

C.S.

WRECKS.

1920.

Yawl "Gleam"

SHIVES/7 # 8

No. 869

Receiver of Wrecks.

SUBJECT.

1920

30th November.

Previous Paper.

Examination on Oath of the Yawl "Gleam"

MINUTES.

H. E.

(1)

Letter to Assistant Secretary of Board of Trade forwarding report of Examination on Oath.

*G.L.B.*  
for C. S.  
3/12/20.

*Seen. No further action necessary.*

*W.W.*  
*15.12.20*

Subsequent Paper.

Inq. 1.



ISSUED BY THE  
BOARD OF TRADE.

# EXAMINATION ON OATH

Relating to the Yawl "Gleam"

IN PURSUANCE OF THE 465TH SECTION OF THE MERCHANT SHIPPING ACT, 1894, 57 AND 58 VICTORIA,  
CAP. 60.

1. Names of Deponent at full length.

1. John Davis being duly

sworn, deposes as follows; namely,

2. State whether Deponent is "Master," "Mate," &c., of the Ship; the name of the Ship; and particulars as to her Tonnage and Official Number.

2. That he is part owner.

If the Ship is a Steam Ship, the fact should be stated, as well as the nominal horse power of the Engines, and whether Paddle or Screw.

of the Ship "Gleam"

of the Port of Ransgate, England.

of the Register Tonnage of 21.94 Tons, her

Official Number being 104,756.

3. Names and Residence of Owners.

3. That the said Ship was owned by John Davis and J. Aitken residing at Port Stanley, Falkland Islands.

in the Colony of Falkland Islands.

4. Particulars of rig, build, age, and class of Ship.

4. That the said Ship was rigged as a Yawl that she was built of wood at Galampton, Devon, Eng in the year 1894, and that she ----- classed in ----- as ----- years.

5. Particulars as to the Number of hands composing Crew, and as to the certificate of Deponent.

5. That the Crew consist of four hands, including deponent; that the deponent's Certificate is a Certificate of NIL, and is numbered Nil Crew included owners and two other men.

6. Particulars of Cargo, and Shippers and Consignees.

6. That the said Ship had on board a Cargo of General goods. for Speedwell Is., E.F. of the weight of ---- tons, shipped by Falkland Is. Co, Ltd, of Stanley, Falkland Islands and consigned to H. & G. Cobb of Speedwell Island, E.F.

7. Number of Passengers on board. NOTE.—If the Wife and Children of the Master or of any Officer of the Ship were on board, the fact should be stated.

7. That the said Ship had on board in addition to the Cargo aforesaid NO Passengers.

8. Draught of water at time of sailing.

8. That the draught of water of the said Ship was 5 feet --- inches forward and 8 feet --- inches aft.

9. Date and hour of sailing, and state of tide, weather and wind.

9. That the said Ship proceeded from Lively Is., E.F. on her intended voyage as named below, on the 4th day of November last past, at 4 P. M.; the tide at the time being falling the weather fine, and the wind blowing light from the North West.

10. Any statement as to the condition of Hull and Cargo of the Ship, or of her equipments, life saving appliances, &c., at the time of sailing.

10. That at the time of sailing as above the said Ship was \_\_\_\_\_  
in a seaworthy condition.

11. Limits of intended voyage.

11. That the said Ship was bound for \_\_\_\_\_ Speedwell Island  
in \_\_\_\_\_ East Falklands.

12. Statement as to the voyage previous to the casualty.

12. That the said Ship proceeded on the said intended voyage as above  
stated \_\_\_\_\_ and sighted Bleaker Island, E.F. at about  
7 p.m., on the 4th November 1920.

13. Particulars of the casualty, commencing with the date and hour, and the state of the tide, weather, wind, and sea.

13. That on \_\_\_\_\_ Thursday \_\_\_\_\_ the fourth  
day of \_\_\_\_\_ November \_\_\_\_\_ at 10.30 P.M.; the tide at the time  
being \_\_\_\_\_ flood \_\_\_\_\_, the weather \_\_\_\_\_ boisterous \_\_\_\_\_, and the wind  
in the \_\_\_\_\_ N.N.W. \_\_\_\_\_ blowing \_\_\_\_\_ hard  
with a \_\_\_\_\_ big \_\_\_\_\_ sea from the \_\_\_\_\_ N.N.W. \_\_\_\_\_, the said Ship  
struck a reef at about the middle of the North end  
of Bleaker Island. On approaching Bleaker Island it was  
fairly clear but on coming closer it became very thick  
which made it impossible for us to see the land. The  
look out reported Kelp ahead, the helm was put hard  
down but before the vessel would come up she struck  
the reef with her heel, we then ran a kedge anchor  
out on two long lines to try and heave her off but  
without success; the wind was still increasing and the  
sea was getting up making it impossible for us to  
do anything to save the vessel. At about 3.30 a.m. sea  
was breaking over vessel and we had to leave her. Next day  
to heavy weather we could not approach vessel. On Saturday  
the 6th November weather moderated a little and we went on  
the vessel to have a look at her and found she was full  
of water, all the cargo floating round in her hold and  
as weather was again getting bad we had to leave her.  
On Monday the 8th November we again went to vessel and  
found that she had become a total wreck she having  
broken in the heavy weather. We tried to get to her  
on the previous day but failed owing to heavy weather.

14. Statement respecting services rendered, if any.

14. That no assistance was procurable from Bleaker Island or from Stanley.

15. Such other matters or circumstances relating to the Ship or Cargo as the Officer thinks necessary.

15. That

16. Loss on Ship and Cargo, and amount of Insurance on Ship, Cargo, and Freight.

16. That the loss on the said Ship is estimated by the deponent at £500 Pounds Sterling, and on the said Cargo at unknown Pounds Sterling, and that the Ship was insured in the sum of not insured Pounds Sterling, the Cargo in unknown Pounds Sterling, and the Freight in unknown Pounds Sterling.

17. Particulars of Lives Lost and saved, &c.

17. That in consequence of the loss the said Ship no lives were lost by the remainder in all, viz., Master, and Crew† and Passengers, being saved by vessels boat, and subsisted on board that vessel from the to the, when they were landed at The following provisions, valued at, were transferred from the wreck to the salving vessel

18. Cause of the casualty, &c.

18. That, in deponent's opinion, the cause of the casualty was boisterous weather on the 4th November and the foggy weather and it might have been avoided by could not in the opinion of deponent have been avoided.

19. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(sgd) J. Davis.

part owner of vessel and one of the crew.

Sworn at Stanley F.I. this 24th day of November 1920 before me,

(sgd) M. Craigie Halkett.

Ag. Receiver of Wrecks.

Inspecting Officer of the Coastguard.\* Chief Officer of Customs.\*

\* Obliterate the words that do not apply.

Person appointed for the purpose by the Board of Trade under Sec. 465 of M.S.A., 1894.\*

† In the number of the Crew should be included all Officers except the Master.

Certified to be a true and faithful copy of the original Examination on Oath.

M. Craigie Halkett Ag. Receiver of Wrecks. Falkland Islands.

Stanley, 24th Novbr 1920.

NOTICE: This document is the property of the U.S. Government and is loaned to you. It and its contents are not to be distributed outside your agency.

**Inq. 1.**

Port or District of \_\_\_\_\_

Date of Casualty \_\_\_\_\_ 19\_\_

Name of Ship,	Port,



Inq. 1.



ISSUED BY THE  
BOARD OF TRADE.

# EXAMINATION ON OATH

Relating to the Yawl "gleam"

IN PURSUANCE OF THE 465TH SECTION OF THE MERCHANT SHIPPING ACT, 1894, 57 AND 58 VICTORIA,  
CAP. 60.

1. Names of Deponent at full length.

1. John Aitkin. being duly

sworn, deposes as follows; namely,

2. State whether Deponent is "Master," "Mate," &c., of the Ship; the name of the Ship; and particulars as to her Tonnage and Official Number.

If the Ship is a Steam Ship, the fact should be stated, as well as the nominal horse power of the Engines, and whether Paddle or Screw.

2. That he is part owner  
of the Ship "Gleam"  
of the Port of Ramsgate, England.  
of the Register Tonnage of 21. 94. Tons, her  
Official Number being 104,756.

3. Names and Residence of Owners.

3. That the said Ship was owned by John Aitkin and J. Davis  
residing at Port Stanley.  
in the Colony of Falkland Islands.

4. Particulars of rig, build, age, and class of Ship.

4. That the said Ship was rigged as a Yawl  
that she was built of wood at Galampton, Devon, Eng. in the  
year 1894, and that she ----- classed in  
----- as ----- years.

5. Particulars as to the Number of hands composing Crew, and as to the certificate of Deponent.

5. That the Crew consist of four hands, including deponent;  
that the deponent's Certificate is a Certificate of Nil., and is  
numbered Nil. Crew included deponent, J. Davis (part  
owner) and two other men.

6. Particulars of Cargo, and Shippers and Consignees.

6. That the said Ship had on board a Cargo of General Goods  
for Speedwell Is., E.F. of the weight of unknown tons,  
shipped by Falkland Is. Co. Ltd of Stanley, Falkland Islands  
and consigned to H. & G. Cobb of Speedwell Is. E.F.

7. Number of Passengers on board.  
NOTE.—If the Wife and Children of the Master or of any Officer of the Ship were on board, the fact should be stated.

7. That the said Ship had on board in addition to the Cargo aforesaid  
No. Passengers.

8. Draught of water at time of sailing.

8. That the draught of water of the said Ship was 5  
feet --- inches forward and 8 feet --- inches aft.

9. Date and hour of sailing, and state of tide, weather and wind.

9. That the said Ship proceeded from Lively Island E.F. on her  
intended voyage as named below, on the 4th day of November  
last past, at 4 P. M.; the tide at the time being falling  
the weather fine, and the wind blowing moderate breeze  
from the West

10. Any statement as to the condition of Hull and Cargo of the Ship, or of her equipments, life saving appliances, &c., at the time of sailing.

10. That at the time of sailing as above the said Ship was \_\_\_\_\_  
in a seaworthy condition.

11. Limits of intended voyage.

11. That the said Ship was bound for Speedwell Island  
in East Falklands.

12. Statement as to the voyage previous to the casualty.

12. That the said Ship proceeded on the said intended voyage as above stated and sighted Bleaker Island E.F. at about 9 p.m. on the 4th November 1920.

13. Particulars of the casualty, commencing with the date and hour, and the state of the tide, weather, wind, and sea.

13. That on Thursday the fourth  
day of November at 10.20 p. M.; the tide at the time being flood, the weather boisterous, and the wind in the N.N.W. blowing hard

with a big sea from the N.N.W., the said Ship struck a reef at Bleaker Island which projects from the North West shore of Bleaker Island. At about 9.30 p.m. the weather was clear but as we neared Bleaker Island smoke from Camp fires came over which made it thick and made it impossible to see anything. We were on a lee shore. Three men on the look out reported land on the lee bow, I was steering at the time and as I thought it was the reef that was seen immediately put the helm hard a port to bring her round, the vessel was then in the tree kelp which stopped her way, she then drifted in and struck the reef with her heel. We then put the boat over immediately and ran 90 fathoms of line out on a kedge to try and get her off but failed at this time vessel was steady and not bumping but she was caught by the heel. Wind and sea was rising all the time which made it impossible to do anything but save our lives. At about 4 a.m. we left the vessel the sea was then breaking over her starboard quarter. We sounded and found 6 feet forward and 8 feet aft. Before we left her the vessel was hard and fast on the reef. At 4 a.m. it was dangerous for the small boat to remain alongside and in order to save our lives we had to leave. Next day the 5th November it was impossible to approach vessel on account of the heavy weather. On Saturday the 6th November we got on board but it was

impossible for us to do anything - we found the tide rising and falling in the vessel, her decks were burst and the pump was lifted two feet above the deck - the cargo was floating about in the hold - it was impossible to save anything on account of the boisterous weather. On Sunday the 7th November weather was still bad we could not get near vessel. On Monday the 8th November we again went to vessel and found she was a total loss, we took the running gear and windlass from her also spare we could save nothing else.

The vessel was then breaking up. We did all we could under difficult circumstances to save vessel after she had struck but the weather conditions were against us.

(signed) John Aitkin.  
Deponent.

Sworn at Stanley, Falkland Islands this 24th day of November 1920, Before me,

(signed) M. Craigie Halkett.  
Ag. Receiver of Wrecks.

(signed) John Aitkin.  
First Officer and Master of  
vessel.

(signed) M. Craigie Halkett  
Ag. Receiver of Wrecks.

Certified to be a true and faithful copy of the original  
Examination on Oath.

Ag. Receiver of Wrecks.



14. Statement respecting services rendered, if any.

14. That no assistance was procurable from Bleaker Island or from Port Stanley.

15. Such other matters or circumstances relating to the Ship or Cargo as the Officer thinks necessary.

15. That \_\_\_\_\_

16. Loss on Ship and Cargo, and amount of Insurance on Ship, Cargo, and Freight.

16. That the loss on the said Ship is estimated by the deponent at £1000 Pounds Sterling, and on the said Cargo at unknown Pounds Sterling, and that the Ship was insured in the sum of Not insured Pounds Sterling, the Cargo in uninsured Pounds Sterling, and the Freight in unknown Pounds Sterling.

17. Particulars of Lives Lost and saved, &c.

17. That in consequence of the loss the said Ship no lives were lost by \_\_\_\_\_ the remainder \_\_\_\_\_ in all, viz., Master, and Crew† and \_\_\_\_\_ Passengers, being saved by vessels boat, and subsisted on board that vessel from the \_\_\_\_\_ to the \_\_\_\_\_, when they were landed at \_\_\_\_\_ The following provisions, valued at \_\_\_\_\_, were transferred from the wreck to the salving vessel \_\_\_\_\_

18. Cause of the casualty, &c.

18. That, in deponent's opinion, the cause of the casualty was bolsterous weather and Camp fires on the 4th Novbr 1920 which made it foggy and impossible to see anything. and ~~it might have been avoided~~ could not in the opinion of deponent have been avoided.

19. That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

(signed) John Aitkin.  
Part owner and Master of <sup>Deponent.</sup> vessel.

Sworn at Stanley F.I. 24th

day of Novbr 19 20 before me, (sgd) M. C. Aigie Halkett  
Ag. Receiver of Wrecks.

Inspecting Officer of the Coastguard.\*  
Chief Officer of Customs.\*

\* Obliterate the words that do not apply.

Person appointed for the purpose by the Board of Trade under Sec. 465 of M.S.A., 1894.\*

† In the number of the Crew should be included all Officers except the Master.

Certified to be a true and faithful copy of the original examination on Oath.

M. Craigie Halkett  
Ag. Receiver of Wrecks.  
Falkland Islands.

Stanley, 24th Novbr 1920.

... ..  
... ..  
... ..

Inq. 1.

Port or District of \_\_\_\_\_

Date of Casualty \_\_\_\_\_ 19\_\_

Name of Ship.	Port.

(74670) (70632) Wt 10631/94, 10000 7-11 W B & L  
(74670) 1020/50 10000 5-12

Yawl "Glean", Official No. 104.756 Registered at  
Port of Ramsgate, England, No. 17 of 1894.

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The Hon. Colonial Secretary,

I submit herewith for the information of the Administrator, and for transmission to the Assistant Secretary, Marine Dept., Board of Trade, London, the attached "examination on oath" (Inq. I) taken under Section 2 of the Wrecks Ordinance 1899.

2. The Certificate of Registry has been returned to me and I have transmitted it for cancellation to the Registrar of Shipping at the Port of Ramsgate, England.

3. The Yawl "Glean" was not classed at Lloyds, neither was she insured, and as the Master held no certificate there does not appear to be any need for a formal investigation to be held.

*M. Craigie Halden*

Ag. Receiver of Wrecks.  
30. I. 20

869/20.

3rd December

20.

Sir,

I am directed by the Administrator to transmit to you the enclosed copy in duplicate of the depositions taken at an Inquiry held at this port by the Receiver of Wrecks in the case of the loss of the Yawl "Glean".

I am,

Sir,

Your obedient servant,

*G. H. B.*

For Colonial Secretary.

THE ASSISTANT SECRETARY,  
MARINE DEPARTMENT,  
BOARD OF TRADE,  
LONDON.