

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

No. 2075 in R. B.

Wreck Book, p.

Date of writing this report

193

Vessel's Name

Steel Twin S.S. Ferndale

of London

Tons {Net 566

Gross 9947

Built at Sydney N.S.W. When 1924

YEAR. MONTH.

Casualty notice sent to Owner 28.7.32

Owner's reply 29.7.32

Owner's Name

White Star Line Co. (G. Thompson &amp; Co. Mgrs.)

Address

34, Leadenhall Street, E.C.3

Case previously before

Date

Classing Committee.

Last Minute

## Particulars of Classification.

+100% for 1st  
 Shelter deck +10% for 2nd  
 with persons 15% for 3rd  
 3.32  
 +10% for 1st 3.32

Date of Casualty

16th June 1932

Précis of particulars of Casualty

This steamer went ashore near  
 Dellys Harbour, Algeria, on 16th June, and  
 on 21st June it was reported that she had  
 broken below bridge, forepart settled down  
 on rocks and water filled to sea level. Salvors  
 consider removal of afterpart impracticable.

In reply to a casualty notice the owners  
 state that "according to their latest advice"  
 "from the Salvage Company, it is most"  
 "unlikely that the vessel will be other than"  
 "a total loss."

## SOURCE OF INFORMATION.

FERNDAL. Gibraltar, June 16.—S.S. British steamer Ferndale, lat. 36 55 N., long. 3 55 E., near Dellys Rock 10 p.m.

Algiers, June 17.—British steamer Ferndale, Brisbane for United Kingdom, ashore Dellys. Master reports vessel very badly damaged forward. British steamer British Sovereign assisting refloating; efforts up to the present unsuccessful. Lloyd's Agent has proceeded to the spot.

London, June 17.—Steamer Ferndale. The following messages have been received from the master:

Dated 8.45 a.m., June 17: All forward holds submerged, fear total loss. At present good prospects of saving cargo all after holds. Keeping after refrigerator working. All hands safe.

Dated 9.30 a.m., June 17: Delacour, Agent Algiers, on board assisting me arranging dispatch majority crew from Algiers. Salvage Company Algiers been advised. Will expedite discharge and await your instructions.

London, June 17.—Salvage steamer Ferndale has been dispatched from Gibraltar and salar steamer Freja has been ordered from Marseilles to proceed to the assistance of steamer Ferndale.

Algiers, June 17.—British steamer Ferndale stranded at Dellys. We have been on spot with crew divers since first hour stranding. Result of inspection hull large rents; first sight position of vessel bad. Messrs. Zagame, Baroni, Picone & Co. per Salvage Association.

Algiers, June 17.—The cause of the stranding of the steamer Ferndale was fog. She is firmly wedged and the work of refloating will be very difficult. Help is being sent from Algiers. —Reuter.

Algiers, June 17.—A wireless message from the British tank steamer British Commerce reports bound Algiers with tank steamer BRITISH SOVEREIGN disabled.

Algiers, June 17.—Steamer Ferndale ashore amidst ships on a ledge of rock at Dellys Harbour Light. After visit Lloyd's Agent and Surveyor to

Lloyd's Register report vessel broken and open about two feet in way of navigation bridge. Water in forward holds, after holds intact. Weather fine. Twenty-five metres of water aft, 21 metres forward. Cargo in after holds consists of wool, cases of refrigerated apples and small quantity of lead ingots destined for Hull, London and Liverpool. Forward holds consists of meat, apples, butter, skins and wool. Master awaiting instructions from owners to accept Algiers Salvage Company's assistance. Master repatriating 40 members of crew, keeping 26 on board. Understand British tank steamer BRITISH SOVEREIGN, while endeavouring to assist, struck the rocks. Since received following wireless message from BRITISH SOVEREIGN, Abadan by Trenchard: Expected to arrive Saturday 6 a.m. (June 18), holed in engine-room below the water line; require diver, call for survey by Lloyd's Agent. —Lloyd's Agent.

FERNDAL. — Rotterdam, June 18.—Steamer Ferndale: Tug Lauwzee telegraphed Friday afternoon (June 17) that ship broken and towage useless. Telegraphed further 11 p.m. that "as been alongside three hours but too much swell to discharge cargo. Standing by no and endeavouring again to-day." —L. Smith & Co. per Salvage Association. (Note: A cargo surveyor has been dispatched to this case.)

London, June 18.—The following message has been received from the master of the steamer Ferndale via Algiers radio, dated June 18, 7.30 a.m.: Commenced salvaging wool local firm in co-operation with Svitzers.

Algiers, June 18.—The British steamer Ferndale is now considered as lost. Several of her holds are flooded, but others were protected by the watertight bulkheads and it is hoped that the majority of the cargo including 9000 bales of wool, 1900 tons of lead, 500 tons of zinc and quantity of apples, butter and frozen cotton will be saved. —Reuter.

Suggested Record

Date of Committee

Committee's Minute



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**FERNDALE.**—Algiers, June 18.—Steamer Ferndale: Position critical. Master signed Lloyd's Form "no cure no pay" with Zagame subject to stipulation will withdraw in favour of salvage steamers Geir and Freja on their arrival. Zagame commenced discharge at 10 p.m. on Friday (June 17) of bales of wool by lighter for eventual dispatch to Algiers. Tug Lauwerzee with two hopper barges alongside. Zagame's divers plugged five fractured rivets on port side in way of after port boiler, decreasing inrush of water, pumps controlling.—Lloyd's Agent per Salvage Association.

Rotterdam, June 18.—Tug Gele Zee left Marseilles at 4 o'clock this afternoon to assist at the stranded steamer Ferndale.—"Nieuwe Rotterdamse Courant."

Algiers, June 19.—Steamer Ferndale reports vessel worked considerably during night as a result of strong winds; leak in stokehold increasing. Endeavouring shore up forward bulkhead.—Lloyd's Agent per Salvage Association.

Algiers, June 19.—Stowage of steamer Ferndale: No. 1 hold: Bales of wool, skins, lead and zinc. No. 2 hold: Butter, meat, rabbits and apples. No. 3 hold: Apples and lead. No. 4 hold: Apples and lead. Deep tank: Wool. No. 5 hold: Apples. No. 6 hold: Apples and lead. Tween deck throughout ship: Bales of wool. About 2600 bales of wool discharged. Salvage steamers Geir and Freja arrived.—Lloyd's Agent per Salvage Association.

**FERNDALE.**—London, June 21.—The Salvage Association have received the following radio message from the master of the salvage steamer Geir, dated June 20. Steamer Ferndale: Broken below bridge, forepart settled down on rocks and water filled to sea level. Boiler space, engine-room and after part kept dry. Resting on rocks below boiler space. To-day increasing swell and ship bumping. Discharging wool from spar deck.

Dellys, June 20.—Steamer Ferndale broken below bridge about frame 115 from aft, open at bridge deck about 6 ft. Bow resting on rock and submerged to hawse. After end afloat and held under boilers with 10 fathoms aft. Running out stern anchors in case complete fracture, tugs standing by. Under favourable conditions good prospect of saving after end. Freezing plant still working and after holds and engine-room dry. Work proceeding satisfactorily. Leaking in stokehold but under control. Discharge of cargo from after tween decks completed to-night, comprising totals of about 3337 bales wool, 300 bags meal, 24 cases tallow. About 1300 bales of above wool shipped by craft to Algiers, balance to follow as soon as craft available.—Salvage Association's Special Officer and Cargo Expert.

**FERNDALE.**—Dellys, June 21.—Steamer Ferndale: Fine weather, slight swell, lying quiet, off shore wind, head north-west, sheltered from south-east round south to north-west, close to shore and Dellys Harbour. Good landing for cargo except fruit. Cargo in Nos. 1, 2, 3 and 4 holds submerged below shelter deck which now discharging. Consider perishable cargo in Nos. 2, 3 and 4 hatches consisting of frozen meat and fruit lost. Under present conditions expect discharge of Nos. 5, 6, 7 sound. Forward deep tank wool more or less damaged. Salvage steamers Geir and Freja, and tugs Gele Zee and Lauwerzee here.—Salvage Association's Special Officer.

Dellys, June 21.—Steamer Ferndale: Apples forward end: Estimate about 10,000 cases in Nos. 2, 3 and 4 tween decks not yet wetted, would realise some value at Algiers and/or Marseilles if sold promptly but with water in holds, refrigerator stopped and hot weather prevailing will deteriorate rapidly. Endeavouring obtain offer. If given discretion to sell would do best possible. Apples aft: 63,276 cases, temperatures being maintained, recommend transhipment if refrigerated space can be secured. No insulated craft or cold store space available. Recommend after end apples at present remain in ship until plans perfected for forwarding and/or

probable removal of after end of ship to Algiers.—Salvage Association's Surveyor.

Dellys, June 22.—Steamer Ferndale: Landed yesterday 1300 sound wool and 10 bales skins. Diver reports fracture extends both sides to rocks about tanktop, ship held 12 ft. abaft fracture on port side under boilers and free from thence to stern. Ground tackle tight, pressure much reduced. Weather fine, sea smooth. Position having changed owing to extension of fracture, salvors now deem it imperative discharge after holds containing fruit for buoyancy aft, and tapping to assist break and save after end. Two small steamers chartered to take fruit to Algiers. All other cargo aft discharged.—Salvage Association's Special Officer and Cargo Surveyor.

**FERNDALE.**—London, June 23.—The Salvage Association have received the following cable from their special officer and cargo surveyor, dated June 23:—Steamer Ferndale: Commenced discharging necessary fruit from after holds and landing at Dellys and/or Algiers. Both satisfied this best course to pursue with prompt sale best possible. Anticipate fair quantity after fruit will remain on board and be handled later. Will not hesitate jettison if position can be improved thereby. Fine weather.

**FERNDALE.**—Dellys, June 24.—Steamer Ferndale: Fine weather, heavy ground swell, bumping heavily in way of No. 6 tank on starboard side, which now holed. Double shored forward stokehold bulkhead and emergency pump installed. Stokehold, engine-room and after holds dry. Discharged 6397 boxes fruit yesterday.—Salvage Association's Special Officer.

Dellys, June 24.—Steamer Ferndale: Apples: Discharge continues. No. 6 hold to lighters thence coaster transhipment to Algiers. Sale at Algiers not yet sanctioned, but cold storage space secured. Wool: About 100 bales landed wet, no further discharge at present. Will cut and dry only where necessary and endeavour preserve identity. Total sound wool about 5000 bales, expect complete landing at Algiers in about ten days' time.—Salvage Association's Cargo Surveyor.

**FERNDALE.**—London, June 25.—The Salvage Association have received the following radio message from their special officer on board steamer Ferndale, dated June 24:—Steamer Ferndale: Fresh offshore wind, moderate sea. Double stern ground tackle and tug Gele Zee holding after end in position. All after compartments dry (? still). Satisfied progress. Ground swell prevents diver's operations and detachment. Consider prospects of salvaging portion good.

London, June 25.—The Salvage Association have received the following radio messages from their special officer on board salvage steamer Geir, dated June 25:—Steamer Ferndale:

Heavy swell set in midnight. Stokehold, engine-room filled suddenly to water level. Now consider position hopeless. After hold dry at 1 a.m. Will examine daylight and report.

Contractors continuing salvaging cargo where possible.

**FERNDALE.**—Dellys, June 25.—Steamer Ferndale: Forepart firmly attached, after end settled down to rocks to No. 5, stern overhanging. Salvors consider removal of after part impracticable. Tug Gele Zee departed.—Salvage Association's Special Officer.

Dellys, June 27.—Steamer Ferndale: Contractors decided yesterday to recommence discharge of apples in No. 6 hold to craft and risk marketing in lieu of jettisoning. Discharging from square No. 6 lower to reach 300 tons lead stowed below.—Salvage Association's Surveyor.

**FERNDALE.**—Dellys, June 27.—Steamer Ferndale: Refloating of after end impracticable. From after bulkhead engine-room to stern water-borne or afloat. Making water slowly, ten feet in No. 6.—Salvage Association's Special Officer.



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