

C.S.

SHIPPING

SHIVES/7 # 17

(Miscellaneous)

1925.

No. 539/25

Estate L. Williams

SUBJECT.

1925

5th August

Previous Paper.

Enquiry as to circumstances of casualties to Schooner "Gwendoline"

MINUTES.

*Letter from Estate L. Williams of 5<sup>th</sup> August 1925 ——— Encl ①*  
*Letter from Estate L. Williams of 6<sup>th</sup> August 1925 ——— " ②*

*Registrar of Shipping,*

*Will you please say if any report of a casualty to the "Gwendoline" has been reported to you.*

*W. H. 19  
in office  
10 Aug 1925*

OIC/CSO,

No report of any "Casualty" to the Schooner "Gwendoline" has so far been reported to me. I understand that the Master has noted a Protest before the Registrar of the Supreme Court.

*W. H. 19*

Receiver of Wrecks  
Colonial Treasurer &c

11th August 1925

Subsequent Paper.

*Receiver of wrecks,*

*Has any casualty yet been reported please?*

*W. H. 19  
in office*

OIC/CSO,

I understand from the Shipping Master that he has supplied the Master of the "Gwendolin" with the Form mentioned in Articles 183 of his instructions, ("Instructions to Officers in Br:Colonies & Possessions"), also the the Acting Harbour Master, (Mr.R.B.Basely) form~~ed~~ one of the Board of Survey, held on this vessel, but up to the present no report regarding any such casualty has been reported to me, as Registrar of Shipping or as Receiver of Wrecks, by either the <sup>w</sup>Orner, Master, or Lloyds Agent.

*H. W. Thompson*

Colonial Treasurer  
24th August 1925

Letter from Lloyds Agency Stanley of 20<sup>th</sup> August 1925 — Encl (3)

Minute from Shipping Master of 23<sup>rd</sup> August 1925 — (4)

Casualty forms nos 7 & 9. Encls (2) A & (4) B

Minute from Shipping Master, 2 Sept. 1925. (5)

Letter to Board of Trade, 2<sup>nd</sup> Sept. 1925. (5-9)



# ESTATE LOUIS WILLIAMS

SUCCESSORS TO CHAS WILLIAMS.

Estbl: 1863.

GENERAL MERCHANTS

 PORT STANLEY  
 FALKLAND ISLANDS
 1

5th August 1925

 RADIO ADDRESS  
 "WILLIAMS"  
 CODES USED  
 BENTLEYS  
 A.B.C. 5TH ED  
 A.1.


Sir,

We should like to learn in due course the conclusions arrived at in the Official Enquiry into the circumstances surrounding the recent stranding of the s.s. "Gwendolin".

As shippers of a considerable quantity of cargo we are interested in this matter.

We are, dear Sir,

Yours faithfully,

p.p. Estate Louis Williams

The Honourable,  
 The Colonial Secretary  
 Port Stanley.



# ESTATE LOUIS WILLIAMS

SUCCESSORS TO CHAS WILLIAMS

Establ: 1883

GENERAL MERCHANTS

PORT STANLEY  
FALKLAND ISLANDS.

5th August 1925



2

RADIO ADDRESS  
"WILLIAMS"  
CODES USED:  
BENTLEYS  
A B C S T H E D  
A. I.

Sir,

We should like to learn in due course the conclusions arrived at in the Official Enquiry, which we presume is being held, anent the return of the s.s. "Gwendolin" this morning to Port Stanley, in a partly disabled condition.

As shippers of a considerable quantity of cargo we are interested in this matter.

We are, dear Sir,

Yours faithfully

p.p. Estate Louis Williams

The Honourable  
The Colonial Secretary  
Port Stanley.



Lloyds Agency.  
Stanley

20th August 1925

Sir,

I beg to thank the Colonial Government for the services of Messrs R.B.Baseley & G.L.Challen so kindly lent to me to survey the damage to the Auxiliary Schooner "Gwendolin" on the occasion of her recent misadventures, which services have been of great assistance to me.

I am,

Sir,

Your obedient servant,

A handwritten signature in cursive script, appearing to read "A. B. Baseley".

Acting Lloyds Agent.

The Honourable,  
The Colonial Secretary.  
Stanley



Return for Wreck Register, 1925

STRANDINGS  
(Abroad).

N<sup>o</sup>. 7

SHIP.

Name and Nationality.	Port of registry and official number.	Steam or sailing.	(1) Gross. (2) Net register tonnage.	Iron, steel, or wood.	Rig.	Age (years).	Nature of employment.
1.	2.	3.	4.	5.	6.	7.	8.
"GEMDOLIN" British	Stanley 62183	Sailing with Aux. Motor.	(1) 109 (2) 77	Wood	Schooner	55	Coasting round Falkland Islands.
Name of master and No. of his certificate.	No. of crew at commencement of voyage including master and officers.	No. of crew available at time of casualty.	No. of passengers (if any) and all others not included in col. 10.	Name of pilot (if any).	By whom licensed	Description and weight of cargo.	
9.	10.	11.	12.	13.	14.	15.	
George Osborne uncertificated	Eight	Eight	Twelve	-----	-----	General 73 tons	
Port sailed from at commencement of voyage and date of sailing.	Port last sailed from and date of sailing.	Port bound to.	Amount of insurance.			Name and address of owners.	
16.	17.	18.	On vessel.	On freight.	On cargo.	22.	
Stanley 31/7/25	Stanley 31/9/25.	Speedwell	£ 4000	Nil	£ 1385	The Falkland Islands Co. Ltd., 61 Grace- church St., London.	

CASUALTY.

Where casualty happened.	Date and hour.	State of tide.	State of weather and atmosphere.	Direction and force of wind.	State of sea and in what direction flowing.	Result of casualty.			
a. Name of place and of country or sea.	24.	25.	26.	27.	28.	Total loss. State value, if known.	Partial loss. State estimated loss.	No. of lives lost.	No. of lives saved and by what means.
b. Latitude and longitude.	29.	30.	31.	32.	33.	34.	35.	36.	37.
Port William Falkland Islands Lat. 51.40.0.S. Long. 57.46.45.W.	11 a.m.	Half Flood	Dense FOG	CalM	Smooth	Ship. Nil Cargo. Nil	Ship. Nil Cargo. Nil	None	-----
Doctor Point S70W Mag. Ordinance Point S 71 W	31/7/ 1925								

If salvage services were rendered, state by whom.

Brief account of casualty, with remarks as to cause, and whether it could have been avoided, also nature and extent of damage to ship and cargo.

When proceeding down Port William under auxiliary motor, vessel stranded on North shore of Port William. Passengers landed and vessel lightened same day. Vessel refloated 2 a.m. next morning. No leakage and no apparent damage to hull. Could not have been avoided.

These columns (35 and 36) will be filled up at the Board of Trade.

Cause of casualty.	Circumstances attending the casualty.
35.	36.

Particulars of vessel.	What was vessel's draught of water forward?	37.	Nine feet.	
	What was vessel's draught of water aft?	38.	Thirteen feet,	
	Was she supplied with requisite charts?	39.	Yes.	
	Were the lights, buoys, &c., near to, and indicating the shore, rock, or shoal on which she struck, distinctly marked?	40.	No lights or buoys at place of stranding.	
	Title, date, and publisher of the chart of locality of casualty. If an Admiralty chart, its number and the date of last correction.	41.	Admiralty, 1917.	
	No. of compasses. Were they in good order?	42.	Two. Yes.	
	Where was the standard compass?	43.	Main deck.	
	Date when vessel was last swung?	44.	Not known	
	Had the cargo been changed since?	45.	-----	
	Did any part of the cargo affect the compasses?	46.	No.	
	Had she boats to carry all persons on board?	47.	Yes.	
	Were they of any use in this case?	48.	No—persons landed by shore launch.	
	Were the life-saving appliances on board in accordance with the statutory requirements?	49.	Yes.	
	Number of watertight compartments?	50.	None	
	Did they prove of use in this case?	51.	----	
Particulars of cargo.	Was vessel well found in masts, rigging, sails, general equipment, &c.	52.	Yes.	
	Had the vessel a deck load?	53.	Yes, 7 tons oils and paints.	
	If of wood, was it in accordance with the statutory requirements?	54.	Not wood.	
	Was the vessel overladen?	55.	No.	
	How was cargo stowed?	56.	General cargo, stowed in accordance with general practice.	
	Rank of officer in charge at time of stranding.	57.	Master	
	Particulars of voyage and navigation.	What, and at what hour, were the last landmarks, beacons, or buoys seen?	58.	Fifteen minutes before stranding.
		Were they recognised?	59.	Yes
		Was the lead hove? How long before stranding?	60.	Not hove.
		What was the depth at first, and last cast?	61.	-----
Course steering at time of stranding.		62.	N.E. by E.	
Direction of ship's head after stranding.		63.	N.N.E.	
Details of measures taken to avoid the stranding.		64.	Engines full speed astern.	
Source from which this information has been obtained.		65.	Master.	

Dated at Stanley this 17<sup>th</sup> day of August, 1925.

The Assistant Secretary,  
Marine Department,  
Board of Trade,  
London, S.W.1. (Signed) A. Chey  
(Title) Shipping Master.

**General Rules.**  
 Every casualty to a British Ship by stranding abroad, or to a British or a Foreign Ship by stranding on or near the coasts, or in a river or harbour, of a British Possession abroad should be reported on this form.  
 When a statement on form Inq. 1, in respect of a stranding abroad, is sent to the Board of Trade, it must be accompanied by a form Wr. 1 (g).  
 In the absence of special circumstances no covering letter is required with this report.

**WIND SCALE FOR SAILING SHIPS.**

Numbers to denote force of wind.	Description of wind.	Mode of estimating force of wind on board sailing ships.	Probable hourly velocity of the wind in statute miles per hour.	Probable equivalent mean pressure in pounds upon a circular disc one square foot in area.
0 ... ..	Calm ... ..	—	Under 2 ... ..	Less than .01.
1 ... ..	Light breeze	Sufficient wind for working ship.	2 to 12 inclusive; average about 6	Between .01 and 0.5.
2 ... ..				
3 ... ..				
4 ... ..	Moderate breeze	Forces most advantageous for sailing with leading wind and all sail drawing.	13 to 23 " " 17	" 0.5 " 1.6.
5 ... ..				
6 ... ..	Strong wind	Reduction of sail becomes necessary even with leading wind.	24 to 37 " " 30	" 1.6 " 4.2.
7 ... ..				
8 ... ..	Gale force	Considerable reduction of sail necessary even with wind quartering.	38 to 55 " " 45	" 4.2 " 9.2.
9 ... ..				
10 ... ..	Storm force	Close reefed sail running, or hove to under storm sail.	56 to 75 " " 65	" 9.2 " 17.0.
11 ... ..				
12 ... ..	Hurricane ...	No sail can stand over running	Above 75 ... ..	More than 17

NOTE.—Special consideration is required for the specification of a scale for steamships. It is recommended that as opportunity presents itself use be made of the equivalents given in the foregoing table. For example, when a steamer is running at 15 knots in a calm, the wind felt in an exposed position on board will be a moderate breeze, which according to the table is between four and five on the Beaufort Scale, and if a similar breeze is felt when the ship is running at 15 knots right before the wind the actual speed of the wind will be 30 knots or between six and seven on the Beaufort Scale according to the table of equivalents.



Return for Wreck Register, 19  
**MISCELLANEOUS CASUALTIES**  
 (Abroad).

No. 9

**SHIP.**

Name and nationality.	Port of registry and official number.	Steam or sailing.	(a) Gross tonnage. (b) Net register tonnage.	Iron, steel, or wood.	Rig.	Age (years).	Nature of employment.
1.	2.	3.	4.	5.	6.	7.	8.
"GUELDOIN" British	Stanley 62183	Sailing with Aux. Motor	109 77	Wood	Schooner	55	Coasting round Falkland Islands.
Name of master and No. of his certificate.	No. of crew at commencement of voyage including master and officers.	No. of crew available at time of casualty.	No. of passengers (if any) and all others not included in col. 10.	Name of pilot, (if any).	By whom licensed.	Description and weight of cargo.	
9.	10.	11.	12.	13.	14.	16.	
George Osborne Uncertificated	Eight	Eight	Twelve	-----	-----	General 73 tons.	
Port sailed from at commencement of voyage and date of sailing.	Port last sailed from and date of sailing.	Port bound to.	Amount of insurance.			Name and address of owners.	
16.	17.	18.	On vessel.	On freight.	On cargo.	22.	
Stanley 1/8/25.	Stanley 1/8/25.	Speedwell	£ 4000		£ 1385	The Falkland Islands Co. Ltd., 61 Grace- church St., London.	

**CASUALTY.**

Where casualty happened.							Result of casualty.			
Exact spot.	Name of country of sea.	Date and hour.	State of tide.	State of weather and atmosphere.	Direction and force of wind.	State of sea and in what direction blowing.	Total loss. State value, if known.	Partial loss. State estimated loss.	No. of lives lost.	No. of lives saved and by what means.
23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.
30 Miles South of Sea Lion Island	Falkland Islands	1.30 p.m. 3/8/25.	At sea.	Overcast	S.W. Hurricane	Tumultuous N.E.	Ship. Cargo.	Ship Cargo	None	-----
If salvage services were rendered, state by whom.	Brief account of casualty with remarks as to cause, and whether it could have been avoided, also nature and extent of damage to ship and cargo.									
34.	35.									
	While proceeding along South shore of East Falkland vessel encountered S.W. gale which gradually increased to hurricane force. Deck cargo jettisoned and vessel blown out of her course for 40 miles. Vessel returned to Stanley to repair storm damage to counter, deck, bulwarks, sails and rigging. Cargo in hold damaged by sea water.									
These columns (36 and 37) will be filled up at the Board of Trade.										
Cause of casualty.	Circumstances attending the casualty.									
36.	37.									



Particulars of vessel.	What was vessel's draught of water forward?	38.	Nine feet.
	Do. do do. aft?	39.	Thirteen feet.
	No. of compasses. Were they in good order?	40.	Two. Yes.
	Had she boats to carry all persons on board?	41.	Yes.
	Were they of any use in this case?	42.	No.
	Were the life-saving appliances on board in accordance with the statutory requirements?	43.	Yes.
	Number of watertight compartments?	44.	None.
	Did they prove of use in this case?	45.	----
	No. and condition of pumps at the commencement of the voyage.	46.	Two. Good condition.
	How many and which had become useless before casualty?	47.	Neither.
Particulars of cargo.	Was vessel well found in masts, rigging, sails, general equipment, &c.?	48.	Yes.
	If a propelling shaft broke, state whether crank, thrust, main, intermediate or tail end shaft, its age, of what material it was made, and the name and address of the maker.	49.	Did not break.
	Had vessel a deck load?	50.	yes. 7 tons Oils and Paints.
	If of wood, was it in accordance with the statutory requirements?	51.	Not wood.
	Was she overladen?	52.	No.
	How was cargo stowed?	53.	In accordance with general practice
	If vessel had a grain cargo, was it stowed in accordance with the statutory requirements?	54.	Does not apply.
	If a coal cargo, how was the hold ventilated, and if vessel was a steamer, how were the bunkers ventilated?	55.	Do.
	If there was spontaneous combustion of coal, or explosion of coal gas, state the description of coal and from what colliery taken.	56.	Do.
	Had the coal been stacked before shipment and, if so, how long?	57.	Do.
Particulars of navigation.	State of weather at time of shipment.	58.	Do.
	If the vessel was driven back, how far had she reached on her intended voyage?	59.	70 miles
	Course steering when casualty happened.	60.	Hove to.
	Under what sail and on what tack was the vessel at the time of the casualty?	61.	Close reefed mainsail and Starboard tack. jib.
	Source from which this information has been obtained.	62.	Master.

Dated at Stanley this 17th day of August, 1995.

The Assistant Secretary,  
Marine Department,  
Board of Trade,  
London.

(Signed) H. Chey  
(Title) Shipping Master.

General Rules. (Special forms Wr. 1 are provided for reporting missing ships, or shipping casualties by collision, foundering, or stranding. Every other description of casualty to a British ship abroad, or to a British or Foreign ship on or near the coasts, or in a river or harbour, of a British Possession abroad, should be reported on this form. When a statement on form Inq. 1, is sent to the Board of Trade, in respect of a casualty, it must be accompanied by the appropriate form Wr. 1. In the absence of special circumstances no covering letter is required with this report.)

WIND SCALE FOR SAILING SHIPS.

Numbers to denote force of wind.	Description of wind.	Mode of estimating force of wind on board sailing ships.	Probable hourly velocity of the wind in statute miles per hour.	Probable equivalent mean pressure in pounds upon a circular disc one square foot in area.
0 ... ..	Calm ... ..	—	Under 2 ... ..	Less than '01
1 ... ..	Light Breeze ... ..	Sufficient wind for working ship.	2 to 12 inclusive; average about 6	Between '01 and 0'5
2 ... ..				
3 ... ..				
4 ... ..	Moderate breeze {	Forces most advantageous for sailing with leading wind and all sail drawing.	13 to 23 " " 17	" 0'5 " 1'6
5 ... ..				
6 ... ..	Strong wind {	Reduction of sail becomes necessary even with leading wind.	24 to 37 " " 30	" 1'6 " 4'2
7 ... ..				
8 ... ..	Gale force {	Considerable reduction of sail necessary even with wind quartering.	38 to 55 " " 45	" 4'2 " 9'2
9 ... ..				
10 ... ..	Storm force {	Close reefed sail running, or hove to under storm sail.	56 to 75 " " 65	" 9'2 " 17'0
11 ... ..				
12 ... ..	Hurricane ... ..	No sail can stand even running.	Above 75 ... ..	More than 17.

NOTE.—Special consideration is required for the specification of a scale for steamships. It is recommended that as opportunity presents itself use be made of the equivalents given in the foregoing table. For example, when a steamer is running at 15 knots in a calm, the wind felt in an exposed position on board will be a moderate breeze which according to the table is between four and five on the Beaufort Scale, and if a similar breeze is felt when the ship is running at 15 knots *right before the wind*, the actual speed of the wind will be 30 knots, or between six and seven on the Beaufort Scale according to the table of equivalents.

4

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

23rd August, 19 25.

From SHIPPING MASTER.

THE COLONIAL SECRETARY,

STANLEY, FALKLAND ISLANDS.

I have the honour to forward herewith duplicate Forms W.R.1.(g) and W.R.1.(i) in respect of the recent accidents to the Aux. Schooner "Gwendolin". In accordance with para. 182 of the Board of Trade Instructions to Officers in British Colonies, the originals will be forwarded to the Board of Trade by the next mail.

It should be noted that although the form in respect of the stranding states that the damage to ship and cargo was "nil", it has been since found (after the vessel had returned to repair storm damage sustained during the subsequent voyage) that damage was done to the forefoot of the vessel. I am awaiting an estimate of the damage from the Falkland Is.Co. and when this information is received the facts will be reported to the Board of Trade in a covering letter.

No circumstances have been brought to my notice which would indicate the necessity for an enquiry. There has been no loss of life and no complaints have been made by the crew or passengers. The Gwendolin seems to have been the victim of bad luck and foul weather.

A handwritten signature in cursive script that reads "A. C. Chey."

Shipping Master.

5a

Shipping Office,

Stanley,

Islaland Islands.

2nd September, 1925.

Sir,

I forward herewith two casualty reports in respect of recent accidents to the Aux-Schooner "Gwendolin".

In connection with Form No. 7 in respect of the stranding, it should be noted that although the report states that the damage to ship was "nil", it has been subsequently found that damage was done to the forefoot of the vessel. The cost of repair/ing this damage is estimated at £200.

The casualties have not seemed to me sufficiently serious to necessitate an enquiry, particularly as there has been no loss of life. The Gwendolin has undoubtedly been the victim of abnormal weather conditions.

I am, Sir,

Your obedient servant,

Shipping Master.

The Assistant Secretary,  
Marine Department,  
Board of Trade,  
London.

No. 539/25

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

2nd Sept 1925

5

From Shipping Master

To

THE COLONIAL SECRETARY,

STANLEY, FALKLAND ISLANDS.

I forward herewith, for your information, a copy of a letter I am sending to the Board of Trade by this mail.

H. Chers.