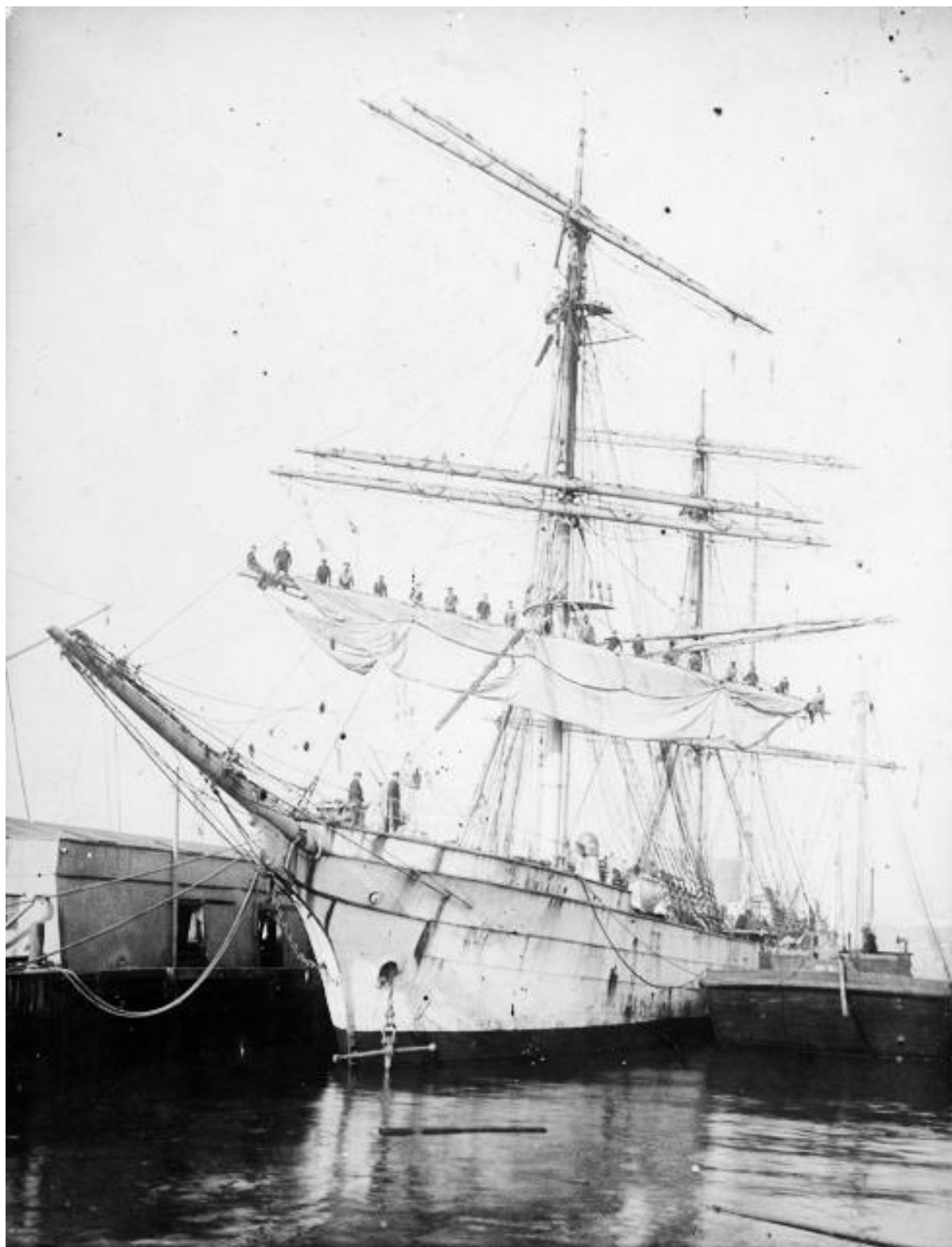


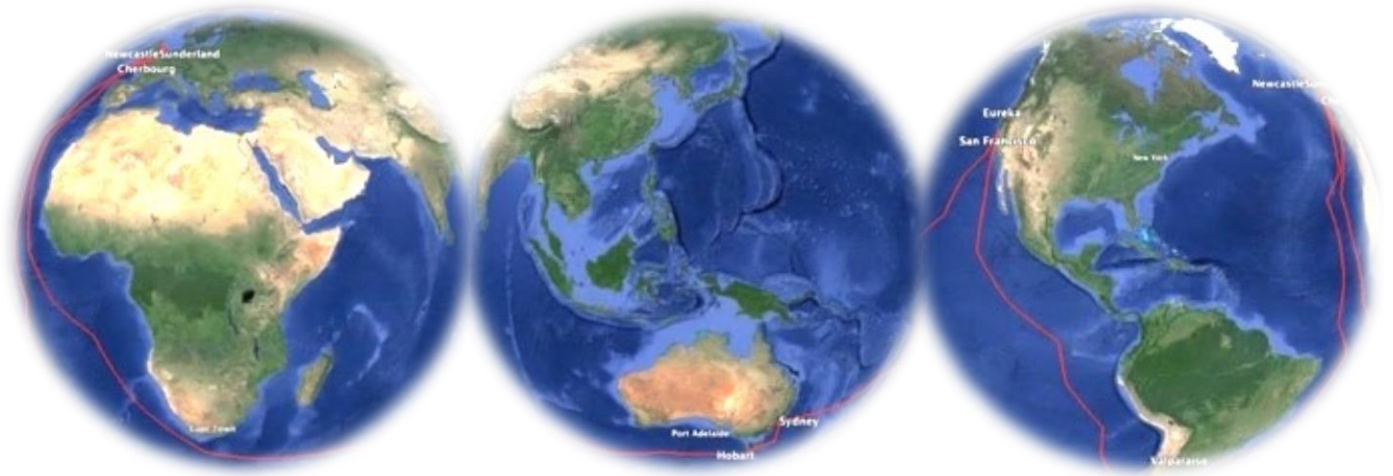
VOYAGE au long cours à bord du MEZLY

8 février 1910 – 24 juin 1911



☞ Tour du monde par le cap de BONNE-ESPÉRANCE et retour par le CAP HORN.
[16 mois et 17 jours]

SUNDERLAND [UK] → CHERBOURG → HOBART [Tasmanie, Australie] → SYDNEY [Australie] → SAN FRANCISCO [Californie, USA] → NEWCASTLE [UK]



Le MEZLY est armé le 8 février 1910 (administrativement le 11 mars).

Le Capitaine DROGUET prend le commandement du MEZLY le 8 février 1910.

2 mars 1910 : un marin se blesse lors du déhalage¹ du navire.



SUNDERLAND,
« Retardé pour cause mauvais temps, pense partir demain. »

postée le 5 mars 1910 [Réf : 1-72]

Il quitte SUNDERLAND le 5 mars 1910 à destination de CHERBOURG.

Il arrive le 10 mars à CHERBOURG qu'il quitte le 14 mars à destination d'HOBART.

¹ Déplacement d'un navire en le halant sur ses amarres.

SHIPPING.
VESSELS EXPECTED AT HOBART.

... Mezly, Fr bq., Sunderland March 11, due June.

Montcalm, Fr. barque, Cherbourg March 1, due May.
Mezly, Fr. bq., Sunderland March 11, due June.
Moeraki s.s. (U.S.S. Co.), leaves Bluff May 30, due June 2.

Extrait du journal « The Mercury (Hobart, Tas.) Saturday 14 May 1910 »

SHIPPING.
INCOMING SAILING VESSELS.

The following sailing vessels are afloat, or will leave shortly for Hobart :

Days Out.

...
Mezly, Fr. bq., Sunderland 84*

* Now due.

INCOMING SAILING VESSELS.

The following sailing vessels are afloat, or will leave shortly for Hobart:—

	Days Out.
Bidart, French barque, Cherbourg ...	60
Colonel de Villebois Mareuil, Fr. bq., Hull ...	66
Ernest Reyer, Fr. ship, Rotterdam ...	90*
General Faidherbe, Fr. ship, Antwerp ...	—
Hoche, Fr. ship, Birkenhead ...	—
Montcalm, Fr. barque, Sunderland ...	49
Mezly, Fr. barque, Sunderland ...	84*
Iris, bqine, Port Pirie ...	—
Jessie Craig, barque, Melbourne ...	—
Mariner, sch., Strahan ...	9*
Thiers, Fr. ship, Antwerp ...	—
Wild Wave, barque, Adelaide ...	—
Zephyr, bqine, Townsville ...	21*
Berean, kt., Melbourne ...	—

* Now due.

Extrait du journal « The Mercury (Hobart, Tas.) Monday 30 May 1910 »

I arrive le 18 juin à HOBART.

SHIPPING.

Tide table, June 20 (approximate) : Low water, 11 a.m. and midnight; high water, 6 p.m.

ARRIVED.—June 18 :

Mezly, Fr. barque, 1.568 tons. Droguet, from Cherbourg, for orders. Agents—Burgess Bros.

SHIPPING.

Tide table, June 20 (approximate): Low water, 11 a.m. and midnight; high water, 6 p.m.

ARRIVED.—June 18

Mezly, Fr. barque, 1,568 tons, Droghet, from Cherbourg, for orders. Agents—Burgess Bros.

Extrait du journal « The Mercury (Hobart, Tas.) Monday 20 June 1910 »

ACCIDENT ON FRENCH SHIP.

Guillaume Percy (ndlr : Peron), a sailor on the French barque Mezly, now in port, was admitted to the General Hospital on Saturday, suffering from a dislocated shoulder. As far as could be ascertained, the accident occurred some time ago, during the vessel's voyage to this port. The sufferer was detained for treatment.

ACCIDENT ON FRENCH SHIP.

Guillaume Percy, a sailor on the French barque Mezly, now in port, was admitted to the General Hospital on Saturday, suffering from a dislocated shoulder. As far as could be ascertained, the accident occurred some time ago, during the vessel's voyage to this port. The sufferer was detained for treatment.

Extrait du journal « The Mercury (Hobart, Tas.) Monday 20 June 1910 »

Quitte HOBART le 22 juin à destination de SAN FRANCISCO.



La perte de toutes ses voiles et de son petit mât de hune dans l'océan Indien le contraint à faire une escale prolongée de 90 jours à SYDNEY.

Il arrive à SYDNEY le 15 juillet.

The Crew and Passengers arrived in the Ship				of		S. Douglas	
Northern Gun, 11:15 P.M. from the Port of				Newcastle		to Sydney, New South Wales, arrived 12 July	
Rank or Name	Age	Town or Country where Born	Rank	Station of Passenger	Description	Remarks	
Second	English	17	Second	Captain			
Quartermaster	English	35	Capt.	"			
Boat	Scott	25	Quartermaster	Quartermaster			
Quartermaster	Scott	31	Quartermaster	"			
Boat	Scott	21	Boat	"			
Captain	Scott	30	Captain	"			
Boat	Scott	24	Boat	"			
Boat	Scott	25	Boat	"			
Boat	Scott	22	Boat	"			
Boat	Scott	21	Boat	"			
Boat	Scott	20	Boat	"			
Boat	Scott	19	Boat	"			
Boat	Scott	18	Boat	"			
Boat	Scott	17	Boat	"			
Boat	Scott	16	Boat	"			
Boat	Scott	15	Boat	"			
Boat	Scott	14	Boat	"			
Boat	Scott	13	Boat	"			
Boat	Scott	12	Boat	"			
Boat	Scott	11	Boat	"			
Boat	Scott	10	Boat	"			
Boat	Scott	9	Boat	"			
Boat	Scott	8	Boat	"			
Boat	Scott	7	Boat	"			
Boat	Scott	6	Boat	"			
Boat	Scott	5	Boat	"			
Boat	Scott	4	Boat	"			
Boat	Scott	3	Boat	"			
Boat	Scott	2	Boat	"			
Boat	Scott	1	Boat	"			

List of the crew and passengers arrived in the ship MEZLY of NANTES, E. DROGUET Master
From the port of HOBART to SYDNEY, NEW SOUTH WALES, arrived 14 July 1910

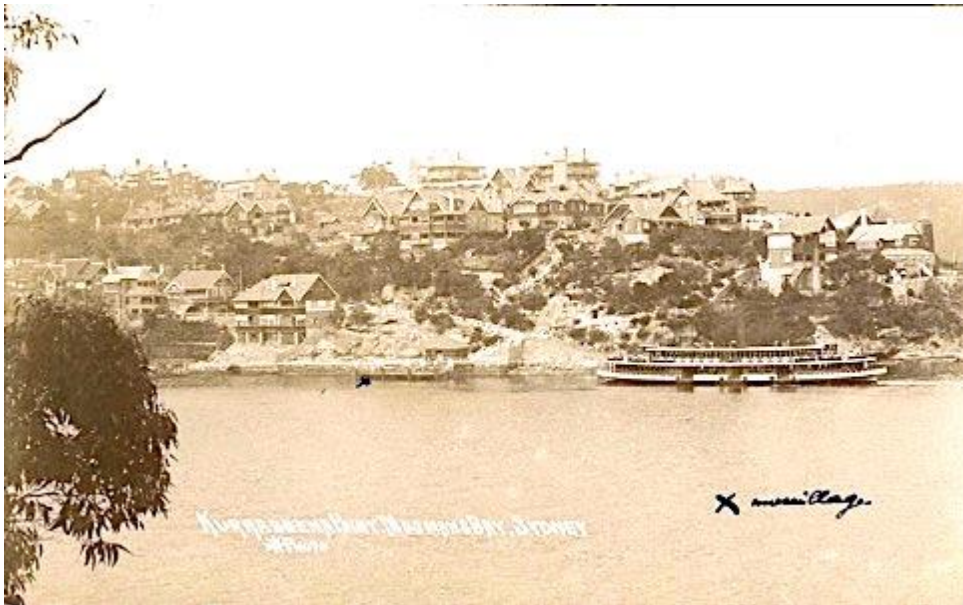


Inscription au bas du tableau :

<< Adelaïde photo COY, Sydney NSW >> [NEW SOUTH WALES : NOUVELLE GALLES DU SUD]

De nombreux articles de journaux australiens relatent l'événement, parmi lesquels :

AUSTRALIAN NEWSPAPERS	TITRE
The Mercury (Hobart, Tas) Friday 15 July 1910 :	<i>FRENCH BARQUE IN TROUBLE. THE MEZLY LOSES HER FOREMAST.</i>
The Mercury (Hobart, Tas) Friday 15 July 1910	<i>DISMASTED AT SEA. BARQUE'S PARLOUS PASSAGE.</i>
The West Australian (Perth, WA) Friday 15 July 1910	<i>PERILS OF THE SEA. FRENCH BARQUE DISMASTED. HEAVY WINDS AND MOUNTAINOUS SEAS.</i>
Examiner (Launceston, Tas.) Friday 15 July 1910	<i>DISMASTED A BARQUE'S EXPERIENCES.</i>
Northern Star (Lismore, NSW) Saturday 16 July 1910	<i>A STORMY VOYAGE.</i>
The Brisbane Courier (Qld.) : Friday 15 July 1910	<i>A DISABLED SHIP. TEMPESTUOUS VOYAGE. BARQUE MEZLY TOWED TO SYDNEY.</i>
The North Western Advocate and the Emu Bay Times (Tas.) : Saturday 16 July 1910	<i>BARQUE'S ROUGH VOYAGE.</i>



Kurrabeena Point – Mosman's BAY - Sydney

[Réf : 2-013]



Pages suivantes, traduction de l'article du 15 juillet extrait du journal « The Mercury » :

DISMASTED AT SEA.

BARQUE'S PERILOUS PASSAGE.

SYDNEY, July 14.

The French barque *Mezly*, bound from Hobart to San Francisco, was towed into Sydney to-night dismasted. Captain Drognet never expected to see land again, and his crew had also made up their minds to meet a watery grave.

The *Mezly*, loaded with coke, bricks and pig-iron, to the extent of 2,000 tons, left Hobart on June 24. All went well for a couple of days, and then squally winds were encountered. The velocity of the wind increased, and on June 29 the *Mezly* had to be hove-to, as very heavy seas were breaking over her. She was put under a reef lower topmast and mizen, and in this way managed to fight the elements.

At 8 o'clock on the night of July 1, just before the men had come down from taking in sail, the fore topmast and the gallant mast broke short off, leaving the lower mast standing. As midnight approached the wind attained hurricane force. The decks were flooded, and the barque laboured heavily in the trough of the angry sea. Under such conditions it was no easy task to chop off that portion of the mainmast and the yards not already on the vessel's deck. While this work was in progress the mainmast stays showed signs of carrying away, having become strained with the pitching of the ship. It was not till three days later that the wind showed any signs of abatement. Then it became possible to keep the partially-disabled vessel on a course from south of New Zealand towards Sydney.

She was picked up by the *Hermio*, about 20 miles from Sydney Heads,

DÉMATÉ EN MER TRAVERSÉE PÉRILLEUSE D'UN GRÉEMENT

SYDNEY, le 14 juillet

Le gréement français « *Mezly* », reliant Hobart à San Francisco, a été remorqué dans Sidney cette nuit, démâté. Le Capitaine Drognet s'attendait à ne jamais revoir la terre, de même que son équipage s'était fait à l'idée de finir englouti.

Le *Mezly*, chargé de charbon, de briques et de fonte, pour un total de 2 000 tonnes, avait quitté Hobart le 24 Juin. Tout alla bien pendant quelques jours et ensuite des rafales de vent furent rencontrées. La vitesse du vent s'est accélérée et le 28 Juin, le *Mezly* dût se mettre en panne alors que de très lourds paquets de mer s'abattaient sur lui. Il réduisit sa voilure, un ris au grand hunier fixe et misaine, et de cette manière arriva à surmonter les éléments. A 8 heures la nuit du 1er juillet, juste avant que les hommes ne soient redescendus d'avoir ramené les voiles, le mât de misaine et le grand mât ont cassé, ne laissant debout que le mât d'artimon. Alors que minuit approchait, le vent atteint la force de l'ouragan. Les ponts étaient inondés et le gréement se démena dans la traversée de la mer démontée. Dans de telles conditions, il n'était pas tâche facile de découper la portion du grand mât et des vergues qui n'étaient pas déjà sur le pont. Alors que ce travail se déroulait, les haubans du grand mât semblaient se faire emporter, en devenant des contrepoids à cause de l'inclinaison du navire. Ce n'est pas avant trois jours plus tard que le vent commença à montrer des signes d'affaiblissement. Alors seulement, il devint possible, pour le navire partiellement endommagé, de conserver le cap du sud de la Nouvelle Zélande vers Sidney.

Il fut recueilli par le « *Heroic* », environ 20 miles au large des « *Sidney Heads*² ».

Mezly, French bq. was removed yesterday from **Neutral Bay** to a berth at Mort's Dock.

Persic, s. will be removed early this morning from Pyrmont to Dalgety's wharf.

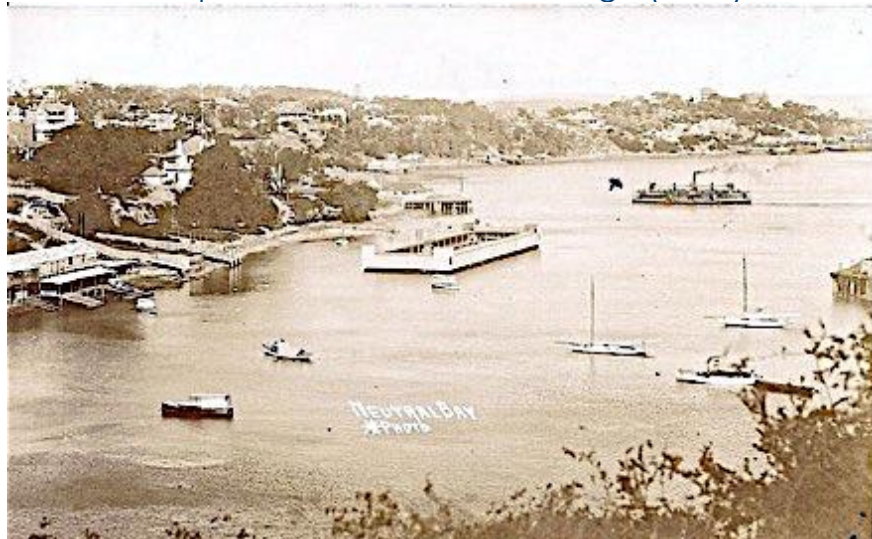
Mezly, French bq. was removed yesterday from Neutral Bay to a berth at Mort's Dock.

Kooyong, s (Burns, Philp, and Co., Ltd., agents), is due to-day with chaff from Adelaide, and salt from Edithburg. She will discharge at the Howard Smith wharf.

Extrait du journal « *The Sydney Morning Herald*, Wednesday 3 August 1910 »

² Entrée de PORT JACKSON, le port de SIDNEY

La carte ci-après mentionne le mouillage (croix) cité dans l'article de presse précédent.



Neutral Bay



[Réf : 6-092]

Quitte SYDNEY le 1^{er} octobre 1910, avec 2 nouveaux marins (allemand et russe), très certainement suite au débarquement de 3 marins : 2 pour raisons de santé, 1 de gré à gré.

Il arrive à SAN FRANCISCO le 10 décembre 1910.

Extrait du « San Francisco Call » 11 December 1910 :



BARK LOSES SPARS IN HEAVY STORM

Dismasted in Hurricane Mezley is Held for Months at Sydney Repairing Damage.

The French bark Mezley, Captain Droguet, which arrived yesterday, has been on the way from Sunderland since March 23. The Mezley's cruise from the old world to the new was a long chapter of bad luck. The voyage began in a hailstorm and ended with the rain of a warm California winter morning beating on the decks. The Mezley took a long rest at Sydney as the result of damage sustained in a hurricane encountered July 1 600 miles south of New Zealand. The bark's foremast with all spars and rigging attached was carried away, also the port and starboard rigging on the mainmast. This left the Mezley a good deal of a derelict, and, until the wreckage was cut away, the vessel was in grave peril. Under jury rig Captain Droguet sailed his ship to Sydney, where he arrived July 15 and where he remained until October 1, when the repairs were completed and the voyage resumed. The Mezley was 27\$ days from Sunderland and 70 days from Sydney. The bark's cargo included 750 tons of pig iron, 1,075 tons of coke and 296 tons of firebrick.



Capitaine Eugène DROGUET, quatrième en partant de la gauche

Note au verso de la photo :

« Cordial souvenir de l'heureux temps passé ensemble à Frisco janvier 1911 »
signé Jean LAINE³

12 janvier 1911 : perte d'un marin tombé à la mer à PORT COSTA [CALIFORNIE].



³ Le capitaine LAINE, commandant le BIARRITZ, se trouvait à SAN FRANCISCO du 27 novembre 1910 au 18 janvier 1911 [cf. rôle d'équipage du Biarritz pour le voyage 1910-1911 Cherbourg-Hobart-San Francisco-Queenstown avec des courriers qui ont permis d'authentifier la signature].

Il quitte SAN FRANCISCO le 25 janvier 1911 à destination de HULL.



LEZARDRIEUX – pont suspendu sur le Trieux



Posté le 22/06/1911

[Réf : 6-106]

« Avons le Mezly signalé, donc à bientôt arrivons jeudi soir »

Le capitaine DROGUET termine sa mission à NEWCASTLE le 24 juin 1911.