

# WRECK

## REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 76007 in R.B. Wreck Book, p. 94/50

Date of writing this report 6th December, 1950

Vessel's Name *S.S. "Seniority"* of *London*

Tons Gross 2895  
Net 1706

Built at *W. Hartlepool* When *1942 9*

Casualty notice sent to Owner *27.11.50* Owner's reply *29.11.50*

Owner's Name *F. T. Everard & Sons, Ltd.*

Address *6-8, Fenchurch Buildings, London E.C.3*

Case previously before  
Classing Committee.

Date

Last Minute

Particulars of Classification.

*H100A1 HLMC 249*  
*12.49 BS 1049*  
*ss Spl-249 TS 12.49 CL*  
*Fitted for oil fuel 10.49*  
*F.P. above 150°F*

Date of Casualty *7th November, 1950*

Précis of particulars of Casualty

This steamer stranded twelve miles N.E. of Barra Head, Outer Hebrides, during heavy weather on the 7th November, 1950. She refloated a few hours later leaking.

Additional pumps from the shore broke down and she settled down with the after deck awash.

During the following night she sank in ten fathoms of water and can just be seen under the water lying on her port side.

Owing to the position being exposed and encumbered by reefs, salvage possibilities are considered remote.

The Owners advise that the steamer is a Constructive Total Loss.

*OF fitted 10/49*  
*\$ - of 10/49 - NC*  
*TS 12.49 - CL. 0*

### SOURCE OF INFORMATION.

#### "Seniority" Badly Aground in Outer Hebrides

The British steamer *Seniority* ran aground in the Outer Hebrides, 12 miles N.E. of Barra Head, on Tuesday evening. She refloated a few hours later, but was making water in the after holds. At 1.18 p.m. yesterday she was reported to be aground again and to be settling by the stern. The after deck was then fully awash. During the afternoon a message from Duntalm stated that the crew had been taken off. The *Seniority*, owned by F. T. Everard & Sons, Ltd., a vessel of 2895 tons gross, was on a voyage from Ellesmere Port to Risor.

**SENIORITY.**—Malin Head Radio, Nov. 7.—Following received from British steamer *Seniority*, MAFU (Ellesmere Port for Risor):

At 10.33 p.m., G.M.T.: Ashore, 12 miles N.E. of Barra Head, severe gales.

At 10.37 p.m., G.M.T.: We are in touch with the shore here, there are men on the shore also a motor car and we are getting a line to them to pass a message to them. All seems O.K. just now but we are well aground and weather is knocking us about quite a bit.

Duntalm, Nov. 8.—Castlebay lifeboat has proceeded to assistance of British steamer *Seniority*, ashore 12 miles N.E. of Barra Head.

London, Nov. 8.—British steamer *Seniority* reports being ashore in position lat. 56 57 N., long. 7 25 30 W.; vessel pounding. Wind WSW., severe gale, if wind shifts to NW, possibility of refloating under own power. Soundings 11 ft. forward to amidships, 51 fathoms aft. Lifeboat is standing by.

Malin Head Radio, Nov. 8.—Following received from British steamer *Seniority* at 1 a.m., G.M.T.: Exact position lat. 56 57 N., long. 7 25 30 W., still ashore, lifeboat standing by. May be able to get off ourselves.

London, Nov. 8.—British steamer *Seniority* reported that she swung at 3 a.m. and that steering gear is now out of order; requested immediate tug assistance. Vessel anchored with rocks all round.

London, Nov. 8.—British steamer *Seniority* reports this morning: Vessel pounding on rocks heavily, after holds leaking, soundings aft three fathoms, five fathoms forward. Fear vessel resting on rocks in vicinity of No. 3 hold. Three feet of water in engine-room, starboard side, after hold flooded to 'unnel top. All pumps employed but water still gaining. (Later.) Vessel swung clear of rocks and at anchor. Twelve feet of water in after hold and still gaining, additional pumping arrangement required as soon as possible. Rudder badly damaged.

Duntalm, Nov. 8.—British steamer *Seniority* has swung clear of rocks and is now at anchor with 12 ft. of water in after hold; requires additional pump arrangements. Rudder is badly damaged. Wind has veered and vessel is now sheltered. Castlebay lifeboat is lying alongside.

Castlebay, Nov. 8.—Steamer *Seniority*, of London, 2895 tons gross, went aground at Leinish Point, Barra, last night. Ship now refloated but reported making water in after holds. Trawler *St. Philip*, of Fleetwood, rendering assistance with salvage pump.

London, Nov. 8.—The steamer *Seniority*, although off the rocks, is making water after a terrific pounding during the night in a strong southerly gale. A fishing trawler which was in the neighbourhood when the steamer went aground has gone to nearby Castlebay village on Barra Island to collect a fire engine pump so that the crew of the *Seniority* can keep her afloat.—Exchange Telegraph Company.

Malin Head Radio, Nov. 8.—Following received from British steamer *Seniority* at 1.18 p.m., G.M.T.: SOS steamer *Seniority* aground on rocks in position lat. 56 57 N., long. 7 25 30 W., shore pumps broken down and vessel settling well by the stern, after deck fully awash. Will have to take to boats soon and stand by for tugs as situation is serious.

Duntalm, Nov. 8.—British steamer *Seniority* aground on rocks in position lat. 56 57 N., long. 7 25 30 W. Vessel settling well by the stern, after deck fully awash. Crew taken off by Castlebay lifeboat.

Suggested Record

*Stranded and sank 11.50*

Date of Committee

*Nov. 8 DEC 1950*

Committee's Minute

*Stranded & sank 11.50*



LL 9.11.50 (cont.)

Garelochhead, Nov. 8.—Salvage tug Salveda has proceeded to assistance of steamer Seniority at Barra. —Metal Industries (Salvage), Ltd.

— Castlebay, Nov. 8. —  
Steamer Seniority; Nos. 3 and 4 holds  
full of water, vessel in list water five  
fathoms, surrounded by rocks. Vessel's  
pumps were unable to cope with inrush  
of water and salvage pump brought  
from shore broke down. At 2 45 p.m.  
after deck was partly awash. Two tugs  
are on the way from Glasgow, first on  
way Flying Hurricane, due at daylight  
(Nov. 9), other tug has salvage pump on  
board. There are good prospects of  
salvaging vessel if engine-room bulkhead  
will hold. Master and crew came ashore  
at 2 45 p.m. to-day, but master intends  
going back with lifeboat at daylight to-  
morrow morning.

## "Seniority" Sinks

The British steamer *Seniority*, which was abandoned by her crew on Wednesday afternoon after she had been aground for some hours N.E. of Barra Head in the Outer Hebrides, sank in nine fathoms during the night of Wednesday-Thursday during heavy gales. Possibility of salvage is considered remote.

**SENIORITY.**—Duntulm, Nov. 8.—Castle-bay lifeboat has returned with crew of steamer Seniority on board. (See issue of Nov. 9.)

London, Nov. 9. — British trawler St. Philip reported this morning that in heavy gales and difficult circumstances steamer Seniority sank in the hours of darkness.

Duntulm, Nov. 9. — British steamer Seniority sank during hours of darkness, Nov. 8-9, in nine fathoms of water, in position lat. 56 57 N., long. 7 25 30 W.

Castlebay, Nov. 9. — Steamer Seniority disappeared during the night after last being sighted with poop awash at approximately 6 p.m. on Nov. 8. Presumed sunk in vicinity of position 303 deg. 11 cables from Bo Vich Chuan. SW. gale with violent squalls during night and continuing and veering. Not possible to give exact depth vessel lying without detailed survey but consider probably sunk in vicinity of 10 fathom line and lying on side. Position fully exposed from SSW. through S. to NNE. and encumbered by heavily breaking reefs. Consider possibility of salvage remote.—Salvage Association's Special Officer.

**SENIORITY.** — Castlebay, Nov. 10. — Steamer Seniority: Strong SSW. wind unable to approach position to-day, but oil traces visible slightly to northward of position given in my telegram of yesterday. Tug Flying Hurricane arrived this morning and is returning with crew to Oban. — Salvage Association's Special Officer. (See issue of Nov. 10.)

**SENIORITY.**—Castlebay, Nov. 11. — Steamer Seniority: Wind light westerly, with heavy rain, moderate swell. Located vessel in position 331 deg. 121 cables from Bo Vich Chuan Rock. Heavy oil film over surface and oil and air bubbling constantly rising. Located end of rope ladder breaking surface occasionally. Able to distinguish white paint on upper works and narrow white painted line along gunwale. Estimate vessel to be heading approximately WSW. and lying on port beam. Soundings on side at low water show two fathoms forward, 3½ fathoms aft, with soundings varying from 7 to 10½ fathoms alongside. Position very exposed, and in my opinion no attempt at salvage is possible at this season. If more extensive survey required services of diver necessary. — Salvage Association's Special Officer. (See issue of Nov. 11.)

Castlebay, Nov. 13.  
Steamer Seniority: Further improvement in conditions on Sunday (Nov. 12) At low water able to trace white painted line on gunwale from stem to stern and distinguish davits, deckhouse and bridge. Confirm vessel lying on port side, with practically 90 deg. list. Sounding two fathoms forward increased, vessel now lying nearly level with sounding  $\frac{3}{4}$  to four fathoms at low water over starboard side.—Salvage Association's Special Officer.

## WORK OF LIFEBOAT "LLOYD'S" AT "SENIORITY" WRECK

Some details of the work of the lifeboat *Lloyd's* in saving the crew of the British steamer *Seniority* a fortnight ago have been given by the Royal National Life-Boat Institution. At 10 30 p.m. on Nov. 7 the Coastguard at Barra Island, Outer Hebrides, reported lights close inshore and later stated that a vessel had apparently gone aground. She made no distress signals, but at 11 40 p.m. the lifeboat left her moorings to investigate in a south-westerly gale with a very rough sea and heavy rain. She found the *Seniority* aground in a very dangerous position. The lifeboat went alongside, but the crew of the *Seniority* decided to remain in the steamer until high water at 4 o'clock in the morning. The vessel refloated, but had been badly damaged and was sinking, so the lifeboat took off the crew and landed them later at Castlebay. The *Seniority* sank.

S. 12, 49.

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