


# SS Damão

## 1. Details

### **General**

Nationality: Portuguese  
Purpose: Transport  
Type: Cargo ship  
Propulsion: Steam  
Date built: 1911  
Status: Live 

### **Details**


Tonnage: 5668 grt  
Dimensions: 135 x 17.4 x 8.2 m  
Engine: Triple expansion engine  
Power: 701 n.h.p. (nominal horsepower)  
Speed: 12.5 knots  
Yard no.: 848  
Call sign: HDAM 

### **About the loss**

Cause lost: Torpedo  
Date lost: 28/04/1918

### **About people**

Last owner: [1]  Transportes Maritimos Do Estado (Tme), Lisboa (Lisbon)  
SS Damão [+1918]  
  
period 1916 ~ 1918  
  
Call sign: HDAM 

Prev. owners: [2]  Deutsche Australische Dampfschiffs Gesellschaft, Hamburg  
SS Brisbane  
  
period 1911 ~ 1916

Builder:  Swan, Hunter & Wigham Richardson Ltd., Wallsend

### **About the wreck**

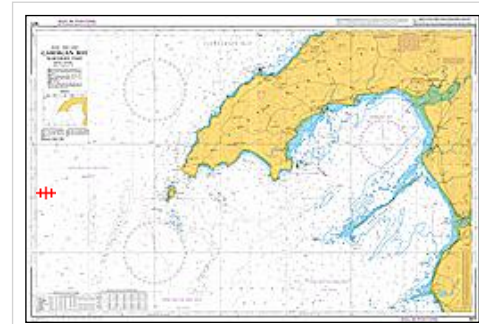
Depth: 83 max. / 67 min. (m)  
Orientation: 0°  
More info: See more detailed info in the paragraph 'Hydrographic Report'

### **Updates**

Entered by: Jan Lettens, 27/08/2008  
Last update: Avec43, 05/10/2012  
Source: [www.wrecksite.eu/wrecks.aspx?69756](http://www.wrecksite.eu/wrecks.aspx?69756)

## 2. Position

Latitude: 52°45,335'N  
Longitude: 05°06,664'W  
System: WGS84  
Reliability: Good 40m~100m  
Remarks: Method: HI-FIX 6 Parabolic Quality: Surveyed Accuracy: 25 m  
More info: See more detailed info in the paragraph 'Hydrographic Report'  
Last update: Jan Lettens, 01/10/2009  
References: UK Hydrographic Office



This is a thumbnail version of the chart  
Cardigan Bay - Northern Part.  
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by: Jan Lettens, 25/05/2011

## 3. History

Damao SS was a Portuguese cargo steamer of 5,668 tons built in 1911 by Swan, Hunter & Wigham Richardson, Ltd., Newcastle and owned at the time of her sinking by Transportes Maritimos do Estado, Lisbon.

On the 28th April 1918 she was torpedoed and sunk by German submarine U-91 (Alfred von Glasenapp) when 12 miles W of Bardsay Island, St. George's Channel when on route from New York for Liverpool with general cargo.

Last update: Allen Tony, 28/04/2009  
References: www.uboot.net

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**\*\*ORIGINALLY GERMAN SS BRISBANE BEFORE REQUISITION. TORPEDOED BY GERMAN SUBMARINE U-91.**

Last update: Jan Lettens, 01/10/2009  
References: UK Hydrographic Office

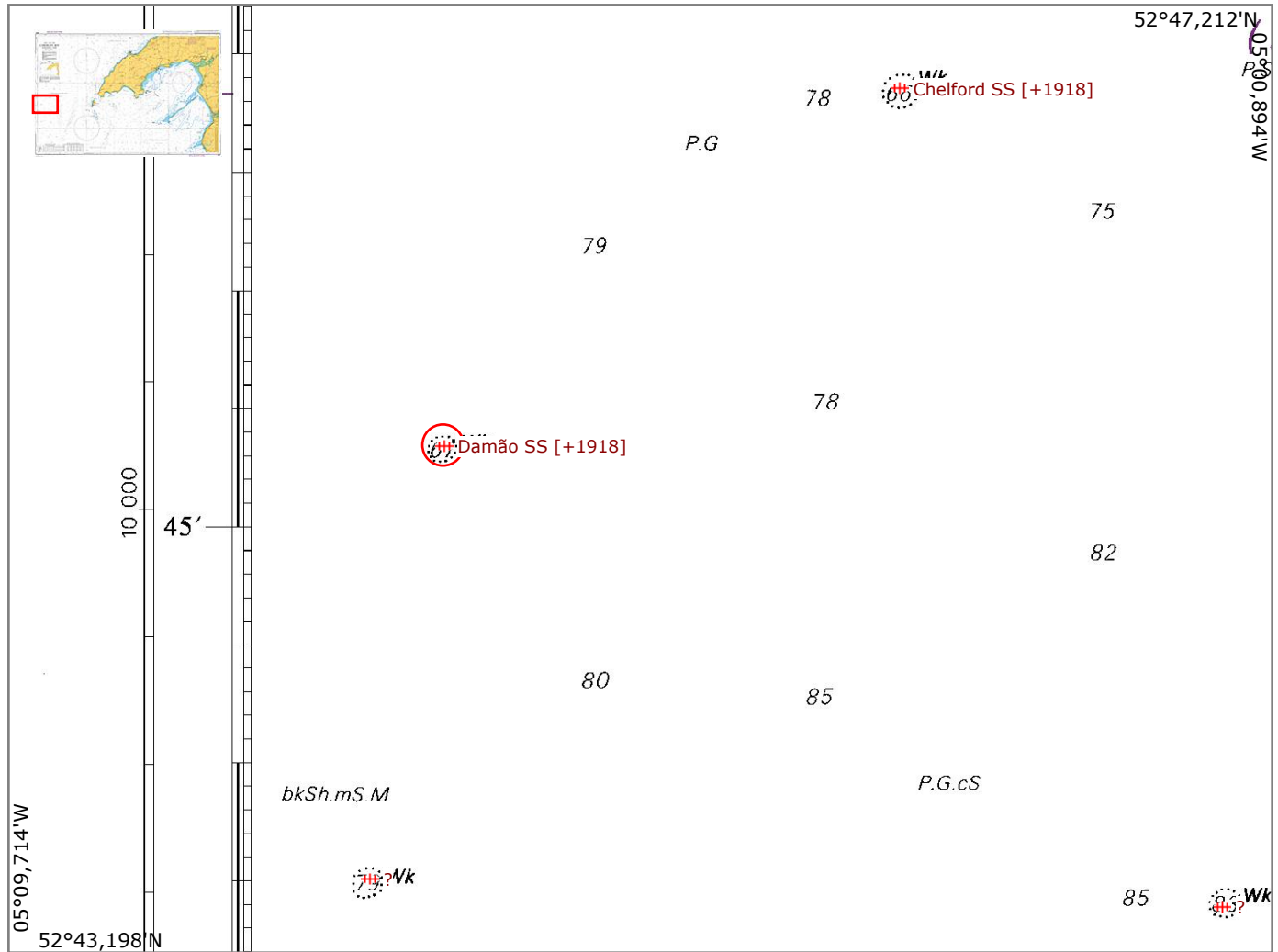
## 4. The Wreck Today

**\*\*INS ON 1411 1824A., (DATE NOT KNOWN).**  
**\*\*AMEND TO NDW. NE 1824A. (DATE NOT KNOWN).**  
**\*\*H5141/53 14.8.53 AMEND TO NDWPA ON 1411.**  
**\*\*27.10.72 AMEND TO WKS USCPA 60MTRS. NC 1971.**  
**\*\*8.11.78 AMEND TO USCPA 60MTRS. NC 1411.**  
**\*\*4.6.58 POSN GIVEN AS 524600N, 050800W. (M09548).**  
**\*\*H1935/80 17.5.82 LARGE, INTACT, UPRIGHT WK EXAM'D 18.6.81 IN 524519N, 050636W [OGB] USING HIFIX/6 [2 LOP]. LEAST E/S DEPTH 68.4 IN GEN DEPTH 83MTRS. NO SCOUR. DCS3 HT 16MTRS. LYING 000/180 DEGS. SONAR LENGTH 130-140MTRS, APPROX. (HMS FAWN, HI 3). INS AS WK 67MTRS. BR STD.**

Last update: Jan Lettens, 01/10/2009

# 5. Chart

## Cardigan Bay - Northern Part [BA1971]



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## 6. Hydrographic report

<b>State</b>	<b>LIVE</b>		
<b>Wreck Number</b>	9984 (UKHO ID)	<b>Classification</b>	Unclassified
<b>Chart Symbol</b>	WK 67.0	<b>Status</b>	--
<b>Existence Doubtful</b>	NO	<b>Reported Year</b>	--
<b>Date Last Amended</b>	08/12/2000		
<b>Charting Comments</b>	--		
<b>Wreck Category</b>	Non-dangerous wreck		
<b>WGS84 Position</b>	<b>Latitude</b> = 52°45'.335 N <b>Longitude</b> = 005°06'.664 W		
<b>WGS84 Origin</b>	3-D Cartesian Shift (BW)		
<b>WGS84 limits</b>	--		
<b>Position</b>	<b>Latitude</b> = 52°45'.317 N <b>Longitude</b> = 005°06'.600 W		
<b>Previous Position</b>	<b>Latitude</b> = --	<b>Longitude</b> = --	
<b>Position Accuracy</b>	25 m		
<b>Horizontal Datum</b>	ORDNANCE SURVEY OF GREAT BRITAIN (1936)		
<b>Position Last Amended</b>			
<b>Position Limits</b>	<b>Position Method</b>	HI-FIX 6 Parabolic	<b>Position Quality</b> Surveyed
			--
<b>Depth</b>	<b>Depth</b>	67 m	<b>Water Depth</b> 83 m
	<b>Depth Method</b>	Found by side-scan sonar	<b>Depth Quality</b> Least depth known
<b>Height</b>	<b>Height</b>	--	<b>Drying Height</b> --
<b>Vertical Datum</b>	Lowest Astronomical Tide		
<b>Wrecksite</b>	<b>Water Level Effect</b>	Always under water/submerged	<b>Bottom Texture</b> --
<b>Sonar Signal Strength</b>	--		
<b>Sensor</b>	<b>Original Sensor</b>	Reported Sinking	<b>Last Sensor</b> Acoustic Sensor
<b>Conspicuous</b>	<b>Conspic Visual</b>	NO	<b>Conspic Radar</b> NO
<b>Contact</b>	<b>Non-Sub Contact</b>	NO	<b>Contact Description</b> Entire wreck
<b>Name</b>	<b>DAMAO (POSSIBLY)</b>		
<b>Type</b>	STEAM SHIP		
<b>Flag</b>	PORTUGAL		
<b>Tonnage</b>	5668 Gross		
<b>Dimensions</b>	<b>Length</b> = 135 m	<b>Beam</b> = 17.4 m	<b>Draught</b> = 8.2 m
<b>Date Sunk</b>	28/04/1918		
<b>Cargo</b>			
<b>Detection</b>	<b>Original Detection Year</b>	1918	<b>Last Detection Year</b> 1981
<b>Source</b>	<b>Original Source</b>	--	<b>Last Source</b> Survey Vessel
<b>Sonar Dimensions</b>	<b>Sonar Length</b> = 140 m	<b>Sonar Width</b> = --	<b>Shadow Height</b> = 16 m
<b>Orientation</b>	0°		
<b>Magnetic Anomaly</b>	--		
<b>Debris Field</b>	--		
<b>Scour</b>	<b>Scour Depth</b> = 0 m	<b>Scour Length</b> = --	<b>Scour Orientation</b> = --
<b>Markers</b>	--		
<b>General Comments</b>	LARGE WK, UPRIGHT & INTACT		
<b>Circumstances of Loss</b>	ORIGINALLY GERMAN SS BRISBANE BEFORE REQUISITION. TORPEDOED BY GERMAN SUBMARINE U-91.		
<b>Surveying Details</b>	<p>** INS ON 1411 1824A., (DATE NOT KNOWN). AMEND TO NDW. NE 1824A. (DATE NOT KNOWN).</p> <p>** H5141/53 14.8.53 AMEND TO NDWPA ON 1411.</p> <p>** 27.10.72 AMEND TO WKS USCPA 60MTRS. NC 1971.</p> <p>** 8.11.78 AMEND TO USCPA 60MTRS. NC 1411.</p> <p>** 4.6.58 POSN GIVEN AS 524600N, 050800W. (M09548).</p> <p>** H1935/80 17.5.82 LARGE, INTACT, UPRIGHT WK EXAM'D 18.6.81 IN 524519N, 050636W [OGB] USING</p> <p>** HIFIX/6 [2 LOP]. LEAST E/S DEPTH 68.4 IN GEN DEPTH 83MTRS. NO SCOUR. DCS3 HT 16MTRS. LYING 000/180 DEGS. SONAR LENGTH 130-140MTRS, APPROX. (HMS FAWN, HI 3). INS AS WK 67MTRS. BR STD.</p>		
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## 7. About Owners - About Builders

### **Swan, Hunter & Wigham Richardson Ltd.**

From: Janes Fighting Ships 1919

SWAN. HUNTER & WIGHAM RICHARDSON, LTD. (WALLSEND-ON-TYNE), Twenty-one building berths, fifteen of which are served by overhead electric cranes. Four berths covered in. Employees : about 8000. Annual gross shipbuilding capacity (1918) : 150,000 tons. Engine works : 100,000 H.P. output per year.

The dry docks dept, includes a large repairing yard with two graving docks and two floating docks. Engine works have developed the Neptune and Polar marine oil engines. Total area of works : 78 acres. Water frontage : 4000 ft. Shipyard also at Southwick-on-Wear, with three building berths. Allied firms are the Wallsend Slipway & Engineering Co., Ltd.. Wallsend ; Barclay. Curle & Co., Ltd., of Whiteinch, Govan. Elderslie and Glasgow.

Last update: Siert Ingo, 28/05/2014



interior view of the Neptune Engine Works

© Unknown

by: Carl Racey †, 03/03/2015

### **Transportes Maritimos Do Estado (Tme)**

1914: Au moment de la déclaration de guerre, 72 navires allemands et 2 austro-hongrois étaient ancrés dans des ports sous administration portugaise (dont 35 à Lisbonne), immobilisés par faute de garanties pour leur sécurité. 1916: Après 2 ans de négociations et hésitations, est créée cette entreprise d'état qui nationalise et remet sur le circuit maritime ces navires

1914: At the time of declaration of war, 72 German ships and two Austro-Hungarian were moored in ports under Portuguese administration (35 in Lisbon), immobilized by lack of guarantees for their safety. 1916: After two years of negotiations and hesitation, this state owned company was created to nationalize and put back on the circuit these vessels

1914: Al momento de la declaración de guerra, 72 barcos alemanes y 2 austro-húngaros estaban anclados en los puertos bajo administración portuguesa (35 en Lisboa), inmovilizados por falta de garantías para su seguridad. 1916: Después de 2 años de negociaciones y dudas, se creó esa empresa estatal que nacionalizó y colocó de nuevo en el circuito estas embarcaciones

1914: No momento da declaração de guerra, 72 navios alemães e 2 austro-húngaro eram ancorados em portos sob administração Portuguesa (35 em Lisboa), imobilizados por falta de garantias para sua segurança. 1916: Depois de 2 anos de negociações e hesitações, essa empresa foi criada para nacionalizar e repor essas embarcações a navegar

Last update: Avec43, 28/05/2014

## 8. Media

The pictures listed below can be found inside the img directory in the zip file

- pic1.tif** Cardigan Bay - Northern Part  
This is a thumbnail version of the chart Cardigan Bay - Northern Part.  
Last update: Jan Lettens, 25/05/2011  
Copyrights: UK Hydrographic Office
- pic2.jpg** Swan Hunter  
interior view of the Neptune Engine Works  
Last update: Carl Racey †, 03/03/2015  
Copyrights: Unknown
- pic3.jpg** Swan Hunters Wallsend  
1946  
Last update: Lockett Graham, 12/02/2010  
References: [1] Lockett Graham  
[2] www.sunderland.gov.uk  
Copyrights: Unknown
- pic4.jpg** Swan, Hunter and Wigham Richardson  
c.1918  
Last update: Carl Racey †, 09/12/2010  
Copyrights: Unknown

# 9. References

## 9.1 AUTHOR, PERSON

9.1.1 Lockett Graham


## 9.2 COMPANY, MUSEUM, ORGANISATION, CLUB

9.2.1 UK Hydrographic Office

The UKHO provides nautical charts and navigational services of the world's oceans and ports to support world shipping, including the Royal Navy. Admiralty products and services have been developed over 200 years, and the UKHO uses the very latest techniques to continue to help protect lives at sea today.

## 9.3 WEBSITE

9.3.1 <http://www.wrecksite.eu/wreck.aspx?69756> 

9.3.2 [www.uboat.net](http://www.uboat.net) 

On this site you will find all the German U-boats of both World Wars, their commanding officers and operations including all Allied ships attacked, technological information and much more.

9.3.3 <http://www.sunderland.gov.uk> 