

WRECK BOX
No. 87
(Bottom)
8/29

REPORT OF TOTAL LOSS, CASUALTY, & C.

No. 35834 in R. B. Wreck Book, p. 27/34 Date of writing this report 3rd April 1934
Vessel's Name Steel S.S. "Swift Eagle" of Wilmington, Del Tons (Net 509.2 Gross 820.7)
Built at Portland, Or. When 1921 - 5 Casualty notice sent to Owner 5/3/34 Owner's reply 20/3/34
Owner's Name Boat Owning & Operating Co. (C.D. Mallory & Co. Inc., Mgrs)
Address 11 Broadway, New York U.S.

SOURCE OF INFORMATION.

SWIFTEAGLE.—San Francisco, Feb. 21.—American tank steamer Swift Eagle, San Pedro for New York, reported stranded Cerros Island, Lower California. Vessel pounding heavily. 23/2/34
SWIFTEAGLE.—London, Feb. 23.—The Salvage Association have received the following information: American tank steamer Swift Eagle, San Pedro for New York, with a full cargo, stranded 400 miles south of San Pedro. Engine-room flooded, pounding heavily. Coast-guard cutter Shoshone proceeding to assistance. Merritt Chapman sending steamer Peacock from San Pedro on salvage contract "no cure no pay." 24/2
—San Francisco, Feb. 22.—Steamer Swift Eagle reports solidly aground in thirty feet of water with cargo hold, boiler and engine-room flooded. Apparently on San Benito Islands, not Cerros Island, and in exposed position. Merritt Chapman's salvage steamer Peacock sailed early this morning, should reach vessel on Friday (Feb. 23) at noon. Owners signed "no cure no pay" contract with Merritt, New York. Coastguard cutter en route to vessel. Steamer Santa Catalina standing by, reports crew still on board, no immediate danger.—Lloyd's Agent per Salvage Association.
SWIFTEAGLE.—San Francisco, Feb. 23.—Steamer Swift Eagle: Salvage steamer Peacock arrived 11 a.m., reports draught of Swift Eagle 23 ft. forward, 28 ft. aft. Tanks Nos. 2, 3, 4, 5, 6 and 7, afterpeak and pump-room intact. Forepeak, cargo hold and Nos. 1, 8 and 9 tanks, bunkers and machinery space flooded. Engines and boilers set up 3 ft., no apparent distortion of vessel. Three compressors and lighting set on board to-night. Long westerly swell prevents work.—Lloyd's Agent per Salvage Association. 26/2
SWIFTEAGLE.—San Francisco, Feb. 26.—Steamer Swift Eagle: Salvors report Sunday morning (Feb. 25) crew transferred to coastguard cutter on account of danger owing to heavy seas. Later report from salvors states weather good, work proceeding. Too soon to foretell success or failure, blowing tanks slowly on account of heavy oil. Latest report received at noon to-day states vessel moved astern 140 ft., changed heading 13 deg. Strong NW. wind moderate sea.—Lloyd's Agent per Salvage Association.
SWIFTEAGLE.—San Francisco, Feb. 27.—Steamer Swift Eagle: Salvage master reports as follows: My opinion damage now exceeds any possible recovered value probably also insured value. Question possibility of success after to-day's gale as lost (P control) after tanks and buckling started forward of boiler-room. Present intention to remove our equipment and return as soon as weather permits.—Lloyd's Agent per Salvage Association. 1/3
SWIFTEAGLE.—San Francisco, Feb. 28.—Steamer Swift Eagle: Salvage master reports abandoned ship to-day, salvage crew removed by breeches buoy with great difficulty. Ship broken forward of fire-room. Salvage steamer Peacock remaining to recover equipment when weather moderates.—Lloyd's Agent per Salvage Association. 2/3
SWIFTEAGLE.—San Francisco, Mar. 2.—Steamer Swift Eagle: Salvage master reports as follows: Broken forward of stokehold, but not definitely apart, aft end has dropped 4 ft., forward end up to mainmast badly hogged, machinery and boilers completely wrecked, set up 4 to 7 ft. He and owners' superintendent consider further operations futile.—Lloyd's Agent per Salvage Association. 5/3

Particulars of Classification.
+100A1 S.S.N.Y.R. No 3-8.33
Shelter Wk. +LMC 8.33
W. fld. 8.33

Case previously before Date
Classing Committee. Last Minute

Casualty 21st February, 1934 Carrying petroleum in bulk fitted for oil fuel 4.21. F.P. above 150°F.
particulars of Casualty

This vessel stranded on San Benito Islands on the 21st February.
Lloyd's Agent per Salvage Association stated that salvage operations were begun, but owing to the vessel sustaining further damage (broken forward of stokehold; aft end dropped 4 feet; machinery & boilers completely wrecked—set up 4 to 7 feet; etc) he & the Owners' Superintendent considered further operations to be futile.
The Owners concur.

Suggested Record Wrecked 2.34
Date of Committee WED. 4 APR 1934
Committee's Minute wrecked 2.34

