(COPY)

D E C I S I O N Apr. 5, 1928.

he matter of the investigation relative to the loss of the Steamer
00 miles off Coast of Japan, February 15, 1928.

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testimony adduced the steamer CHUKY of 6920 g.t., was inspected at
o, California, June 22, 1927. The Vessel previous to this time had
er British registry, having been built by the Blythewood Shipping
sgow, Scotland, 1922. Owners, Chile S.S.Co., 25 Broadway, New York,
sed 100A1✠ in Lloyds. The vessel was in dry dock at San Pedro,Calif-
ecember 9, 1927. At this time "her rudder was lifted and gudgeons
and three pintles renewed and lined up. A few scattered rivets were
hull cleaned and painted and in good condition. Boat repairs O.K.
r and stern bearing in good condition. Bearing down 1/8" by wedge.
valves overhauled. A special examination of the starboard boiler and
nter furnace installed and subjected to a hydrostatic test to working
and proven tight and first class job." On January 19, 1928, the Vessel
from San Pedro, California, bound for Tsurimi, Japan, with a crew of
old, including the master, 3 mates and 4 engineers. She was loaded
ifornia light crude, the vessel having a capacity for 70,000 barrels.
e across the Pacific was uneventful until approaching the Japanese
hen a typhoon was experienced and for 5 days the vessel labored in a
a. At 5:30 p.m. on the night of the 14th of February the master hove
to. The record shows that Edward D. Springer, pumpman of the Vessel,
to the master's room to obtain some tobacco from the slop chest, and
ere the master received a wireless message from Japan stating that a
was expected in the vicinity of the vessel, and the master had told
that he expected to experience heavy weather that night. The engines
slowed from 68 revolutions to 40 revolutions. Throughout the night
el labored heavily, seas breaking aboard continually. The vessel was
o head the seas and kept falling off into the trough, with considerable
ace. On the 12 to 4 watch February 15th the engines had been reduced
38 turns, and at 12:30 a.m. the second mate came down from the bridge
engine room and told the second assistant engineer who was on watch
master had ordered the revolutions increased to 44 so that the vessel
eer. On the 14th the boatswain had directed one of the crew to put
on the No. 5 summer tank as oil was leaking from that compartment.
also noticed on the sea, which indicated that there was a leak some-
low the water line. The weather then moderated somewhat on the 14th
tly after 11 o'clock on that date the wind increased again, and at
k was blowing with hurricane force. The Vessel was again hove to
during the night, and on the morning of the 15th the vessel was
t back on its course, the weather moderating slightly but the sea re-
about the same. At about 7:45 a.m. a shock was felt throughout the
e vessel submerging amidships, and about this time the top of No. 5
blown off, whether by an explosion or by the pressure of the inrush
ater is not clear. The sea was immediately covered with oil and at
k fire, probably from the broken electric wires. The two lifeboats
chocks on the after part of the ship and two workboats were in davits
idship house. It was noticed that those on the bridge were trying
h the port work boat but it had been damaged when the No. 5 tank blew
n an effort was made by these men to launch the starboard work boat

ut the flames from the burning oil being unusually high they were driven ack, and at this time the Vessel breaking in two amidships the forward part f the ship was submerged until only the flying bridge remained above the urface. The fore part of the ship then swung around until the bow faced ft, and about 25 or 30 feet distant from the after part of the ship. The ore part of the vessel then drifted away from the after part for about half mile, when the forward part was seen to stand on end and turn completely er so that it was bottom up. All those of the crew on the forward part of he vessel perished. The remainder of the crew then endeavored to get into he starboard lifeboat with the intention of remaining in it until the vessel ank from under them, and taking a chance of floating away safely, but the essel raising her stern suddenly the lifeboat slid from the boat deck on to he deck below. The vessel was at this time on an angle of about 45 degrees. he men then attempted to launch the port lifeboat, which was finally accom- lished with the aid of a steam winch, steam having remained on the boilers. he boat was finally launched and 21 members of the crew got into it and shov- l off. During this time 6 members of the crew, apparently crazed with fear, ad jumped overboard, and 9 men went down with the forward end of the vessel, eaving 21 survivors in the boat. After leaving the vessel the weather being oo rough, the boat rode to a sea anchor. The oil which continued to escape rom the hulk served to smooth the seas considerably. In the morning, the eather moderating, sail was made in the boat, and the course was set at est by north. The approximate position of the disaster was given as Lat. 6° N. Long. 143° East. At about 11 o'clock a.m. of the 16th a sail was ighted, which proved to be a Japanese fishing vessel of about 21 tons. he boat's crew were taken aboard and were given food and clothing. The apanese vessel then made for Misaki, Japan, where the American Consul was otified. They were later taken to Yokohama. A portion of the crew came to an Francisco on the Steamer PRESIDENT PIERCE, the remainder of the crew going o Seattle on the Steamer PRESIDENT JACKSON. The master, with the 3 mates, aving been lost, their account of the disaster is missing. Without doubt he master and his officers did everything that could humanly be done to keep heir ship afloat, but their version of this disaster will never be known. he records show that the explosion in No. 5 tank did not occur until the essel had broken in two, and in our opinion this disaster was due to stress f weather and the laboring of the ship in the heavy sea.