

COPY

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EXTRACT from DECK LOG --- M.S. "CHALLAMBA" Voyage #44

June 15th, 1927.

10.45 A.M. Left P.S.S. Pier.  
10.50 A.M. Full ahead.  
10.57 A.M. On course - Draft For'd 9'8" Aft 19' 9".

June 16th, 1927.

12.10 A.M. Watson Reck.  
12.22 A.M. Warrack Island.  
12.42 A.M. Slow  
1.00 Compass course  
1.05 Stop Various courses to Bells  
1.12 Struck on White Cliff Island full astern  
Kept on working engines but unable to move the ship  
Ship's head south by west  $1\frac{1}{4}$  west  
Part cloudy  
12.24 Fog set in dense.  
1.02 Found that the man at the wheel had turned it the  
wrong way.  
4.00 A.M. Bilge soundings #1-0" #2-0" #3 2-3" #4 3-0"  
5.24 A.M. Signalled M.S. "Apex" to assist in pulling the  
CHALLAMBA off the reef.  
5.10 APEX put on line port quarter and started to pull  
5.40 Let go towing line dismissed the APEX  
Ran line ashore to island from starboard stern check.  
9.00 A.M. ADMIRAL ROGERS passed north offering assistance  
2.55 A.M. High water 20'6"  
9.40 A.M. Low water 2'7"

Ship almost dry at low water, resting on the fore-  
foot and stern post. Ship sagging down in the mid-  
ships, butts opening up making water.

1.00 P.M. Launch P.R.B. #28 alongside  
1.40 Ran out stream anchor from port quarter.  
7.50 P.M. CURACAO passed south bound, offered assistance  
8.30 A.M. Started moving cargo from lower hold #1 and #2 to  
tween deck  
4.50 P.M. Finished shifting cargo  
7.00 Barge alongside  
7.05 Started discharging cargo in barge  
11.20 Finished cargo.

2.00 A.M. Barge alongside  
2.05 Discharged three anchors from #3 and put pumps in #3.  
7.00 A.M. Discharging tanks off main deck  
9.30 Knocked off account of tide.  
4.00 P.M. Started on Tanks  
6.25 Barge left.

June 20th, 1927.

11.00 A.M. Started to pump ship  
2.00 P.M. Discharged part of fuel oil out of tanks into hold of  
barge.  
5.00 P.M. Barge towed away.

June 21st, 1927.

10.00 A.M. Started to pump hold but pump broke down, no further  
work that day.

June 22nd, 1927.

9.00 A.M. Started discharging rest of oil to Barge  
10.30 A.M. Mr. Cribb, Pacific Salvage Company.  
12.00 Finished discharging oil.  
1.00 P.M. Started discharging tanks off forward deck  
8.30 P.M. Knocked off for day.



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June 23rd, 1927.

8.00 A.M. Started various work about vessel  
5.00 P.M. Finished discharging tanks off the deck

June 24th, 1927.

Started patching ends of butts over the side and installing pumps; while trying out pumps ship shifted twenty feet ahead.

June 25th, 1927.

Started patching.  
1.00 P.M. "SALVAGE KING" arrived to assist in taking vessel off reef.

June 26th, 1927.

5.00 A.M. Resumed work on patching.  
10.00 A.M. Commenced taking lines aboard from tug  
2.30 P.M. Backed out port anchor and streamed it for assisting in getting off.  
10.15 P.M. "SALVAGE KING" commenced to heave out on the stern at the same time heaving in on ship's anchor streamed out from port bow.  
10.30 P.M. Ship afloat  
11.00 Anchored south off White Cliffs Island, 14 fathoms of water, 60 fathoms of chain "SALVAGE KING" tied up alongside.  
4.40 P.M. Anchor up and under way in tow of "SALVAGE KING"

June 27th, 1927

11.00 A.M. Fast Biquisalt.  
2.00 P.M. Entered dry dock.  
9.00 P.M. Docked, pumped out and ship dry.

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