

(Translation).

"VILLE DE PARIS".

Extract from Log Book.

The vessel, being seaworthy, left Pointe des Galets, on the 3rd May 1935, at 3.04 p.m., after unloading 2247 tons of miscellaneous cargo, loading 286 tons for Europe and 55 tons for Madagascar, having taken 80 tons of coal and 270 tons of water on board. Left harbour at 3.33 p.m., dropped pilot at 3.35. Course set for Fort-Dauphin in clear weather, rough seas from S.E. Stopped 5 minutes on account of overheating of I.M. connecting rod bottom end. In the night of the 4th to the 5th May the weather becomes squally with fresh breeze, the sea gets more and more rough and the vessel is rolling considerably and labouring in every part. The 5th, about 12 noon, land was sighted. Recognized Itapere about 3.20 p.m. NES at 7.05 p.m. and anchored in road of Ft. Dauphin at 8.46 p.m. Paid out three lengths. I make all reservations for the cargo on account of the bad weather sustained in preceding voyages.

Seen at Fort Dauphin on the 6th May 1935
(s) Pintart,
Magistrate

Ft. Dauphin,
5th May, 1925
(s) L'HEREC.



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The commercial operations being completed, loading of 120 tons of cargo for France and the Coast, unloading of 70 tons of various cargo, the vessel, perfectly seaworthy, left on the 7th May at 10 a.m. bound for Farafangana. Bright weather, rough sea from south, considerable pitching. Various routes to leave the bay of the Ft. Dauphin. Passed E. & W of Itapere lighthouse at 11.05 a.m. and E & W of Ste. Luce point at 12.35 p.m. at 5'3. Course, from this point, set to N 33 E true to follow the coast at 6'. The loch had been "filé" N and S of the Itapere Rock in order to obtain an exact idea of the speed. Taken many bearings to follow route on bottom; about 2 p.m., without any discoloration of the water, nor swirl, nor breaker to warn us, we suddenly felt a shock on starboard; telegraph immediately ^{put} to aft, but chief engineer comes to inform me that an important leak has occurred and that any movement of the engine is impossible, the boiler and engine rooms being suddenly filled with water. The engineer on duty has closed the register and the watertight doors, and the chief engineer has had the engine and boiler rooms evacuated after taking all necessary measures. An important leak has occurred on starboard of hold No. 2 which is soon full. As the list of the vessel was becoming serious, I sent the usual distress signals, and in view of the impossibility of using the engine, I had the starboard boats, which were the only ones that could be used, put out. At 2.20 p.m. the vessel was sinking rapidly, and the list increasing, I decided to have the vessel

evacuated in the following order : women, children and crew. Lowered the two boats from the after poop to disembark the Malgash hands.

Transferred the ship's papers to the first boat leaving at about 2.30 p.m. and ^{which} reaches the coast without incident at the same time as the two boats carrying the Malgash hands. The second boat which remains in the vicinity is instructed to keep at a distance. A visit of the accommodations and the various parts of the vessel which are accessible enables me to satisfy myself that there is no body left on board. Observed that the watertight bulkhead of hold No.1 was giving way and that the water was also entering this hold, I saw that the water was slowly penetrating into the after holds. The vessel being upright again, the second boat which had remained at a small distance comes alongside at about 3.30 p.m., the equipment of this boat makes it possible to launch another boat, in which some food is placed. At 4 p.m., as the vessel is rapidly drifting, in the direction of the rock, I decided to cast the starboard anchor, the strong S S E wind was increasing the drift of the vessel.

~~Immediately after the~~

At 5.20 pm., having come to the conclusion that any attempt at salvage was useless, both as regards vessel and cargo, I decided to leave too in order to reach the coast before dark. I have to report that the boat in which I found myself capsized owing to the very rough state of the sea, and that the map,

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the ship's log and the various papers embarked were entirely lost and could not be recovered in spite of very thorough searching during the night and the next morning.

Immediately after the shock, soundings were effected in the holds and alongside the vessel; these show 18 metres in way of starboard smoking room. I may add that the vessel was stopped very quickly in her motion when the shock was felt. On recognizing the importance of the damage, I have immediately issued instructions for the SOS call and position of the vessel to be sent out by the emergency station; as the dynamo was no longer working, this signal was sent out from 2.10 p.m. to 4.30 p.m., but remained unanswered. After spending the night on the beach, I saw the next morning that the vessel was completely immersed, only the upper part of funnel and masts being above water. Any salvage being impossible, I decided to proceed to Fort-Dauphin, the nearest harbour, with my crew.

Considering the events, and with a view to safeguard my interests and those of all concerned, I reserve the right to amplify this report if need be.

Read at Ft. Dauphin,
10th May, 1935,
Pintart,
Magistrate.

Ft. Dauphin,
9th May, 1935
(s) L'Herc.

First amplification.

With reference to the right of amplification which I reserved, I wish, in order to avoid any confusion, to stress the following points :

I had observed between the passages at Itapere and

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Ste.Luce that the currents and wind were bearing inland. At Ste.Luce, in order to compensate for the wind and currents, and pass at a good distance from the rocks and breakers shown on the map, I had set the course on N.33 E. true, so as to follow the route on the bottom which was N.22 E., which route was well away from any danger shown on the map.

The swiftness with which the vessel had to be abandoned, and the limited amount of space available in the lifeboats, as well as the capsizing of one of them, prevented the crew from salvaging any clothes or any other personal belongings, which have nearly all been lost.

The declaration of non-deliberation of the principal members of the crew before the abandonment has been made on free paper on arrival at Fort-Dauphin, and will be attached to this amplification.

Moreover, I reserve the right to amplify again in order to safeguard my interests and those of all concerned.

Read at Fort-Dauphin
13th May 1935,
Pintart
Magistrate.

Fort Dauphin, 11th May, 35.
(s) L'Hereec.

Second Amplification.

By this second amplification I declare, as is proved by my report to the customs authorities, that a certain number of parcels, not unloaded on the outward journey, were still on board when the vessel met with this casualty,

viz. 10 cases of dynamite and one case of points intended for Manakara, one case of machinery intended for Mananjary, three parcels of pots without destination.

On account of the large number of parcels on board at the time of the stranding, it was not possible to draw up an exact list of all the parcels coming from Europe which were shipped. I, therefore, make all reservation as regards any parcel that might subsequently be reported as missing, and in order to safeguard my interests and those of all concerned, I reserve again the right of amplification.

Fort Dauphin, 16th May, 1935.

(s) L'Hereec.

"VILLE DE PARIS".

Declaration of non-deliberation of the principal members of the crew before the abandonment.

I the undersigned, Yves l'Hereec, Captain of the steamer "VILLE DE PARIS", owned by the Nouvelle Cie. Havraise Peninsulaire de Navigation, state that I could not bring together the principal members of the crew before the abandonment of the vessel, as the leak was too important and the vessel was soon listing more and more seriously and threatened to capsize.

After perusal, the principal members of the crew have recognized the correctness of this declaration which they have signed with me.

Depagne
Salpin

2nd Captain
1st Lieutenant etc.

Fort-Dauphin, 9th May, 1935.
(s) L'Hereec.

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