

'PYIDAWTHA'



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003495-00302-0093 3



VOYAGE 29 B  
CHIEF OFFICER'S LOG BOOK.

S.S. "PYIDAWTHA"

from RANGOON

towards A/BAY - KYAUKPYU.

Hours	Log	Courses			Error		Winds		Barometer	Thermo- meter	Remarks, Etc.
		Gyro	Standard	Steering	Gyro	Standard	Direction	Force			
01											0100 Ceased work due to rain, and awaiting C.B.
02											
03											
04		Anchor Brgs checked					Lt. Airs		1008	73	O'cast, cloudy with occasional showers.
05											
06											0730 Resumed dischg. C No. 2.
07											
08											0945 No.2 comtd. Hatch closed. Heal break
09											1045 No.3 opened. Res. dischg.
10											
11											
12											
13											
14											
15											1530 Ceased work & gangs away.
16	2	265	266	263		1W	WAS	2	1009	90	1535 S.B.B. 1540 weighed & proceeded.
17							"	"			1548 Full away. Log set & 60 A.P.M. Fine & cloudy, slight sea, mod. swell.
18		322	324	321			"	"			1817 A/C 322T.
19		"	"	"			"	"			
20	40	"	"	"			"	"	1008	90	Fine & clear, slight sea & swell.
21											
22											2315 Beacon Lt. Abeam 2345 Lt. brg 090 A/C 350 T.
23/45		350	352	350		2W					
24	77	"	"	"		"	N'y		1009	90	Partly O'cast, slight sea & swells Rounds made.

Anchor Bearings

S. H. 135 T.

S'dy Lt. 307 T.

Monkey Pt. 199 T.



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## VOYAGE 29 B

## CHIEF OFFICER'S LOG BOOK.

S.S. "PYIDAVTHA"

from A/BAY

towards KYAUKPYU - AKYAB.

Hours	Log	Courses		Steering	Error		Winds Direction	Force	Barometer	Thermo- meter	Remarks, Etc.
		Gyro	Standard		Gyro	Standard					Friday, 6th Day of May '55.
01		347	349	347		2W					
02/33		014	016	014		2W					0233 S. Terribles 090x3', Log 02 1/2 A/C 014 T
03/20		100	100	098		Nil	Lt. Airs		1009	74	0320 Log 10 A/C 100 T.
04											Fine & cloudy, slight sea & swell.

0410 Raised Paungnatgyi Lt. 0430 Pyu Kyin abm 2 ml. 0440 Raised Reliance Shoal Buoy A/C 115<sup>0</sup>T. 0508 Vessel grounded on N. Shoal. Engines stopped. Vessel listing to starboard. Carpenter sounded wells. 7' in No.1, 2' in No.2 Starboard. Other wells dry. Sounding at short intervals showed rapid rise in No.2 Starboard. Lifeboats swung out ready for use. Motor Lifeboat despatched to Kyaukpyu to summon assistance. 0545 No.2 Starboard showed 9'. 0730 water still rising in No.2. Sounding showed 12' water showing in No.2 Tween Deck. Women & children placed in No.2 Lifeboat and lowered to water. 0745 List increased to 13<sup>0</sup> to Starboard. 0815 obs. launch "TARATUA" app. from Kpu. 0855 com. disembarking passengers & baggage into "TARATUA". 0915 all passengers disembarked into a/m launch. No casualty. 0900 Signal sent to Akb. and Rgn. requesting all available portable pumps and tugs as soon as possible. 1000 V/s lurched 10<sup>0</sup> to stb. All crews except volunteers/skeleton crew ordered into lifeboats. V/s remained with 23<sup>0</sup> list. Water still rising in No.2. Tide now ebbing, chance of refloating without additional pumps was not possible. List increased as tide ebbed until vessel apparently settled at 27<sup>0</sup> stb. High water at 0921. Crew ordered to proceed ashore in lifeboats. 1100 hours all machinery closed down.

1400 No.1 Lower Hold opened and found to be flooded.

1500 Vessel's bilge in E. Room, water entering in Boiler Room & Engine Room.

1600 to 2000 Skeleton crew standing by on board.

2100 Short steep sea. V/s pounding as tide flooded. Watches kept.



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CHIEF OFFICER'S LOG BOOK.

Saturday 7th Day of May, 1955.

0135 List increased to 30°. Skeleton crew ordered into lifeboat, remain secured to ship, due to risk of vessel capsizing.

0400 Tide have turned and skeleton crew reboarded.

0800 Skeleton Crew re-entered lifeboat.

1200 Skeleton Crew reboarded.

1500 No.3 Hatch flooded and water observed entering engine room through No.3 water tight bulkhead, list increased to 33°, Vessel steadied, no pounding.

2100 Shipping heavy water fore & aft.

Sunday, 8th of May, '55.

1030 Capt. D. Campbell & Capt. W. Mortimer, Receiver of Wrecks, boarded V/s. After consultation with General Manager, U Ba Chan & Mr. G.L. Grainger, Supt. Engineer, decision taken to abandon V/s. 1200 V/s excepted (accepted) by Underwriters.



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