

EXTRACT FROM M/V "MALINI'S" CHIEF ENGINEER'S LOGBOOK (ROUGH)

On the 9th March, 1939, at about 2.15/2.20 a.m. a terrible explosion took place in the engineroom.

Immediately I and the 2nd Engineer entered the engine room, all the lights went out; by means of flashlight I inspected the damage and gave orders to stop the leaks; thereafter I reported to the Captain.

The upper starting air boiler had exploded. One end went through the fore bulkhead and the rest of the boiler went through the after bulkhead and removed the bulkhead-frame from the ship's side, making a leak from 'tween deck to tanktop, passing through the afterhold and smashed at least two frames when it hit the ship's side and recess and making a big leak probably knocking a hole in ship's bottom.

The fore-end went through the fore-bulkhead on the way, smashing up and removing bilge pumps and pulling the sea valves out, thereby making another big leak.

Between bulkheads two frames removed 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 beyond help, the Engine staff tried to patch up and stop the leaks by driving wooden plugs into the rivets holes and plug up with canvas in the sea valve holes.

The ship, however, quickly developed a big list to starboard made things rather difficult.

After three-quarters of an hour after the explosion, it was found impossible to stop leaks, the order to abandon ship was given.

The explosion wrecked the entire engine room and put every motor pump and light plant out of order.

(sgd.).....

Chief Engineer.  
S.A.Mouritzen.

Singapore, 10th March 1939.



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