

WRECKS
(Whaling)
No. 354/22

1922

C.S.

A. G. Bennett

SUBJECT.

192 2

26th April

Previous Paper.

Regarding the Wreck of the s.s. "Minerva"
at South Shetlands.

MINUTES.

Minute from Mr A.G. Bennett d 26th April 1922. — Encl. (1)

*Y^r. Submission for information
Registrar of Shipping & Sea?*

H.H.H.H. 26/4/22

*H.
4 May 1922*

*Reg. Shipping
Accordingly*

H.H.H.H. 4/5/22

Hon. Col. Secy

*Thank. Returned
W. Thompson
5/5/22*

Subsequent Paper.

Stanley

26 April 1922.



The Hon Colonial Secretary

Sir.

Herewith papers relating to the wreck of Minerva II.
at South Shetlands 1st March 1922.

A Bennett

A REGISTERED POSTAL PACKET

Addressed—

*The Assistant Secretary
Marine Department
Board of Trade
London SW*

Received a Registered Postal Packet addressed as above ...

S. Dixon

No 473-119

Received from

Mr Bennett

Received a Registered Postal Packet addressed as on the Receipt Form bearing the above No.

Hella

Office Stamp

26 4 22

Copies posted as above

A Bennett

26.4.22



Return for Wreck Register, 19

STRANDINGS
(Abroad).

No. 7

SHIP.

Name and Nationality.	Port of registry and official number.	Steam or sailing.	(1) Gross, (2) Net register tonnage.	Iron, steel, or wood.	Rig.	Ago (years).	Nature of employment.
1.	2.	3.	4.	5.	6.	7.	8.
<i>Mencova II</i> <i>Norway</i>	<i>Lönsberg</i>	<i>Steam whaler</i>	(1) <i>155²⁸</i> (2) <i>54⁸⁹</i>	<i>Steel</i>	<i>Schooner</i>	<i>11</i>	<i>whale catching</i>
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.	
<i>A.M. Belgau</i>	<i>11</i>	<i>11</i>	<i>no</i>	<i>—</i>	<i>—</i>	<i>whaling gear</i>	
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.	
<i>Whaling at South Shetland</i>	<i>Stanley Is. 15-12-1921</i>	<i>—</i>	<i>Unknown</i>	<i>Insured in Norway</i>	<i>—</i>	<i>A/S Hektor Lönsberg chartered by B. Christensen Jun. of Sandefferd.</i>	

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.	Result of casualty.			
a. Name of place and of country or sea.	21.	25.	26.	27.	28.	Total loss. State value, if known.	Partial loss. State estimated loss.	No. of lives lost.	No. of lives saved and by what means.
b. Latitude and longitude.						29.	30.	31.	32.
<i>Osleaus Channel 64 S. about 61 W. Long</i>	<i>1 Mar 1922.</i>	<i>—</i>	<i>Wind rising from West air clear</i>	<i>W strong</i>	<i>moderate</i>	<i>Ship. unknown</i>	<i>Ship.</i>	<i>nil</i>	<i>11 men boats</i>
<i>N. 2 1/2 mile</i>	<i>1 am.</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>Cargo. nil</i>	<i>Cargo.</i>	<i>—</i>	<i>—</i>

If salvage services were rendered, state by whom.	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.
33.	34.
<i>nil.</i>	<i>Drifted on rocks during the night owing to current & swell. the vessel was quickly holed. The dangerous position quite prevented salvage. The boat sinking on Mar 4th 1922</i>

These columns (35 and 36) will be filled up at the Board of Trade.

Cause of casualty.	Circumstances attending the casualty.
35.	36.
<i>—</i>	<i>—</i>

Particulars of vessel.	What was vessel's draught of water forward?	37.	12 feet 6 feet
	What was vessel's draught of water aft?	38.	9 1/2 feet.
	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.	—
	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 chart.
	No. of compasses. Were they in good order?	42.	two yes.
	Where was the standard compass?	43.	Bridge
	Date when vessel was last swung?	44.	1921 Monte Video
	Had the cargo been changed since?	45.	
	Did any part of the cargo affect the compasses?	46.	
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.	four.
	Did they prove of use in this case?	51.	no.
	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.	mate.
	What, and at what hour, were the last landmarks, beacons, or buoys seen?	58.	12 midnight
	Were they recognised?	59.	yes.
	Was the lead hove? How long before stranding?	60.	no.
	What was the depth at first, and last cast?	61.	
	Course steering at time of stranding.	62.	
	Direction of ship's head after stranding.	63.	drifting only N.W.
	Details of measures taken to avoid the stranding.	64.	
	Source from which this information has been obtained.	65.	The Master

Dated at Stanley this 15 day of April, 1922.

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

(Signed) W. Bennett JP
(Title) Deputy Receiver of Wrecks at South Shetland

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 " " 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 16 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.

Copy.

Examination on oath.

Relating to the Norwegian whaler Minerva 11.
of Tonsberg. Norway.

The Steam Whaler Minerva 11. (Captain A.M. Pelgøu). of
Tonsberg. The Captain being duly sworn states on oath that:-

In the early morning of the first of March 1922
while drifting for the period of night, with one
dead whale alongside, the night being dark, with a
moderate sea, overclouded, air clear. I suddenly felt
the ship ground on rocks. When I came on deck I
could see the rocks on the Port bow. I immediately
ordered the engines "full speed astern".

After running astern for one to two minutes
the vessel slewed round, the stern and propeller
coming in contact with the rock. The engine was
then stopped. The interior of the vessel was examined
~~and~~ and I found her to be making water. The ship
was rilling heavily on the rocks, fearing that she w
would capsize, I ordered all hands into the life-boat.
We remained near by till daylight. Then finding it
was impossible to return on board, we pulled into
Sandefjords Harbour, and later were picked up by
whaler "Eik".

We then proceeded in Eik to Minerva 11, and
finding her listed over, and half full of water
~~it~~ it was deemed impossible to salvage any of
the vessel or outfit.

On the 2nd of March in steam whaler Odd 111,
I again visited the wreck, together with Mr O. Wegger
and Capt H. Gulliksen, finding nothing could be done,
the wreck was abandoned.

On the 4th March, Minerva 11 had sunk.

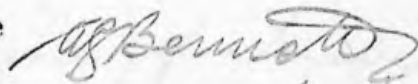
The Factory ship (parent) SS Pythia was during this time anchored in Nansen Island, some 40 miles to the South.

(Signed) A.M. Belgau.

Sworn at Stanley, Falkland Islands.

this 15th day of April 1922.

Before me



Deputy Receiver of Wrecks

at South Shetlands.

Examination on oath, Relating
to the Norwegian Whales *Minerva II*
of Tonsberg:—

The Steam whaler *Minerva II*
(Captain A. H. Belgau) of Tonsberg,
The Captain being duly sworn states
on oath that:—

"In the early morning of the
first of March 1922, at 1 am, while
drifting for the period of night, with
one dead whale alongside, the night
being dark, with a moderate sea, overclouded,
air clear; I suddenly felt the ship ground
on rocks, when I came on deck. I could see
the rock on the Port bow, I immediately
ordered the engine full speed astern.

After running astern for 1 to 2 minutes
the vessel slewed round, the stern & propeller
coming in contact with the rock. The engine
was then stopped. The interior of the vessel
was examined & I found her to be making
water, the ship was rolling heavily on the
rocks.

rocks, fearing that she would capsize

I ordered all hands into the life boat.

We remained near by till daylight. Then finding it was impossible to return on board we pulled into "Sandjffords Harbour" + later were picked up by whaler "Eik"

We then proceeded in "Eik" to Minerva II and finding her listed over and half full of water it was ^{deemed} impossible to salvage any of the vessel or outfit.

On the 2nd of March in Steam whaler Odd III I again visited the wreck, together with Mr O Wegger + Capt H. Gulliksen, finding nothing could be done the wreck was abandoned.

On the 4th of March Minerva II had sunk
The Factory ship (parent) SS Pythia was during this time anchored in Nansen Island some 40 miles to the South"

Dr. M. Belgaa

Sworn at Port Stanley

this 15th day of April 1922

Before me A. J. Donnelly J.P.
deputy Receiver of wrecks
(at South Shetlands)

Copy.

Examination on oath.

Relating to the Norwegian whaler Minerva 11.

The Chief Engineer Oscar Mello, being duly sworn states on oath that:-

At about 1am on March the 1st 1922 I was on duty in the engine room of Minerva 11. As the ship was drifting for the night the engines were not working. At the above mentioned time the bridge telegraph ordered "full speed astern". This was shortly altered to "stop" after the propeller had heavily struck rocks. I was then ordered into the life-boat, the position of the ship being very dangerous. The engines were in perfect condition.

(Signed) Oscar Mello.

Sworn at Port Stanley.

Falkland Islands. this 15th day of April 1922.

Before me

A. Bennett

Deputy Receiver of Wrecks.

at South Shetlands.

Examination on oath.

Relating to the Norwegian whaler
Minerva II.

The Chief Engineer Oscar Mello,
being duly sworn, states on oath that:—

At about 1 am on March 14 1922 I was
on duty in the engine room of Minerva II.
As the ship was drifting for the night
the engines were not working. At the
the above mentioned time the bridge
telegraph ordered full speed astern,
this was shortly altered to stop after
the propellers had heavily struck rocks.
I was then ordered into the life boat,
the position of the ship being very dangerous.
The engines were in perfect condition

Oscar Mello

Sworn at Port Stanley
Falkland Islands
this 15th day of April 1922

Before me W. Bennett J.P.
deputy Receiver of wrecks
(at South Shetlands)

Copy.

Examination on oath.

Relating to the Norwegian whaler Minerva 11.

The Mate Einar Mathiasen being sworn states on oath that:-

I was on watch at the time the vessel grounded.
Owing to the darkness, nothing could be seen, the
vessel was drifting on the sea for the period of
darkness.

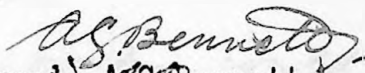
At lam I felt the vessel strike rocks.

From the bow, rocks could just be seen.

Sea moderate, some swell, Wind from the West.

(Signed) Einar Mathiasen

Sworn at Port Stanley Falkland Islands
this 15th day of April 1922.

Before me  ~~(Signed) A.C. Bennett.~~

Deputy Receiver of Wrecks
at South Shetlands.

Examination on oath.

Relating to the Norwegian whaler Umeiva II

The Mate Einar Mathiasen being sworn
states on oath that.

I was on watch at the time the vessel
grounded. Owing to the darkness, nothing
could be seen, & the vessel was drifting on
the sea for the period of darkness.

At 1am. I felt the vessel strike rocks.
From the bow rocks could be just seen.
Sea moderate. some swell. wind from
west.

Einar Mathiasen

Sworn at Port Stanley

this 15th day of April 1922

Before me A. J. Bennett J.P.

Deputy Receiver of wrecks

(at South Shetlands).

Mr. Bennett
G. Ronald

Optat fra LHT

den 3/3 kl. 2330

av _____

Tjenstlige bemærkninger.

Radio-Telegram.

Radiotelegram fra G. O'Brien nr. _____, ord _____, den _____ / _____ 192 _____ kl. _____

Minerva 2 total
last march first kindly
inform if there is any
thing to do.
Wigger.

Wegger, Tythia.

was discovered lost at sea
or on shore, now visible
or loss of life.

Bennett

Mr. Bennett.
J. Ronald

Red 4/3 1922
ago

Optat fra L H T

den 4/3 kl. 1400

av _____

Radio-Telegram.

Tjenstige bemærkninger.

Noti

Radiotelegram fra gt 12 min nr. _____, ord _____, den 4/3 1922 kl. _____

Copy of the report concerning
J. Minerva 28 loss march first 1922 made
by Mr. Uggas aboard J. Odd 3 march second
1922. I hereby confirm that I this day
with J. Odd 3 has inspected the wreck of J. Minerva
1922. It is spending on some blind rocks
about 3 miles in direction of East-North East
from the Sandfjord harbor and about 1 1/2 miles
from shore. The whaler is lying very far up
upon the rocks with the portside lifted
over to the rocks by water, and I could see
the bottom on the portside was more or less

Tjenstige bemærkninger.

Optat fra 1475
den 7/3 kl. 1400
av _____

Radio-Telegram.

Radiotelegram fra Y. Puffin nr. _____, ord _____, den 7/3 1922 kl. _____

knocked in. The water inside is equal to the
brisket of water outside from top to the deck
in the cabin forward, up to the engine
and about 2 to 4 feet over the deck in
the saloon astern. As to the taking and
repair of Y. Minerva 2 with the men there
present is considered as impossible.

- Y. add 3 march first 1922 Wager. -

See dont to this i will say that is
improbable Y. Minerva 2 has disappeared in the
last north east wind.

[Handwritten signature]

Mr Bennett
of Ronald
Deception

Tjenstlige bemærkninger.

Radio-Telegram.

Optat fra LHC
den 7/12 kl. 11:30
av _____

Radiotelegram fra LHC nr. _____, ord _____, den 7/12 1922 kl. 11:30

Minerva lost on
shore north of Sandfjord's
harbour all the crew save
Nigger.

Weggar

Pythia

sent 4/3/1922

Regret trouble, but Law requires that
I must see wreck, it being visible stop
Please send boat for me when gale
calms down stop Send also Captain,
Man at wheel + Engineer on watch
of Minerva when she struck stop all papers
stop If Minerva already gone under
water not necessary to fetch me stop
I can then hold enquiry on your return
here or in Stanley stop Enquiry must be
held at one of the two places

Bennett

Mr. Bennett
J. Ronald

Tjenstlige bemerkninger.

Optat fra L.H.T.
den 8/3 kl. 23 20
av _____

Radio-Telegram.

Radiotelegram fra L.H.T. nr. _____, ord _____, den 8/3 1922 kl. _____

Telegram received
"Riss" leaving here 12 o'clock
for Inception via Sandefjord -
barbar -
Wigger.

Rud's/s

Mr. Bennett,

s.s. "Ronald".

Tjenstlige bemærkninger.

Opst af Pythia

den 5/3 kl. 21.10

av Grab.

Radio-Telegram.

Radiotelegram fra _____ nr. _____, ord _____, den _____ 192 _____ kl. _____

Send you hereby report taken by s.s. Ross this morning stop

Have today according to order from Manager O. Wegger s.s. Pythia been on the spot where s.s. Minerva's accident happened. We rounded outside of the Rocks where Minerva was wrecked, but nothing of the ship was to be seen, so we suppose she has capsized and sunk whit (which) can be confirmed by all of us stop. s.s. Ross 5/3-1922.

R. A. Belgau	Einar Mathisen	Oscar Millo	Marius Andresen
Master	Mate	Chief Engineer	Sailor

Wegger

Sent 5/3.

Weggs Pythia

Thank you for yours
dont forget enquiry at end
of season, here or Stanley

Bennett

Mr. Bennett.
c/o Ronald

Tjenstlige bemærkninger.

Radio-Telegram.

Optat fra 446.

den 23/3 kl. 20 26

av

Radiotelegram fra *To Pythia* nr. _____, ord _____, den *23/3* 1922 kl. _____

Kindly inform me
before you leaving as I
want to have the inquiry
concerning the loss of
Jo Minerva down here instead
of Hanky.
Olef Meyer

Wegger Pythia

I leave with Ronald
whenever that day comes
perhaps 2 weeks or more

Bennett