

Salvage Distribution

FIC/WS/PSN/1#5

Emerson Crew

November 12th 1913

- 1 Peterson G
- 2 Gammey J
- 3 Sidewick G
- 4 Woodson M

Post

Chas Lee
Navy

Hubert Smith
 M. C. ... in sleep
 Ed Hardy

Rams & Sundries

Capt Thomas's list

Orava Crew
with 1st & 2nd Officers

H. Jones
J. Evans

Mills
Athen ton
J. May
R. Atkins

LIST OF MEN ENTITLED TO SALVAGE ON
NAME, BOATS AND SUNDRIES EX "ORAVIA".

As the "Samson" and "Flym" worked in conjunction under the direction of Captain Thomas, the crews of both may be included in one list.

R A M S.

Henry Thomas.	Master.	S.T. "Samson".	Salary \$225.
Philip Mills.	Chief Engineer.	"	220
G.F. Atherton.	Asst.	"	120
J. May.	Peerman.	"	100
R. Atkins.	"	"	100
A. Petterson.	Boatswain.	"	112
T. Lanning.	Cook.	"	100
A. Nielsen.	Seaman.	"	100
A. Sedgwick.	"	"	100
J. Lanning.	Boy.	"	40
J.H. Williams.	Extra Seaman.	} Some assisting as deck hands on Flym, and also in boats.	100
F. Middle.	"		100
W. Natoliffe.	"		100
J. Natoliffe.	"		100
C. Enestrom.	"		100
V. Wade.	")	100
H. Jones.	In charge.	Flym.	100
J. Evans.	Engineer.	"	100

Captain Thomas and Mr Mills both provided with free house, representing a further \$30 per annum.

Members of Crew of Oravia assisting.

J. Doran.	Boatswain.	J. Scotty.	Boatswain's Mate.
J. Caffery.	A.B.	P. McKenna	A.B.
F. Devitt.	A.B.	J. Malley.	A.B.
		H. Martin.	A.B.
		H. Hobson.	A.B.

Wages of these eight not known.

The above members of the crew of the Oravia went down under the charge of the First and Third Officers of the Oravia with the express object of getting bedding and blankets for the crew who were lodged at the Quarantine Station, the bedding there being insufficient. They have sent in a formal claim to participate in the "Salvage for sheep and several bags of merchandise from the Barber's shop, also ropes and the Samson's hawser". They were not able to get any bedding or blankets and did little or nothing to assist to get the rams; as a matter of fact they were getting all they could from the Barber's shop and intended to keep it for themselves, but on arrival at the Jetty the Police took charge of everything. No salvage has been received on any of the ship's gear, and the bulk of the Barber's shop sundries was brought up by the Samson on another occasion.

BOATS AND SUNDRIES.

The men engaged on this are the same as above with the exception of the members of the crew of the "Oravia".

	Proceeds of Auction Feb. 5th.	
	Boats salvaged by Peal, Penguin, Samson, Paja, & Sutter Alana.	109.10. 0.
	Less Sp	5. 9. 5. 100. 0. 5.
		<hr/>
	Proceeds of Auction Dec. 5th.	
	Blankets, chairs & sundries salvaged by Penguin.	9. 11. 5.
	Less Sp	5. 7. 8. 5. 11.
		<hr/>
	Labour drying, sorting & letting.	5. 11. 5.
		<hr/>
		142. 10. 7.
		<hr/>
Receiver of Breaks.	Proceeds of Auction Feb. 5th.	
	Boats salvaged by Peal, Penguin, Samson, Paja, & Sutter Alana.	109.10. 0.
	Less Sp	5. 9. 5. 100. 0. 5.

AMOUNTS RECEIVED FOR SALVAGE OF RAMS, BOATS

and Sundries ex "Oravia"

Through Messrs Spearing & Waldron.	Rams.	£188. 8. 9.
" Pacific Steam Nav. Co.	Boats. 50% of £104.0.6.	52. 0. 3.
" do.	Sundries. 50% of £141.14.7.	70.17. 3.

The last two amounts are evolved as follows:-

Receiver of Wrecks.	Proceeds of Auction Nov, 18th & 19th.	
	Miscellaneous goods ex barber's shop salvaged by Samson.	73.16. 3. Less 5% <u>3.18.10</u> 70. 2. 5.
do.	Proceeds of Auction Nov. 21st.	
	Miscellaneous goods ex barber's shop salvaged by "Aluna".	35. 3. 0. Less 5% <u>1.15. 2.</u> 33. 7.10.
do.	Proceeds of Auctions Nov. 27th & Dec. 5	
	Miscellaneous goods ex barber's shop salvaged by "Aluna".	27. 5. 0. Less 5% <u>1. 7. 3.</u> 25.17. 9.
do.	Proceeds of Auctions Nov. 28 & Dec. 5.	
	Miscellaneous goods ex barber's shop salvaged by Samson & Plym. Less 5%	14.16. 0. <u>14.10</u> 14. 1. 2.
do.	Proceeds of Auction Dec. 5th.	
	Blankets, chairs & Sundr- ies salvaged by Penguin.	8.11. 6. Less 5% <u>8. 7. 8. 2.11.</u>
		151.12. 1.
	Labour drying, sorting & lotting.	<u>9.17. 6.</u>
		<u>141.14. 7.</u>

Receiver of Wrecks.	Proceeds of Auction Feb. 5th.	
	Boats salvaged by Paal, Penguin, Samson, Plym, & cutter Aluna.	109.10. 0. Less 5% <u>5. 9. 6.</u> 104. 0. 6.

It will be seen from the above that the "Samson" and "Plyn" are not entitled to the whole of the salvage. The cutter Aluna has however been paid in full by the P.S.N.C. for all services rendered, and we understand that the "Paal" and "Penguin" will be similarly dealt with. Under these circumstances the P.S.N.C. are presumably entitled to retain the share in the salvages earned by these vessels. But on the other hand the Samson and Plyn salvaged a fair proportion of ship's gear, lifebelts and sundries which were sent home to the P.S.N.C. in the S.S. "Flamenco", on which they have paid nothing for salvage, and have given no valuation. Presumably it will be agreed to set these off against one another.

Stanley.

September 1st 1913.

(13)

IN OUR DEPT.
BLANK LETTER
A

24th July 1913.

RECEIVED
* 25 JUL 1913 *

Messrs. The Falkland Islands Co., Ltd.,
LONDON.

Dear Sirs,

SALVAGE - "ORAVIA".

Referring to your letters of the 22nd and 23rd instant respecting the above matter, we hope to send you to-morrow a cheque for £122. 17. 6.

We have already advised Port Stanley with regard to the payment of £20 to the Customs Officials, and we have no doubt that this amount will be debited to us in account.

Yours truly,

For THE PACIFIC STEAM NAVIGATION CO.

General Manager.

25th July, 18.

A.

Messrs. The Pacific Steam Navigation Co.,
Liverpool.

Dear Sirs,

We have to acknowledge receipt of your two letters of yesterday.
SALVAGE - "ORAVIA". We are much obliged for your advice that this
matter is finally settled, and that you will be forwarding us a
cheque for the £122.17.6, and that our Stanley office have already
received instructions to pay the £20. to the Customs Officials.
We are very pleased indeed that this matter is now settled.
COASTING FREIGHT RETURNS. We also have to thank you for your
cheque for £849.15.7, in adjustment of coasting freight returns,
and have the pleasure to enclose herewith our formal receipt.

Yours faithfully,

Fredk.E.Cobb.

Managing Director.

TELEGRAPH ADDRESS
"WRECKAGE," LONDON.



Jos. Lowrey,
Secretary.
Y.

F. C. Sadler,
A. Muir Smith,
Assistant Secretaries.

All communications should be
addressed to the Secretary.

19, Birch Lane,
London, E.C.

5th August, 1913.


W. A. Harding, Esq.,
Stanley,
Falkland Islands.

Dear Sir,

"ORAVIA"

I am much obliged for your favour of the 7th ultimo from which I am sorry however to note that the prospect of salvage in this case is apparently very poor. I had hoped that under favourable weather conditions there might have been a fair recovery.

Yours faithfully,


Secretary.

Government House,

Stanley, 19th November, 1913.

Dear Mr. Harding,

Many thanks for your letter of yesterday's date with reference to the adventurous trip of the cutter "Indiana" on 'Oravia night'.

I believe the motive which prompted Bailey to hasten to the wreck on the above occasion was the thought that possibly his cutter, having practically no draught of water, would be the only Stanley vessel capable of running alongside for the transport of passengers to the "Samson", "Penguin", etc.. As you know your gallant Captain courageously forestalled him, and, in a concrete form, the "Indiana" was of no use at all. Nevertheless I am delighted that the PSNC has thought fit to recognise their bravery (the cutter was in a most unseaworthy condition at the time) and I am firmly of opinion that the £9.18.0 should be handed jointly to Bailey & Alazia.

The other persons on board at the time were, as things turned out, rather worse than useless and had at the worst no more than a dry shirt at stake.

Yours sincerely,



18

Enclos

BY HAND

October 15th 1917

The Falkland Islands Company Ltd
Gracechurch Street, E.C.

Dear Sirs,

" Oravia "

We enclose apportionments of

- (1) The £500 received for Life Salvage
- (2) The sum of £177:15:8 received in respect of salvage of Rams.

We have carefully considered all the circumstances and have done the best to make the fairest apportionment possible in regard to the fact and the circumstances generally.

As regards the men on the cutter we think that a small amount should be paid to them and we have accordingly included them in the apportionment.

As regards the salvage of the Rams we have considered the question of a claim by the members of the Crew of the " Oravia " but we do not see how they can establish any claim, and accordingly we have not included them in the apportionment.

In making these apportionments we have proceeded - far as possible upon the rules as to apportionment which would be applied by a Court in such cases.

Yours faithfully

S.S. "ORAVIA"

APPORTIONMENT of £500 received for Life Salvage.

<u>Amount of Salvage</u>	£500: 0:0
<u>Deduct</u> expenses	<u>8: 8:0</u>
Net amount for apportionment	£ <u>491:12:0</u>

The Owners abandon their right to a proportion subject to the Manager and Staff receiving the following sums:-

Mr. W.A. Harding	Manager	£45.--	
W.C. Girling	Asst "	25.--	
L.V. Oswald	Clerk	22.10.-	
B. Girling	"	<u>7.10.-</u>	£100.--

Leaving as proportion of Captain, Crews and others

assisting	391:12.-
	£ 491:12:- =====

APPORTIONMENT between Captain, Crews and others assisting.

Master & Crew of Tug "Samson"

H. Thomas	Master	£ 50. -- -
P. Mills	Engineer	26:19. 4
G.F. Atherton	Asst. "	12.17. 6
R. Atkins	Fireman	10.15. 9
J. May	"	10.15. 9
A. Petterson	Boatswain	12. 2. 9
T. Lanning	Cook etc	10.15. 9
A. Sedgwick	Seaman	10.15. 9
J. Ratcliff	"	10.15. 9

Helpers

W.B. Dixon	7. 3.11
F. Hardy	5. 7.10
W. McAtasney	5. 7.10

"Plym" Crew

H. Jones	In charge	16. 3. 7
J. Evans	Engineer	15. 1.11
A. Neilsen	Seaman	10.15. 9
V.A.H. Biggs	Foreman Carpenter	13.19. 9
J. Lanning	Boy	4. 6. 2

Carried forward 234. 5. 1

Brought forward £234. 5. 1

"Plym" Helpers

J. McNicoll	£ 7. 3.11
T. R. Daparto	£ 7. 3.11
W. Carey	£ 7. 3.11
W. Sedgwick	£ 7. 3.11

Manning Boats

F. Kiddle	£ 10.15. 9
J. H. Williams	£ 10.15. 9
H. Ratcliff	£ 10.15. 9
E. Wilson	£ 10.15. 9
G. L. Challen	£ 10.15. 9
E. Enstrom	£ 10.15. 9
L. Grant	£ 10.15. 9
J. G. Aldridge	£ 10.15. 9
G. Osborne	£ 10.15. 9
S. Kirwan	£ 10.15. 9
S. Goss	£ 10.15. 9

* Cutters Crew 4 men @ £2. 9. 6 £ 9.18. -

£391.12. -

Having regard to all the facts and circumstances of this case we think the above a fair and reasonable apportionment of the Salvage.

St Benet Chambers
Fenchurch Street
London, E.C.
Solicitors for the Salvors.

London 15th Octr 1913.

* Salazia
W. Clifton
G. Murray
W. Wilson
W. Hooper
R. Bailey

*Original
S. S. "ORAVIA"
copy file*

S. S. "ORAVIA"

APPORTIONMENT of Salvage in respect of Rams and other property saved.

<u>Amount of Salvage</u>	£177.15. 8 =====
<u>Owners proportion</u>	£118.10. 6
<u>Captain and Crews proportion.</u>	£ 59. 5. 2 ----- £177.15. 8 =====

Apportionment between Captain and Crew of Tug "Samson" and Launch "Plym"

H. Thomas	Master	£15. -. -
P. Mills	1st Engineer	£ 5.15. 5
G. F. Atherton	2nd "	£ 2.15. 4
J. May	Foreman	£ 2. 6. 4
R. Atkins	"	£ 2. 6. 4
A. Petterson	Boatswain	£ 2.11.11
T. Lanning	Cook	£ 2. 6. 4
A. Nielsen	Seaman	£ 2. 6. 4
A. Sedgwick	"	£ 2. 6. 4
J. Lanning	Boy	£ -.18. 6
J. H. Williams	Extra Seaman	£ 2. 6. 4
F. Kiddle	"	£ 2. 6. 4
W. Ratcliff	"	£ 2. 6. 4
J. Ratcliff	"	£ 2. 6. 4
C. Enestrom	"	£ 2. 6. 4
W. Wade.	"	£ 2. 6. 4

"Plym"

H. Jones.	In charge	£ 3. 9. 6
J. Evans	Engineer	£ 3. 4.10

		£59. 5. 2 =====

Having regard to the fact that the above are all more or less in your regular employ and that the Tug "Samson" was specially intended for Salvage services and considering all the facts and circumstances of the case we consider the above a fair and reasonable apportionment of the Salvage.

Wm. H. & Co. Solicitors

St Benet Chambers,
Fenchurch Street, London, E.C.
Solicitors to Salvors.

1 Simpson Nov. 12th 1912

		<u>O'Yms</u>
1	Henry Thomas	
2	Peterson A	10 @ 1/3 6 @ 1/8
3	Nedewitz A	1 " 1/1 1/2 6 " 1/6
4	Hanning	1 " " 6 " "
5	Dixon Wm	
6	Katcliff J	1 . . 6 . .

1 Simpson Nov 15th 1912

		<u>O'Yms</u>
1	Henry Thomas	
2	Peterson A	4 hrs @ 1/3
3	Nelson A	4 " " 1/1 1/2
4	Sigerson A	4 " " "
5	Hanning	4 " " "
6	Hanning J	4 " " 1/6
7	William H	3.30 " 1/1 1/2
8	Riddle H	3.30 " "
9	Katcliff H	3.30 " "
10	Katcliff J	3.30 " "
11	Emmerson C	3.30 " "
12	Nade Wm	3.30 " "

Plym Nov 15th 1912

1
 1st and 3rd officers, and some men,
 who ~~are~~ very little assistance.

(7)

S.S. "ORAVIA" - WRECKED 12TH NOVEMBER, 1912.

SALVAGE FOR APPORTIONMENT £500. .

TUG
"Samson"

LAUNCH
"Plym"

Manning
boats

W.A.HARDING, Manager.

L.V.OSWALL Clerk.

225 . 6 . 0	Captain Thomas	in Charge	H.Jones	in charge.	✓	F.Kiddle.
220 . 0 . 0	P.Mills	Engineer	J.Evans	Engineer	✓	C.Enestrom.
	G.F.Atherton	2nd ,,	A.Nilsson			J.Ratcliff.
107 107	R.Atkins	Fireman	J.Lamming		✓	H.Williams.
107 . 0 . 0	J.May	..	V.A.HBiggs			W.Wade.
112	A.Patterson	B'swain	J.McNicoll		✓	H.Ratcliff.
101	A.Sedgwick					g. S.Osborne.
101	T.Lamming					Challen A.M.Berntsen.
	W.B.Dixon				✓	L. J. ... S. ... S. ...

In addition to the above Mr.W.C.Girling, Assistant Manager, necessarily remained on shore to make all arrangements for the passengers and crew.

Alasia
K...
W. ...

10th May

13.

The Pacific Steam Navigation Company,

LIVERPOOL.

Dear Sirs,

We beg to inform you that we have received from the Receiver of Wrecks the amounts realised at auction from the sale of the Davia's boats and contents of Barber's Shop and other small miscellaneous articles salvaged, as per subjoined lists. After deducting cost of labour and 5% commission allowed under the Wreck Ordinance, the nett proceeds amount to £104. 0. 6 and £141.14. 7 respectively, which amounts are credited to you in our usual statement of account by this mail.

Boats.

Salved by Samson, Whaler, Penguin, Plym and Cutter Aluna.

109.10. 0, less 5, 25.9.8, 104. 0. 6

Goods ex Barber's Shop and Miscellaneous.

Nov.18/19	Samson	73.16. 3,	less 5, 3.13.10,	70. 2. 5
Nov.21	Aluna	35. 3. 0,	" 1.15. 2,	33. 7.10
Nov.27	do.	27. 5. 0	" 1. 7. 3	25.17. 9
Dec. 5				
Nov.27	Samson & Plym	14.16. 0	" 14.10,	14. 1. 2
Dec. 5				
Dec. 5	Penguin & Aluna	3.11. 6	" 3. 7,	8. 2.11

carried forward

151.12. 1

2.

brought forward	151.12. 1
Less, Wages of Labourers conveying to Warehouse.	<u>9.17. 6</u>
	<u>141.14. 7</u>

The Receiver of Wrecks has allowed us to inspect his books and we are satisfied that everything has been brought to account correctly. We find that the goods were sorted out in 580 lots, and the work of drying, sorting and lotting was performed by Constables and Customs officials during their own time, and no specific account for this can be rendered; as these men are entitled to overtime payment we suggest that a lump sum of Twenty Pounds be paid for division pro rata amongst them. This would cover remuneration for the work above described, and also for extra work entailed generally by the accident. You will observe that no formal charge has been made for services of Customs Officers at the time, and if the Directors approve of the grant of this sum, it is understood that it will cover all official charges that would otherwise be payable.

We are, Dear Sirs,

Yours faithfully,

The Falkland Islands Company, Limited.

8

A

9th July 1913.

Messrs. The Falkland Islands Company Ltd.,
LONDON, E.C.

10 JUL 1913

Dear Sirs,

Referring to your letter of the 18th ultimo, setting aside the question as to whether we understand the position or not with regard to the proceeds of the salvaged goods ex "Crewia", we have to say that the Receiver of Wrecks is the proper authority to deal with the proceeds of the salvaged cargo, and there was no need for you to become trustees for the whole body of salvors. By becoming trustees, you are relieving the Receiver of Wrecks of his prerogative, for what purpose you know best; but the significant point of the business is that, having constituted yourselves trustees, the salvors will now have the right to appeal to the Admiralty Court against any apportionment of the proceeds which you may make to them; whereas, had the Receiver of Wrecks held to the proceeds and seen to the distribution of the same, there would have been no appeal from his decision or apportionment; thus, by your action, you have opened the door to trouble.

If you give to the Salvors a percentage of the proceeds

The F. I. Co. Ltd.

-2-

2/7/13.

which satisfies them, then it follows that they are evidently receiving, in their opinion, a larger sum than they would have received had the Receiver of Wrecks himself made the apportionment. On the other hand, if the percentage which you offer to the Salvors is not satisfactory to them, it will be because, in their opinion, they would have received better treatment in the hands of the Receiver of Wrecks, and they will, therefore, dispute your percentage and take the matter into the Admiralty Court, appealing for a larger sum.

Further, it looks to us that the Receiver of Wrecks will naturally want to be paid his fees although you have relieved him of his duties, and at the same time you will expect fees for acting as trustees and disbursing the money, thus unnecessarily double fees are likely to be claimed.

From the foregoing you will, we think, see that you have failed to realise the consequence of your taking upon yourselves the trusteeship of these funds.

Yours faithfully,

FOR THE PACIFIC STEAM NAVIGATION CO

General Manager

11th July,

18.

Messrs. The Pacific Steam Navigation Co.,

Liverpool.

Dear Sirs,

A.

I beg to acknowledge the receipt of your favour of the 9th inst., which I have read very carefully. If I may say so, it is throughout based on misconceptions, and is as full of inaccuracies as it can possibly be. I think that you will see that I have full reason for making this preliminary statement in reply.

Throughout your letter you imply that it was through our action, that the wrecked goods and their proceeds came into our possession: this is a misconception. It was the result of a conference between the Receiver and our manager, and of an intimation from the Governor that the room in the Government shed was required for other goods. The Receiver had previously written, "These goods, as you are aware, are only delivered to the Receiver of wrecks until such time as the claims from the salvors and other expenses are either paid or guaranteed". By agreement with the Receiver, our manager gave this guarantee, but there is no evidence to show that it was at the instance of the latter, and no sum or percentage was agreed upon.

You mention as a significant point that the salvors will now ^{had} have the right to appeal to the Admiralty Court, whereas the Receiver held to the proceeds and seen to the distribution, there would have been no appeal from his decision and apportionment; this I believe to be an inaccuracy. He can only proceed to apportionment when the aggregate amount of salvage has been finally determined, and does not exceed \$200; the actual amount payable is a matter to be settled outside his jurisdiction, and is what we want to get at.

From the foregoing you will see that it is inaccurate to say that we have "constituted" ourselves trustees, the position was thrust upon us.

When you say that, if the salvors receive a percentage that satisfies them, it follows that they will get, in their opinion, a larger sum than they would have received had the Receiver himself made the apportionment, and the converse, I can only remark that I do not follow your reasoning, and believe that you are confusing the two questions of percentage and apportionment. With the former the Receiver has nothing to do, and the amount of it is what I want to extract from you; the apportionment will then become an easy matter. On this point I refer you to your memorandum on Mr. Rundell's opinion date the 21st April last, par.3. The Receiver of Wrecks held the steamer until the salvors obtained bond; he had nothing to do with the percentage, which was a matter of arrangement between the salvors and the salvor.

Regarding the fees, it is very good of you to put into our hands the suggestion that we might make a claim for acting as

Trustees, but we shall not act upon it. We shall be so thankful to get rid of this miserable business that, when we know what amount we have to distribute, we shall do it without charge. We have done a good deal for nothing in connection with this wreck, and this addition would be a mere trifle.

We have had large sums of salvage money to distribute in past years, and our practice has been to place all facts before our Solicitors, asking them to make such an apportionment as could in no conceivable circumstances be disputed in Court. In no single case have we met with any dissatisfaction, and the same course I propose to follow on the present occasion.

There are two separate claims, as far as I know, to be settled. There is the amount of £500 already agreed upon for services in saving life on the night of the wreck, and there is a percentage, which I am asking you to offer, on the two amounts aggregating £945.15.1. In a small case lately the percentage paid in Stanley was 50%, and if you agree to this - and the figures are really trivial - we will undertake that there will be no further trouble. You will also be good enough to say if you agree to the suggested honorarium to the Customs Officers of £20.

Of course any statement of claims by the Norwegian Whalers is outside us.

I shall be extremely pleased and relieved to have this long standing matter settled.

Yours truly,

Managing Director.

IN YOUR REPLY
PLEASE QUOTE

A

19th July 1913.

Messrs. The Falkland Islands Co., Ltd.,
L o n d o n.

Dear Sirs,

SALVAGE - "ORAVJA".



We duly received your letter of the 11th instant, contents of which have had our careful attention.

As regards the amount payable to the salvors, we are of opinion that the percentage should really be fixed at Port Stanley where all the circumstances under which cargo etc., was salvaged, are well known. In view of the fact, however, that the cargo was salvaged by a number of different people, perhaps 50% would not be too high in some cases, but we consider that less than this proportion should suffice in other cases. On these lines therefore, we think you should proceed to a settlement, but we would remark that 50% is considered to be a very maximum figure, and as a rule is only paid when the value of salvaged cargo is extremely small.

With regard to the payment of £20 to the Customs Officers, we advised Port Stanley on the 28th ultimo that if the services of the officials were performed during their own time, we had no objection to the amount being paid. No doubt the item when paid will be debited to us in the Port Stanley account.

Yours faithfully,

For THE PACIFIC STEAM NAVIGATION COY

EDMUND H. HAYES

22nd July,

13

Messrs. The Pacific Steam Navigation Co.,
Liverpool.

Dear Sirs,

Salvage - "Gravia".

Referring again to your letter of the 19th instant, we shall be glad ^{so as to enable us} to advise the matter as closed by the outgoing mail, if you will send us a cheque for the salvage on the

proceeds of boats	104. 0. 6
,, of barber's goods and sundries	<u>141. 14. 7</u>
	<u>£ 245. 15. 1</u>

salvage at 50%, as per your letter under acknowledgment will equal 122.17. 6

to which has to be added the suggested payment to the Customs Officials 20. 0. 0

making a total of £ 142.17. 6

We will then credit this amount out to Stanley, and instruct Mr. Harding to settle with the different people concerned, and we feel quite safe in saying that you may rely upon all the interested parties being quite satisfied.

Yours faithfully,

EXPENSES AND LOSSES IN CONNECTION WITH "ORAVIA".

WAGES PAID.

SAUNSON.

	Ordinary time.	Ove. time.	Double time.	Total.
Capt. Thomas (Master)	3 days @ 15/-			4. 0. 0
P. Mills (Engineer)	5 " " 15/6			3. 17. 6
G. P. Atherton (2nd. Engineer)	49. 12 " 10d	36 1/3	8 1/8	4. 13. 6
.. Atkins (Fireman)	49. 10 " 9d	36 " 1/2	1/8	4. 3. 3
A. J. Day (Fireman)	49. 10 " 9d	36 " 1/2	1/8	3. 10. 3
Boatswain	51. 20 " 10d	27 1/2	" 1/8	4. 7. 2
Men	411. 30 " 9d	54 1/2	" 1/8	25. 7. 2

FLYNN.

J. Evans (Engineer)	133. 10 " 10d	35	" 1/8	13 1/2	10. 14. 9
Men	237. 30 " 9d	33	" 1/2	30 1/8	13. 19. 0
					£ 73. 12. 5

LOSSES. The boats were two which were taken down on the night of the wreck. I am sure that in the memorandum detailing what happened that night, I reported then that the Flynn towed a couple of boats out - unfortunately, all copies of this were sent away and I am unable to refer to it. The Flynn got away that night before the Saunson and I considered it prudent to tow a couple of boats with us; another boat was manned and being rowed out, this we took in tow. So all I knew the Oravia might have struck the East side of the Billy, and had this been so, it is quite certain that she would have heeled over to the Eastward and in all probability would have gone down in deep water. The boats on the starboard side could never have been lowered and three extra boats manned by persons accustomed to handling them might have been the means of saving many lives. The last ship that struck there broke up in less than 3 hours and we had not forgotten the story of the "Titanic". By the time we reached the

Oravia the passengers were being got into her own boats, and the ship herself was up right. The wind had got up and one of the Oravia's lifeboats crowded with women and children was drifting helplessly - I therefore took our boats alongside two of the whalers which were at anchor and picked up the lifeboat full of people and put them on to a whaler. Such boats were fastened to the stern of the whalers, and during the heavy gale that night two got adrift. The whalers' crews apparently took no care whatever of the boats and they were lost altogether. These boats were two of the best boats built at Conan's Quay, & about 24 feet long and had a full complement of oars and rowlocks. They were the best worth quite £30 each. If the PSNC want further testimony as to the boats, I will obtain a sworn statement from Mr. Thompson, who was on the Fly that night.

The Samson's lifeboat was damaged when she was alongside the Oravia, taking off passengers' baggage. There was a big swell at the time and the boat was crushed. It has not been repaired yet and the rough estimate of £10, which I gave at the time, is far too low, and we shall certainly not be covered by that figure.

The following details the work done by the Samson and Fly. Actual wages were as per above statement, £78.12. 5, this includes wages paid to men who had to handle the baggage. Capt. Thomas and Mr. Mills have been promised something extra for working all night and overtime, and I suggest that at least £10 be added to this to the figure given to the PSNC. In the claim on the PSNC for maintenance of passengers £52 has been charged for the Fly.

The names of the men on board on the night of the accident are, as follows:-

<u>Samson.</u>	<u>Fly.</u>	<u>Manning Boats.</u>
Capt. Thomas, in charge	M. Jones, in charge.	F. Kiddle
P. Mills, Engineer.	J. Evans, Engineer	C. Snestrom

G.F. Atherton, (2nd Engineer)	A. Wilson	J. Stcliff
B. Atkins, Fireman	J. Manning	H. Williams
J. May, Fireman.	W.A. Harding.	W. Wade
A. Patterson, Boatswain.	W.A. Thompson.	H. Stcliff
A. Hodgwick	L.V. Oswald	A. Osborne
T. Manning	V.A.H. Pigg	A.M. Reintzen
W.B. Dixon	J. McNeill	J. Alazia
A. Stand		

SAMSON.

After saving passengers, brought luggage on shore, also crew and their effects. Salvaged certain articles. Was rendered hors de combat on November 15th, and a temporary patch, secured with 3 1/2" bolts, was put on the plate. On November 15th was floated again and proceeded to the wreck with a lighter - the 1st and 3rd officers and some of the crew went down with her, the object being to get beds and bedding for the crew, if possible. Neither the Samson nor lighter could go alongside, but they succeeded in getting on board and salvaged rams which were brought up by the Plymouth. Various other gear, things, ship's gear, barber's shop goods etc. were put on board the Samson and brought to Stanley. On the 15th all this was landed. On November 15th Samson took all Oravia steerage passengers with their effects to the Huanchaco. On November 15th Samson again went down to the Oravia, but it was impossible to approach her. Next day as the tides were making towards new moon I had her lightened by emptying bunkers etc. to get her high enough up to rivet a patch on the damaged plate. This was completed on the 20th and next morning she was floated off in time to attend to the Orpsaa. Next day she took all Oravia passengers to the Oronsa, with baggage.

Had it not been for the accident she would have been able during the period November 20th to 25th to have salvaged other articles from the Oravia, the weather at that time being much more favourable. Small cutters during that time brought various

things from the Gravia.

FLYM.

and all the letter mails for Stanley other places
After salving passengers, occupied daily taking provisions
and coal to the Quarantine Station: also taking officers and
witnesses to Court of Inquiry, and like by men backwards and
forwards, (this latter involving overtime, as invariably some of
the life by men were drunk). Assists taking passengers, mails
and baggage to Huancabco and Quinsa.

Stanley. 15th Dec 1818.

Supplementary mail.

1122. 25th July, 18.

Sir,

I am now pleased to be able to report that some definite progress has been made in the settlement of the various salvage matters relating to the wreck of the "Oravia".

We have actually received from the P&O settlement of the £500 which, as advised you in Par.19 of despatch No.1121, the Directors have decided shall be divided amongst those who rendered such good services on the occasion of the wreck, but Mr. Ince is unable to proceed further with the apportionment as we are unable to give him all the particulars he requires as to the ratings and rate of pay of those engaged. From your various letters we have compiled the enclosed statement, detailing what appears to us to be the complete list, but it will be well for you to go carefully through it to see that it is correct and complete, and then fill in against each name the man's rating and rate of pay, and return the form to us.

Secondly, there is the question of the division of the salvage received for the rams, £138.8.9, which amount has been passed to your credit in account in the adjustment with Messrs. Spearing & Waldron on the 19th June. Please send us complete statement, showing which vessel is entitled to share in this and list of names with ratings and pay.

Thirdly, we hear this morning from the P&O that they are passing us a cheque for £122.17.6, being 50% salvage on the proceeds of boats, £104.0.6, and the sundries, £141.14.7, together £245.15.1. A similar statement to that referred to above had better be sent us with regard to the vessel and men entitled to share in this.

W.A.Harding, Esq.,

Manager,

Fourthly, there only remains the question of the division of the £46.3.4 received for the salvage of the cartridges, and this we are unable to make progress with until we know definitely which vessel rendered the service. If you come to the conclusion that it was the "Paal", then we must, as previously stated, pay the RNO the amount in full. If on the other hand, you find that it was one of our vessels, please also send us a similar statement, with full particulars of the interested parties.

2. We have this morning received your wireless message, informing us that as the result of the survey on the "Columbus" called by the Governor, the boilers have been condemned, and that she will not be permitted to continue her service unless ^{they} ~~the~~ boilers are repaired, and that this cannot be done in Stanley. We have passed the information on to Messrs. Chr. Salvesen & Co., and await the result of the Managing Director's interview with them next week.

I am, Sir,

your obedient servant,

Fredk...Cobb.

Managing Director.

Claims of Whalers & Penguin

COPY

Port Stanley. F/I.

22.3.13.

At the request of Captain Christoffersen of the Norwegian Factory Steamer "Falkland" I hereby certify that the undermentioned damage to the Steam Whaler "Paal" of Tonsberg was sustained during heavy weather alongside the R.M.S. Oravia while rendering assistance to her after her stranding on the Billy Rock during November last.

1. Bulwark plate slightly bent and out of shape in several places along port side.

2. Sheerplate bent in four places along port side, in one place the bend extending below the water.

3. Waterway angle iron slightly bent along port side.

4. Rails bent aft on port side.

I wish to express no opinion as to cost of repairing damage.

(signed) G.M. Smith.

Government Harbour Master & Pilot

Nov 9. 1913

New Zealand

To the agent I. S. N. Coy.
Port Stanley.

Sir

I am writing to know, if there is any money due to myself Capt. Christiansen, my Chief Engineer & Mate of S. W. "Coas" who rendered assistance on the night the R. M. S. Oranvia was wrecked.

I am Sir yours faithfully

Capt. Christiansen
S. W. "Coas"
New Zealand
West Falkland

SURVEY REPORT.

Name of Vessel.	S.S. "Paal".
Tonnage.	55 tons.
Master.	P.Sörlle.
Owners.	Rethval Whaling Co. Tonsberg.

Port Stanley, Falkland Islands.

March 22nd 1913.

We, the undersigned hereby certift that at the request of W.A.Harding Esq., Norwegian Consul, we this day attended the above mentiched vessel, anchored in Port Stanley, the Master being present, for the purpose of surveying and reporting on the said vessel.

We found the bulwark plate bent inboard in several places on the port side, sheer plate bent inboard in two places, and waterway angle iron bent in one place, also three heavy mooring pipes broken. Liferail bent in places. Further aft we found the sheer plate bent in two places above the waterway, in one of these places the bend extended below the waterway as well.

Liferail aft two tie plates broken and rails bent.

Given under our hands this twenty second day of March 1913.

(signed) V.A.H. Biggs.

Master Shipwright.

(signed) K. Petersen.

Fees £4.4.0.

eth"
Master, Norwegian Barque "Lady Elizabeth"

I hereby certify that the above signatures are ythose of Messrs Biggs and Petersen who were appointed by me to survey the S.S. Paal and I believe that full confidence may be placed in this certificate.

(signed) W.A. Harding.

Port Stanley, Falkland Islands.

Norwegian Consul.

March 24th 1913.

I the undersigned hereby certify that at the request of the

Norwegian Consul, I have made an estimate of the cost of repairing in Port Stanley, the damages detailed in the above report.

I estimate the cost of repairing all damages including the replacing of the three mooring pipes at £55 (Fifty five pounds). In making this estimate I have assumed that the latter would be purchased in Europe and shipped out here, as it is not possible to make the Castings at this port.

(signed) V.A.H. Biggs.

Master Shipwright.

I hereby certify that Mr Biggs is duly qualified to make an estimate of the cost of repairing the damages to the S.S. "Paal", and I believe the above certificate to be trustworthy.

(signed) W.A. Harding.

Norwegian Consul.

Port Stanley, Falkland Islands.

March 25th 1913.

P/s FALKLAND

Standley Harbour Nov. 15 1912

Mr. A. Harding Esq.
Norwegian Consul
Post Standley.

Sir;

I am to day in behalf of my owner
Mr. G. Fredriksen Stabat for Christumic Norwa
submitting a claim for salvage of the recover
of Wrecks, in respect of the services rendered
by this Company. I leave the post to day for
the Whaling grounds & do not expect to return
until March. an ask if you wold look after
the interest of my owners in this matter
during my absence.

I am, Sir

Yours faithfully,
J. Christoffersen
Manager. The
Nethval Company

COPY

S S FALKLAND

STANLEY HARBOUR

Nov. 15th 1912

Receiver of Wrecks

Bart Stanley.

Sir,

I have the honour to submit to you on behalf of my Owners- Mr Fredriksen, Stabak, Christiania, Norway, a claim for salvage for the undermentioned services rendered in respect of the wreck of R.M.S. "ORAVIA" in the evening of November 12th last.

The Steam Whaler "PAAL" with a crew of 10 men immediately it became known that the "ORAVIA" was on the rocks went out to the wreck prepared to render all possible assistance, the "PAAL" was able to save practically all the mails, six lifeboats, a large assortment of silver-ware, several valuable parts of the Marconi Wireless apparatus, miscellaneous cases of goods. For two whole days the "PAAL" was in attendance on the wreck and was in great danger on several occasions while in the act of saving the mail and other goods and material. In rendering these services the "PAAL" received serious damages to the bulwarks, deck rail and one of the plates and owing to the dangerous position of the wreck and the heavy sea running at the time was in great risk of being smashed to pieces on the rock or against the hull of the wreck. Further the floating S.S. FALKLAND lying at anchor in Stanley Harbour was put under steam and remained prepared to go out to the wreck until it was found that she could render no assistance.

In submitting this claim I must ask you to bear in mind the considerable expense incurred owing to the whole Whaling Expedition being delayed, the expenditure for coal on the "PAAL" and the "FALKLAND" and the fact that the risk the "PAAL" and its crew ran while rendering the above mentioned services was great.

I am Sir

Yours faithfully

(signed) N. CHRISTOFFERSEN.

Manager

COPY OF CLAIM BY NORGE WHALING COMPANY.

S.S. "ORAVIA", OF LIVERPOOL, STRANDING.

S.S. "BJERK" of LARVIK instructed by Government Authorities to go to place of wreck to assist landing passengers and goods.	£25: 0:0
Standing by for five hours after signal.	£20: 0:0
Breaking tow-rope 30 fathoms, 15 inch	25: 0:0
including hauling rope	8;15:0
After signal from the ship "No more towing required"	
Taking passengers, boats and mails	15: 0:0
Damage to lifeboats	3:19:0
Two Boat davits bent	5:10:0
One boat skid burst	3:15:0
One beam to be made new	10:10:0
Lamp-house bent	5: 6:0
Bulwarks bent, Scupper holes etc.	10: 5:0
Cement in waterways, Chainplate damaged	6:10:0
Ordered to go out and take crew off	
Stood by for this	6:15:0
Loss of 1 days	120: 0:0
S.S. "BOK" Standing by	25: 0:0
S.S. "EIK" Standing by	25: 0:0
	<hr/>
	£311: 5:0
	<hr/> <hr/>

NORWEGIAN CONSULATE,

Port Stanley, Falkland Islands

March 30th, 1913.

Sir,

At the request of Captain Christoffersen, representing the Owners of the S.S. 'PAAL' I hereby request you to proceed in conjunction with Captain _____ on board the S.S. PAAL and survey and report upon the damage stated to have been sustained to her whilst engaged in attending on the S.S. ORAVIA, which stranded on November 12th last.

Kindly hold this Survey as early as possible on Saturday morning in order that I may have the report on that day.

The fee payable for this service will be TWO pounds two shillings.

I am, Sir,

Your obedient servants,

Captain

Consul for Norway.

NORWEGIAN CONSULATE.

Port Stanley, November 22nd 1912.

Messrs Car. Nielsen & Co.,

TRAVELERS.

Gentlemen,

Capt. de Neve, Manager of the Norge Company, attended at this Consulate and produced an account for services of the whaling vessels "Bjerk", "Bok", and "Bik" on the occasion of the wreck of the British S.S. "Oravia", requesting me to certify the same.

I explained to Captain Neve that I was unable to do this, more especially as some of the items claimed for were for repair of damages to the steamers. I informed him that before I could in any way certify to such a claim, it would be necessary for me to appoint surveyors to examine the damages and the repairs executed, but he was unwilling to delay his departure for the K South.

I undertook to certify to the following:- On the night of the 12th November the alarm was given in Stanley that the S.S. "Oravia" had struck on the Billy Reef and that immediate assistance was wanted.

The whaling steamers "Bjerk", "Bok" and "Bik" steamed out to Port William and stood by. The "Bjerk" and "Bok" took on board a number of passengers from the boats of the "Oravia" and landed the same in Stanley.

The "Bjerk" assisted in endeavouring to tow the "Oravia" off, and when this was unsuccessful brought in some of the passengers' luggage and some of the ship's boats.

The "Bjerk" did sustain some damage, but no survey was held.

I am, Gentlemen,

Your obedient servant,

FAKLAND".

Copy.

Stanley Harbour, 15th Nov. 1912.

Receiver of Wrecks-

Sir,

I have the honour to submit to you on behalf of my owners Mr. H. Fredriksen, Stabak, Christiania, Norway, a claim for salvage for the undermentioned services rendered in respect of the wreck of the R.M.S. "Oravia" on the evening of November 12th last.

The Steam Whaler "Paal" with crew of 10 men immediately it became known that the "Oravia" was on the rock went out to the wreck prepared to render all possible assistance. The "Paal" was able to save practically all the mails six lifeboats a large assortment of silverware, several valuable parts of the Marconi Wireless apparatus, miscellaneous cases of goods various articles. For two whole days the "Paal" was on attendance at the wreck, and was in great danger on several occasions while in the act of saving the mail and other goods and material. In rendering those services the "Paal" received serious damages to the bulworks deck rail and one of the plates an owing to the dangerous position of the Wreck and the heavy sea a running at the time was great risk of being smashed to pieces on the rock or against the hull of the Wreck. Further the floating factory S/S "Falkland" lying at anchor in Stanley Harbour was put under steam an remained prepared to go out to the wreck until it was found that the "Falkland" could render no assistance.

In submitting this claim I must ask you to bear in mind the considerable expense incurred owing to the whole

Whaling

whaling expedition being delayed the expenditure for coal on the "Paal" and the "Falkland" and the fact that the risk the "Paal" and its crew ran while rendering the abovementioned services was very great.

I am, &c.,

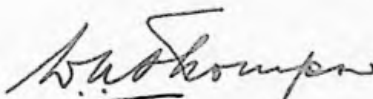
(Signed) N. Christoffersen,
Manager,
Rethval Company.

The Agents for

The Pacific Steam Navigation Co.

Stanley,

For information.



25. X 1. 12