

WRECKS

SGAWHA/1#57

1921.

C.S.

No. 1139/21

Col. Treasurer

SUBJECT.

192 1

16th December

Previous Paper.

Foundering of the British Steamer "T.W.1".
on the 11th May 1921.

MINUTES.

Minute from the Col Treasurer, etc. 16th December, 1921
Encl.....(1)

J.S.
Submitted for information
21/12/21
22 Dec 1921.

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Subsequent Paper.

FALKLAND ISLANDS.

C.S. No.....

MINUTE PAPER.

Departmental Number.

From Colonial Treasurer &c.

Stanley

Date 16th December 1921.

To The Honourable
The Colonial Secretary

SUBJECT.

The Foundering of the Br:Steamer "T.W.I". on the
11th May 1921.

Reference
Numbers. }

I beg to submit herewith for the information of
the Governor, a report from the Deputy Magistrate at South
Georgia dated 20th May 1921, covering copies of Examination
on oath held under section 18 of the Wrecks Ordinance 1899
on the 14th May 1921, also a copy of Shipping Casualty Form
Wr.1 (d). No.4.

Treasurer & Receiver of Wrecks.



Copy.

Return for Wreck Register, 19_____

FOUNDERRINGS

(Abroad).

N^o. 4

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.	
Y. W. J. British		North Shields 127120.	Steam	48.40.	Steel	Ketch	10.	Whaling
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.		
Daniel Nansen Norwegian Cert. 9962.		12	12.	-	-	-		Bunker Coal. 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.		
So Georgia 9 th May, 1921.	So Georgia 9 th May, 1921.	Cape Town & Africa	Not known			Southern Shipping & Trading Co Ltd 18, Exchange Buildings Liverpool		

CASUALTY.

Where casualty happened.							Result of casualty.				
Exact spot.	Name of country or 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.	
Long. 36 46 W Lat. 53 51 S.	South Atlantic	11 May 1921 4 AM	-	Snow Squalls Dark Stormy	N. 9-10.	Heavy Sea S.W. by E	Ship. 11,000 Cargo.	Ship. Cargo.	None.	12. Life Boat	

34. If salvage services were attempted, state by whom.

35. Brief account of casualty with remarks as to cause, and whether it could have been avoided.

Captain & Crew of "Southern Breeze" of same Company.

On the night of the 9th May at about 8 or 9 pm it began to blow very hard and a big sea was soon running. It increased in severity as time went on, and the ship was rolling heavily and shipping much water. Heavy seas were coming aboard and at about 3.30 a.m. on the 10th the Engine Room Casings was broken in and the deck at that part over the boiler - thus open caused a severe leakage into the engine room. An attempt was made to stop the leak but without avail. The vessel was taken in tow for 10 hours before she sank. The pumps were going as long as the engine ran, and every thing possible was done to save the ship. It could not have been avoided.

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.
 Do. do. do. aft? 39.
 No. of compasses. Were they in good order? 40.
 Had she boats to carry all persons on board? 41.
 Were they of any use in this case? 42.
 Were the life saving appliances on board in accordance with the statutory requirements? 43.
 Number of watertight compartments? 44.
 Did they prove of use in this case? 45.
 No. and condition of pumps at the commencement of the voyage. 46.
 How many and which had become useless before foundering? 47.
 Was vessel well found in masts, rigging, sails, general equipment, &c.? 48.
 Had engines broken down or become useless before foundering? 49.
 Date and hour of springing leak or shipping first sea? 50.

None
Twelve
Two. Yes.
Yes.
No.
Yes.
Three
Yes.
Three in good condition
all. When Engines stopped
Yes.
Became useless. Engines stopped for want of Steam

Particulars of cargo.

- Had vessel a deck load? 51.
 If of wood, was it in accordance with the statutory requirements? 52.
 Was she overladen? 53.
 How was cargo stowed? 54.
 If vessel had a grain cargo, was it stowed in accordance with the statutory requirements? 55.
 If a coal cargo, how was the hold ventilated? 56.
 Course steering when vessel foundered. 57.

3.30 a.m. on 10th May, 1921.
Yes. Bunker Coal
No.
16 tons in hold 14 tons (about) on deck aft.
S.S. W.

Particulars of voyage.

- Circumstances of the voyage immediately preceding the foundering. 58.

Experienced heavy weather from 10.30 pm. on 9th May. Ship rolling heavily. At 2.30 a.m. 10th following vessel sprung a leak. Now to and endeavoured to stop leak.

- Details of measures taken to prevent the foundering. 59.

Threw bunker coal on deck overboard. Three pumps in Engine Room going. Attempts to stop leak with canvas. All hands working with buckets. Got vessel taken in tow and towed for 16 hours in an attempt to reach harbour.

- Source from which this information has been obtained. 60.

Master

Dated at *So Georgia* this *14th* day of *May* 1921

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

(Signed) *H. Bales*
 (Title) *Deputy Registrar of Wrecks*

General rules.

- Every casualty to a British ship by foundering abroad, or to a British or a Foreign ship by foundering 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 foundering abroad is sent to the Board of Trade, it must be accompanied by a form Wr. 1 (d).
 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 an 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.

Office of the Deputy Receiver of Wrecks,
South Georgia.

20th May, 1921.

Sir,

I have the honour to forward herewith copies of Depositions of the Master, Mate, Engineer, and a Sailor of the s.s. "T. W. I" which was lost on the morning of the 11th May, when on a voyage to Cape Town. The casualty took place soon after leaving South Georgia, the vessel during a storm sprang a leak which owing to the weather conditions could not be fixed. Every effort was made by the Captain and Crew to save the ship but without avail. An attempt was made by the Master of the s.s. "Scuthern Breeze" to tow the ship to Harbour but after sixteen hours towing she had to be abandoned and sank.

The casualty is said to be due to Heavy Seas and stress of Weather, and could not have been avoided. No Lives were lost. *Original papers sent direct to Board of Trade.*

I have the honour to be,

Sir,

Your obedient servant,

W. Barlas

(W. Barlas)

Deputy Receiver of Wrecks.

The Receiver of Wrecks,

S T A N L E Y .

E X A M I N A T I O N C N C A T H. (Copy.)

Relating to the loss, by foundering, of the S.S. "T.W.I."

- (1.) Daniel Hansen, being duly sworn, deposes as follows, namely:-
- (2.) That he, Master of the Ship "T.W.I." of the Port of North Shields, of the Register Tonnage of 48.40 Tons, her Official number being 127120.
- (3.) That the said Ship was owned by the Southern Whaling and Sealing Co Ltd, residing at 18A Exchange Buildings, Liverpool. England.
- (4.) That the Ship was rigged as a Ketch, that she was built of Steel, at Middlesbrough in the year 1911, and that she was ten years old.
- (5.) That the Crew consists of twelve hands, including deponent; that the deponent's certificate is a certificate of Competency (Norway.) and is numbered 9962.
- (6.)
- (7.)
- (8.) That the Draught of the said Ship was nine feet forward and twelve feet Aft.
- (9.) That the said Ship proceeded from South Georgia on her intended voyage as named below, on the ninth of May last past, at six P.M, the weather Fine, and the wind blowing a Breeze, 13-23 Force, from the N.W.

- (10.) That at the time of sailing as above the said Ship was in good condition as regards Hull, and the Life Saving Appliances were also in Good order.
- (11.) That the said Ship was bound for Cape Town, South Africa.
- (12.) That the said Ship proceeded on the said intended voyage as above stated and encountered heavy weather on the night of departure, on the ninth of May, Ship rolling heavily. Several heavy seas were taken on board and at about 3.30 A.M the vessel was found to be leaking badly. The seas were going over the bridge and everything. She had been taking heavy seas on board all the time after the storm started or from ten P.M or eleven P.M.
- (13.) That on ^{day} tuesday the tenth of May at 3.30 A.M. the tide at the time being -----, the weather very stormy, and the wind in the West blowing a gale with a heavy sea from the West, the said Ship sprang a leak in the deck round the Engine Room and Boiler Casing at about 3.30 A.M on 10th, at 4.30 A.M the bunker coal on deck had been thrown overboard and the deck was found to have given way and the water was pouring into the Engine - room. All the pumps were kept going in the Engine-room until 9 A.M on the morning of the 10th but were unable to cope with the inflow so that the Engines stopped. After that all hands went to work with buckets bailing out. An attempt had been made to stop the leak with canvas. At 10 A.M the same day the "Southern Breeze" took us in tow. At 11.50 the chain broke and at 11.45 A.M made fast again and course set for Prince Claf's Harbcur, South Georgia. The wind had lulled a little but at 2 P.M it freshened and snow fell. All hands still working with buckets and Ship not making much water until 7 P.M when wind went North, when there was a big sea and fresh wind. A big sea was running and it was impossible to cope with leak

leak.

At 2 A.M on 11th told " Southern Breeze " to let go as " T.W.I. " was sinking. Could not use life-boat because of list 45 degrees to Port. At 3.0 A.M " Southern Breeze" launched life-boat and took crew off. The vessel sank one hour afterwards. Commencement of Casualty, 3.30 A.M on 10th of May, Wind blowing a gale and heavy sea running from West.

- (14.) That the " Southern Breeze" stood by the " T.W.I." and took her in tow at 10 A.M on the 10th. Ship was towed for sixteen hours but was unable to make harbour. " Southern Breeze" launched life-boat and took crew off the " T.W.I." at 3.0 A.M on the 11th of May.
- (15.) That though the Ship was without cargo, she was carrying reserve bunker coal, 30 tons, sixteen tons of which were in the hold and 14 tons carried Aft on deck. The Ship was not overladen, and the coal on deck was properly secured. Any Whaler leaving for Cape Town carries coal in the same way. The Ship has made several voyages to Cape and back. Last year the Ship was on the slip and she was then in good condition throughout.
- (16.) That the loss on the said Ship is estimated by the Companies Representative at £16,000 pounds sterling,
- (17.) That in consequence of the foundering of the said Ship no lives were lost, all, viz:- Master, eleven crew, being saved by " Southern Breeze", and subsisted on board that vessel from about 3.30 A.M to 10 A.M same day, 11th. When they were landed at Prince Claf's Harbour South Georgia.
- (18.) That, in deponents opinion, the cause of the casualty was a heavy sea causing the Engine-room Casing to break away and the deck partially sinking, and could not have been avoided.
- (19.) That the above contents are in all respects correct and true to the best of deponents knowledge and belief.

Sworn at South Georgia this 14th day of May 1921 before me.

*Spd. W. Barlas
Ch. Officer of Customs SG*

Spd. Daniel Hansen.

CCPY.

INQ. I.

EXAMINATION ON OATH.

Relating to the Loss by Foundering of the s.s. "T.W.I."

1. I, Ingvald Mathisen being duly sworn, deposes as follows; viz
2. That he was Mate of the ship T.W.I. of the Port of North Shields of the Register Tonnage of 48.40 tons, her Official Number being 127120.
3. That the said ship was owned by The Southern Whaling and Sealing Company Ltd. residing at 18a Exchange Buildings in the city of Liverpool, England.
4. That the said ship was rigged as a Ketch, that she was built of steel at Middlesbrough in the year 1911, and that she was ten years old.
5. That the crew consist of twelve hands, including deponent; that deponent's certificate is a certificate of Competency of Norway, and is numbered 9520.
6. That the said ship had on board a cargo of Bunker coal of the weight of thirty tons.
7. That the said ship had on board in addition to the cargo aforesaid no passengers.
8. That the draft of water of the said ship was nine feet forward and twelve feet aft.
9. That the said ship proceeded from South Georgia on her intended voyage as named below, on the ninth day of May last past at 6 pm.; the weather at the time being fine, and the wind blowing a breeze from the NW.
10. That at the time of sailing as above the said ship was in my opinion in good condition and the life saving appliances were also in good order.
11. That the said ship was bound for Cape Town in South Africa.
12. That the said ship proceeded on the said intended voyage as above stated. From 8 pm. on the night of departure the wind sprang up and there was a very big and nasty sea. It was a current sea and was breaking about all over the ship, from 8pm. to 12pm. when I went off watch on the bridge. I did not know that there was anything wrong after 12 pm. until 8 was called just before 4 am.
13. That on Tuesday the tenth day of May at about 4am.; the weather at the time being very bad, and the wind in the West blowing a storm with a very big sea from the West, the said ship was shipping very big seas and they were breaking over the bridge. I was not on deck when the first damage was caused so I do not know exactly when the Engine and Boiler casing was broken. I was told that it happened about 3.30 am I got some canvas and tried to stop the leak and also got a bucket and oil in an attempt to break the sea. We were lying

- 13. We were lying head to wind and the oil did help the ship a bit. We had all the pumps going but the water was still making. The engines stopped after some time and we had to use buckets etc. We had also at about 4am. discharged the coal on deck in order to lift the ship a little. At about 10am. on Tuesday the "Southern Breeze" took us in tow and it was at this time that I got my leg broken so I do not know what was going on after that. We were towed for a long time and were taken off to the "Southern Breeze" at about 3am. or 4am. next morning - the eleventh.
- 14. That the "Southern Breeze" took us in tow and afterwards took the crew off the T.W.I.
- 15. That the ship was not overladen and the deck cargo of bunker coal was securely and properly fastened. Whalers must always take coal on deck when travelling to and from Africa and South Georgia. I have been master of a whaler on one occasion from South Africa to South Georgia. We had fourteen tons of coal on deck aft and sixteen tons in the hold.
- 16. That the loss on the said ship is estimated by the Company's Manager here at sixteen thousand pounds sterling.
- 17. In consequence of the foundering of the said ship no lives were lost; all namely the Master and eleven crew being saved by the s.s. "Southern Breeze", and subsisted on board that vessel from 3am. or 4am. to 10am. the same day, when they were landed at Prince Claf's Harbour.
- 18. That in dependent's opinion, the cause of the casualty was Heavy seas and stress of weather and could not have been avoided.
- 19. That the above contents are in all respects correct and true to the best of dependent's knowledge and belief.

Sgd. Ingvald Mathisen.
Depnent.

Sworn at South Georgia this 17th.
day of May 1921 before me

Sgd. W. Barlas

(W. Barlas).

Chief Officer of Customs. *S.S.*

15. That on Tuesday the tenth day of May at three a.m. the weather at the time being very bad, and the wind in the West blowing a storm with a very great sea from the West, the said ship took several seas that smashed the Boiler Casing over the boiler, and the ship commenced to leak badly there. We tried to stop the leak with canvas to the best of our ability, but without avail, as every sea was smashing it away. I had the

INQ. I.

E X A M I N A T I O N C N C A T H .

Relating to the loss by foundering of the s.s. "T.W.I."

1. I, Nils Hvidsten, being duly sworn, deposes as follows:- viz.
2. That he was chief engineer of the ship "T.W.I." of the Port of North Shields of the Register Tonnage of 48.40 tons her Official Number being 127120.
3. That the said ship was owned by The Southern Whaling & Sealing Company Ltd. residing at 18a Exchange Buildings in the city of Liverpool, England.
4. That the said ship was rigged as a Ketch that she was built of Steel at Middlesbrough in the year 1911 and that she was ten years old.
5. That the crew consists of twelve hands, including deponent; that the deponent's certificate is a certificate of competency of Norway, and is numbered (Not Available.)
6. That the said ship had onboard a Cargo of ninety tons of Bunker coal including bunkers for use on the voyage.
7. That the said ship had onboard in addition to the cargo aforesaid said no passengers.
8. That the draft of water of the said ship was nine feet forward and twelve feet aft.
9. That the said ship proceeded from South Georgia on her intended voyage as named below, on the ninth day of May last past, at six p.m. the weather at the time being fine, and the wind blowing a breeze from the NW.
10. That at the time of sailing as above the ship was in good condition throughout as regards Hull and Cargo &c. and her Life Saving Appliances were also in good condition.
11. That the said ship was bound for Cape Town in South Africa.
12. That the said ship proceeded on the said intended voyage as above stated. About 9pm. it was blowing very hard and there was a big sea running. I went on watch at 12 pm. and the ship was taking very big seas onboard then. Water was coming down the ventilators and even down the funnel. There was water in the ship but not more than could be expected in such weather. I had the bilge pump going and everything was alright. Later on the ship took heavier seas onboard until an extra big one smashed the Boiler Casing.
13. That on Tuesday the tenth day of May at three a.m. the weather at the time being very bad, and the wind in the West blowing a storm with a very great sea from the West, the said ship took several seas that smashed the Boiler Casing over the boiler, and the ship commenced to leak badly there. We tried to stop the leak with canvas to the best of our ability, but without avail, as every sea was smashing it worse. I had the

13. I had the
the Bilge pump and Injector pump going steadily but I could not get the better of the inflow. I then put the Circulation pump on but as worse seas were breaking on board it was found impossible to keep the water under. Huge seas were breaking all over the ship. I kept on with the pumps but the water was still rising until the fires were put out. This would be about 9 am. on the same day. I kept the pumps going until the steam went down to 75 lbs. and the engines stopped. I kept the injector going until all the steam was gone. We then turned to with buckets. At 10 am. the "Southern Breeze" took the ship in tow and it was not until 4 am. the next morning that the ship sank. The crew left the ship about 3 am. on Wednesday morning.
14. That the ship was taken in tow by the "Southern Breeze" and towed for fifteen or sixteen hours. When it was found impossible to save the ship the crew was taken off to the "Southern Breeze".
15. That the ship was quite seaworthy in every way. We had about thirty tons of reserve bunkers on board; about fourteen tons of which were on deck aft. The ship was not overladen and the deck coal was properly secured. All the whalers leaving for Cape Town carry coal the same way and the "T.W.I" had made several trips to the Cape and back. The ship was on the slip last year for overhaul and she was in good condition all over then.
16. That the loss on the said ship is estimated by the Company's Manager here at sixteen thousand pounds sterling.
17. That in consequence of the foundering of the said ship no lives were lost, all viz. the Master and eleven crew being saved by the "Southern Breeze" and subsisted on board that vessel from about 3.30 am. to 10 am. the same day, when they were landed at Prince Claf's Harbour.
18. That in the deponents opinion, the cause of the casualty was heavy seas smashing the engine room casing over the boiler and it could not 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. Nils Hvidsten.

Deponent.

Sworn at South Georgia this 14th.
day of May 1921 before me.

Sgd. W. Barlas.

(W. Barlas)

Chief Officer of Customs.

INQ. I.EXAMINATION ON OATH.

Relating to the Loss by foundering of the s.s. "T.W.I."

1. I, Fredrik Svendsen, being duly sworn, deposes as follows ;
2. That he was a sailor of the ship "T.W.I." of the Port of North Shields of the Register Tonnage of 48.40 tons, her Official Number being 127120.
3. That the said ship was owned by The Southern Whaling and Sealing Company Ltd. residing at 18a Exchange Buildings in the city of Liverpool, England.
4. That the said ship was rigged as a Ketch that she was built of steel at Middlesbrough in the year 1911, and that she was ten years old.
5. That the crew consist of twelve hands, including deponent
6. That the said ship had on board a cargo of bunker coal besides bunkers of the weight of thirty tons.
7. That the said ship had on board in addition to the cargo no passengers.
8. That the draft of water of the said ship was unknown to deponent.
9. That the said ship proceeded from South Georgia on her intended voyage as named below, on the ninth day of May last past, at 6pm. the weather at the time being fine and the wind blowing a breeze from the NW.
10. That at the time of sailing as above the said ship was in good condition throughout as also were the lifesaving appliances in my opinion.
11. That the said ship was bound for Cape Town in South Africa.
12. That the said ship proceeded on the said intended voyage as above stated. That the weather was beginning to get a little stormy when I was relieved on deck at 8pm. The weather at 12pm. was very stormy when I came on watch, and the sea was breaking on board. It was pitch dark so that I can not say when the damage happened to the ship and she started to leak, but I heard that she was leaking.
13. That on Tuesday the tenth day of May at 4am.; the weather at the time being very bad, and the wind in the West or North West blowing hard with a very big sea from the West, the said ship was taking aboard very big seas. I knew the ship was leaking but could not say when it started or what was the time exactly. At 4am. I was off watch and between 4am and 5am. we were turned to to discharge the coal on deck aft. We were lying head to sea then and everything was done to try and save the ship. The pumps were all kept going and after the engines stopped we turned to with buckets

13. We continued this all the time . At about 19am.cn Tuesday the "SCUTHERN BREEZE" took us in tow and we were towed for about fifteen or sixteen hours when it was found that we could not do any more. At about 3am.cn ~~xxxx~~ 3.30am. we left the "T.W.I" and were taken on board the "Southern Breeze". We did everything we could to save the ship.
14. That the s.s."Southern Breeze" took us in tow and afterwards when nothing more could be done we were taken on board her.
15. That the ship was not overladen in my opinion. We had some coal on deck aft but I could not say how much exactly but not so much as was on the s.s."Southern Sea" when I left Africa.for South Georgia in that vessel. The whalers must all carry some coal on deck in order to do the voyage.
- 16.
17. That in consequence of the foundering of the said ship no lives were lost; all namely the Master and eleven crew being saved by the s.s."Southern Breeze",and subsisted on board that vessel from 3.30am. till 10am.the same day,when they were landed at Prince Claf's Harbcur.
18. That,in deponents opinion,the cause of the casualty was Heavy sea and Stress of Weather, and could not 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. Fredrik Svendsen.
Deponent.

Sworn at South Georgia this 17th.
day of May 1921 before me

Sgd. W. Barlas

(W.Barlas)
Chief Officer of Customs. *92*