

# REPORT of SURVEY for REDAIDS & C.

Last rpt No. NWC, 88489

8345

1932

WRECK BOX

No. 77 (Top)

## REPORT OF TOTAL LOSS, CASUALTY, & C.

No. 74384 in R. B. Wreck Book, p. 71/32 Date of writing this report 20th September 1932

Vessel's Name Steel S.S. "Watford" of London Tons { Net 3303 Gross 5421

Built at Dundee When 1928 8 Casualty notice sent to Owner 16.9.32 Owner's reply

Owner's Name Britain S.S. Co. (Watts, Watts & Co. Ltd) Address 7, Whittington Avenue, E.C.3

Case previously before	Date	Particulars of Classification.
Classing Committee	Last Minute	T1000A1 55M. 32
		H. 32 4.32

Date of Casualty 10th September 1932

Précis of particulars of Casualty

This steamer went ashore off Glace Bay N.S. on 10th September; reported broken amidships, and on 12th was stated to be a total wreck.

In reply to a casualty notice the Owners state that they are not yet in a position to make any definite statement, but they hope to be able to do so in the course of a week or so.

10th October 1932

The Owners now state that the vessel is a total loss, and they understand that the Underwriters have disposed of the wreck to a firm of Shipbreakers in Canada.

W. 77 (Top)

### SOURCE OF INFORMATION.

WATFORD.—North Sydney, C.B., Wireless Station, Sept. 10.—At 8 a.m., E.S.T., British steamer Watford, position two miles off Glace Bay, Nova Scotia, hold flooding. Position very dangerous.

North Sydney, C.B., Wireless Station, Sept. 10.—At 8.30 a.m., E.S.T., British steamer Watford struck bottom half-mile off Cape Percy. Crew ordered lifebelts.

Halifax, Sept. 10.—British steamer Watford, bound to Sydney, C.B., from Quebec, ran aground at Cape Percy, two miles off Glace Bay, N.S., at 10 o'clock this morning. An S.O.S. was sent out and the crew were ordered to man the lifeboats according to a wireless message received here.—Reuter.

North Sydney, C.B., Sept. 10.—British steamer Watford reported ashore and totally wrecked. She had no cargo on board at the time. One of the crew dead.

Halifax, Sept. 10.—Two of the crew were drowned when the British steamer Watford went ashore at Cape Percy, two miles from Glace Bay, Nova Scotia, to-day. The Watford became a total wreck, great seas breaking over her in a high north-east gale.—Reuter.

WATFORD.—Halifax, Sept. 11.—Steamer Watford: Master advises vessel abandoned on Saturday (Sept. 10). Unapproachable Sunday, hopes board at low water on Monday. Broken amidships, all holds flooded. Anticipates total loss.—Salvage Association's Surveyors.

Sydney, C.B., Sept. 12.—British steamer Watford drove ashore in consequence of a heavy gale and is likely to become a total wreck. First Officer Knight and sailor Johnson lost, bodies found.

Sydney, C.B., Sept. 12.—Heavy seas breaking over the steamer Watford made it impossible to launch the lifeboats. S.O.S. signals were sent out, but help was not available and the steamer was rapidly breaking up. The Second Officer plunged into the sea, swam ashore and fixed the breeches buoy, by which the other 37 survivors were drawn to safety. The Watford became a total wreck.—Reuter.

WATFORD.—North Sydney, C.B., Sept. 12.—Steamer Watford reported hogged amidships.—Lloyd's Agents per Salvage Association.

WATFORD.—North Sydney, C.B., Sept. 13.—Steamer Watford surveyed at low water on Tuesday (Sept. 13). Vessel lying quarter mile north of Cape Percy heading south, broadside to and against cliff, two deg. port list, even keel. Resting two parallel rocky ledges right angles to shore under cross-bunker and No. 3 hold. Hogged 5 ft. In cross-bunker all side plating buckled maximum 30 in. for 15 frame spaces, bottom up bodily 5 ft., bridge and tween-deck badly buckled. Port side shell plating in way of No. 3 hold slightly buckled, all compartments except forepeak tidal. At low tide 1 ft. water in Nos. 1 and 4 holds, rest dry; No. 1 tank top damage unknown, 2 up 5 in. way hatch, cross-bunker up bodily 5 ft., 3 up bodily 8 in., tunnel buckled, 4 up 6 in. port side, engine and boiler rooms up 1 in. port side. Engines and boilers apparently undisturbed. Stern frame and rudder bent 5 ft. to port, propeller broken. Anticipate all bottom plating

about 70 per cent. internals damaged. Owing extent of damage and average depth of water low tide clear of ledges 4 ft. starboard 7 port and ledges visible 100 ft. outside vessel and extending least further 100 ft.; consider prospects of successful salvage remote, but your surveyor now endeavouring to interest salvage firms in Quebec and New York. Watchmen placed. Crew with exception of master, engineer and three sailors being repatriated.—Salvage Association's Surveyor and Lloyd's Agents.

Suggested Record

Date of Committee

Committee's Minute

FRI. 23 SEP 1932

Wrecked 9.32

TUE. 11 OCT 1932

Desired

Wrecked 9.32

140 22/9/32

1 mo

22/9/32

25 Oct

11.10.32

4 miles H. 32

W696-0094 1/2

As Certificate required? If so, to be sent to

© 2021

Lloyd's Register Foundation

W696-0108 1/2

19 32

WATFORD.—North Sydney, C.B., Sept. 14.—Steamer Watford: Halifax, Quebec and New York salvors decline make offers on account of extensive damage, location of wreck and lateness of season. Recommend sale as is or stripping on percentage of net realised salvaged value.—Lloyd's Agent and Salvage Association's Surveyor.

4169

Montreal, Sept. 15.—Steamer Watford: Again conferred our surveyor (Glen), Davis, of Merritts, also local salvors. All agree salvage impracticable.—Salvage Association's Surveyor.

1919

WATFORD. — Montreal, Sept. 16. — Steamer Watford: Merritt's representative due at Sydney, C.B. Sept. 18 and will examine vessel in conjunction with our surveyor, Glen.—Salvage Association's Surveyors.

2079

WATFORD. — Montreal, Sept. 18. — Steamer Watford: Salvors' representative reports position and condition exactly as reported by our surveyor. He considers salvage impossible on account of exposed position and distance vessel has been driven over ledges.—Salvage Association's Surveyor.

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Handwritten notes: 15-97, 10-11, 11-12, 12-13, 13-14, 14-15, 15-16, 16-17, 17-18, 18-19, 19-20, 20-21, 21-22, 22-23, 23-24, 24-25, 25-26, 26-27, 27-28, 28-29, 29-30, 30-31, 31-32, 32-33, 33-34, 34-35, 35-36, 36-37, 37-38, 38-39, 39-40, 40-41, 41-42, 42-43, 43-44, 44-45, 45-46, 46-47, 47-48, 48-49, 49-50, 50-51, 51-52, 52-53, 53-54, 54-55, 55-56, 56-57, 57-58, 58-59, 59-60, 60-61, 61-62, 62-63, 63-64, 64-65, 65-66, 66-67, 67-68, 68-69, 69-70, 70-71, 71-72, 72-73, 73-74, 74-75, 75-76, 76-77, 77-78, 78-79, 79-80, 80-81, 81-82, 82-83, 83-84, 84-85, 85-86, 86-87, 87-88, 88-89, 89-90, 90-91, 91-92, 92-93, 93-94, 94-95, 95-96, 96-97, 97-98, 98-99, 99-100, 100-101, 101-102, 102-103, 103-104, 104-105, 105-106, 106-107, 107-108, 108-109, 109-110, 110-111, 111-112, 112-113, 113-114, 114-115, 115-116, 116-117, 117-118, 118-119, 119-120, 120-121, 121-122, 122-123, 123-124, 124-125, 125-126, 126-127, 127-128, 128-129, 129-130, 130-131, 131-132, 132-133, 133-134, 134-135, 135-136, 136-137, 137-138, 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1112-1113, 1113-1114, 1114-1115, 1115-1116, 1116-1117, 1117-1118, 1118-1119, 1119-1120, 1120-1121, 1121-1122, 1122-1123, 1123-1124, 1124-1125, 1125-1126, 1126-1127, 1127-1128, 1128-1129, 1129-1130, 1130-1131, 1131-1132, 1132-1133, 1133-1134, 1134-1135, 1135-1136, 1136-1137, 1137-1138, 1138-1139, 1139-1140, 1140-1141, 1141-1142, 1142-1143, 1143-1144, 1144-1145, 1145-1146, 1146-1147, 1147-1148, 1148-1149, 1149-1150, 1150-1151, 1151-1152, 1152-1153, 1153-1154, 1154-1155, 1155-1156, 1156-1157, 1157-1158, 1158-1159, 1159-1160, 1160-1161, 1161-1162, 1162-1163, 1163-1164, 1164-1165, 1165-1166, 1166-1167, 1167-1168, 1168-1169, 1169-1170, 1170-1171, 1171-1172, 1172-1173, 1173-1174, 1174-1175, 1175-1176, 1176-1177, 1177-1178, 1178-1179, 1179-1180, 1180-1181, 1181-1182, 1182-1183, 1183-1184, 1184-1185, 1185-1186, 1186-1187, 1187-1188, 1188-1189, 1189-1190, 1190-1191, 1191-1192, 1192-1193, 1193-1194, 1194-1195, 1195-1196, 1196-1197, 1197-1198, 1198-1199, 1199-1200, 1200-1201, 1201-1202, 1202-1203, 1203-1204, 1204-1205, 1205-1206, 1206-1207, 1207-1208, 1208-1209, 1209-1210, 1210-1211, 1211-1212, 1212-1213, 1213-1214, 1214-1215, 1215-1216, 1216-1217, 1217-1218, 1218-1219, 1219-1220, 1220-1221, 1221-1222, 1222-1223, 1223-1224, 1224-1225, 1225-1226, 1226-1227, 1227-1228, 1228-1229, 1229-1230, 1230-1231, 1231-1232, 1232-1233, 1233-1234, 1234-1235, 1235-1236, 1236-1237, 1237-1238, 1238-1239, 1239-1240, 1240-1241, 1241-1242, 1242-1243, 1243-1244, 1244-1245, 1245-1246, 1246-1247, 1247-1248, 1248-1249, 1249-1250, 1250-1251, 1251-1252, 1252-1253, 1253-1254, 1254-1255, 1255-1256, 1256