their voyage experiencing very heavy gales of wind and boisterous seas frequently flooding the decks but without anything particular



posebnog da bi im se dogodilo sve do 4. siječnja 1873., kada su u 4 sata pr. p. ugledali svjetlo Fastnet grebena i u 2 sata pop. ukrcali pilota, a u 9 sati pop. sretno privezali brod u luci Queenstowna, gdje je održano vještvo (vještačenje), i u suglasju s njim bijaše brod otegljen poradi popravka do gata doka.

Ovi pristupatelji prosvjeduju i jarečeni bilježnik također prosvjedujem protiv prije navedenog nevremena, bura i oluja, nezgoda i svega što se dogodilo, kao i protiv gubitka ili šteta time uzrokovanih.

Mato Turčinović

Ivo Knežević

Mato Mlinarić

U svjedočanstvo čega spomenuti pristupatelji ovdje niže su potpisali svoja imena i ostavili znak, a ja, spomenuti bilježnik ovdje niže potpisao sam moje ime i udario moj bilježnički pečat u svojem uredu u Queenstownu, prijerečenih dana i godine kako je zapisano gore navedeno.

A. H. Allen
javni bilježnik
Queenstown

M. P.

Ovim potvrđujem i posvjedočujem da je prednja prosvjedna isprava bila redovito prevedena, pročitana i rastumačena pristupateljima na talijanskom jeziku po Gabrijelu Gojdaniću rodom iz Austrije, te kako ja držim da dobro poznaje talijanski i engleski jezik, nakon što se bio zakleo meni da će je vjerno i doslovno prevesti i protumačiti pristupateljima, a što je učinjeno u mojoj nazočnosti dana i godine kako je zapisano prije navedeno.

A. H. Allen
javni bilježnik
Queenstown"

occurring until the Fourth day of January One thousand eight hundred and seventy three when at 4. A. M. they sighted the Fastnet rock light at 2. P. M. got a pilot on board and at 9. P. M. safely moored their vessel in Queenstown Harbour where a survey was held and in accordance with same she was afterwards towed to dock wharf for repairs.

And these Appearers do Protest and I the said Notary do aslo Protest against the aforesaid bad weather gales storms accidents and occurrences and all loss or damage occasioned thereby.

Matteo Turcinovich

Giovanni Knesevich

Matteo Mlinaric

In testimony whereof the said Appearers have hereunto signed their names and mark respectively and I the said Notary have hereunto signed my name and affixed my seal Notarial at my office at Queenstown aforesaid the day and year hereinbefore written.

A. H. Allen
Notary Public
Queenstown

[Red 30 mm seal/signet]

I do hereby certify and attest that the foregoing Instrument of Protest was duly translated read and explained to the Appearers in the Italian Language by Gabriel Goidanich a native of Austria and as I believe well acquainted with the Italian and English Languages after heaving been sworn by me truly and literally to translate and interpret same to appearers which was done in my presence the day and year hereinbefore written.

A. H. Allen
Notary Public
Queenstown"

Rukopis primljen: 10. 11. 2008.