

S/S Sag Harbor
 Liverpool, England
 December 18, 1944

To: Lieutenant Sandfer, U.S.N.R., Port Officer, Liverpool, England
 From: E. W. Callaway, Master, S/S Sag Harbor.
 Subject: Delays sustained by S/S Sag Harbor while in Port of Liverpool.

Dear Sir:

Arrival was taken 0912, 12 December, 1944 at the Bar light vessel. There was no pilot boat in sight. After standing off and on for about one (1) hour with the International flag "G" flying, a small coastal steamer bound in called us by blinker light to tell us the pilot vessel was five (5) miles Northwest of us. We then stood out to pick up a pilot. He boarded at 1100.

Our schedule called for us to go to Bramborough Buoy to lighten the ship then to enter Bramborough Docks at high water the next day, 13 December. Dense fog made this impossible so we completed discharging at the buoys. Discharging was completed 1645, 13 December, 1944. Our altered orders called for us to move from the buoys on high water, about 1200 14 December, 1944. The pilot "CURRY" was in telephone communication with this ship. At about 1600 he phoned the ship to inform me that the weather was not suitable to move the ship. He has never boarded this ship since her arrival in port. Three tugs had been standing by since about 1300.

The next day at about 1515 the vessel was unmoored by pilot Edelsten under similar conditions of weather.

Upon arrival of this vessel in port 12 December, 1944 the Agent's, Brinings Shipping Limited, were notified that 450 tons of fresh water were required to make the return voyage. Despite frequent reminders of the fact that no water had been sent to the ship and she would be unable to sail if short of fresh water, no water was sent to the ship until 0830, 15 December, 1944. At this time only 40 tons were supplied. No more water was forthcoming until 0703, 16 December, the date on which the vessel was scheduled to sail. At 1040 the water barge Skirmisher had just finished discharging her cargo of fresh water into this ship. The Chief Engineer of the Sag Harbor, Owen Joyner, informed me that we still had 50 tons of water too little to make the voyage. Up to this time 200 tons of fresh water had been supplied.

The Skirmisher returned with 50 tons of water at 1350 and began discharging into this ship, completing the discharge at 1520. By this time the tide had begun to ebb and the pilot Edelsten declared it to be extremely dangerous to attempt to swing the ship under existing circumstances with only the Skirmisher and one tug to assist. Four tugs had been requested to swing the ship but they were never sent to the ship.

Very truly yours,

E. W. Callaway
 Master, S/S Sag Harbor

DECLASSIFIED

Authority NND 750161

S/S Sag Harbor
Liverpool, England
December 18, 1944

Mr. W. Hotherington
& Brinings Shipping Limited
Quart Building
Liverpool (3), England

Dear Sir:

This letter will inform you of the times at which water vessels came to the S/S Sag Harbor along with the amounts of water received from them each trip.

On December 15, 1944 the water barge Skirmisher came alongside and left at 10:30 AM of the same day after discharging approximately 40 tons of water into this vessel. At his time he said he had another job to do and would be back to us.

No more water was received until 7:03 AM December 16, 1944 when the water barge Skirmisher came back and discharged 160 tons of water, leaving the ship at 10:40 AM.

There were then just 280 tons of fresh water on the ship. Not enough to make the contemplated voyage. The ship required 80 tons more water before it could make the voyage. Captain Foster of the Skirmisher then said it would take three hours before he could be back to the Sag Harbor with that much water. This estimate proved to be true.

The Skirmisher returned at 1:50 PM and discharged 80 tons of water, finishing at 3:20 PM. By this time the tide was running so swiftly that it was unsafe, in the Pilot's opinion, to attempt to swing the vessel to go out.

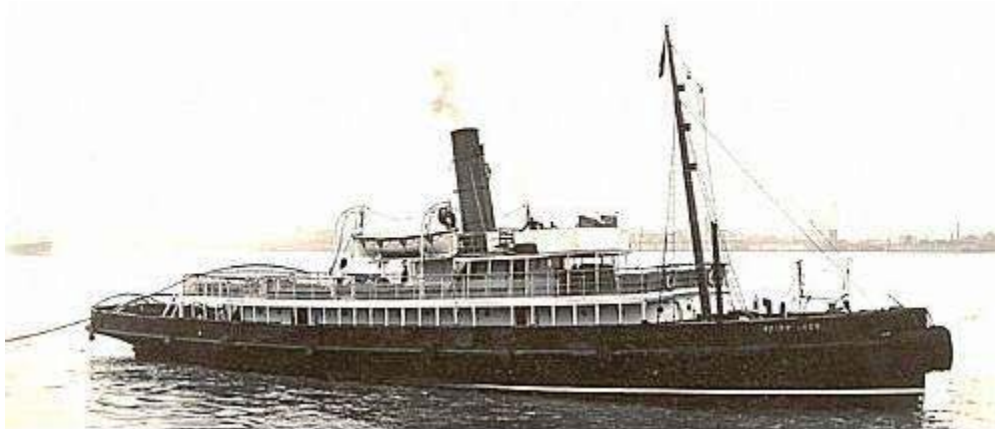
Your attention is called to the fact that, after receipt of your letter of instruction dated 9th December, 1944, 450 tons of fresh water were requested for this voyage. This request was made 12 December, 1944.

Very truly yours,

N. V. Callaway
Master, S/S Sag Harbor

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The Skirmisher as a passenger tender before conversion to a water barge.

ss SKIRMISHER

built by J & G Thomson Clydebank,
Yard No 221

Port of Registry: Liverpool
Launched: Wednesday, 14/05/1884
Built: 1884
Ship Type: Passenger Tender
Tonnage: 607 grt
Length: 165 feet
Breadth: 32.3 feet
Owner History:
Cunard Steam Ship Company, Liverpool
1935 Cunard White Star Line, Liverpool
Status: Scrapped - 12/02/1946

Remarks: Scrapped at Garston
Previous update by Paul Strathdee
Photo supplied by John Ward~McQuaid

From:
clydesite.co.uk
(website)

Last updated: by George Robinson from the original records by Stuart Cameron

85080	Skirmisher	TwinSc	582			1884	J.&G. Thomson Clydebank	OnnardWhite Star,Ltd.	165'0"	82'2"	15'0"	Liverpool British	0.40y.21°s42'-33½"	J.&G.Thomson,Clydebank	BT 111 546 6.6
			490												
			238												

Gross Tonnage
Length
Breadth
Depth

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