

C.S.

Weeks.

1921

of "Governors"

SHI/VES/7 # 11

No. 1129/21

Receiver of Wrecks.

SUBJECT.

1921

10th Decr.

Previous Paper.

Stranding of "Governors"

66/22. 100/22. 472/17 117/21

MINUTES.

Minute from Receiver of Wrecks 10th Decr. 1921.  
Transmitting copies of depostions. Earl

y.s.

Submitted for information  
The Receiver of Wrecks has by public  
notice drawn attention to sec. 30 of the  
Wrecks Ordinance

10/12/21  
11 Decr 1921.

~~Copy of depostions of depostions of Board~~  
y.s.

Subsequent Paper.

Receiver of Wrecks,

Will you please forward the  
particulars and report to the Comd. R.C. Marine  
Dept. B.O.T. under Col. Ref. 207

12/12/21



Hon: Col: Sec.

Forwarded accordingly, with Form No. 1 (g).

K. Thompson  
Receiver of Wrecks  
13. 12. 21.

Y.M. Subm. illu for information

TTTTT 18/12/21

Two photographs of the vessel which were taken by  
Mr Leslie Hardy are attached.

OK  
21 Dec 1921

Minute from Receiver of Wrecks d/23/12/21 Encl (3)  
Letter from Norwegian Consul d/21/12/21 Encl (3)

Receiver of Wrecks

Will you please furnish the  
Consul with the copies required, charging  
the usual fee.

TTTTT 23/12/21

Hon: Col: Sec.

Two copies supplied accordingly, a fee of  
4/- per folio of 70 words being charged for the  
first copy, and 2/- per folio for the second.

K. Thompson  
Receiver of Wrecks,  
10/1/22.

Minute from Receiver of Wrecks d 30/12/21 Encl (4)

Declaration by Capt. Berggreen d 30/12/21 Encl (42)

Y/s.  
Submitted for approval of the action  
of the Receiver of Wrecks

2. Under sec. 25 of the Ordinance  
fees received by the Receiver are  
to be paid into the Treasury

11/1/22  
12 January 1922

The Treasurer

accordingly

12/1/22

Hon:Sol:Sec;

Sec:25 of the Wrecks Ordinance 1899,  
noted in conjunction with the above instructions.

2. Might I at the same time draw attention to  
sec:23 of the Ordinance. In this respect I would  
point out that in accordance with previous instruct-  
-ions, the fees payable under s:23, are refunded to  
the Receiver of Wrecks, Sth:Georgia.

*R. Thompson*

Treasurer & Receiver.

13th January 1922.

*H. B. B. B.*

Y.S.

Submitted.

2. Sections 23 <sup>to</sup> and 25 are part of and the same section (567) in the Merchant Shipping Act from which the Ordinance is adopted.

3. Prima facie it is natural that Receivers should retain the fees to their own use and the last words in section 23 lend colour to that interpretation but section 25 appears decisive. The use of the word "remuneration" is not elsewhere as far as I know applied to fees which accrue to Government but on the other hand sec. 23 speaks of "fees" to salvors in respect of salvage which is also unusual. In sec. 568 of the M.S.A. the words are used that other "remuneration" must be "accounted for and applied in the same manner as fees received by receivers" under the Act i.e. paid to a Government fund.

4. I have endeavored to interpret the wording of the Ordinance in the manner suggested by the Receiver and accepted without apparently in the case of South Georgia but have failed.

5. I think therefore that the fees must go to the <sup>Wreck</sup> Fund or if there is no such fund to the Government which bears the expenses incurred in carrying into effect the purposes of the Ordinance.

~~Y.S.~~ 17/11/22

H.E.S.

Section 25 is decisive & fees must go

to the Wreck Fund or if there is no such Fund to the Govt (para 5). 20 January 1922

*the Treasurer & Receiver of Wrecks,  
Please note. The Receiver in  
S. Georgia should also be instructed.*

*10/1/22*

Hon:Col:Sec;

Deputy Receiver of Wrecks, South Georgia  
notified accordingly...Encl:(6).

2. I have succeeded in obtaining C.S.472/17, and  
may I venture to draw His Excellency's attention to  
the minute therein of the 15th May 1917, and to C.S.  
96/08. The last named paper contains Governor  
Allardyce's approval I was informed, the <sup>former</sup> ~~latter~~  
contains Governor Young's approval.

3. There are certain minor expenses, such as tips  
to crew of vessel on which Receiver travels (so far  
10/s), and to messengers for quick delivery of a  
message &c, regarding which one does not like to  
speak, but which in the end mount up. There is also  
the annoyance attached thereto, if it were necessary  
to keep a complete record, regarding which one says  
nothing, when they are covered by fees.

*R. Thompson*

Colonial Treasurer &c.  
23rd January 1922.

*Letter from Norwegian Consul*

*d 23/1/22*

*Encl (4)*

*Y.S. (7) submitted for information.*

2. I have again compared the Wrecks  
ordinance with the <sup>act</sup> ~~ordinance~~ <sup>of 1876</sup> ~~of 1876~~ which it was based. There

is no doubt whatever as to the fees  
having to be paid in to the ~~State~~  
Treasury. - On the other hand  
from the moneys so derived the  
expenses incurred in carrying into effect  
the purposes of the Ordinance are  
to be defrayed. The proper course  
is for the Receiver to itemize any  
out of pocket expenses and to claim  
them. I am ~~the~~ further of  
opinion that it is competent for  
Y.S. to authorize remuneration to  
be paid <sup>from the fund or Treasury</sup> to a Receiver or a  
person acting as Agent for a Receiver  
(vide section 16 of the Ordinance).

3. When the Receiver has completed  
his duties in respect of the Government  
and has made his report Y.S.  
might be pleased to consider whether  
any special remuneration be granted,  
similarly in the case of work in  
the Dependencies.

14/1/22

H.C.S.

~~proposed~~ Any out of pocket expenses <sup>which is necessary for</sup>  
the Receiver will be repaid + grant of  
Special remuneration will be considered  
on completion of duties in connection  
with spending of Government: the will  
also be done in case of work in Dependencies  
14. 30 January 1922

Hon Treasurer, Receiver of Wrecks.

Please write

W.H. 13

for C.B.

30 Jan'y 1922

Letter from Norwegian Consul

d 24/1/22 — Encl (8)

Mr. Treasurer + Col. Sec

Will you please also advise as to (8)

R.

30 January 1922

Hon: Col: Sec;

In view of Instruction No. 198, of the Board of Trade "Instructions in respect of Wreck and Salvage 1912", I would advise that Mr. Harding be asked to produce proof in writing that, <sup>as</sup> Ag: Consul for Norway he is acting as agent for the owners of the property, or as agent for the Consul-General of the Country to which the owners of the property belong, in as much as Norway is not shewn in the list given in instruction 198, of the Countries referred to in sec: 32 of the Ordinance, (s: 521 of the Imperial Act).

2. May I at the same time draw attention to the last para: of Mr. Harding's letter of the 23rd January (Encl: 7), from which it would appear that the Norwegian ship "Guvernoren" was fully insured in London; also that the property in question had been abandoned by the owners to the Underwriters.

3. According to Board of Trade instruction 113, the Receiver has, in-ter alia, to obtain security for salvage, as well as for all fees due, and expenses incurred, before the delivery of the property, upon a claim being established.

4. Subject to a reasonable charge, I agree that a considerable amount of labour would be saved, if



certain of the articles were stored in the hulk

"Lady Elizabeth".

*K. Thompson*

Treasurer & Receiver of Wrecks

31st January 1922.

*H.E. Submitted  
C.R.P. 18  
for file  
31st Jan 1922.*

(9)

*Letter from Receiver of Wrecks dated 24th January 1922.*

*H.E.S.*

The Falkland Islands Co act as agents  
for Capt Buzzaud while he was in the Colony  
and at one interview with me he was  
accompanied by a representative of the Company.  
I am satisfied that Mr. Harding is acting  
as agent for the Odd Company & no documentary  
proof of this is required.

2. It is unnecessary to require the Manager  
of the Falkland Islands Co to execute a bond  
& to find two sureties for payment of  
salvage services.

3. It is an economical & practical arrangement  
to store goods in Queen Elizabeth & it  
may be worthwhile.

*1 February 1922*

*The Manager, Receiver  
according*

Hon:Col:Sec;

Thanks. Noted.

*K. Thompson*

Col: Treasurer &c.

3rd February 1922.



*Letter to Acting Norwegian Consul*  
*10th Febr 1922*

*Encl (10)*

Hon:Col:Sec;

I beg to report for the information of the Governor, (ss:566 of the M.S.A, 1894 and ss:11 of the Wrecks Ordinance 1899) that the Actg:Consul for Norway, (the Hon:W.A.Harding), as the Agent for the owners of the S.S. "Guvernoren", has taken custody of the articles brought from the vessel into Stanley, and delivered to the Receiver, in accordance with C.S.Lr: No 1129/21 of the 6th February last. A list of the articles sold by public auction on Saturday last the 2nd instant, by order of the Actg:Consul for Norway, is enclosed in C.S.113/22.

2. There is now the question as to what warehouse rent, if any, is to be charged, for storing the goods in the Customs Shed, please ??

3. I trust that the Governor will have no objection to the sum of £20 paid under SS:23 of the Ordinance being refunded to the Receiver, as has always been the case in former years, (C.S.96/08 and 472/17), in as much as in accordance with the Board of Trade Instructions (163), the Receiver is precluded from claiming any salvage for any of the duties imposed on him for which fees are paid. Will His Excellency kindly approve of the sum of £20, being refunded please ?

*W. Thompson*  
 Colonial Treasurer

9th September 1922.

*H. P. the Governor.*

*Submitted*

*W. Ballas,*

*for C. S. 9.9.22*

Extract from Minutes of Meeting of Executive Council held on the 12th of September, 1922.

"Council <sup>advised</sup> ~~decided~~ that no charge should be made for the storage ~~of goods~~ in the Customs Warehouse

~~in the case of breakers.~~ of goods salvaged from S.S. *Gusvernoren*.  
and the *Gusvernoren* advised accordingly.  
*N. B. Miles.*

Ag. Clerk of Executive Council  
19th September, 1922.

*H.C.S.*

I have amended *Minutes* for minutes of 12.9.22. The *Gusvernoren* ~~particular~~ on which advice of H.C. was sought was not one of general application. My difficulty was that if the charge prescribed by Govt Order No 57/1905 (p. 54 of Gazette 1905) were charged the total, as calculated by C.A.F., would have been *excessive* having regard to <sup>the</sup> value of goods salvaged. On the other hand, it was the duty of the Govt to apply to *Gusvernoren* ~~the same~~ <sup>the same</sup> ~~strict~~ <sup>of</sup> ~~provisions~~ <sup>of</sup> ~~as could normally be given~~ for salvaged goods. This was a special case & ~~different~~ <sup>distinct</sup> from the ~~case~~ <sup>case</sup> of goods for purposes of ordinary trade. In a recent case of goods imported for trade I advised to reduce charge prescribed by L.R. No 57/1905.

2. Mr. Reubin of works has completed his duties & may now receive special remuneration of £20

*R.*

20 Sept 1922

*Mr. Sec. and Receiver of Wrecks*  
*According*

*11/11/22 20/9/22*

Hon:Col:Sec;

Noted. Thanks very much. Copy of P.V.No.55  
 of 21/9/22, enclosed.

*B. Thompson*  
 Colonial Treasurer.  
 21st Sept:1922.

*Hon. Col. Sec.*

*Seen. Thank you.*

*I have been trying to find out what  
 became of the WIT plant - from this ship  
 as I heard it was still lying in the  
 Colony & it is possible that we might  
 be made of it or portions of it.*

*Just*  
*23/9/27.*  
*Colonial Postmaster &*  
*Superintendent of P.T.*

*I presume the plant in question was  
 either returned to the owners or disposed  
 of to other whaling companies. You  
 might obtain definite information on the  
 matter by applying to the Council for Norway  
 (the Hon H.A.R. Gresham). The former Council  
 Mr. W. A. Harding acted as agent for the  
 owners.*

*Mr. G. B. Ormerod 20 May 1927*

Hon. Col. Sec

Noted, thanks. I have asked  
Mr. Gresham who has promised to turn up the  
papers referring to this matter.

J. H. D.  
26/5/27



1129/21

①

EXAMINATION ON OATH.

Relating to the Norwegian Steamship "GUVERNOREN", held in the Court Room at Port Stanley in the Falkland Islands, on the 9th and 10th December 1921, by William Austin Thompson, Receiver of Wrecks into the circumstances attending the stranding of the said vessel two miles South East by South from Cape Carysfort.

Annexed hereto are the signed depositions of:-

JOHN. E. BERGGREEN, the Master of the "Guvernornen"

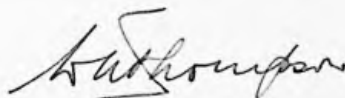
AMANDUS HANSEN, the First Mate.

LOUIS SKARRE, the Chief Engineer.

HANS BERTEKSEN, Able Seaman.

COLIN. EDWARD. HOCKLY, the Government Pilot.

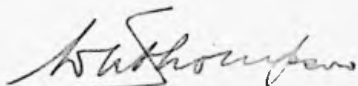
taken under the provisions of Section 18 of the Wrecks Ordinance 1899, Sworn and signed in my presence.



Receiver of Wrecks.

The Honourable  
The Colonial Secretary,

Submitted in duplicate for the information of His Excellency the Governor, and for transmission to the Board of Trade, London.



Receiver of Wrecks.

10th December 1921.

EXAMINATION ON OATH.

Relating to the Norwegian Steamship "GUVERNOREN".

(Section 18 of the Wrecks Ordinance, 1899.)

JOHN E. BERGGREEN being duly sworn, deposes as follows, namely,

That he is the Master of the Steamship "GUVERNOREN" of the Port of Sandefjord, Norway, of the Register Tonnage of 3,161 Tons, her Signal Number being M.J.G.B.

That the said Ship is owned by the A/S "ODD" COMPANY, residing at Sandefjord in the Country of Norway.

That the said Ship is rigged as a four masted schooner that she was built of Steel in the year 1889, and was rebuilt in the year <sup>1918</sup> ~~before last~~ after an explosion at Halifax.

That the Crew consist of eighty-eight hands, including deponent; that the deponent's Certificate is a Certificate of Competency, issued in Norway.

That the said ship had on board a Cargo of Coal and Whaling Gear of the weight of about 3,800 tons Coal.

That the draught of water of the said Ship was 24 feet forward and 28 feet aft.

That the said Ship proceeded from Monte Video on her intended voyage as named below, on the 24th day of November, last past, at 4 pm.

That at the time of sailing as above the said Ship was in a good seaworthy condition.

That the said Ship was bound for South Shetlands via Port Stanley.

That the said Ship proceeded on the said intended voyage as above stated until the 28th November and her position in the afternoon of that day was 46° 24' South Latitude 56° 44' West Longitude; this was the last time I was able to take observations. On the 29th we could not

get any observations by the sun. By dead reckoning at noon on 29th the position of the ship was  $49^{\circ} 51'$  South and  $57^{\circ} 12'$  West, steering S  $3^{\circ}$  E Magnetic. I continued that course until 10 p.m., that night when I judged the position of the ship by dead reckoning to be,  $51^{\circ} 16'$  S and  $57^{\circ} 30\frac{1}{2}'$  W. The vessel was steaming at about 7 knots an hour. At 10 p.m., the course was altered to South  $11\frac{1}{4}'$  East and as it was foggy the speed of the ship was further reduced to about 5 to 6 knots per hour. At 10.55 p.m., land was reported dead ahead. It was the Chief Officer's watch, and I had come on the bridge about 5 minutes before. I was on the bridge at 10 p.m., and it seemed then to be clear. When we saw the land the Chief Officer gave the order for full speed astern and we signalled to the whale catchers by the whistle to come alongside to save us. The engines were working about three minutes before the ship struck. No soundings were taken before she struck as ~~warm~~ we thought we were ten miles to sea. Shortly after she struck No. 1 Hold was filled with water.

That on Tuesday the 29th day of November at 10.55 p.m., the tide at the time being falling, the weather boisterous, and the wind in the North West ~~blowing~~ with a high sea from the North, the said Ship struck. We were afraid that the ship would break up, she was shaking so much. The crew were ordered to the life boats and signalled to the whalers to come and save the crew and we got in the life boats during the night. Owing to the high sea it was dangerous in the life boats. At about 2 a.m., everyone had been transhipped to the whalers by four life boats.

That three of the same Company's whale catchers are keeping watch and doing everything possible to render salvage services on the ship. But owing to the situation of the wreck and the high seas it is dangerous to life to stay out there.

That no lives were lost, Master and all the crew being saved. Seventy men have been sent back to Norway by one of the Pacific Steam Navigation Company's Steamers.

That in deponent's opinion the cause of the casualty was owing to an unusually strong westerly current and that it was not possible to avoid the casualty taking place.

That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

John C. Berggreen  
Deponent.

Sworn at Port Stanley this ninth day

of December, 1921, before me

W. Thompson  
Receiver of Wreck.



EXAMINATION ON OATH.

Relating to the Norwegian Steamship "GUVERNOREN".

(Section 18 of the Wrecks Ordinance, 1899.)

AMANDUS HANSEN, being duly sworn deposes as follows,  
namely,

That he is the First Mate of the steamship "GUVERNOREN".

That the said Ship proceeded from Monte Video on her intended voyage as named below, on the 24th day of November last past, at 4 p.m.,

That at the time of sailing as above the said Ship was sound and everything was in good order.

That the said Ship was bound for the South Shetlands via Port Stanley, Falkland Islands.

That the said Ship proceeded on the said intended voyage as above stated and Monday the 28th at dinner time was the last time we took observations by the sun.

The position of the ship was  $46^{\circ} 24'$  South and  $56^{\circ} 44'$  West at noon on the 28th November, the course South Magnetic.

The course was changed to South  $\frac{1}{4}$  East steaming about 8 knots. The second Mate's Watch was from 1 p.m., to 8 p.m., when I came on watch. When I came on watch at 8 p.m., on the night of the 29th the ship was steering South  $\frac{1}{4}$  East and steaming about 8 knots. It was then clear weather. At 8.30 p.m., I had the course altered to South  $\frac{1}{2}$  East at the same speed. At 10 p.m., the Captain came on the bridge and told me to haul her out another  $\frac{1}{2}$  point and the course was altered to South by East.

That at 10.55 p.m., I saw the land through the fog and at once on the Captain's Order I rang full speed astern, and about three minutes afterwards she struck. The life boats were got out and everybody called, and the whale catchers were called by the whistle to come as close to the ship as possible. The first life boat had about

30 men and was in charge of the 3rd Mate and in about a quarter of an hour the Second Mate in another life boat took off 20-25 men. The Captain, the Engineer and myself were the last to leave the ship about 5 a.m., on the morning of the 30th. We stayed by the Ship until that afternoon when we came into Stanley. We took no soundings before she struck. After she struck we sounded about the Ship and found six fathoms aft and about five fathoms amidships; No soundings were taken forward.

That no currents were experienced between the 27th and the 28th November. Compass error was ascertained on the 26th (and found to be 5' West on South  $\frac{1}{4}$  East) but not afterwards.

That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

James Ois Hansen.  
Deponent.

Sworn at Port Stanley, Falkland Islands

this ninth day of December, 1921, before

me \_\_\_\_\_

Arthur J. P. Thompson  
Receiver of Wrecks.

EXAMINATION ON OATH.

Relating to the Norwegian Steamship "GUVERNOREN".

Section 18 of the Wrecks Ordinance, 1899).

LOUIS SKARRE, being duly sworn, deposes as follows;  
namely,

That he is the Chief Engineer of the Steamship  
"GUVERNOREN" of the Port of Sandefjord, Norway.

That on Tuesday the 29th day of November, the said  
ship was steaming slow something about 38 to 40 revolutions,  
and would not be doing more than 6 or 7 knots an hour.  
At 11 p.m., I got orders for full speed astern.  
I reversed the engines and gave her full power astern,  
and about three minutes later I felt her take the bottom.  
Ten minutes after eleven I got orders to stop the engines,  
and we got orders to come up on deck and go in the life  
boats after we drew the fires. Later we went off in  
the lifeboat to the catchers. All tweendeck coal doors  
were open for trimming coal at this time.

That the above contents are in all respects correct  
and true to the best of deponent's knowledge and belief.

Louis Skarre

Deponent.

Sworn at Port Stanley, Falklands,  
this ninth day of December, 1921,  
before me \_\_\_\_\_

W. Thompson

Receiver of Wreck.

EXAMINATION ON OATH

Relating to the Norwegian Steamship "GUVERNOREN".

Section 18 of the Wrecks Ordinance, 1899.

HANS BERTELSEN being duly sworn, deposes as follows;  
namely,

That he is an A. B. of the Ship "GUVERNOREN" of the Port  
of Sandefjord, Norway.

That on Tuesday the 29th day of November at 8 p.m., I  
came on watch on deck, and from 9 to 10 p.m. I was on the  
lookout up on the mast head. It was a foggy night. At 10 p.m.  
I was relieved and I then took the wheel. The course at that  
time was S. by E. and I continued on that course. Just before  
11 p.m. I heard the telegraph ring, and I could feel from the  
motion of the Ship that the engines had been reversed. About  
four or five minutes afterwards I felt the Ship take the bottom.  
There was a heavy swell at the time, and she started to bump.  
I stood by the wheel until I was ordered to leave the ship in  
the same lifeboat with the Captain, the Chief Engineer, and  
the Secretary.

That the above contents are in all respects correct and  
true to the best of deponent's knowledge and belief.

Hans Bertelsen

Deponent.

Sworn at Port Stanley, Falkland Islands,

this tenth day of December, 1921,

before me \_\_\_\_\_

W. H. Thompson

Receiver of Wreck.



EXAMINATION ON OATH.

Relating to the Norwegian Steamship "GUVERNOREN".

(Section 18 of the Wrecks Ordinance, 1899.)

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COLIN EDWARD HOCKLY, being duly sworn, deposes as follows; namely,

That he is the Government Pilot in the Colony of the Falkland Islands.

That the deponent's Certificate is a Certificate of Competency and is numbered 003393.

That on Friday the 2nd day of December the deponent proceeded from Stanley to the scene of the Wreck.

Deponent has since visited the wreck on more than one occasion and finds her in position Cape Carysfort bearing N.W/N distant 2 miles.

Vessel lies heading S 2° W (Stand<sup>d</sup>.) stated to be Magnetic. With a list of 12½° to Port. Vessel appears to be aground forward - having 22 feet over stem, amidships an average of 29 feet and over stern 35 feet, at Low Water.

The vessel is working on the swell, water rising and falling with tide, being filled to the 'tween decks.

Without a diver it is not possible for deponent to say definitely where she may be holed but by the swirl of water in No. 2 Hold it was apparent that a large hole, possibly on the bilge, is there.

Aft, owing to there being a watertight bulkhead at the after part of the Engine Room and the after part of the vessel being filled with water deponent considers the vessel is holed in the vicinity of the Main Mast.

In deponent's opinion, judging by the position of the vessel, had soundings been taken prior to darkness falling and a line of soundings run the accident would

have

have been adverted. Soundings as laid down on Admiralty Chart No. 1354 B would, on approaching the Falkland Islands have warned the Master of his near approach to land.

That the above contents are in all respects correct and true to the best of deponent's knowledge and belief.

Colin E. Gockley.

Deponent.

Sworn at Port Stanley, Falkland Islands  
this tenth day of December, 1921,  
before me \_\_\_\_\_

W. H. Thompson

Receiver of Wreck.



Return for Wreck Register, 19 21

# STRANDINGS

(Abroad).

N<sup>o</sup>.

7

## SHIP.

Name and Nationality. 1.	Port of registry and official number. 2.	Steam or sailing. 3.	(1) Gross. (2) Net register tonnage. 4.	Iron, steel, or wood. 5.	Rig. 6.	Age (years). 7.	Nature of employment. 8.
"Guvernoren" Norwegian	Sandefjord Norway	Steam	(1) 5043 (2) 3161	Steel	Four-masted schooner	32 Re-built in 1918	Whaling Factory
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.	
John E. Berggren Norwegian Certif of Competency N <sup>o</sup> —	123	88	✓	✓	✓	3800 tons coal and whaling outfit	
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. 19. 20. 21.			Name and address of owners. 22.	
Sandefjord	Montevideo	South Shetlands via Port Stanley	not known			A/S Odd, Sandefjord Norway.	

## 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. Falkland Islands	29 Nov. 1921	Falling	Boisterous	N.W.	Heavy	Ship. ✓	Ship.		All saved.
b. Latitude and longitude. 51° 27' 55" S. 57° 44' W.	10.55 A.M.		Foggy	4-5	N.W.	Cargo. ✓	Cargo.	None	Life-boats and small whale catchers.
c. True bearing and distance of point of land or light, &c., when in sight. ✓									
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.								
Three steam whale-catchers belonging to the same Company rendered what assistance they could, but on account of the heavy seas, very little could be done.	Owing to foggy weather, and apparently a very strong N.W. current vessel would seem to have been 10 miles W. of the position in which the Master believed her to be. Owing to a line of soundings as laid down in Admiralty Chart N <sup>o</sup> 1354 B not being taken on approaching Falkland Islands, vessel ran ashore 2 miles S.E. by S. from Cape Carysefort. Ship total loss. With favourable weather, and suitable appliances, it may be possible to salvage most of the cargo.								

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.	Particulars of cargo.	Particulars of voyage and navigation.
	What was vessel's draught of water forward?	37. 24 ft.		
	What was vessel's draught of water aft?	38. 28 ft.		
	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 2202 B. 1917) Admiralty 1354 B - 1918		
	No. of compasses. Were they in good order?	42. Two. Yes		
	Where was the standard compass?	43. on top of chart house.		
	Date when vessel was last swung?	44. 23 Augt. 1921 in Sandefjord		
	Had the cargo been changed since?	45. No.		
	Did any part of the cargo affect the compasses?	46. No.		
	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. Six.		
	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. Yes. 1684 empty barrels		
	If of wood, was it in accordance with the statutory requirements?	54. ✓		
	Was the vessel overladen?	55. No		
	How was cargo stowed?	56. coal in bulk, in 6 holds.		
	Rank of officer in charge at time of stranding.	57. Chief Officer		
	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. No.		
	What was the depth at first, and last cast?	61. ✓		
	Course steering at time of stranding.	62. S. by E.		
	Direction of ship's head after stranding.	63. S $\frac{1}{2}$ W.		
	Details of measures taken to avoid the stranding.	64. Reversed engines; assisted by three whale catchers.		
	Source from which this information has been obtained.	65. The Master		

Dated at Pot Stanley this 10<sup>th</sup> day of December, 1921

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

(Signed) Bathompson  
(Title) Receiver of Wrecks

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 (a).				
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 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.



2

No. 1129/21.

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

MINUTE.

23rd December 1921. 19

From Receiver of Wrecks...

Stanley.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

With regard to the attached application from the Consul for Norway I beg to report that the necessary copies of the Examination on Oath relative to the loss of the S.S. "GUVERNOREN" can be furnished if approved by the Governor. (s:89 of M.S. Acts Imperial), subject to, I take it, the necessary fee for copies to be made?

*B. Thompson*  
Colonial Treasurer.

THE NORWEGIAN CONSULATE. (32)

Stanley, 21st December, 1921.

Sir,

I should be much obliged if you would allow me to have a copy of the proceedings and evidence at the Court of Enquiry recently held by you in connection with the stranding of the Norwegian s.s. "Guvernoren" at Cow Bay on November 29th last.

If I could be furnished with this it would not be necessary for me to obtain any further statement from the Master and officers.

I am,

Sir,

Your obedient servant,

*Richard C. C.*  
Consul.

The Honourable

W.A. Thompson.

Stanley.

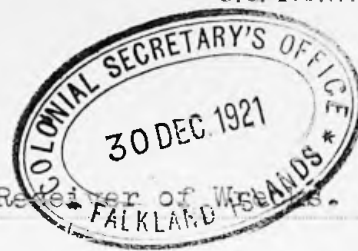
1129/21

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FALKLAND ISLANDS.

C.S. No.....

MINUTE PAPER.



Departmental Number.

From Receiver of Wrecks.

The Honourable

Date 30th December 1921.

To The Colonial Secretary.

SUBJECT.

PROPERTY DELIVERED TO RECEIVER UNDER THE  
WRECKS ORDINANCE 1899.

Reference  
Numbers. } C.S.117/21.

The attached declaration signed by John.E.Berggreen, Master of the s.s."Guvernoren",with regard to a motor boat and two chairs salved from the wreck "Guvernoren" and delivered to the Receiver,submitted.

2. The property in question was brought to the Receiver under the provisions of section 14 of the Wrecks Ordinance 1899, and Captain Berggreen now claims this property as belonging to him.

3. Subject to the provisions of section 23 of the Ordinance, and with the Governor's approval, I propose to hand the property in question over to Capatin Berggreen.

*B. Thompson*

Treasurer & Receiver of Wrecks.

Stanley, Falkland Islands. 4a

30th December, 1921.

I hereby declare that a motor boat and two  
chairs which have been salved from the wrecked s.s.  
"Guvernoren" are my own private property and do not belong  
to the Odd Whaling Company, the owners of the "Guvernoren".

*John C. Mergrey*  
Master.

The Receiver of Wrecks.

Port Stanley.

C.S.1129/21.

5  
TREASURY,

Stanley, Falkland Islands.

12th January 1922.

Sir,

With reference to your signed declaration regarding the ownership of a motor boat and two chairs salved from the wrecked s.s. "GUVERNOREN", and dated 30th December 1921, I have the honour to inform you that the property in question was delivered to the Receiver under the provisions of sec:14 of the Wrecks Ordinance, 1899, and subject to the provisions of sec:23 of the Ordinance, the articles will be delivered to you.

I have the honour to be

Sir,

Your obedient servant.

*[Signature]*  
Receiver of Wrecks.

Captain. John.E.Berggreen.

Stanley, F.I.

## MINUTE PAPER.

Departmental Number.

From Receiver of Wrecks

Stanley

Date 21st January 1922.

To Deputy Receiver of Wrecks  
South Georgia.

## SUBJECT.

WRECKS ORDINANCE 1899.

Sec: 23 to 25.

Reference  
Numbers.

C.S.96/08.,472/17.,

I append hereto for your information and guidance,  
copies of minutes dated 17th.,20th January 1922, with  
regard to the Fees collected under the Wrecks Ordinance  
1899.

Colonial Treasurer & Receiver of Wrecks.



1129/21  
THE NORWEGIAN CONSULATE.

Port Stanley, Falkland Islands.

23rd January, 1922.

Sir,

I beg to acquaint you that I received a report on the 18th instant upon the s.s. "GUVERNOREN" from Captain Hockly and Mr. Roberts advising me that in their opinion the steamer could not be repaired here, and that she has been declared within the meaning of the Norwegian Maritime Law as unfit for repair.

Up to that date the Master had not given any authority to any person to go onboard for any reason whatever, with the exception of the crews of 3 whale catchers attached to the steamer.

In my capacity as Lloyds Agent I have received a letter from the London Salvage Association representing the general body of Underwriters informing me that the ship was fully insured by their Underwriters, and I therefore propose to make whatever arrangements are possible for salvage for their benefit.

I am,

Sir,

Your obedient servant,

Consul.

The Honourable

THE COLONIAL SECRETARY.

1724/21  
C.S.  
NORWEGIAN CONSULATE. (9)

Port Stanley,

Falkland Islands.

24th January, 1922.



Sir,

With reference to my letter of yesterday I assume that under Section 32 of Ordinance 3 of 1899 the custody and disposal of all goods salvaged from the Norwegian steamer "Guvernoren" will be vested in myself notwithstanding Section 14 of that Ordinance.

It would save a considerable amount of labour in handling to store these in the floating hulk "Lady Elizabeth" subject of course to Customs examination and regulations until finally disposed of.

I am,

Sir,

Your obedient servant,

A handwritten signature in cursive script, appearing to read "W. Hardy".

Acting Consul.

The Honourable

THE COLONIAL SECRETARY.

Dear Governor,

1129/21

9

In para: 2, of his minute of 22nd January, (C.S.66/22+) the Colonial Secretary explains that the part of the M.S.A (Imperial) which deals with "Wreck & Salvage", has more or less been adapted in the local Wrecks Ordinance "without material alteration", and I am also of the same opinion, and consequently when in doubt regarding the intention of the Ordinance, I always refer to "Instructions in respect of Wreck & Salvage 1912" published by the Board of Trade.

2. With regard to the "duties of Receivers"; s:12 of the Ordinance, (ss:511 to 514 of the Imperial Act), it is explained in Board of Trade Instruction 219, that "Receivers of Wreck who are also "Collectors of Customs, need not leave their Customs House for the "performance of the duty of assisting ships in distress, unless there "is no Officer of the Coast Guard capable of performing it," and in Board of Trade Instruction 10., Officer of Coast Guard are directed to take command in case of ships stranded or in distress, "and to take " such steps as he may consider necessary for the preservation of the "lives of the persons on board, and of the ship and her cargo and "apparel."

3. With regard to "disposal of all cargo"; s:14 of the Ordinance (s:519 of the Imperial Act), Board of Trade Instruction 89, explains that "the object of this provision is to secure the property in the "confusion which attends a shipwreck, to prevent plunder, whether ~~and~~ "under alleged claims of ownership or otherwise, to protect the Customs "Revenue, to provide for the just payment of salvage claims, and for "the restoration of the property to the Owners." Instruction 90, goes on to explain its limitations in which it is stated that "if the "master of the ship is in possession and is able to take and keep "custody of the property, or if the Owner, or any duly appointed agent "of the owner or master, is on the spot, and can take & keep custody "and if all salvage claims are paid or provided for by proper security "the Receiver is not to take possession of or to detain the property. "The fact of Lloyd's agents being present, or of the owners being on "the spot and able to take charge of their property, does not at all "relieve the Receiver from attending at the scene of Wreck, and doing "all in his power to prevent plunder and disorder." Also Instruction

108 explains that "Wreck need not in certain cases be taken into  
" custody of Receiver, if articles falling within the definition  
"of Wreck are proved to the satisfaction of the Receiver to belong  
"to parties who, or whose agents, are on the spot to receive them  
"when they are brought or washed ashore, and there is no question  
"as to salvage or Customs duties which calls for the intervention  
"of the Receiver, the Receiver should allow the persons who have  
"found the Wreck to deliver it to the owners or their agents at  
"once, without demanding any fee".

4. Board of Trade Instruction 163, explains "Receiver's  
"claim for salvage", and states that "the Receiver himself can never  
"be entitled to salvage in respect of Wreck. In cases of assistance  
" rendered to ships in distress and to persons on board, the Act  
"does not preclude him from such a claim; but it is clear that he  
"cannot claim salvage for any of the duties imposed on him by the  
"Act, for which certain fixed fees are to be paid."

5. Board of Trade Instruction 198, explains "claims of  
"owners to foreign ships"; s:52 of the Ordinance, (s:521 of Imperial  
Act), that "Receiver to treat Consuls of certain countries as  
"Agents for Owners without requiring proof of Agency." and a list  
of such Countries ~~are~~ is there given, but in that list no mention  
is made to Norway. In other cases proof is required, and the  
"Consul, Vice-Consul, or Consular Agent must produce a written  
"authority before he can be allowed to interfere or to have  
"possession of the property."

If Your Excellency has not a copy of the Board of Trade  
Instruction referred to I will send my copy.

Faithfully yours

*B. Thompson*  
27<sup>th</sup> Jan'y 1922

(10)

1129/21

6th February,

22.

Sir,

With reference to your letter of the 24th of January, I am directed by the Governor to inform you that in accordance with the provisions of section 32 of the Wrecks Ordinance 1899 you will as Consul for Norway, be deemed to be the Agent of the owners of the s.s. "Guvernoren", in so far as relates to the custody and disposal of articles brought from the vessel into Stanley, provided that there are no Agents of the owners in the Colony.

2. I am to add that there will be no objection to the articles being stored in the hulk "Lady Elizabeth".

I am,

Sir,

Your obedient servant,

H. Henniker-Heaton.

Colonial Secretary.

The Honourable W. A. Harding,  
Acting Consul for Norway,  
Stanley.

FALKLAND ISLANDS.

P

No.

55

HEAD OF SERVICE DEPOSITS REPAID

SUB-HEAD Wreck Fund (s. s. "GUVERNOREN").

COLONIAL GOVERNMENT,

20th September, 19 22

Dr. to Hon: W. A. Thompson, Receiver of Wrecks,  
in the sum of TWENTY POUNDS.....

being the amount of special remuneration to Receiver of Wrecks for  
services rendered in connection with the wreck  
of the Norwegian steamship "Guvernoren", and the  
salvage of goods therefrom.

C.S. 1129/21.

Payment authorised by Governor's minute of  
20/9/22 in C.S. 1129/21.

21 SEP 1922

Date 19

I CERTIFY that the above account is correct, and has been authorised.

£ 20 : 0s : 0d.

*W. A. Thompson*  
Colonial Treasurer. Head of Department.

21<sup>st</sup> September, 19 22.

Received from the Colonial Treasury the amount specified in the foregoing  
warrant; to the correctness of which I hereby certify.

Witness.

*W. A. Thompson*  
Receiver of Wrecks.

Treasury Form 4.