

C.S.

PORT AND MARINE
SHIPPING.

SHI/VES/8 # 15

193

4.

No.

54 /34

Receiver of Wrecks.

SUBJECT.

193 4

24th Feb.

STRANDING OF S.S. "LAFONIA" ON WILLIAM POINT
FEBRUARY, 1934.

Previous Paper.

MINUTES.

1-6.

Minute from Receiver of Wrecks. 24/2/34.

Master of S.S. "Lafonia" noted Protest
relative to stranding. His Coy.
reported that vessel had been
docked for examination and
temporary repairs prior to proceeding
to Mr. Davis. Further that repairs
carried out had been examined
by Master of Admiralty Sloop "was
Krishna" who had given a
Certificate of Seaworthiness.

MCH

25. 2 - 34

P. A.

Subsequent Paper.

(6)

No.

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

MINUTE.

24th February, 19 34

From Receiver of Wrecks,

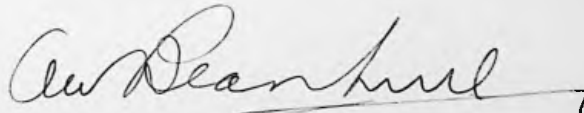
Stanley.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

In conformity with Section 18 of the Wrecks Ordinance, 1899, the evidence on oath of the Master and two of the crew of the s.s. "Lafonia" has been taken relative to the circumstances attending the stranding of that vessel at William Point, E.F., on the 10th February, 1934. I beg to forward copy of Form Wr 1 (g) Strandings, together with copies of the evidence, and to state that in accordance with requirements copies of these documents have also been forwarded to the Board of Trade.


for Receiver of Wrecks.

Wr. 1 (g).

SHIPPING CASUALTIES.

Return for Wreck Register, 19 ³⁴

STRANDINGS

(Abroad).

No.

7

SHIP.

Name and Nationality.	Port of registry and official number.	Steam or sailing.	Net register tonnage.	Iron, steel, or wood.	Rig.	Age (years).	Nature of employment.
1.	2.	3.	4.	5.	6.	7.	8.
"LAFONIA" British	Port Stanley 161827	Steam	303	steel	s/s	2½	Coasting Falkland Islands, Montevideo. (mails)
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.	
D.W. Roberts O.C.040827	23	23	nil	nil	..	General 30 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.	
Port Stanley 10th Feb, 1934.	Port Stanley.	Berkeley Sound and Salvador ports	£25000	-	-	Messrs The Falkland Islands Co., Ltd., 61 Gracechurch-st, London, E.C.	

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.	Total loss.	Partial loss.	No. of lives lost.	No. of lives saved and by what means.
23.	24.	25.	26.	27.	28.	29.	30.	31.	32.
a. Name of place and of country or sea. William Pt, nr C. Pembroke Falkland Islands b. Latitude and longitude. N. E. Magnetic 5 cables (approx.) c. True bearing and distance of point of land or light, &c., when in sight. d. Times that astronomical observations or cross-bearings were taken on which position depends.	10th Feb. 1934 3.30 a.m.		o'cast heavy H. rain W. sqlls	wnw 6	smooth	Ship.	Ship.	nil	--

If salvage services were rendered, state by whom.

33.

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

nil

William Pt. light passed abm. distance approximately 6 cables at 3.25 a.m. Course N.35 E. Magnetic. Course then altered to N. Mag., and lookout kept for kelp off point. At 3.30 a.m. vessel grounded heavily, but backed off immediately. Engines were put astern at 3.31 a.m. Casualty might have been avoided if weather conditions had been such that more accurate reliable bearings could have been taken, also if danger had been marked by kelp. Extent of damage about 20 plates dented and several frames buckled in No. 1. bilge & No. 2. hold. Some floors buckled in No. 2. tanks but no damage to tank tops or tank margin plates. These columns (35 and 36) will be filled up at the Board of Trade.

Cause of casualty.

35.

Circumstances attending the casualty.

36.

Particulars of vessel.	What was vessel's draught of water forward?	37.	6 ft 8 ins.	
	What was vessel's draught of water aft?	38.	12 ft 8 ins.	
	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.	Yes	
	Title, date, and publisher of the chart of locality of casualty. If an Admiralty chart, its number and the date of last correction.	41.	1326. 1924	
	No. of compasses. Were they in good order?	42.	Two. Yes	
	Where was the standard compass?	43.	on top of wheelhouse	
	Date when vessel was last swung?	44.	Octr. 1931, but compasses checked by	
	Had the cargo been changed since?	45.	frequent bearings. Yes.	
	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.	Not required	
	Were the life-saving appliances on board in accordance with the statutory requirements?	49.	Yes	
	Number of watertight compartments?	50.	Six	
	Particulars of cargo.	Did they prove of use in this case?	51.	Not required
Was vessel well found in masts, rigging, sails, general equipment, &c.		52.	Yes	
Had the vessel a deck load?		53.	No	
If of wood, was it in accordance with the statutory requirements?		54.	--	
Was the vessel overladen?		55.	--	
Particulars of voyage and navigation.		How was cargo stowed?	56.	Master
		Rank of officer in charge at time of stranding.	57.	at time of stranding
		What, and at what hour, were the last land-marks, beacons, or buoys seen?	58.	Yes
		Were they recognised?	59.	No
		Was the lead hove? How long before stranding?	60.	--
		What was the depth at first, and last cast?	61.	North Magnetic
		Course steering at time of stranding.	62.	do
		Direction of ship's head after stranding.	63.	Stranded before measures could be taken
		Details of measures taken to avoid the stranding.	64.	Master of vessel.
		Source from which this information has been obtained.	65.	

Dated at Stanley this 23rd day of February, 1934

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

(Signed) (sgd) D.W. ROBERTS
(Title) Master, s.s. "Lafonia"

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 (u).

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	Moderate breeze	Forces most advantageous for sailing with leading wind and all sail drawing.	13 to 23 " " 17	" 0'5 " 1'6.
4				
5	Strong wind	Reduction of sail becomes necessary even with leading wind.	24 to 37 " " 30	" 1'6 " 4'2.
6				
7	Gale force	Considerable reduction of sail necessary even with wind quartering.	38 to 55 " " 45	" 4'2 " 9'2.
8				
9	Storm force	Close reefed sail running, or hove to under storm sail.	56 to 75 " " 65	" 9'2 " 17'0.
10				
11	Hurricane	No sail can stand even running	Above 75	More than 17
12				

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 16 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.

EXAMINATION ON OATH.

David William Roberts, Master of the British Steamship "Lafonia", being duly sworn, deposes as follows, namely:-

1. That he, being the holder of a certificate of competency (No. O.C. 040827) as Master (British) of the steamship "Lafonia" of the Port of Stanley, Falkland Islands, of the gross tonnage of 738 tons, 343 nett, her signal letters being L.H.K.W; that the ship was built of steel at Leith in the year 1931, that she was classed A. 1. at Lloyds: that her engines were of 700 horse-power, and that she was rigged as a schooner.
2. That the said ship is owned by the Falkland Islands Company, Limited, of Stanley, Falkland Islands, and is under contract with the Government of the Falkland Islands.
3. That the ship carried a crew of 23 hands including deponent. There were no passengers and no pilot was carried.
4. That the ship had on board approximately 30 tons of general cargo.
5. That the ship sailed from Port Stanley on her intended voyage to Berkely Sound and Salvador on the 10th of February, 1934, at 2.40 a.m; that the draught of water of the said ship at the time of sailing was 6' 8" forward and 12' 8" aft.
6. That at the time of sailing as above the said ship was tight and strong and staunch and well-equipped.
7. That on the 10th of February. at 2.40 a.m., the weather being boisterous with a strong breeze from the West-North-West and frequent heavy rain squalls: the Narrows were passed at 2.50.a.m; courses various as required by him, who was in sole charge on the bridge. Navigation was mostly by sight as weather conditions did not permit of reliable bearings being taken. A rough four-point bearing was taken on a North-35- East Magnetic course which gave a distance off William Point light of approximately six cables at 3.25.a.m. The course was then altered to North magnetic and lookout kept for kelp off the point. At 3.30.a.m. vessel grounded heavily but backed off immediately engines were put full speed astern at

3

3.31.a.m. Steps were taken immediately to find if vessel were making any water, but soundings in wells and bilges shewed no appreciable change from normal. At 3.50 a.m. vessel proceeded on voyage. On arriving at anchorage in Berkeley Sound at 5.50 a.m. examination was made of Number 1 hold, forepeak tank and Number 1 tank. Some damage was found in Number 1 hold, three plates being dented, and four frames buckled, but no loose or broken rivets. There was a small leak discovered in the forepeak tank, but was of no consequence as the pumps could easily deal with it. Cement was found broken in Number 1 tank. There were a few weeping rivets in Number 1 hold; these were dealt with by means of cement.

8. That no services of any description were rendered to the ship.

9. That in consequence of the aforementioned casualty no lives were lost.

10. That there was no loss on the ship.

11 That deponent could not place much reliance on his bearings owing to the extreme weather conditions and that he relied upon seeing the kelp off the end of the point to keep free from danger, but that no kelp was seen except submerged kelp after stranding, and that it is his opinion that a rock exists outside the edge of the kelp as marked on the chart.

12. That the above statements are correct and true to the best of deponent's knowledge and belief.

(signed) D.W. Roberts,

Master, s.s. "Lafonia".

Deponent.

Sworn at Stanley, Falkland Islands, this 23rd day of February, 1934, Before me.

(signed) A.W. Beardmore.

for Receiver of Wrecks.

Certified to be a true copy of the original deposition.

A. W. Beardmore.
for Receiver of Wrecks

EXAMINATION ON OATH.

George Albert Sornsen, being duly sworn, deposes as follows, namely:-

1. My name is George Albert Sornsen. I am a sailor on the s.s. "Lafonia". On the 10th February, 1934, at about 2.50 a.m. the vessel left Stanley bound for Port Louis, Berkeley Sound and Salvador Waters. I was at the wheel. It was a squally morning with much cloud. We went through the Narrows about ten minutes or so after leaving Stanley. At about 3.30 a.m. the ship was off Point William. We were steering due North when suddenly the ship struck a rock. The engines were put astern and the vessel was free of the rock within the space of about a minute. The captain was on the bridge throughout. No one else besides the captain and myself was on the bridge at the time. All the bilges were sounded and the vessel proceeded on her voyage to Port Louis about a quarter of an hour after striking the rock. At the time of the happening it was raining, it was dark and from my position at the wheel I could see nothing.

2. The above statements are true and correct to the best of my knowledge and belief.

(signed) George Albert Sornsen.

Deponent.

Sworn at Stanley, Falkland Islands, this 23rd day of February, 1934,
Before me.

(signed) A.W. Beardmore

for Receiver of Wrecks.

*Certified to be a true copy of the original
deposition.*

*Aud. Beardmore
for Receiver of Wrecks.*

EXAMINATION ON OATH.

William Robert Hills, being duly sworn, deposes as follows, namely:-

1. That I, William Robert Hills, am a sailor on the s.s. "Lafonia", having joined her on the 1st February, 1934. On the 10th February, 1934, the s.s. "Lafonia" left Stanley bound for Berkeley Sound and Salvador Waters. The time of departure was somewhere between 2.30.a.m. and 3.a.m. I was night-watchman. The weather was thick, it being very drizzly and with a North-West wind, poor visibility. At about 3.30.a.m. the vessel grounded at William Point. I was in the galley at the time. The engines were reversed immediately the ship touched and it was only a matter of minutes when the ship was clear of the rocks again. The bilges were sounded right away, and it was found that the ship was apparently making no water in the bilges.

2. The ship proceeded on her voyage to Port Louis about 4.a.m.

3. The ship had no passengers, and there was no loss of any description, things carrying on normally. The voyage was completed on return to Stanley.

The above statements are correct and true to the best of my knowledge and belief.

(signed) William Robert Hills

Deponent.

Sworn at Stanley, Falkland Islands, this 23rd day of February, 1934. Before me.

(signed) A.W. Beardmore

for Receiver of Wrecks.

Certified true copy of the original deposition.

A.W. Beardmore
for Receiver of Wrecks.