

# REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 23243 in R. B. Wreck Book, p. 90/29

Date of writing this report 18th September 1929

Vessel's Name *Steamer "Highland Pride"* of *London* Tons *Net 4206*

Built at *Port Glasgow* When *1910* 4 Casualty notice sent to Owner *3. 9. 29* Owner's reply *4. 9. 29*

Owner's Name *Nelson Steam Nav. Co. (H. W. Nelson L. Mgrs)*

Address *98 Leadenhall Street, London EC3*

Case previously before *Date*  
Classing Committee. *Last Minute*

## Particulars of Classification.

*+1000/1* *1. 1. 3. 3. 23*  
*Shells 84* *1. 1. 1. 27*  
*with powder* *1. 1. 1. 26*  
*3.29 + 1642 RMC 1.29*

Casualty *9th September 1929*

particulars of Casualty

*This steamer struck rocks off Vigo on 9th September, and is lying submerged from stern to No 2 hatch, showing signs of strain forward of bridge. The Salvage Association's Special Officer reported on 16th September as follows:-*

*"Highland Pride broken and sagged region"*  
*"No. 3, lesser break about mainmast, heavy"*  
*"swell. May now be possible save some"*  
*"cargo No 5 as well as No. 1. after ship"*  
*"Settled new position, depending weather"*

*In reply to a casualty notice the Owners state that while the ship has been wrecked off Vigo, the Salvage Contractors are still working and they think the question of erasing her name from the Register Book might be left until she has been totally abandoned.*

*21st October 1929*

*In Lloyd's List of 30th September it was stated that the vessel was slowly breaking up. In reply to enquiry by telephone the Owners now state that she is a total loss.*

## SOURCE OF INFORMATION.

**HIGHLAND PRIDE.**—Coruna, Sept. 9.—At 12.45 a.m. (G.M.T.) British steamer Highland Pride says:—Struck Lameda Point, off Vigo, requires immediately assistance, send tugs immediately. Ship on rocks Carallones. Ship pounding heavily. Fishing boat standing by. Spanish steamer Alona Mendiz proceeding to assistance.

Land's End Wireless Station, Sept. 9.—Following intercepted from British steamer Highland Pride at 1.20 a.m. (G.M.T.)—Highland Pride to Finisterre Wireless Station: Please tell all ships to proceed as we have now got all assistance around us.

Land's End Wireless Station, Sept. 9.—Following intercepted from Monsanto Wireless Station at 2.28 a.m. (G.M.T.)—From steamer Highland Pride at 2.12 a.m. (G.M.T.)—Now abandoning ship until morning. Ship pounding heavily on rocks. All passengers and most of crew away.

Marseilles, Sept. 9.—The Marseilles Wireless Station states that the German steamer Seydlitz reports that all passengers have been taken off the steamer Highland Pride to other vessels which are standing by.—Reuter.

London, Sept. 9.—Salvage steamer Valkyrien has been ordered to proceed from Lisbon to steamer Highland Pride, and is due at the stranding place on Tuesday afternoon (Sept. 10).

Vigo, Sept. 9.—The Nelson Line steamer Highland Pride struck Black Rock, off Vigo Bay, at midnight and has now sunk. The passengers and crew were all saved.—Reuter.

Vigo, Sept. 9.—British steamer Highland Pride on Carallones Rocks in front of Bayona. Passengers and crew saved. Nos. 1 and 2 holds flooded with water over deck up to bridge. Nos. 3 and 4 holds watertight. engine department 9 ft. of water over tank tops; position ship difficult. Agent of ship proposes to send lighters to save cargo Nos. 3 and 4 holds and cattle pen with bulls on deck aft.

Coruna, Sept. 9.—At 1.40 a.m. master of steamer Highland Pride says that he does not need further assistance as there are plenty of fishing boats round, and all ships to proceed on their journeys. At 1.55 a.m. carry on working for present as plenty assistance alongside. At 2 a.m. all passengers and most crew left. At 2.15 a.m. Finisterre and all ships now abandoning ship until morning, ship pounding heavily on rocks.

London, Sept. 9.—The Nelson Line have received the following cable from their agents at Vigo, dated Sept. 9: Steamer Highland Pride: Now proceeding to Bayona and ship with Lloyd's Agent and surveyor due from Arosa Bay and will report fully upon return. Ship not abandoned; master, officers and engineers still on board. Taking lighter and men out to ship to commence salvage.

**HIGHLAND PRIDE.**—Vigo, Sept. 9.—One hour after leaving Vigo, where she called to take on board passengers and cargo for South America, the Nelson Line steamer Highland Pride struck a sunken rock between the two lighthouses off Bayona and began to sink. The vessel struck at 1.19 a.m. and quickly settled. Spanish steam trawlers in the vicinity were summoned to assist, and pending their arrival, the ship's boats were launched. Assistance was taken of some trawlers which towed them to port. The passengers reached Vigo about half past two this morning but the officers stood by the vessel for several hours longer, and when all were off but the master, the engineers returned on board to draw the fires in the forward boiler, as they feared there might be an explosion. The passengers and crew are receiving every

Suggested Record

Date of Committee

Committee's Minute

X

FRI. 20 SEP 1929

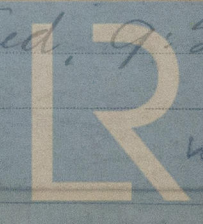
Wrecked 9.29

TUE 22 OCT 1929

*Deferred*

*one month*

*Decided 9.29*



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W647-0006



attention. Passengers and crew all suffered from being soaked with rain in the open boats. The ship is badly holed forward and now lies with her bows submerged. Most of the passengers' luggage and the mails have been salvaged. Among the cargo were several pedigree bulls and rams destined for Argentine for breeding purposes.—Reuter.

Vigo, Sept. 9.—Steamer Highland Pride now lies with her bows under water. Nos. 1, 2 and 3 holds are flooded as well as the engine-room where there is nine feet of water. Endeavours are being made to discharge part of her cargo and divers have gone down to ascertain the extent of the damage under water. There is fear that the vessel will be lost as she lies in an exposed position. The Highland Pride carried 57 passengers, mostly bound for South America from London, and 3000 tons of general cargo.—Reuter.

Vigo, Sept. 9.—Steamer Highland Pride: Seen two hours after low water, vessel has twelve degrees list starboard and fore end awash up to engine-room, all forward holds and engine-room full of water, six feet in No. 4 hold and six inches in No. 5 and water rising. Ship is lying on sharp rocks from stern to No. 3 hold, engine-room and after end overhanging in 13 fathoms. Weather: Light breeze and fog, moderate ground swell. Ship working. Position critical and fear after holds will fill this tide and vessel sink. Owners' agents have two steam water barges and one lighter alongside endeavouring to save pedigree live stock from after deck and cargo from No. 5 hold. Davila, Vigo contractor, has two Priestman floating cranes, tugs and necessary plant and offers to save all possible from vessel and deliver Vigo for forty per cent. realised salvaged value unless ship sinks and divers necessary when terms will be sixty per cent. Quick decision advisable.—Salvage Association's Special Officer.

Vigo, Sept. 10.—Steamer Highland Pride: After end now sunk and vessel awash fore and aft except extreme fore end which rising as stern sinks. Poultry and live stock salvaged except three bulls, no cargo. Moderate ground swell, unlikely vessel last long. Crew have left the vessel. Have approved master and owners' agents making provisional contract with Davila, Vigo, to save all possible "no cure no pay" forty per cent. delivered Vigo, this contract subject to owners' and underwriters' confirmation or termination when instructions received from London. Work will start at daylight at No. 1 hold, endeavour to save railway material and all possible.—Salvage Association's Special Officer.

Vigo, Sept. 10.—Steamer Highland Pride: Position much same as at last midnight. Contractor salvaging little equipment from forward and hopes get some cargo from No. 1 hold at low water. Prospects salvaging any valuable cargo at present in my opinion poor. Machinery is in lower hold. Use of divers considered dangerous as ship apparently hanging on rocks, piercing Nos. 2 and 3 holds, with 13 fathoms water under sunken stern and liable slip into deep water any time. All light equipment looted by fishermen.—Salvage Association's Special Officer.

London, Sept. 10.—The following cable has been received from the Corunna Salvage Company, dated Vigo, Sept. 10, whose salvage steamer is at the wreck:—Steamer Highland Pride broken amidships, after end totally submerged.

HIGHLAND PRIDE.—London, Sept. 11.—Following cable has been received from the master of the salvage vessel Valkyrien via Finisterre Radio, dated Sept. 11: Steamer Highland Pride submerged from stern to No. 2 hatch, about 5 fathoms water on "pool," heavy list towards sea. Vessel lies on small rock surrounded with deep water, no hope or (of) salvage.

HIGHLAND PRIDE.—Vigo, Sept. 11.—Steamer Highland Pride: About 9 ft deeper aft. Contractors' diver attended ship to-day but declined to descend, he promises to descend to-morrow. Weather fine but position difficult in every way, and am not optimistic of anything of value being obtained. Vessel showing slight signs of strain forward of bridge.—Salvage Association's Special Officer.

HIGHLAND PRIDE.—Vigo, Sept. 12.—Steamer Highland Pride: Diver has penetrated No. 1 hold and located heavy lifts. Providing weather remains fine possibility obtaining some if not all to-morrow. Contractor has served notice on owners' agents to terminate contract at 40 per cent., and demands 60 per cent. to cover extra risk and heavy percentage to diver.—Salvage Association's Special Officer.

Vigo, Sept. 13.—Steamer Highland Pride: Weather fine but heavy westerly swell rendering work impossible. Contractor forced to temporarily abandon operations after obtaining about 150 cases of sardines from No. 1. Urgently necessary to uncase and clean the tins, this will be done immediately for benefit of those concerned.—Salvage Association's Special Officer.

HIGHLAND PRIDE.—London, Sept. 13.—The Postmaster General announces that the mails for South America, mostly containing parcels, which left London on Sept. 5 on board the steamer Highland Pride, wrecked off the coast of Spain on Sept. 9, have been salvaged and will be forwarded to destination by steamer Almanzora, which sailed from Southampton on Sept. 13.

Vigo, Sept. 13.—Steamer Highland Pride: In view of present weather likely continue some days and great expenses already incurred, contractor not keen and firm in refusal accept less than 60 per cent. My opinion prospects most unfavourable obtaining anything. Ship likely to break up, season late.—Salvage Association's Special Officer.

HIGHLAND PRIDE.—Vigo, Sept. 15.—Steamer Highland Pride: Position much the same. Contractors' tug and crane lying off all day, but swell too great to get alongside.—Salvage Association's Special Officer.

Vigo, Sept. 16.—Steamer Highland Pride: After end breaking. Floatable cargo No. 5 washing ashore. Warning coastguards advise us any landings.—Salvage Association's Special Officer.

HIGHLAND PRIDE.—Vigo, Sept. 16.—Steamer Highland Pride: Broken and sagged region No. 3, lesser break about mammoth, heavy swell. May now be possible save some cargo No. 5 as well No. 1 after ship settled new position, depending weather.—Salvage Association's Special Officer.

HIGHLAND PRIDE.—Vigo, Sept. 18.—Steamer Highland Pride: To-day's examination results contractor declining make any further attempts. Position and condition dangerous and season late. Suggest only course endeavour obtain offers for wreck as she lies.—Salvage Association's Special Officer.

HIGHLAND PRIDE.—Vigo, Sept. 24.—Steamer Highland Pride: Strong northerly winds with little sea have caused the westerly swell to subside considerably, and the weather generally has remained unexpectedly fine over the equinox. Nevertheless the vessel is slowly breaking up. Of the midships upper works only the funnel and part of the casing remains. The vessel generally is low in the water owing certainly to the rocks working further through her bottom. She has not, however, dropped off the reef into deep water, nor any material part of her. This is the best thing that could now happen as she is unworkable in her present condition. The slightest movement of the ocean swell causes a heavy run through and over her rendering diving work impossible. In deeper water matters in this direction would be improved.—Salvage Association's Special Officer.



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