

C O P Y

COPY OF LOG EXTRACT - TUG "CRETEBOOM".

Voyage Tyne towards Petrograd

Monday Oct. 8th, 1923.

a.m. Strong W.S.W. Gale, High Sea, Vessels labouring and shipping heavy water. Vis Mod. Course S E/E Bar 28.96.

8 a.m. Strong W.S.W. Gale with high following sea. Vessels labouring heavily. Bar: 29.06.

Noon Mod. W.S.W. Gale with high following sea and heavily overcast. Increased speed several Revs.
Position 54.22 N. 3.46 E.
Actual steaming time 18 hours. Average sp. 4. Tug on reduced speed before violent Wsly gale.

4 p.m. Less wind and sea. Vis good. Course S.E/E
Changed 'N/IP'.

8 p.m. Wind and sea moderating Vis good Course S.E/E Bar 29.11.

9 p.m. Wind backs to SW and decreased. Overcast & threatening
Mid strong S.W. wind & small vis good. Course S.E.
by E. Bar 29.11

Tuesday Oct. 9th, 1923.

4 a.m. Strong S.W. wind and heavy rain Bar 29.06. Course S.E/E.

8 a.m. Strong S.W. wind and high sea both vessels labouring very heavily. Bar: 29.06

Noon. Wind veered to W.N.W. and increased to a gale, and sea increasing with thick misty rain.

2 p.m. Strong gale and high confused sea, with Misty rain Vis bad. Bar 29.06 a/c E.S.E.

Both vessels labouring heavily and shipping huge quantities of water with very heavy strain on towing gear.

2-45 p.m. Sighted Nordeney L v a/c E.S. S wind and sea increasing.

4 p.m. Strong W.N.W. Gale and very heavy confused sea. Both vessels running very heavily vis good a/c E $\frac{1}{4}$ N. Bar 29.08.

6 p.m. Wind increased to hurricane force with mountainous breaking sea.

Both vessels shipping very heavy water. Decided to try to make the lee of Heligoland Id. Hauled up gradually as wind and sea would permit being unable to run for Elbe, on account of heavy sea.

W702-01802

8 p.m. Helligoland Lt I. Dist 5 miles.

10-45 After three tremendous seas had swept both vessels lighter began to continuously sound his whistle and burn red distress flares his fore hatch being stove in. Wire slipped and after great difficulty got tug close to lighter. Worked round him (Creteadyke) and made several efforts to get into communication but owing to blinding spray, and sea steamed to windward and poured quantities of oil into sea and afterwards steaming to leeward with the object of picking up crew But to darkness and heavy drift had to abandon it until daylight. When steaming off some object struck tug under counter.

Midnight. Wind at hurricane force with very heavy breaking sea All parts of ship flooded.

Wednesday October 10th.

A.m. Similar weather continues Tug labouring very heavily and shipping very heavy quantities of water. Continually flooding Engine Room and Stokehold. Lost sight of lighter's light and fixed four large Rockets with object of taking lifeboat to lighter but received no response.

3 p.m. Three heavy continuous seas swept tug and smashed away Starboard side of bridge damaging navigation lights also flooding Engine Room and Stokehold and shifting both lifeboats. Bar 28.95.

3-30 a.m. Very heavy sea broke over vessel and swept away port side of bridge damaging all ship's lights mustered all hands amidships for safety.

6-0 a.m. Vessel labouring heavily and shipping very heavy water.

7-0 a.m. During a lull decided to ware away and run to leeward to search for lighter.

7-35 a.m. Full away vessel running very heavily. Steamed about until 9 am. searching for lighter but being unable to find her decided to run for Cuxhaven and make Costal enquiries by telephone 10.10 received Pilot.

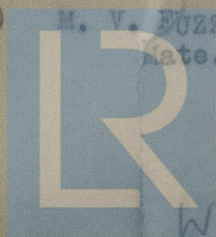
11-30 a.m. Moored in harbour. All hands engaged squaring up wreckage.

4-0 p.m. Received word from German Admiralty that lighter had foundered.

9-0 p.m. Crew of lighter landed at Cuxhaven. Donkeyman and 1 Seaman injured.

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Master.

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Mate.



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