

ation 1.

The injured men are M. Elin, W. Franklin, E. Masters Goloubioff (a Russian shipped at Novorossisk) who are all in hospital now, but understand none of them seriously injured. It is a miracle that more men were not killed, fortunately the force of the explosion seems to have passed through the hatchway. The iron deck is pierced in two places on the forecastle deck, and some of the forecastle deck beams and plates are buckled by the heat. The diver was down yesterday to understand the hole is 4 fathoms long, but it is impossible to estimate the damage until the ship is drydocked. The concussion was so great that the Chief Engineer informs me that the boilers have cracked forward $\frac{1}{2}$ inch, but as the engines were stopped directly after the explosion and have not been used since he cannot say if they are good or not. The spare propeller and kedge anchor (which is on the foredeck) were moved by the shock and a lot of the glassware and crockery broken. One of the Officials here informs me that they will put ship in a floating dock here for repairs, but I understand it will be for a month yet, and as the repairs will occupy a long time it would be advisable to send all hands except two or three if their agreement will expire before ship is ready for sea, as they will not be much work got out of them now as the ship is so far from the sailors home. Shortly after the explosion I dropped the kedge anchor to keep ship from drifting, and as the steam engine burst I had to slip the anchor and 90 fathoms chain, it is to be recovered. The Government icebreaker came off at 11 p.m. and towed ship into the harbour stern first, where she arrived about midnight.

H. B. M's Vice- Consul.

© 2021
Lloyd's Register
Foundation
W28-0188(1/3)

W28-0188(2/3)

Continuation 2.

Before leaving Novorossisk I asked several times
if there was any special sailing directions regarding mines etc.,
the Captain of the Port of Novorossisk had none, so I thought,
I consulted the Consul, that the way was clear. On Monday I passed a floating
mine and anchored as soon as I got inside the 20 fthm line until
Tuesday morning. Myself and the 3rd Mate were on the bridge
at the time of the explosion, also a man looking out on the fore-
castle head. I had intended anchoring about 5 miles from Odessa,
but had not got a pilot before that, but unfortunately the mine
was about 10 miles from Odessa.

Deeply regretting this unfortunate accident and the
loss of life.

I remain

Your obedient servant,

(Signed) J. M. Nicholson.

Copy of sailing orders received at Novorossisk.

NOVOROSSISK.

13th March 1915.

the Master of S.S. "WOLVERTON".

Novorossisk.

Sir,

According to orders received from the Russian Authorities
you must as soon as possible proceed with your S.S. "WOLVERTON" to
Odessa.

Please take note of this and oblige.

Yours faithfully,

O. Geelmuyden.

H.B. M's Vice-Consul.

© 2021

Lloyd's Register
Foundation

W28-0188(2/3)

The watertight bulkhead in No.1 hold has stood the
t very well indeed as there is not a leak into the No.2.

OF TELEGRAM.

17/3/15.

erton struck submerged mine forward yesterday morning
at ten miles from Odessa Towed into harbour by Government
breaker Unable ascertain extent damage until drydocked
very serious Forecastle gutted by fire Have arranged crew
ashore Calaseres sailor killed Four firemen slightly wounded
under well Wire instructions.



© 2021

Lloyd's Register
Foundation

W28-0188 (3/3)