

C.S.

BOARD OF TRADE.
SHIPPING

SHIVES/13 # 29

1927.

No.

136/27

H.E. the Ag. Governor.

SUBJECT.

1927.

22nd March.

Previous Paper.

STRANDING OF S.S. "WOODVILLE" IN
WATT COVE,

MINUTES.

- PA 30/3/27
1. Minute from H.E. the Ag. Governor of 22 Mar. 1927
 2. Letter from Manager, F.I. Co. Ltd. of 23 Mar. 1927
 3. Letter to Comdr. Ansdroz. — 23.3.27.
 4. Letter to Mr. Roberts. S.I.S. — 23.3.27.

y.2
Sd. that y.2 may wish me to
write to the Manager F.I. Co. expressing
y.2's verbal sanction to the utilisation in
this manner of the services of Thomas Roberts
at Chatter, as also of the services of
Comdr. Ansdroz.

Subsequent Paper.

Hel.

23.3.27

23.3.27

Yes please. It will regularise the position
24 March, 1927

Letter to Manager, Y. I. Co. Ltd. — 24.3.27 6.

P. H. Re
25.3.27

Minute from Received of Weeks dated 24 March 1927 6-10

J. E. P. H. Re.

J. E.

25.3.27

25 March 1927

Received of Weeks

Part in : N. I. returned.

J. E. Re.

G. H. Lee

Letter to Board of Trade of 30th March 1927 11
transmitting Form No 1 (g) together with
copies of depositions of Master and Second Officer
of S.S. "Woodville"

Hon. Col. Sec.

For information.

M. Craigie K. H. Re.

Rec: of Weeks

30.3.27

P. H. Re

30.3.27

Helm

From His Excellency the Governor

to The Honourable the Colonial Secretary.

In connection with the recent stranding of the s.s. "Woodville" in Wall Cove, I have been approached by the Hon. Mr. Gresham, Manager of the Auckland Islands Coy. as to whether there was any objection on the part of the Government to

(a) Commander R. Amedroz, Harbour Master being called in as port assessor

(b) Mr. G. Roberts, Executive Engineer, and Mr. Cheller Foreman of Works, undertaking diving operations in connection with a damaged plate which this ship has sustained.

2. I understand that these officials have been approached unofficially, and that subject to the concurrence of the Government are prepared to undertake the work required.

3. Mr. Gresham has informed me that the matter is urgent, and in the circumstances I feel that it is ~~the~~ incumbent upon the Government to afford all possible assistance. I have accordingly informed Mr. Gresham that there will be no objection on the part of the Government.

4. Will you please inform Harbour Master and Executive Engineer — ~~by telephone~~.

R.
22 March, 1927

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENT FOR LLOYDS.

AGENTS FOR
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS, FLEETWING PORT STANLEY VIA RADIO.

Stanley.

23rd March, 1927.

Sir,

I regret that owing to an oversight the permission of the Colonial Government was not applied for as regards our obtaining the services of Mr. G. L. Challen for diving work. We understand that Mr. G. Roberts is also kind enough to supervise the operations in the interests of Mr. Challen.

2. I shall be much obliged if you will convey our thanks to His Excellency the Governor for allowing these gentlemen to be away from their work on these services, as he verbally informed me last night.

I am,

Sir,

Your obedient servant,

W. A. B. Greenham

Manager.

The Honourable

The Colonial Secretary.

Stanley.

No. **136/27.**

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

MINUTE.

23rd March, 19 27.

From

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

To Commander R. T. Amedroz,

Harbour Master.

I am directed by the Acting Governor to inform you that a request has been made by the Manager of the Falkland Islands Company, Limited, that your services should be available as part assessor in the case of the damage sustained by the s.s. "Woodville" owing to the recent stranding of the vessel and to inform you that you have His Excellency's permission to act in that capacity.



Acting Colonial Secretary.

No. 136/27.

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

MINUTE.

23rd March, 1927.

From

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.


To G. Roberts, Esq.,

Executive Engineer,

Stanley Improvement Works.

I am directed by the Acting Governor to inform you that a request has been made by the Manager of the Falkland Islands Company, Limited, that your services and those of Mr. G. L. Challen, Foreman of Works in your Department, should be available in connection with the diving operations necessary on account of the damage sustained by the s.s. "Woodville" by stranding.

2. I am to inform you that no objection will be raised to your undertaking, in conjunction with Mr. Challen, the work required.



Acting Colonial Secretary.

136/27.

24th March, 27.

Sir,

With reference to your letter of the 23rd of March, I am directed by the Acting Governor to confirm His Excellency's communication to you verbally that no objection will be raised on the part of this Government to the services of Mr. G. Roberts, Executive Engineer, and Mr. G. L. Challen, Foreman of Works of the Stanley Improvement Scheme, being available in connection with the diving operations necessary on account of the damage sustained by the s.s. "Woodville".

2. I am also to confirm His Excellency's sanction in the matter of your verbal request that Commander R. T. Amedroz, Harbour Master, should be permitted to serve on the Board of Assessors in this case.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

The Manager,

The Falkland Islands Co.Ltd.,
STANLEY.

11.
M.P.136/1927 .

Treasury & Customs,
Stanley, Falkland Islands.
30th March 1927.

Sir,

I have the honour to transmit herewith
"Shipping Casualties" form Wr.I(g), together with
copies of depositions taken from the Master and
Second Officer relative to the stranding in Port
William, Falkland Islands, of the British Steamship
"Woodville" Official No. 102028 on the night of
the 19th March 1927.

2. The vessel was refloated at high water
next day and has since proceeded on her intended
voyage to the South Shetlands.

I have the honour to be,

Sir,

Your obedient servant.
(sgd) M.Craigie Halkett
Receiver of Wrecks.

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

No.

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

MINUTE.

March 24th 19 27



From Receiver of Wrecks.

Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

Hon.Col.Sec,

I beg to submit for information the attached Form Wr I(g) containing particulars relative to the recent stranding in Port William of the British steamship "Woodville" belonging to the African and Eastern Trade Corporation of Royal Liver Building, Liverpool.

2. Under the authority of Ord.No.3 of 1899, I have examined on oath the Master and the second officer of the vessel, these officers being in charge at the time of the stranding. Depositions are attached hereto.

3. As the vessel was refloated no Formal Investigation is called for.

4. Perhaps the papers can be ^{returned to me} ~~called for~~ so that a copy of Form Wr I(g) together with copies of the depositions can be forwarded to the Board of Trade.

M. Craig Hackett

Receiver of Wrecks.

24.3.27



Return for Wreck Register, 192 7

STRANDINGS
(Abroad).

No. 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.
"WOODVILLE" British	Liverpool 102025	Steam	(1) 2504 (2) 1569	Steel	Schnr	35	General trading
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.	
W.H. Palmer 037391	28	27	Nil	-----		Coal 3100 tons	
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.	
London	Montevideo	South	Not known			African & Eastern Trading Corporation, Royal Liver Building, Liverpool.	
19/11/26		13/3/27	Shetland				

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.	Result of casualty. Total loss. Partial loss. No. of lives lost. No. of lives saved and by what means. 29. 30. 31. 32.			
a. Name of place and of country or sea. Port William, b. Latitude and longitude. Falkland Islands.	19/3/27	1 1/4	clear	N.E.	Mod.	Ship.	Ship.		
c. True bearing and distance of point of land or light, &c., when in sight.	7.30 P.M.	after high		strong	S.W.	Cargo.	Cargo.		
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.
The Falkland Islands Co. Ltd's S.S. "Falkland" assisted in refloating	7.15 p.m. stopped, approaching anchorage off Stanley Harbour. 7.19 p.m. slow ahead, vessel drifting to S.W. in strong N.E. wind. 7.25 p.m. full astern, endeavouring to cant ship to regain anchorage. 7.30 p.m. vessel aground in 3 1/4 fathoms. Engines ahead and astern as required trying to refloat, but tide falling. 8.24 p.m. stopped engines and let go starboard anchor and 15 fathoms cable. Cause- vessel drifting in strong N.E. wind when about to anchor. grounding could not have been avoided. Vessel refloated, no damage to vessel and cargo.
Cause of casualty. 35.	Circumstances attending the casualty. 36.

Particulars of vessel.	What was vessel's draught of water forward?	37.	20 feet 2 inches
	What was vessel's draught of water aft?	38.	20 feet 4 inches
	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.	Does not apply
	Title, date, and publisher of the chart of locality of casualty. If an Admiralty chart, its number and the date of last correction.	41.	1774. 25th Sept. 1925.
	No. of compasses. Were they in good order?	42.	three.
	Where was the standard compass?	43.	On flying bridge
	Date when vessel was last swung?	44.	9th March, 1927.
	Had the cargo been changed since?	45.	No.
	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.	Not used.
	Were the life-saving appliances on board in accordance with the statutory requirements?	49.	Yes.
	Number of watertight compartments?	50.	Five.
	Did they prove of use in this case?	51.	Not used
	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.	Not of wood.
	Was the vessel overladen?	55.	No.
	How was cargo stowed?	56.	Well.
Particulars of voyage and navigation.	Rank of officer in charge at time of stranding.	57.	Captain and 2nd Officer.
	What, and at what hour, were the last land-marks, beacons, or buoys seen?	58.	Ordnance Point 7.5. p.m.
	Were they recognised?	59.	Yes
	Was the lead hove? How long before stranding?	60.	Yes, fifteen minutes.
	What was the depth at first, and last cast?	61.	continuously.
	Course steering at time of stranding.	62.	7 fms. 3½ fms.
	Direction of ship's head after stranding.	63.	Vessel being rounded to W.N.W. anchorage.
	Details of measures taken to avoid the stranding.	64.	Engine and helm used to endeavour to regain anchorage
	Source from which this information has been obtained.	65.	Master and Log Book.

Dated at Stanley, this 21 day of March, 1927

The Assistant Secretary,
Marine Department,
Board of Trade,
London, S.W.1.

(Signed) M. Traill H. M. M.
(Title) Receiver of Wreck.

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 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.

Inq. 1.



ISSUED BY THE
BOARD OF TRADE.

EXAMINATION ON OATH

Relating to the S.S. "WOODVILLE"

IN PURSUANCE OF THE 465TH SECTION OF THE MERCHANT SHIPPING ACT, 1894, 57 AND 58 VICTORIE,
CAP. 60.

1. Names of Deponent at full length.

1. WALTER HOWARD PALMER being duly

sworn, deposes as follows; namely,

2. State whether Deponent is "Master," "Mate," &c., of the Ship; the name of the Ship; and particulars as to her Tonnage and Official Number.

If the Ship is a Steam Ship, the fact should be stated, as well as the nominal horse power of the Engines, and whether Paddle or Screw.

2. That he is Master
of the Ship "Woodville"
of the Port of Liverpool, England.
of the Register Tonnage of 1569 Tons, her
Official Number being 102028

3. Names and Residence of Owners.

3. That the said Ship is owned by The African & Eastern
Trade Corporation
residing at Royal Liver Building, Liverpool
in the County of Lancashire

4. Particulars of rig, build, age, and class of Ship.

4. That the said Ship is rigged as a Schooner
that she was built of Steel at South Shields in the
year 1892, and that she is classed in
Lloyds as A.I. years.

5. Particulars as to the Number of hands composing Crew, and as to the certificate of Deponent.

5. That the Crew consist of 27 hands, including deponent;
that the deponent's Certificate is a Certificate of competency, and is
numbered 037391 as Master

6. Particulars of Cargo, and Shippers and Consignees.

6. That the said Ship had on board a Cargo of Coal
of the weight of 3100 tons,
shipped by Hasler & Co Inc of Norfolk Va:
and consigned to The Southern of Liverpool
Whaling & Sealing Coy

7. Number of Passengers on board.
NOTE.—If the Wife and Children of the Master or of any Officer of the Ship were on board, the fact should be stated.

7. That the said Ship had on board in addition to the Cargo aforesaid
Nil Passengers.

8. Draught of water at time of sailing.

8. That the draught of water of the said Ship was 20
feet 10 inches forward and 20 feet 8 inches aft.

9. Date and hour of sailing, and state of tide, weather and wind.

9. That the said Ship proceeded from Norfolk Va U.S.A. on her
intended voyage as named below, on the Ninth day of February 1927
last past, at 10.35 a.m.; the tide at the time being 2½ hrs before
high water
the weather overcast, and the wind blowing Moderately
with slight rain
from the North East

10. Any statement as to the condition of Hull and Cargo of the Ship, or of her equipments, life saving appliances, &c., at the time of sailing.

10. That at the time of sailing as above the said Ship was

Tight and Strong and Staunch, well manned and equipped and provided with all things necessary and essential for a vessel of her burthen on her intended voyage.

11. Limits of intended voyage.

11. That the said Ship was bound for South Shetlands
~~via~~ via Monte Video.

12. Statement as to the voyage previous to the casualty.

12. That the said Ship proceeded on the said intended voyage as above stated

but that in consequence of heavy weather encountered on the 16th March 1927 causing the vessel to spring a leak it was decided to put into the Falkland Islands for repairs.

13. Particulars of the casualty, commencing with the date and hour, and the state of the tide, weather, wind, and sea.

13. That on Saturday the 19th day of March 1927 at 7.30 p. M.; the tide at the time being $1\frac{1}{2}$ hrs after high water the weather clear, and the wind in the North East blowing strong with a rough sea from the N.E., the said Ship while approaching the anchorage off Stanley Harbour drifted to South West in strong North East wind and grounded at 7.30 p.m., although every effort was made with the engines and helm to regain anchorage, the strong wind and falling tide prevented this and at 8.24 p.m. the starboard anchor and 15 fathoms of cable were paid out awaiting next high water. On the 20th March at 6.50 p.m. the vessel was refloated, apparently not damaged as the vessel was making no water.

14. Statement respecting services rendered, if any.

14. That

Messrs. The Falkland Islands Co's s.s
"Falkland" assisted in refloating vessel.

15. Such other matters or circumstances relating to the Ship or Cargo as the Officer thinks necessary.

15. That

16. Loss on Ship and Cargo, and amount of Insurance on Ship, Cargo, and Freight.

16. That the loss on the said Ship is estimated by Deponent at Nil Pounds Sterling, and on the said Cargo at Nil Pounds Sterling, and that the Ship was insured in the sum of Not Known Pounds Sterling, the Cargo in An Unknown Pounds Sterling, and the Freight in An Unknown Pounds Sterling.

17. Particulars of Lives Lost and saved, &c.

17. That in consequence of the the said Ship lives were lost by the remainder in all, viz., Master, Crew† and Passengers, being saved by , and subsisted on board that vessel from the to the , when they were landed at The following provisions, valued at , were transferred from the wreck to the salving vessel .

18. Cause of the casualty, &c.

18. That, in deponent's opinion, the cause of the casualty was through strong wind, rough sea & falling tide and it might have been avoided by Could not have been avoided.

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

W. J. Palmer

Deponent.

Master

Sworn at Stanley this 24th
day of March 19 27 before me,

M. Craigie Walker

Inspecting Officer of the Coastguard.
Chief Officer of Customs.*

Receiver of Wrecks

* Obliterate the words that do not apply.

Person appointed for the purpose by
the Board of Trade under Sec.
465 of M.S.A., 1894.*

† In the number of the Crew should be included all Officers except the Master.

Inq. 1.

Port or District of _____

Date of Casualty _____ 19

Name of Ship.	Port.

EXAMINATION ON OATH

RELATING TO THE BRITISH STEAMSHIP "WOODVILLE"

Reginald George Rodway,

Being duly sworn,deposes as follows,namely:- That he is second officer of the British steamship "Woodville"

That deponents Certificate is a Certificate of Competency as First Mate and is numbered 0019031.

That the said ship left Norfolk Va:U.S.A.,on the 9th February 1927,with a cargo of coal bound for the South Shetlands via Monte Video.

That nothing unusual happened on the voyage until on the 16th March 1927,when a Southerly gale was experienced which caused the ship to labour and pitch heavily. .That on this date the Carpenter reported the Fore peak to be leaking badly through a crack in a plate.

That the leak was plugged up as far as possible and the pump got going to keep the leak under control. .That on the 17th March 1927,it was discovered that the fracture in plate had increased and in consequence the Captain decided to proceed to Port Stanley to have the leak seen to.

That on Saturday the 19th March at about 6.10 p.m. we approached the entrance to Port William.At 6.20 p.m. speed was reduced and at about 6.32 p.m.,speed was reduced to slow.At about 7.15 p.m. vessel was stopped on approaching anchorage.Shortly afterwards vessel was put slow ahead as vessel was drifting in a strong N.E. wind.At about 7.25 p.m. vessel was put full astern for purpose of canting her to regain anchorage. A few minutes afterwards vessel took the ground.Vessel went aground in 3½ fathoms of water. Tide was falling at time and it was decided to wait next high tide

before attempting to refloat ship.

That while vessel was entering Port William and approaching anchorage I was on duty on the bridge with the Captain. We had a Chart of Port William, an Admiralty Chart.

That at the time of the casualty it was blowing hard from the North East and darkness had set in.

That I am of opinion that every precaution was taken in coming to the anchorage but that the strong N.E. wind caused the vessel to drift and made it difficult to cant her which caused her to take the ground on the South shore of Port William.

That in the circumstances the casualty in the opinion of deponent could not have been avoided.

That bearings showed Point William N. 69' E., Engineer Point S. 47' E. Ships Head, West. Error 1' West.

That on the 20th March 1927 the vessel was refloated with assistance and next day entered inner harbour.

That so far as I know vessel was not damaged.

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

Roginald. George Rodson
Deponent.

Sworn at Port Stanley this 24th day of March 1927

Before me,

M. Granje Hallock
Receiver of Wrecks.