

EXTRACT FROM M/V "MALINI'S" ROUGH LOGBOOK

The 9th of March 1939 at about 2.15/2.20 a.m. a terrible explosion took place in the engine room: engines stopped and all lights went out. Shortly after the Chief Engineer reported that the starting air boiler had exploded. One end went through forebulkhead and the rest of the boiler went through the other bulkhead and removed the bulkhead frame from the ship's side, making a leak from 'tween deck to tanktop; after passing through the other hold it smashed at least two frames when it hit the ship's side and made a big leak probably knocking a hole in ship's bottom. The fore end went through the forebulkhead on the way smash-up and removing bilge pumps and pulling the sea valves out, thereby making another big leak. Between bulkhead's, two frames moved, rivets out and leaking. At least 80 rivets were removed between fore-bulkhead and the recess.

The 3rd Engineer on duty was slightly injured while the Greaser must have been killed instantly as the greatest part of his head was blown away. After having ascertained that the Greaser was dead and help, the Engineers tried to patch up and stop the leaks by driving wooden plugs into the rivet holes while we on deck tried to cover with tarpaulins under the bottom of the ship and thereby endeavouring to minimise the leak. The ship, however, quickly developed a list to starboard and that together with the darkness made things rather difficult. The explosion wrecked the entire engine room and put every motor pump and light plant out of order.

While the deck crew were working with tarpaulins outside, the chinchew and steward departments swung out and lowered the 4 lifeboats and 1 dinghy.

About three quarters of an hour after the explosion it was almost impossible (under these difficult circumstances) to stop the leaks and the order to abandon ship was given. About half an hour later the ship went down and we steered for south point of P. Tioman where we landed about 9 a.m. Mustered the crew on arrival and found them all crew complete with the exception of the Greaser who was killed.

On the island we bought rice and fish for a meal and sent Malay fishingmen to call a motor boat to tow us into Mersing. We left the island about 12.30 and proceeded on our way towards Mersing. About about seven o'clock about one mile south of Bara Rock we were met by the motor boat who took all five boats in tow and arrived in Mersing about 0.30 a.m. on the 10th.

(2°40' N. Lat.

The ship sank on approx. (104°17' E. Long.

(sgd.) Captain.  
L. Marup.

(sgd.) Chief Officer  
Holm Anderson.

Singapore, 10th March, 1939.



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