

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 30060 in R.B. Wreck Book, p. 114/123.

Date of writing this report.

Vessel's Name *S. S. Newfoundland (7 R 16 C)* of *Liverpool* Tons Gross *6791* Net *3828*

Built at *Barrow* When *1925 6* Casualty notice sent to Owner Owner's reply

Owner's Name *Johnston Warren Lines, Ltd. (Furness, Withy & Co Ltd. Agents)*

Address *Furness House, Leadenhall Street, E.C.3*

SOURCE OF INFORMATION.

Case previously before
Classing Committee.

Date

Last Minute

Particulars of Classification.

+100A1 +LMC 3,38
with ftd 2,43 BS 6,43
Examined 2,43 + LLOYDS RMC 4,40
SS No 3-338 TS 5,42CL

Fitted for oil fuel 625 F.P. above 150°F

Date of Casualty *About 14th September, 1943.*

Précis of particulars of Casualty *Bombed and sunk about the 14th September, 1943.*

THE WAR

NEWFOUNDLAND—London, Oct. 17.—
The hospital ship Newfoundland has been sunk in an attack by enemy bombers off Salerno, writes a Press Association naval correspondent. There were no wounded on board but six nurses, all the doctors and all the ship's officers lost their lives. The ship caught fire after being hit.

HOSPITAL SHIP SUNK

Deliberately Bombed Off Salerno

The hospital ship Newfoundland has been sunk in an attack by enemy bombers off Salerno, writes a Press Association naval correspondent. There were no wounded on board but six nurses, all the doctors and all the ship's officers lost their lives. The ship caught fire after a direct hit and the abandonment had to be managed by members of the crew.

Merchant seamen who escaped from the burning vessel, and who landed at a Scottish port, declared that the hospital ship carried all her crew in accordance with the Geneva Convention, but in spite of this she was sunk by a German raid. Survivors emphasised that she could not possibly have been a hospital ship.

Assistant Steward Ivor Pat Roman Way, Stoke Bishop, told a Press Association reporter that he went into Salerno Harbour with other hospital ships to pick up the wounded. We had about 100 cases on board. Throughout Sunday afternoon, Sept. 12, we had it hot, and finally were ordered to move out of the harbour clear of other shipping. The attack which finished us off came at 5.30 on Monday morning. All our lights were on and our Red Cross was clearly visible.

Twice the raiders swooped over and twice bombs fell. One plane

circled and came in a third time, releasing a series of bombs which hit the deck. The ship broke out and all the lifeboats on the port side were quickly ablaze. The situation was so serious that orders were given to abandon ship. All efforts were centred first on removing the sick cases, many of them on stretchers, and doctors and nurses worked heroically. Many casualties occurred among the hospital staff, including doctors and nursing sisters, who had been sleeping on the open deck on account of the warm weather. Several were killed in the explosions. Only two lifeboats could be lowered from our ship, and other hospital ships in the neighbourhood quickly came to our assistance. Some very fine work was done that morning in the rescue line.

Cadet Robert Stewart, of Midway Gardens, Edinburgh, who was one of 15 volunteers to go back with the captain to try to fight the fire, said: "It looked an impossible task. But gradually we managed to get the ship under control. We made preparations for taking the vessel in tow, but she could not be saved."

Another survivor was Able Seaman Charles Palmer, of London B. 11, Cannston, near Rugby, who had 44 years at sea, was twice torpedoed in the last war, again in September last year, and torpedoed for the time last month. Five British Cross nurses were killed in their living quarters. At the time Newfoundland was carrying 100 American nursing sisters who were to land with the Fifth Army. The Newfoundland was built at Barrow by Vickers-Armstrongs in 1925. She was owned by Johnston Warren Lines, Ltd., of Liverpool. Tonnage was 6791 gross.

Suggested Record

Date of Committee

Committee's Minute

20 OCT 1943

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