

EXTRACT FROM THE LOG OF THE

S.S. "GRETASTON"

VOYAGE 1.

Glasgow towards Bahia Blanca, February 9th,  
1924.

CONDITION OF SHIP. All double bottom tanks, deep tank aft  
and after peak tank full, side bunkers and bridge 'tween  
deck bunkers full, cross bunker from boiler room  
bulkhead to frame 110 and 'tween deck space above same  
full. Total 1954 tons coal. Draft 17' 0" <sup>aft,</sup> 12' 0"  
forward.

Weather fair. Before leaving Glasgow with vessel in  
above condition control rod for steering gear, led along  
from bridge on top of engine and boiler casing not  
working satisfactorily, had to be uncoupled and  
expansion joint adjusted.

Sunday, 10th. Moderate sea.

Monday, 11th. Westerly swell increasing, heavy confused sea  
deck panting slightly.

Tuesday, 12th. Fresh gale, high confused sea, bridge deck  
plating panting considerably from side bunker hatches  
forward to end of saloon house. Noon, 12th. Strong  
S.W. gale. Heavy confused sea. 10.10 p.m. Still bad  
weather, panting increasing, reduced speed and kept  
away to ease ship. 10.30 p.m. Bridge deck plating  
taking decided set or sagging abreast stokehold doors  
port and starboard side.

Wednesday, 13th. Gale continues from S.W. 2 a.m. ship  
labouring heavily. 4 a.m. Captain examined Bridge  
deck and found sagging 2½" deep., on starboard side,  
with plate cracked about 9" long from casing: sagging  
on port side 1½". 10 a.m. weather moderating.  
2 p.m. plate still cracking. Bored hole to try and  
stop crack extending. 5 p.m. kept away to ease ship  
before strong N.N.W. gale. weather moderating later.

Saturday, 16th. Fresh wind rough following sea. Deck panting  
from casing to bulwark on both sides, rivets in rising  
plate at aft end bridge slack.

Sunday, 17th Rough confused sea. Rivets slack in bulwark  
on bridge abaft chief's room. 4 p.m. Ship rolling  
heavily and throwing water out of relief valves on deep  
tank. 5 p.m. Moderate gale, heavy sea. Bridge/plate  
cracking on port side. 7 p.m. Pressed deep tank with  
hose from deck service pipe. Ship kept away before  
wind and sea.

Monday, 18th . 12.30 a.m. Course steered to give ship  
every chance. Deck panting all morning.

Tuesday/

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Tuesday, 19th. Slight leak on starboard side aft end  
aft hold one rivet in frame 14 about 6 feet above  
cement chock. cement box fitted.

Monday, 3rd March. Moderate fine weather, deep tank full  
since leaving. Chief Engineer reported deep tank  
bulkhead forward (engine room B.H.) panting on port  
side  $\frac{1}{8}$ " to  $\frac{1}{4}$ " starboard side and aft end showing no  
signs of panting. this reported at 8.40 p.m.  
decided at 9.4 p.m. to empty tank to relieve same.



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