

(COPY)

EXTRACT from the LOG BOOK of the S.V. "BANGCOCK" of DURBAN

Net Reg. Tonnage 508 Tons, on a voyage from DURBAN, NATAL

to EAST LONDON, C.P. (INTENDED VOYAGE MAURITIUS)

APRIL 28th. 1920: 3.30 P.M. Left moorings & towed out to sea.
4.30 . . . Pilot & Tug left ship. Set all sails.
Midnight Bluff Lt. bore NW $\frac{1}{2}$ W dist 18 miles.

APRIL 29th. Fresh breeze choppy sea; vessel rolling and straining heavily. Decks awash most of the time. Pumps working for one hour.

APRIL 30th. A.M. Fresh breeze and choppy sea, ship rolling and labouring badly. Hand pumps working. Found ship making water, soundings in hold showing 2ft. 9 $\frac{1}{2}$ in. Decided to stand back for Durban. Started all pumps working. Water coming in on both sides of rudder chest, and as far as can be seen at the rate of a 2 $\frac{1}{2}$ in. pipe or hose. Sea going down. Pumps gaining a little.

II A.M.

Noon:

P.M. Pumping out fresh water tank aft to lift stern.

4.30 P.M. Water in hold brought down to 20 $\frac{1}{2}$ in.

8 P.M. Soundings of hold showed 12 $\frac{1}{2}$ inches. Small pump checked. Lifeboats got ready.

RIEK MAY 1st. A M Fresh breeze and choppy sea, decks awash most of the time. Ship rolling, labouring and straining heavily.

8 A M Both pumps checked; water coming in a little more than yesterday.

NOON. Lat by obs. 29.506 Estimated distance from DURBAN 47 miles. Decks awash. Sounding of well impossible on account of quantity of water on deck.

4.30 P.M. Water showing in Fore Peak. The small pump working.

Midnight Port Shepstone Lt. 9 miles off. The storm has eased a little and sea is moderating. Ship still rolling, labouring and straining heavily.

MAY 2nd. A M Working ship back to Durban & pumping. Wind shifted to South West, fresh breeze. Sounded well and found 2ft. 4 inches; small pump and bilge pump working.

8 A M Wind moderating, all sails set except those torn.

10.30 A M Sounded well 2ft. 11 $\frac{1}{2}$ inches. Donkey and small pump working.

NOON. Went about and stood inshore, South Sand Bluff bore W x N dist 18 miles.

2.30 P.M. Signalled to S.S. "CYRENA" and asked for tow boat. Pumps all foul again. Sounded well; found over three feet of water.

Midnight. St John's Lt. NEXN dist 18 miles.

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MAY 3rd. 1920 A M

Wind shifted to W N W. Hove to on Starboard tack with foresail & two jibs.

8 A M

Water in pumps two feet.

9 ..

Abreast Hole in the Wall dist about 14 miles. Blowing hard, decks awash, Inner Jib carried away.

10.30 Foresail Gaff came down. All canvas on ship is Foresail & rags of inner Jib.

NOON.

Pumping donkey and hand pumps when water on deck permits.

P.M.

Wind eased a little.

6.P.M.

Main Gaff came down. Heavy swell, decks awash.

8.P.M.

At about 10 miles to the westward of the Bashee River Tug Boat (ANNIE) arrived.

8.30 Tug made fast with hawser & 28fms cable, and started making for Durban.

When paying out cable carried away mooring check on starboard side of fore-castle and part of covering board.

MAY 4th. 1920. 4.50 AM.

Towing cable parted. Made fast again and commenced towing.

Water in holds 2 feet 9 inches. Donkey pump going continually.

10AM:

Being unable to make but little progress towards Durban on account of current, turned round and proceeded towards East London. Position about 7 miles to the Westward of the Hole in the Wall.

P.M.

Proceeding towards East London. Light winds & calm sea.

May 5th. 1920. 6 A M

Shortened in Hawser.

8 A M

Entered Buffalo Harbour & moored on the West side, East London.

P.M.

Appointed Agent & Lloyd's Surveyor came on board.

Certified true extract.

(Signed)

East London S.A.

R. Reinertsen

MASTER.

May 14th. 1920.

H. Hauritz

CHIEF OFFICER.



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