

S. S. "CYRENA"

EXTRACT OF SCRAP LOG

FRIDAY 22nd MAY 1925

10.30 p.m. Arrived and anchored off bar. Received signal from shore, pilot boarding at 8.00 a.m. tomorrow. Light sea overcast clear.

FRIDAY 23rd May 1925

7.32 a.m. Stand by and commenced heave up anchor. 7-45 a.m. Anchor up and proceeded towards entrance, engines and helm on Masters orders. 8.55 a.m. Heavy swell on bar and no pilot on bar, let go port anchor and veered cable to 45 fathoms. Awaiting signal from shore. Pumped additional 50 tons (approx) into fore peak to bring vessel to even keel. Noon. Received signal "Berth tomorrow morning weather permitting" Also received W/T message stating bar impassable owing to river being in flood. Day ends with heavy swell, cloudy, fine and clear.

MAY 24th MAY 1925

Day opens with mod. swell decreasing to light swell. Draft at 7.00 a.m. 16 feet 6 inches, fore and aft (fairly smooth) when draft taken.

9-30 a.m. Harbourmaster boarded and gives least sounding on bar 17 feet 6 inches. Decided to wait till high water before entering. 10.00 a.m. Stand by and commenced heave up anchor. 10.08 a.m. Anchor up and proceeded to pilot's orders. 10-30 a.m. Received signal to Harbourmaster in port code showing 18 feet 6 inches on bar, full speed towards entrance. 10-40 a.m. Grounded on bar. Engines and helm worked but vessel remains fast on bar. Soundings taken by second officer showed 18 feet forward increasing to lee than 17 feet forward of mainmast. Bilges sounded --- making no water. Kedge anchor slung out in readiness for use, attempted to get same in stern of pilots boat but unable to do so owing to swell. Signalled to inform agents and get lighters to lighten vessel.

1.00 p.m. Vessel aground aft and free forward, filled up fore peak tank and transferred fuel from aft to fore cofferdam to lighten vessel aft. Depth round ship 18 feet forward and aft and 14 feet under No.3 hatch at 2.00 p.m.

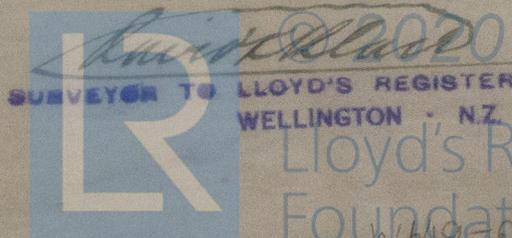
2.00 p.m. Agent close alongside in tug "TOGO" with information trying to arrange for lighters. Swell and sea increased.

3.00 p.m. Lighter came out but unable to work owing to heavy swell. Vessel lying quietly on bar. Overcast, Showery Heavy swell and mod. sea breaking on Bar.

8.00 p.m. Sea increasing and vessel bumping heavily at bar.

8.22 p.m. Put Engines ahead and commenced try and get vessel off Bar. 8.40 p.m. Sounded bilges and found vessel taking water at aft and at slower rate forward. Pumps going but unable to cope with leaks. 9-06 p.m. Vessel began to move, put engines to half speed. Heavy sea running and breaking over vessel. 9-40 p.m. Stop. 10-06 p.m. Vessel began drifting towards North Mole, Full astern on engines. Drifted clear of mole. 9-59 p.m. Put engines ahead and reached ship to Northward of North Mole. Heavy sea running vessel pitching and straining. Bilges and well sounded every 30 minutes. Communication communicated to shore station by morse lamp. 10-13 p.m. Put off Engines. Soundings in holds 9 feet 2 inches forward, 14 feet 6 inches aft.

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