

SHIVES/3 # 3

S/4.

R. J. WATSON - (DECEASED)

SEAMAN - R.M.S. DARWIN

DEATH BY MISADVENTURE

Ref. No.....S/34.....

Customs and Harbour Department,
Stanley, Falkland Islands.

.....12th October.....1965...

Dear Sir,

The Estate R.J. Watson, (Seaman R.M.S. Darwin).

Today I have received a further payment of £20. 6s. 9d. from the Darwin Shipping Limited in respect of a cargo bonus due to your son before his death.

This money has been placed on Deposits in the Treasury and can be either placed into your bank A/C or collected by an agent with the necessary authorisations. Will you please let me know in due course so as a voucher can be prepared for its release.

Yours faithfully,



Collector of Customs.

Mr. J. Watson,

North Arm.

Ref. No. *S/34*.

Customs and Harbour Department,
Stanley, Falkland Islands.

17th June, 19*64*.

RECEIVED from The Shipping Master, Stanley, the sum of Thirty-three pounds seven shillings and elevenpence being balance of wages and Provident Fund due to the late Rowland J. Watson, Ordinary Seaman, R.M.S. "Darwin" made up as follows:-

Balance of Wages	£22.16.	3.
Provident Fund	10.11.	6.
			<u> </u>	<u> </u>
			£33.	7. 11.
			<u> </u>	<u> </u>



Father of the deceased.

Ref. No. S/34.

Customs and Harbour Department,
Stanley, Falkland Islands.

19th June, 1964
.....19.....

Sir,


Rowland James Watson, Junior Ordinary Seaman, R.M.S. "Darwin". (Deceased).

I have the honour to forward the Return of Death, Form B & D 2, covering the death of the abovenamed seaman. Attached also is a copy of the report received from the Magistrate, Stanley, Falkland Islands.

I am,

Sir,

Your obedient servant


Shipping Master.

The Registrar-General of Shipping
and Seamen,
Llantrisant Road,
Llandaff,
Cardiff.



**RETURN OF DEATH OF A MERCHANT SEAMAN
OR FISHERMAN OCCURRING OTHERWISE THAN ON
BOARD A SHIP**

IMPORTANT:—This Form when completed should be sent, by AIR MAIL, wherever possible,
to:—

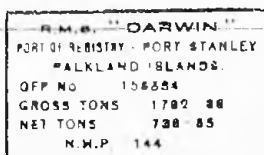
THE REGISTRAR GENERAL OF SHIPPING AND SEAMEN,
LLANTRISANT ROAD, LLANDAFF, CARDIFF.

Name of Ship R.M.S. "DARWIN" PORT OF REGISTRY - PORT STANLEY FALKLAND ISLANDS OFF NO 153384 GROSS TONS 1792 80 NET TONS 759 05 N.M.P. 144		Official Number and, if a Fishing Boat, Letters and Numbers	Port of Registry.		
Date of Death. 30th May, 1964.	Place of Death. Stanley Falkland Is.	Name of Deceased (Surname first, in block letters.) WATSON, Rowland, J.	Sex. M.	Age. 22.	Rank or Rating, No. of Certificate, Dis. A. or R.V.2., if any (If a Lascar*, Dept.) Junior Ordinary Seaman. No DIS.A.
Nationality and Birthplace. (If a Lascar, also give Date and Place of Engagement.) British. Falkland Islands.		Last Place of Abode and Home Address (if different.) Stanley Falkland Is.	Cause of Death. Drowning.		

* Lascars are Asiatics and East Africans employed under Agreements for Natives of Asia or East Africa, which open and terminate in Asia.

**CERTIFICATE TO BE SIGNED BY THE MASTER,*
CONSUL OR OTHER OFFICER RENDERING THE RETURN.**

I HEREBY CERTIFY that, to the best of my knowledge and belief, the particulars given in this Return of Death are correct and true.



OFFICIAL STAMP

Signature F.W. White
Rank or Title Master.
Vessel or Port "DARWIN"; Stanley, Falkland Is.
Date 1st June, 1964.

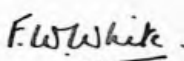
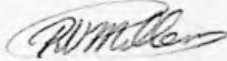
NOTES:

THIS RETURN should be rendered by the Master in every case of death of a member of the crew which is reported to him but which does NOT occur on board the ship. Where the death of a person at sea has been assumed because the person in question is reported as "Missing," or where a person is killed or drowned as a result of falling or jumping overboard, falling from a rope or ladder attached to the ship or from the ship's gangway, the death should be regarded as having occurred on board and a Return of Death should be rendered on Form B. & D. 1.

A RETURN on this form (B. & D. 2.) should be rendered by a Superintendent, Consul or other Officer abroad in a case of death of a member of the crew of a British ship occurring ashore, within six months from the date of discharge from that ship; also in a case where the deceased has not been discharged from the ship but the master is not aware of the death. In all such cases, the Officer rendering the Return should state on the reverse of this form whether or not the death has been registered ashore.

* Master includes every person (except a Pilot) having command or charge of any ship.

Copy of entry or entries respecting the Death (and information bearing on the Death) appearing in the Narrative section of the Official Log Book, or other Official Record.

Date and Hour of the Occurrence.	Place of the Occurrence or Situation by Latitude and Longitude at Sea.	Date of Entry	Entries required by Act of Parliament.
30 May, 1964. 13.15 hrs.	East Jetty, Stanley.	31/5/64.	K.Thompson, SOS, line 11, R.J.Watson, JOS, line 34, fell into harbour between ship and jetty whilst returning from shore. Thompson rescued from water at 13.50 hrs by members of ship's crew, but no trace could be found of Watson. Search for Watson continued under jetty where last seen.
30 May, 1964. 13.40 hrs.	E.Jetty, Stanley.	31/5/64.	Thompson examined medically by Dr.R.S.Slessor, S.M.O. Falkland Islands and pronounced perfectly fit.
30 May, 1964. 13.50 hrs.	E.Jetty, Stanley.	31/5/64.	Thompson gave statement to Mr.K.W.Gray, Superintendent of Police, in Master's cabin; Master in attendance. Search for Watson continued throughout, using two dinghies under jetty.
30 May, 1964. 14.45 hrs.	E.Jetty, Stanley.	31/5/64.	Thompson completed statement and sent to rest on Statements from various crew members taken, and members of public, by Superintendent of Police in Master's cabin. Search for Watson continues.
30 May, 1964. 17.30 hrs.	E.Jetty, Stanley.	31/5/64.	Search for Watson unsuccessful and now, in view of darkness, suspended for night. Thompson found going ashore in direct contravention of Master's orders and ordered to return on board. On questioning Thompson he stated he was going to the Globe Hotel for a few drinks. Later he stated he wished to go on shore to sleep at his grandmother's house. Permission for this granted, but strict instructions given to him that, in view of his alcoholic condition at time of accident, he was not to go into public houses. This he agreed and went to his grandmother's with an escort.
31 May, 1964. 09.25 Hrs.	E.Jetty, Stanley.	31/5/64.	Body of R.J.Watson, JOS, line 34, recovered from bottom of harbour in 14 feet of water under East Jetty, and sent to mortuary; Mr.K.W.Gray, Superintendent of Police, in attendance.
31 May, 1964. 10.30 hrs.	E.Jetty, Stanley.	31/5/64.	Further statement taken from K.Thompson, SOS, line 11 By Mr.K.W.Gray, Superintendent of Police.
31 May, 1964. Noon.	E.Jetty, Stanley.	31/5/64.	Personal effects of R.J.Watson, JOS, line 54, gathered together, listed, and packed by G.Harris, Chief Steward, and N.Jennings, 3rd Mate.
1 June, 1964. 11.00 hrs.	E.Jetty, Stanley.	1/6/64.	Personal effects of R.J.Watson, JOS, line 54, handed to Mr.W.J.Grierson, Colonial Shipping Master, by G.Harris, Chief Steward, and list, of same attached hereto. Balance of wages to be handed to Mr.Grierson on vessel/return from voyage to Montevideo.
1 June, 1964. 16.30 hrs.	E.Jetty, Stanley.	1/6/64.	Report (copy) received of Mr.K.W.Gray's findings, addressed to The Magistrate, The Supreme Court, Stanley. Submission being death was 'Misadventure by Drowning', and that a formal inquest be dispensed with.
Signed:-			<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  F.W. White Master. </div> <div style="text-align: center;">  1st Mate. </div> </div>

Further particulars to be given by Consul or other Officer abroad in cases of Deaths which occur ashore.

Date of leaving Ship.	31st May, 1964.
Place of leaving Ship.	Stanley, Falkland Islands
Cause of leaving Ship. (Discharge, Desertion, Missing, etc. If an injury, state nature and cause.)	Misadventure by Drowning
Disposal of Wages and Effects. (State action taken.)	Personal Effects and balance of Wages handed over to Seaman's next of Kin, Father Mr. J. Watson by the Shipping Master. Balance of Wages £22. 16. 8.
If the Death has been registered ashore, state:- (a) Registered by (b) Date registered	(a) H. Bennett, Esq. J.P., Stanley. (b) 2nd June, 1964.

To: The Magistrate,
The Supreme Court,
Stanley.

Superintendent of Police
Stanley,
Falkland Islands.

1st June 1964.

Sudden Death Report.

ROWLAND JAMES WATSON (deceased)
R.M.S. DARWIN, Stanley. Falkland Islands.

At about 1.15 p.m. on Saturday 30th May 1964, a seaman serving on board the vessel R.M.S. Darwin, named Rowland James Watson, aged 22 years, fell into the water at the Falkland Islands Company's East Jetty, Stanley. He fell between the ship and the jetty near to the after gangplank. In spite of immediate attempts to rescue him, he was drowned. His body was subsequently recovered on the following day at the place where he was last seen on the surface of the water. This was under and between the piles of the East Jetty.

Facts. Ascertained from witnesses on enquiry into the circumstances of the incident.

At about 10.29 a.m. on the morning of Saturday 30th May 1964, the deceased in the company of Kenneth Thompson, both seaman of the vessel R.M.S. Darwin went ashore from the ship into the town of Stanley. They visited the bar of the Globe Hotel. There they are said to have consumed 3 glasses of beer. Shortly afterwards, the above were seen in the 'Ship Hotel', Ross Road, where in the company of other witnesses consumed a quantity of gin with tonic mineral water. It appears they remained there till closing time 1 p.m. and were considered to be considerably under the influence of alcohol as they left. A lift in a Land rover was offered. The deceased, in particular had to be assisted into his seat. They were then conveyed to the East Jetty gates.

At the gates to the East Jetty, the deceased with Thompson got out of the Land rover and made their way towards the ship on their own. The Chief Steward and other witnesses observed and recognised the two men, noticed them to be staggering as they approached. Near to a 'painting raft' on the jetty they were further observed to fall over on the ground. Later they proceeded towards the after gangway out of the casual vision of the observers. As some minutes elapsed and they made no appearance on the deck aft, a steward went to check what had happened to them.

As he reached the after deck he heard shouts, he raised the alarm, as he saw the two men struggling in the water between the ship and the jetty close to the bottom of the ship's gangway. This steward, Johnny Baldrini grabbed a line rushed down to the jetty, he threw it to one of the men - Thompson who he found clinging to one of the piles. The other person had disappeared under the jetty. He was heard to call out. The line secured to him, Thompson kept shouting to the other person to hold on. Thompson later stated that the ~~man~~ deceased appeared to make no effort to reply or save himself by clinging to the numerous piles or made struggle in the water but gradually seemed to sink below the surface. Both were non-swimmers.

Then steward Chico Barria gallantly although a poor swimmer jumped into the water to try and reach the sinking man. The extreme cold and lack of ability at swimming prevented him from moving far. He did note that the deceased Watson, had moved in well under the jetty. He could see him floating motionless with only the top of his head above the water beside a pile - 4th from the east end of jetty and 3 or 4 from ship's side. This information was passed to other witnesses who had arrived and were hastily attempting to launch a boat on davits near the hulk adjoining the jetty. Some minutes elapsed before the boat was finally launched owing to have to free davit blocks. The men in the boat commanded and directed by William Goss former Mate of RMS Darwin made an immediate search of the place where the deceased had last been seen without result. The other person Thompson was then picked up and taken ashore. The search from the small boat continued with

/continued with

continued with the assistance of many helpers on the jetty, boathooks, grapnels and nets being brought into use. Commendable help was offered by a school teacher Mr. Dubar who made two unsuccessful dives under water to try to locate the missing person.

The Senior Medical Officer, Dr. S. Slessor arrived on the scene shortly after the rescued Thompson had been taken down to the cabin on the ship. He examined him and was satisfied that he was fit and not suffering any ill effects. Since some 30 minutes had passed since the man were first reported in the water Dr Slessor advised that there would be small hope of survival of any person in the water for that length of time owing to the cold temperature and exposure. However, the search was continued vigorously on any possibility by dragging the whole area under the jetty. This continued till well after darkness at 4.30 p.m.

The following morning at 9.10 a.m. the body of the deceased Rowland James Watson was recovered and identified from the place where he had last been seen to submerge. There appeared to be more than 15 feet of water at this point.

Investigation & Enquiry by Superintendent of Police. Mr. K.W.Gray.

On being informed of an incident at the East Jetty of the F.I.Co by Captain J.W.White, I went there immediately. Arriving at the scene at approx. 1.40 p.m. At the after gangway of the RMS Darwin I met Captain White who informed me of the circumstances that had occurred. That ~~two~~ two members of his crew had fallen into the water - one had been rescued and a search was under way for the other. He explained what action was being taken to locate the missing person. He had instructed these operations to continue until the body was recovered, many members of the crew were assisting.

At the scene Dr. Slessor had already examined the rescued person, Kenneth Thompson whom he found to be perfectly alright in his opinion and had not suffered any apparent ill effects of his immersion. In view of this, and all being done to continue the search, I requested Captain White to permit me to take statements from witnesses to the incident the first to be Thomson the only eye witness to the initial happenings of the incident and also involved. I asked to do this in some private place and was offered his cabin.

A certain amount of altercation took place at this moment between the Chief Engineer Mr. A. Cole and the Captain as to the advisability of calling up the survivor from his bunk where he had gone to rest, suggesting that he may not be in a fit state to move. Since the crews cabin was not suitable for such privacy and both Captain White and I were quite satisfied that the Senior Medical Officer's condition report indicated no reason that a preliminary enquiry could be detrimental to his health, it was arranged for the person to attend the Captain's cabin. I certainly considered it was my duty to make proper enquiry without delay into the circumstances leading to the incident.

It is regretted that the Chief Engineer Mr. Cole continued to voiceferously complain of inconsiderate treatment of the witness and that I found it necessary to advise him not to interfere in any course of duty which I considered expedient and appropriate at the time..

I then took down in writing statements from seven witnesses, members of the ship's company RMS. Darwin in the presence of the Captain. Later statements were recorded from any persons who could throw any light on the events leading to and subsequent to the incident.

CONCLUSIONS.

- (a) No evidence came to light indicating foul play or motive suggesting this.
- (b) No evidence or indication of negligence on the part of any persons.
- (c) Death was caused as the result of an accident.
- (d) That no specific action or precaution on the part of others could have foreseen or prevented the accident in the circumstances at the time.
- (e) That every possible effort was made to effect rescue the deceased subsequently with the available means at hand.
- (f) Serious contributing factors to the loss of life were :-

/ continued (f) - factors for loss of life were :-

- (i) inability to swim, (ii) under the influence of a substantial amount of alcohol (iii) panic and shock of sudden immersion into near zero degree water temperature (iv) Time elapsed before help arrived.

SUBMISSION

The cause of death was Misadventure by Drowning

I recommend that a formal Inquest be dispensed with in this case since ample evidence of a first hand nature has been recorded, leaving no doubt as to the appropriate verdict.



Superintendent of Police.

5 Copies :-

List of Effects as received from Shipping Master.

3	Pr	Shorts Football.
13	No	Shirts.
6	No	Vest & 5 Pr Shorts.
10	Pr	Socks.
2	Pr	Socks Football,
3	Pr	Trousers.
4	No	Neck Ties.
1	No	Suit, (in Plastic Bag).
2	No	Coats.
1	Pr	Boots Football.
1	Pr	Boots Rubber.
3	Pr	Blue Jeans.
3	No	Blue Jackets.
1	No	Dressing Gown.
2	Pr	Pyjamas.
1	No	Birthday Card.
2	No	Hair Brushes.
1	No	Cigarette Lighter.
2	No	Cigarette Cases.
1	No	Paper Knife.
4	No	Pullovers.
6	No	Coat Hangers.
2	No	Belts.
5	No	Books.
1	No	Toilet Bag.
3	NO	Watches, (in Package of Letters).
1	No	Medal.
1	No	Bracelet.
1	No	Torch.
1	No	Small Tin with Cash.
$\frac{1}{2}$	lb	Tobacco Capstan.
3	No	Wallets.
240		Falkland Islands.
250		Uruguayan.
250		Chilean.
1	No	Bush Radio.
1	No	Package Personal Letters & Papers.

I hereby certify that I have this day received from the Shipping Master, Stanley, Falkland Islands, the abovementioned list of Effects.



FATHER.