

1923

C.S.

Wrecks.

'Sarra'

No. 372/23

Deputy Receiver of Wrecks  
South Shetlands

SUBJECT.

1923

11<sup>th</sup> May.

Previous Paper.

Wreck of whale Catcher 'Sarra'  
at South Shetlands, 29 March 1923.

## MINUTES.

- Letter from Deputy Receiver of Wrecks 11 May 1923 (1)
- Return for Wreck Register Form Wt 1 (9) (1a)
- Examination of master 8 April 1923 (1b)
- Examination of mate 8 April 1923 (1c)
- Note by Deputy Receiver (undated) (1d)
- List of articles salvaged (undated) (1e)

Registrar of Shipping,

To see. Should our returns be  
forwarded direct by you to Board of Trade.

G.W.B.  
O.D.J.S.O.  
14 May 1923

Hon: Col: Sec;

The Deputy Receiver at South Georgia and at the  
South Shetlands usually send these returns themselves direct  
to the Board of Trade, one copy being filed in the C.S.O.

2. Will you please see M.P. 354/22 which is attached hereto  
with Mr. Bennett's minute therein of 26/4/22 and Postal register  
Packet receipt therein, please.

*A. H. Thompson*

Colonial Treasurer  
15th May 1923

Subsequent Paper.

Mr. A. G. Bennett,

Accord m. G.

GRS

o/c/eso

16<sup>th</sup> May 1923

BGC/eso.

Bd of T. form + copies of depositions, posted

to Bd of T. vide Registered receipt attached.

Thank you

A. G. Bennett

16.5.23.

643

Stanley.

11 5 1923

Sir,

I beg to attach herewith papers relating to the wreck of S.W. Sacra. The Manager being unable to pay the Enquiry fee of £2, I have requested the collection of this amount at South Georgia.

No copies of depositions have been forwarded by me to Lloyds or the Board of trade London.

*A. J. Bennett*

Deputy Receiver of Wrecks.

*The  
Honourable  
the Colonial Secretary  
Stanley*

SHIPPING CASUALTIES.



Return for Wreck Register, 19

STRANDINGS  
(Abroad).

N<sup>o</sup>. 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.	Age (years).	Nature of employment.
1.	2.	3.	4.	5.	6.	7.	8.
Sacra British	Stanley Island Isd 142.021	Steam	(1) 132.68 (2) 57.50	Steel	Schooner	11	Whaler
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.	
Hans Winge Norwegian Cert A8793. 18/9/22	11	11	—	—	—	None Whaling gear.	
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.	
S Georgia	Deception Isd S. Shetlands 3. 12. 1922	Whaling	unknown			Chr Salveron Esq 29 Bernard St Leith N.B.	

CASUALTY.

Where casualty happened.						Result of casualty.					
a. Name of place and 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 flowing.	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.		
de Gerbaque Strait S Shetlands 64° 34' S. 62° 53' W 64° 37' S one mile	29.3.1923 noon L.W.		NE gale with squalls	NE. 7	High	Ship. yes £5000 Cargo. =	Ship. Cargo.	none	11 lifeboats		

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.

various life fittings saved by S.W. Swona Same owner.

While proceeding to whaling ground in furious snowstorm + high sea. struck an unknown shoal. owing to state of weather nothing could be done. ship filled in 10 minutes. Crew left in lifeboat + picked up by passing whaler Scapa. Unavoidable, Bottom stove in T stem frame broken.

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

Cause of casualty.	Circumstances attending the casualty.
35.	36.
Snowstorm	as above

Particulars of vessel.	What was vessel's draught of water forward?	37.	6 feet
	What was vessel's draught of water aft?	38.	10 "
	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.	no
	Title, date, and publisher of the chart of locality of casualty. If an Admiralty chart, its number and the date of last correction.	41.	3205. 31/10/1921
	No. of compasses. Were they in good order?	42.	2 in good order
	Where was the standard compass?	43.	Bridge
	Date when vessel was last swung?	44.	27.9.22
	Had the cargo been changed since?	45.	no cargo
	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.	yes
	Number of watertight compartments?	50.	3
	Did they prove of use in this case?	51.	yes
	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.	no cargo
Particulars of voyage and navigation.	Rank of officer in charge at time of stranding.	57.	Master
	What, and at what hour, were the last land-marks, beacons, or buoys seen?	58.	coasting
	Were they recognised?	59.	-
	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.	S.W.
	Direction of ship's head after stranding.	63.	N.E.
	Details of measures taken to avoid the stranding.	64.	Should not seen
	Source from which this information has been obtained.	65.	Capt Simlair Master of Sirella + Manager of the Expedition
	Dated at	this	8 day of April 1923

The Assistant Secretary  
Marine Department  
Board of Trade  
SHETLANDS  
London.

(Signed) *Alf Bennett*  
(Title) *Dpty Receiver of Wrecks*

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	Force 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 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.

Re Saera Wreck

The Chief Engineer who was on watch  
at the time being unable to speak English  
intelligent evidence was not gettable.

A. J. Bennett.

29 BERNARD STREET, LEITH.  
82 GORDON STREET, GLASGOW.  
CUSTOM HOUSE BUILDINGS, GRANTON.

CHR. SALVESEN & CO.,  
ESTABLISHED 1846.

29 Bernard Street

TELEGRAPH ADDRESS, "SALVESEN, LEITH"  
TELEPHONES, LEITH 450, 290 & 274.

Partners--

J. T. SALVESEN.  
F. G. SALVESEN.  
T. E. SALVESEN.

Leith

CODES, SCOTT, WATKINS, ZEBRA, A.B.C. (6TH EDITION).

S/S " Sevilla " Melchion Island 3rd April 1923.

List of articles saved from S/S " Sacra " all of which I claim on behalf of owners, Messrs. Chr. Salvesen & Co, Leith.

- 1 Mast and rigging
- 1 Gun and Gun Fork
- 2 Anchors
- 60 Fathoms Anchor Chain
- 3 Towing Chains
- 3 Towing Hooks
- 1 Line Bait
- 2 Sets Whale Ropes ( 8 ropes )
- 1 Steering Engine
- 1 Steam Whistle
- 4 Top line Blocks
- 2 Sheeves for line blocks
- 2 Line Pipes
- 3 Bunker door lids
- 2 Sets Navigation lights ( one electric, one oil )
- 1 Set Signal Flags
- 1 Binnacle Stand
- 2 Compasses
- 1 Patent log and line
- 1 Chronometer
- 2 Pieces steam winch pipes and valves
- All pots and pans belonging to galley
- 2 Anchor davits and blocks
- 1 Set of Charts
- 1 Bell
- 1 Telegraph stand

Thos. Sinclair

Master S/S "Sevilla"

Enquiry into wreck of whaler "Saura".

Hans Winge Master of S.W. Saura, residing at Tonsberg, Norway, Norwegian subject, being duly sworn, states on oath:-

I was on the bridge at the time of the accident, owing to a N.E. gale the sea was high, and very thick snow. During the thickest squalls the speed was reduced to quarter speed, & in the clearer periods half speed was used.

At 11:30 am high land was seen about one mile to the starboard side. Course was altered to run off from the land, after about two minutes we struck submerged rocks, whose existence was unknown. We were sailing at half speed at the time. The engine was at once stopped. The lifeboat launched. Full speed was then put astern, the vessel failed to move. Owing to the roughness of the weather it was feared the ship would turn over, the seas working the ship badly on the rocks. After a short time water entered the engine room. Soon after this we left in the life boat. About 3 pm. we were picked up by Steam whaler "Scape". owned by



the same owners. Chr Salvesen  
+ Co of Keith N.B.

The weather moderating, efforts at  
Salvage were made on the 2nd April.

It being impossible to save the  
vessel, fittings that could be saved  
were removed.

The ship struck 11.30 am 29 March 1923

Sworn to by.

Lasse Wiinge

before me this 8th day of April 1923

A.G. Bennett  
Spty Receiver of Wrecks



ENQUIRY INTO THE WRECK OF THE WHALER 'SACRA'

Hans Winge Master of S.W. Sacra, residing at Tonaberg, Norway.

Norwegian subject, being duly sworn, states on OATH.:-

I was on the bridge at the time of the accident. Owing to a N.E. gale the sea was high, and very thick snow. During the thickest squalls the speed was reduced to quarter speed, and in the clearer periods half speed was used.

At 11 30 am 29.3.1923. high land was seen about one mile to the starboard side. Course was altered to run off the land after about two minutes we struck submerged rocks whose existence was unknown. We were sailing at half speed at the time. the engine was at once stopped. The lifeboat launched. Full speed was then put astern, the vessel failed to move. Owing to the roughness of the weather it was feared ~~that~~ the ship would turn over, the seas working the ship badly on the rocks. After a short time water entered the engine room. Soon after this we left in the lifeboat. About 3pm we were picked up by the steam whaler 'Scapa' owned by the same owners-Chr Salvesen & Co of Leith N.R.

The weather moderating, efforts at salvage were made on the 2nd April. It being impossible to save the vessel, fittings that could be saved were removed.

The ship struck 11 30 am 29 March 1923.

Sworn to by.

(Signed) Hans Winge.

Before me this 8th day of April 1923.

(Signed) A.G. Bennett.

Deputy Receiver of Wrecks.

Deception Island, South Shetlands.

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Enquiry into wreck of "Saera"

M. J. Arnesen Mate. Norwegian subject  
of Tonsberg Norway. Being sworn  
States, on oath:-

I was on the bridge with the Captain  
at the time of the accident.

at 11.30 am on the 29th of March 1923  
being unable to find entrance to  
the Neumeyer Channel + close to  
Anvers Island on the starboard. we  
turned out + shortly after struck  
a submerged reef. A gale at the  
time from N.E. with thick + heavy snow.

After striking, the heavy seas  
forced the vessel further on the rocks.

The vessel lying on the starboard side  
I then put out the life boat. As the  
ship was bumping very heavily + filling with  
water, we went into the lifeboat + was later  
picked up by "Scapa".

Sworn to by M. J. Arnesen

before me this 5th day of April 1923



A. G. Bennett  
Deputy Receiver of Wrecks

ENQUIRY INTO WRECK OF 'SACRA'

M. J. Arnesen, Mate, Norwegian subject, of Tonsberg Norway.

Being Sworn states on oath:-

I was on the bridge at the time of the accident, with the Captain. At 11 30 am on the 29 March 1923, being unable to find entrance to Neumeyer Channel, and close to Anvers Island on the starboard we turned out, and shortly after struck a submerged reef. A gale at the time from the N.E. with thick and heavy snow.

After striking, the heavy seas forced the vessel further on the rocks, the vessel lying on the starboard side. I then put out the lifeboat. As the ship was bumping very heavily, and filling with water, we went into the lifeboat and were later picked up by Scapa.

Sworn to by (Signed) M. J. Arnesen.

Before me this 8th day of April 1923.

(Signed) A. G. Bennett.

Deputy Receiver of Wrecks,  
Deception Island, South Shetlands.

A REGISTERED POSTAL PACKET

Addressed—

*Assistant Secretary  
Marine Dept.  
London Board of Trade*



Received a Registered Postal Packet addressed as above

*B. D. ...*

No. 380-182

Received from

*Mr. Bennett*

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

*Letter*

Office Stamp

*16.523*