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Singapore, 11th March 1939.

Messrs. The Siam Steam Navigation Co., Ltd.,
BANGKOK.

Dear Sirs,

I regret to have to report as follows:-

The m.s. "Malini" left Singapore the 8th March at 3 p.m. in ballast, no cargo except one bag of mail and no passengers. On the 9th March at 2.15 a.m. an explosion occurred in the engine-room and the ship sank at about 3.30 a.m. I enclose herewith extract of Deck logbook and of engine rough logbook with details of the accident.

When the explosion occurred the Chief Officer A. Holm Andersen had watch on the bridge and 3rd Engineer E.H. Petersen and greaser Thong Bay had watch in the engine-room. The greaser was killed immediately by the explosion.

Awoken by the heavy explosion the Captain, Chief Engineer and Second Engineer immediately turned out and everything possible was done to stop the leakages. The engine staff worked in the engine-room driving wooden plugs and canvas into holes in the ship's side, and the deck staff worked on placing tarpaulins over the biggest leaks. After about $\frac{3}{4}$ hour it was found impossible to stop the leaks; the water rose steadily in the engine-room and the holds, and the ship had further developed a dangerous list to starboard, wherefore orders to abandon ship was given, all crew going into the lifeboats except the killed greaser Thong Bay.

Remained nearby till the ship sank, and thereafter steered towards Puolo Tioman.

The position of the wreck is appr. 2°40' N.Lat. and 104°17' E.Long. in 23 Fathoms of water.

Yours faithfully,

Sgd.....

L. Marup.



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