

TRANSLATION OF EXTRACT FROM DECK LOG.

FOR

M. S. "SHABONEE" of Panama City, 528<sup>1</sup>/<sub>4</sub> net tons. Signal letters: H.P.E.A.  
On voyage from Tandjong Oeban to Sydney, Australia with a load of clean oil.

September 2nd - September 21st, 1939.

Saturday 2/9 at 18.10 left Tg. Oeban, maneuvered out from the wharf according to pilot's directions. At 18.18 discharged the pilot and proceeded at full speed. Navigated by reliable bearings through the Rhio Strait.  
Draft at departure: F. 29'01" A. 27'07" Freeboard: 7'09"<sup>1</sup>/<sub>2</sub>.

Proceeded the voyage under good weather conditions and the following days nothing was to be noticed.  
5/9 at 04.15 passed First Point at the southern entrance to Sunda Straits and made for Cape Leeuwin, Australia. The wind increased gradually to moderate gale with rough sea from S. E. This weather kept on for the following days.

Sunday 10/9. The wind, now from S.S.E. increased to strong gale with high sea and heavy swell. The ship pitched violently and took much water over. Position at 12.00; Lat. S. 24.40 Long. E. 110.35

Monday 11/9. Wind and sea decreased gradually and the following days fine weather. Continued heavy swell and rolling and pitching.

Wednesday 11/9 at 09.15 passed Cape Leeuwin in N 39 O 12 n.m. off.

Thursday 14/9 Heavy swell and violent rolling. Position at 12:00: Lat. S. 36.08 Long E. 120.08.

The following days changing fresh westerly winds to strong gale with high hollow sea and swell. The ship rolled and tumbled heavily and all the time shipped much water.

Tuesday 19/9 at 08.35 passed Cape Otway, southern coast of Australia, 4.5 n.m. off. Still gale and high sea. Proceeded through Strait of Bass and along the southeastern coast of Australia. The weather gradually improved.

Thursday 21/9 at 15.30 shipped pilot at the entrance to Sydney, proceeded to the harbour according to his directions. At 18.30 finished mooring at Balmain Wharf, starboard side to.  
Draft: F. 28'11" A 28'07" Freeboard 8'04<sup>1</sup>/<sub>2</sub>".

While discharging at Sydney and the following ports, Brisbane and Townsville, leakage appeared to have started between main tanks No. 4 and 5 Starboard side and main tanks No. 2 and 3 both sides.

On the ballast voyage thereafter to Tandjong Oeban, inspecting the bulkhead between main tanks No. 4 and 5 on Starboard side was found a long crack along the stiffening angle in strake No. 2 from the bottom. In the bulkhead between main tanks No. 2 and 3 it also turned out to be a crack on both sides of a stiffening angle in strake No. 3 from the bottom. Leakage on both sides.

M. S. "SHABONEE", October 12th, 1939.

E. SCHAD KNUDSEN (Signed)  
Chief Officer

B. JACOBSEN (Signed)  
Captain.

Lloyd's Register  
Foundation

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