

C.S.

PORT & MARINE.  
SHIPPING  
Casualties.

SHIVES/13 # 21

1927.

No. 672/27

Col. Secretary.

SUBJECT.

1927

31st. Dec.

CASUALTY TO S. S. "ULLSTAD"

Previous Paper.

MINUTES.

Telegram to S. of S. of 31st December, 1927.

*Sgt. P. & P.*

*You were going to obtain for me  
a full report of this casualty from the  
Master of the s.s. "Ullstad". I shall be  
obliged if you could let me have it at an  
early date.*

*J. H. S.*

*31.12.27.*

*Recalled  
16.1.28.*

*Result "nil" sent 16.1.28.*

Subsequent Paper.

*Vide N.A. 13/28.*

*Dispatch No. 27 of 16.1.28*

*16.1.28*

*PA. 19/3/28*

*Spoke Sgt P & P  
2.1.28*

Minute from Receiver of Wrecks of 24<sup>th</sup> January, 1928 2-4

G.P. Submitted for information.

J.P.  
25. 1. 28.

How C.S.

Thank you.

26 28.

A.H.

672/27

CODE.

TELEGRAM.

From..... His Excellency the Governor.....

To..... The Secretary of State for the Colonies.

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Despatched : 31st December, 1927. Time : 13.30.  
Received : ..... 192 ... Time : .....

CHAPELRIES,  
LONDON.

Whaling transport Ullstad bound for South Shetlands with cargo of coal from Barry for Orn and Nor Company lost rudder 30 miles to the North west of the Jasons Islands and sent out general S.O.S., in response to which local steamer Falkland was immediately despatched from Stanley. Information has been received that she is proceeding to Stanley under convoy of s.s. Angvald. Position appears to be free from anxiety. Will report fully by despatch.

GOVERNOR.

4

MINUTE.



24th January.....1928

No.   
 If as requested in any reference to this minute, the above Number and the date may be quoted).

From Receiver of wrecks  
Stanley.

To

THE COLONIAL SECRETARY,  
  
Stanley, Falkland Islands.

Hon. Col. Sec.

I beg to transmit copy of a letter dated the 19th inst., addressed to the Marine Dept., Board of Trade, covering Miscellaneous Casualties Form Wr.I(i) relative to the casualty sustained by the Norwegian steamer "Ullstad".

*M. Louise Hackett*  
Receiver of Wrecks.



Office of the Receiver of Wrecks,  
Stanley, Falkland Islands  
19th January 1928.

Sir,

I have the honour to transmit herewith "Miscellaneous Casualties" form Wr I (i) No.9, relative to a casualty sustained by the Norwegian steamer "Ullstad" while on a voyage from Barry towards the South Shetlands.

2. Salvage services are stated to have been rendered by the s.s. "Augvald" and the steam whale catcher "Hauken".

I have the honour to be,

Sir,

Your obedient servant.

(sgd) M. Craigie Halkett  
Receiver of Wrecks.

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

SHIPPING CASUALTIES.



Return for Wreck Register, 19 28

MISCELLANEOUS CASUALTIES  
(Abroad).

No. 9

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.
"Ullstad" Norwegian	Arendal 2095.F.	Steam	2890	Steel	Steamer	9	Cargo Vessel
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.	
M. Berglund	33	33	Nil	-	-	Coal & General 5,000	
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. 19. On freight. 20. On cargo. 21.			Name and address of owners. 22.	
Barry Nov. 26th 1927	Las Palmas Dec. 3rd 1927	S. Shetlands				Hrefstads Rederi A/S Arendal Norway	

CASUALTY.

Where casualty happened.		Date and hour. 25.	State of tide. 26.	State of weather and atmosphere. 27.	Direction and force of wind. 28.	State of sea and in what direction flowing. 29.	Result of casualty.				
Exact spot. 23.	Name of country or sea. 24.						Total loss. — State value, if known. 30.	Partial loss. — State estimated loss. 31.	No. of lives lost. 32.	No. of lives saved and by what means. 33.	
4 O.M.F. Jason Cay Falkland Is.	South Atlantic	8.30 a.m. 28/12/ 27	-	S.W. Gale	S.W. Gale Force	Very Rough Running N.E.	Ship. — Cargo. —	Ship. Rudder post broken	post unable to steer		

If salvage services were rendered, state by whom. 34.	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. 35.
ss "Augsvald" & ss "Hauken"	Rudder post broke without any previous warning and therefore ship became unmanageable.

These columns (36 and 37) will be filled up at the Board of Trade.

Cause of casualty. 36.	Circumstances attending the casualty. 37.

Particulars of vessel.	What was vessel's draught of water forward ?	38.	22 '6 "
	Do. do do. aft ?	39.	22 '6 "
	No. of compasses. Were they in good order ?	40.	two good order
	Had she boats to carry all persons on board ?	41.	yes
	Were they of any use in this case ?	42.	not required
	Were the life-saving appliances on board in accordance with the statutory requirements ?	43.	yes
	Number of watertight compartments ?	44.	six bulkheads
	Did they prove of use in this case ?	45.	not required
	No. and condition of pumps at the commencement of the voyage.	46.	four engine pumps
	How many and which had become useless before casualty ?	47.	nil
Particulars of cargo.	Was vessel well found in masts, rigging, sails, general equipment, &c. ?	48.	General equipment in good condition
	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.	-
	Had vessel a deck load ?	50.	no
	If of wood, was it in accordance with the statutory requirements ?	51.	-
	Was she overladen ?	52.	no
	How was cargo stowed ?	53.	
	If vessel had a grain cargo, was it stowed in accordance with the statutory requirements ?	54.	
	If a coal cargo, how was the hold ventilated, and if vessel was a steamer, how were the bunkers ventilated ?	55.	there was no damage to cargo
	If there was spontaneous combustion of coal, or explosion of coal gas, state the description of coal and from what colliery taken.	56.	
	Had the coal been stacked before shipment and, if so, how long ?	57.	
Particulars of navigation.	State of weather at time of shipment.	58.	
	If the vessel was driven back, how far had she reached on her intended voyage ?	59.	not driven back drifted slightly northwards within approx.
	Course steering when casualty happened.	60.	700 miles of S. Shetlands S.S.W.
	Under what sail and on what tack was the vessel at the time of the casualty ?	61.	
Source from which this information has been obtained.	62.	-	

Master of vessel

Dated at Pt. Stanley this 19 day of January 19 28

(Signed) M. Berglund  
(Title) Master.  
ss "Ullstad"

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

**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 2 3	Light Breeze	Sufficient wind for working ship.	2 to 12 inclusive; average about 6	Between '01 and 0'5	
4 5			Moderate breeze	Forces most advantageous for sailing with leading wind and all sail drawing.	13 to 23 " " 17 " " 0'5 " 1'6
6 7					Strong wind
8 9	Gale force	Considerable reduction of sail necessary even with wind quartering.	38 to 55 " " 45 " " 4'2 " 9'2		
10 11			Storm force	Close reefed sail running, or hove to under storm sail.	56 to 75 " " 65 " " 9'2 " 17'0
12	Hurricane	No sail can stand even running.			Above 75

**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.