

TRANSLATION OF EXTRACT FROM DECK LOG

FOR

M. S. "SHABONEE" of Panama City, 5284 net tons. Signal Letters: H.P.E.A.
ON VOYAGE FROM TANDJONG OEBAN TO ITOSAKI, JAPAN WITH A LOAD OF CLEAN OIL.
17th - 30th November 1939.

Friday 17/11 at 18.45 left Tandjong Oeban Roads. The ship in full seaworthy condition and well equipped for the voyage. Draft at departure: 29'03" A. 27'00" Freeboard: 7' 8". Navigated by reliable bearings out Singapore Straits.

The following days in southern China Sea fine weather conditions with weak to light changing wind and sea and else nothing to be added.

Tuesday 21/11 at 12.00 in lat. N 13.17 long. E. 113.17. Increasing wind and sea. A typhoon was reported by radio. This will pass westward and a little to the north of the ship's position. The wind increased during the afternoon to strong gale with stormy squalls, at first northerly, backing successively through west to S.W. Very rough sea and heavy N.W. ly swell. Much rolling, the ship is working heavily and big seas frequently washing her decks.

Wednesday 22/11 At first strong S.S.W. gale, later backing through south to S.E. and decreasing during the day. Sea also moderated gradually. Noon position lat. N. 15.52 Long E. 118.05.

Friday 24/11 at 10.00 passed the southern point of Formosa, steering east of same. Increasing wind and sea. The typhoon was reported moving eastward south of Formosa. Later strong N.E. gale with heavy sea. The vessel pitching and labouring heavily. Lots of water shipped on her decks.

Saturday 25/11 N.W.E. ly wind, force 8 - 10, full storm and confused sea. Violent pitching. The ship is labouring awkwardly and shipping heavy seas over her forecabin and decks. Reduced speed. Noon position lat. N. 24.38 long. E. 122.50

The bunker oil pipe on the after deck, aft connection starboard side, has been broken by the sea, also guards for steam pipes on fore and after decks broken and the isolation covering of steam pipes on deck and under the stormbridge partly destroyed by the sea. The electric cables on fore deck also damaged.

Proceeded the voyage under changing weather conditions partly with gale and high sea.

Wednesday 29/11 at 08.32 shipped pilot at Rokuren Island. Proceeded at full speed according to the pilot's directions through Shimonoseki and the Inland Sea.

Thursday 30/9 at 00.50 arrived at Itosaki, anchored in the Roads, port anchor 45 fathoms paid out. Anchor lights on. Draft on arrival: F. 28'10" A. 26'07" Freeboard: 8' 1 1/2".

During our stay at Itosaki and later Yokohama, the main exhaust pipe in front of the pump room, which was broken in the storm, was temporarily repaired. Other pipes were temporarily repaired by the engine crew.

M. S. "SHABONEE", December 15th, 1939.

E. SCHAD KNUDSEN (Signed)
Chief Officer

B. JACOBSEN (Signed)
Captain