

C.S.

BOARD OF TRADE

(Wrecks)

1922

SHI/VES/3 # 8

No. 709/22

Receiver of Wrecks

SUBJECT.

1922

12th October,

Previous Paper.

"EXE" Un-registered Cutter

Wreck of:

CA 871/16.-1043/15-908/15.

MINUTES.

*Minute from the Receiver of Wrecks of 12th October 1922
(with Encl "A") — Encl (1)*

Pa 25/10/22

*Y.R.
Submitted for information*

*total 16/10/22
18 Oct 22*

*H. Trar.
This was sent for information
only?*

total 18/10/22

Hon:Col:Sec;

I am rather in a quandary as regards the un-registered cutter "Exe".

Subsequent Paper.

2. In accordance with Governor Young's minute of the 12th September 1916, (C.S. 871/16), this cutter was given the privileges of the British flag, in so far as the Customs Department was concerned, although not registered as a British ship.

3. In accordance with the provisions of the Merchant Shipping Act 1894, (Imperial), certain documentary evidence must be produced in proof of Ownership, before any vessel can be registered as a British ship. In so far as the cutter "Exe" is concerned, I am unable to discover any proof of ownership having been called for or produced. As shewn by C.S. 874/16, the former owner would appear to ^{have} ~~be~~ have a Mr. Bundes, who, if I mistake not, was a German by birth.

4. As regards a British registered ship, it is necessary for Articles of Agreement to be produced to the Shipping Master before a clearance can be claimed from the Customs. Under such conditions it would then be possible to know who was the lawful Owner of the vessel, who was the Master, and also who constituted the crew. Under such circumstances it would be possible for me as Receiver of Wrecks to proceed under section 2 of the Wrecks Ordinance 1899 (ss:464, 465 or 517 of the Imperial Act).

5. Further, Mr. A. F. Cobb who now claims ownership of the "Exe", is I understand the Manager of Blenker, an island situated some sixty miles distant from Stanley, with which place, so far as I am aware, there is no direct communication, and that it is only on very rare and exceptional circumstances that a vessel carrying passengers from Stanley calls at that place.

W. Thompson

Colonial Treasurer. &c.

20th October 1922.

*Y.F.
Submitted.*

2. Mr. A. F. Cobb says that the cutter is his and we may take it for the purposes of the Wrecks Ordinance that that is so?

3. Section 2-10 of the Wrecks Ordinance is permissive and not compulsory. It appears to me that it will be sufficient if the Receiver of Wrecks calls upon Mr. Cobb for a

full report of how the cutter came to be stranded with his opinion as to whether it was due to negligence or incompetence. Thereafter it will be seen whether any further action is necessary.

4. Although the Collector of Customs is the undoubted Receiver of Wrecks for the Colony, the Ordinance contemplates Receivers for each district, and it could be submitted never have been thought feasible for him to take action under s. 12 et seq. of the Ordinance irrespective of the locality or importance of the wreck. No Receiver having been specifically appointed for the district of Blake Island it is in my opinion competent for the Governor to authorize the powers under the above section to remain dormant.

5. The Receiver of Wrecks in calling for a report from Mr. Cobb might require detailed information on such points as are ~~usually~~ commonly demanded in the form of report to the Board of Trade on wrecks?

~~W.H.S.~~ 23 Oct 22

W.H.S.

Para 3 & 5. With Receiver of Wrecks please communicate with Mr. Cobb accordingly.

2. Para 4. it is unnecessary for Receiver to visit Blake Island.

23 Oct 22

Am. Trans. & Rec. of Books

Accounting

ttttt 24 Oct. 22

Hon:Col:Sec;

Thank you, Noted.

2. Mr. Cobb has been written to accordingly, and a copy is enclosed herewith.

B. Thompson

Colonial Treasurer

24th Oct:1922.

~~Minutes~~ from Col Treasurer of 12th December 1922

with enclosures A to C — Encl (3)

Y.S.
Submission for information.

Y.S. will observe in connection with the recent application of Mr. George Dean that his yard of 55 tons is able to trade come to Stanley obtain clearance and despatch with articles all without being registered.

This under Executive authority.

It seems unfortunate for Mr. Dean that his schooner happens to be registered in Cardiff. Otherwise there appears to be no difficulty.

ttttt 28 Dec. 22

H.
30 Dec 22

Attach to top of Dean's schooner
ttttt 28/12

No. C.S. 871/16.

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

MINUTE.

1524

(1)

16th October 1922. 19

From Colonial Treasurer....

Stanley.



Stanley, Falkland Islands.

I beg to submit herewith, the attached letter which was received by me this morning with regard to the loss of the cutter "Exe"

2. The cutter "Exe" although an un-registered vessel, was by special permission of the Governor, as explained in C.S. 871/16, ~~was~~ allowed to be cleared inwards and outwards under the Customs Ordinance, to and from local ports, without having articles of agreement, please.

A. Thompson

Receiver of Wrecks.

Darwin Harbour (11)

2nd Oct. 1922.

Dear Sir,

I regret to inform you that my cutter 'Ezz' which stranded on a reef off a small island of the group called the Sisters in Adventure Sound between Bleaker Island & Hawk Hill, Lafonia on 25th August last is a wreck.

Yours faithfully

Arthur F. Cobb.

To
The Receiver of Wrecks
Stanley.

C.I. 871/16.

MINUTE PAPER.

(2)

Departmental Number.

M.P.No.709/22.

From Receiver of Wrecks

Stanley.

Date. 24th October 1922.

To A.F.Cobb, Esqr.

Bleaker Island.

SUBJECT.

Loss of Unregistered Cutter "Exe".

Reference
Numbers.

In reply to your letter of the 2nd instant, reporting the stranding of the cutter "Exe" on a reef off a small island in Adventure Sound between Bleaker Island and Lafonia on the 25th of August last, I am directed by the Governor to call upon you for a full report for transmission to the Board of Trade, London. In order that you may be able to know what information is required, I enclose herewith Board of Trade form "Wr.1(g) No.7", and shall be glad if you will kindly return the same filled in and signed by you.

2. I am also directed to request you to state whether in your opinion the casualty to the cutter "Exe" was due to in any way to neglect or incompetency.

Colonial Treasurer.

53

LOCAL REPORT.

(Section 9.)

Port of

Stanley

Ship's Name.	Tonnage.	Port of Registry.	Master's Name.	Where from.
Lee	8	-	J. Bunder	Bleaker Island
Foreign Goods.	Colonial Goods.	Goods liable to Customs Duty.	Here state "Sundry other Goods" or "No other Goods" as the case may be.	
			Furniture & 22 Bags Potatoes.	



J. Bunder Master.

Entered before me this

25th

day of

May

1921.

A. J. Stewart, for

Collector.


TRANSIRE.

(Section 35).

26

Port of Stanley

Coasting Vessels.

Ship's Name.	No. of Crew.	Tonnage.	Port of Registry.	Master's Name.	Whither bound.
Yawl "Exc"	6	14	Stanley	Mr J. Aitken.	Bleaker Isld.
Foreign Goods.		Colonial Goods.	Goods liable to Customs Duty.	Here state "Sundry other Goods" or "No other Goods" as the case may be.	
7 pkgs Oilmans Sundries. 35 pkgs Hardware. 3 cases Sundries. 7 pkgs Oilmans Sundries. 2 pkgs Provisions.				 <u>C.S. 871/16.</u>	

Cleared before me this 2nd day of June 1921.

Customs

Form 57.

John Aitken Master.

A. J. Stewart Collector.

No. C.S. 871/16.

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

MINUTE.

12th December 1922. 19



3

From Colonial Treasurer, &c

Stanley

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

I beg to submit herewith reply received today from Mr. A. F. Cobb of Bleaker Islands with B. of T. Form "Wr. 1(g) No. 7" duly filled in and which is being forwarded to the Asst: Secretary, Marine Department, of the Board of Trade London, by this mail, please.

H. A. Thompson
Receiver of Wrecks.

BLEAKER ISLAND,
FALKLAND ISLANDS.

18/11/22.

3a

Dear Sir,

In reply to yours dated 24th October 1922 I enclose form filled up as far as possible, many of the questions evidently referring to deep water vessels being quite unanswerable in this case.

The form for ship stranded in United Kingdom I have left blank, concluding it was sent in error.

As to the cause of the casualty, it might have happened to anyone. I take it that all sailing vessels are liable to misstay. When this occurs in the proximity of kelp & the tide happens to be running against you & at a time just after high tide, so that, if the vessel grounds, she has the least possible chance of floating off before next tide, & the wind comes on to blow before that next tide, some would call it "bad luck" others "the act of God".

To
W. A. Thompson Esq

Stanley.

Yours faithfully
Arthur F. Cobb.



Return for Wreck Register, 19

STRANDINGS

(Abroad).

N^o.

7

SHIP.

Name and Nationality. 1.	Port of registry and official number. 2.	Steam or sailing. 3.	Net register tonnage. 4.	Iron, steel, or wood. 5.	Rig. 6.	Age (years). 7.	Nature of employment. 8.
'Eze' British.	Unregist-ered.	sailing	18 tons	British oak.	Yawl.	55	Carrying mails & farm work.
Name of master and No. of his certificate. 9.	No. of crew at commencement of voyage including master and officers. 10.	No. of crew available at time of casualty. 11.	No. of passengers (if any) and all others not included in col. 10. 12.	Name of pilot (if any). 13.	By whom licensed. 14.	Description and weight of cargo. 15.	
George Hansen no certificate	3	3	—	—	—	3 calves & bitch weight unknown.	
Port sailed from at commencement of voyage and date of sailing. 16.	Port last sailed from and date of sailing. 17.	Port bound to. 18.	Amount of insurance. On vessel. On freight. On cargo.			Name and address of owners. 22.	
Bleaker Island Settlement 24 th Aug 1922.	Adventure Harbour Lafonia 20/5/22.	Adventure Harbour Lafonia B. Falkland.	7.	none	none	Arthur F. Cobb Bleaker Island Falkland Islands.	

CASUALTY.

Where casualty happened. 23.	Date and hour. 24.	State of tide. 25.	State of weather and atmosphere. 26.	Direction and force of wind. 27.	State of sea and in what direction flowing. 28.	Total loss. State value, if known. 29.	Partial loss. State estimated loss. 30.	No. of lives lost. 31.	No. of lives saved and by what means. 32.
a. Name of place and of country or sea. Sisters, Adventure Sound, B. Falkland.	25 th Aug 1922.	fast	Fine	W. N.W.	Ship.	Ship.	Ship.	3 calves	Towing
b. Latitude and longitude. 52° 11' S. 59° W.	1922.	high	part clear	light breeze.	Smooth	Cargo.	Cargo.	None on board	tussan island & landings.
c. True bearing and distance of point of land or light, &c., when in sight.	7.20 a.m.	—	—	—	—	—	—	—	—
d. Times that astronomical observations or cross-bearings were taken on which position depends.	—	—	—	—	—	—	—	—	—
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.								
No salvage services available.	When beating through passage between two Sisters 'Eze' mis-stayed & got into help. If she had not misstayed all would have been well. If tide had been rising instead of falling, we could probably have got her off, or, if the wind had not risen, we could have got her off next tide. As it was, she hammered holes in her bottom & filled as the tide rose.								

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.	2'6" 6'
	What was vessel's draught of water aft?	38.	
	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.	None but help.
	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 1354 A Feb. 1899.
	No. of compasses. Were they in good order?	42.	One. Could not say.
	Where was the standard compass?	43.	In the cabin.
	Date when vessel was last swung?	44.	Could not say.
	Had the cargo been changed since?	45.	
	Did any part of the cargo affect the compasses?	46.	No.
Particulars of cargo.	Had she boats to carry all persons on board?	47.	Yes.
	Were they of any use in this case?	48.	Yes.
	Were the life-saving appliances on board in accordance with the statutory requirements?	49.	
	Number of watertight compartments?	50.	
	Did they prove of use in this case?	51.	
	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.	No.
	How was cargo stowed?	56.	
Particulars of voyage and navigation.	Rank of officer in charge at time of stranding.	57.	
	What, and at what hour, were the last land-marks, beacons, or buoys seen?	58.	
	Were they recognised?	59.	
	Was the lead hove? How long before stranding?	60.	
	What was the depth at first, and last cast?	61.	
	Course steering at time of stranding.	62.	N.
	Direction of ship's head after stranding.	63.	N. W.
	Details of measures taken to avoid the stranding.	64.	Tried to get her round with sweeps & kedg. her off.
	Source from which this information has been obtained.	65.	Personal observation.
	Dated at <u>Bleaker Island</u> this <u>18</u> day of <u>November</u> , 19 <u>22</u> .		
The Assistant Secretary, Marine Department, Board of Trade, London.		(Signed) <u>Arthur F. Cobb</u> (Title) <u>B. A. Oxon.</u>	

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	" 0'5 " 1'6.
5				
6	Strong wind	Reduction of sail becomes necessary even with leading wind.	24 to 37	" 1'6 " 4'2.
7				
8	Gale force	Considerable reduction of sail necessary even with wind quartering.	38 to 55	" 4'2 " 9'2.
9				
10	Storm force	Close reefed sail running, or hove to under storm sail.	56 to 75	" 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 50 knots or between six and seven on the Beaufort Scale according to the table of equivalents.