

s.s. " COCHRANE " Voy. 86

At Apapa,

9th. January 1958.

Steamship Nautical Dept.,  
Elder Dempster Lines Limited,  
India Buildings,  
Water Street,  
LIVERPOOL, 2.

Dear Sirs,

I regret to inform you that the above vessel grounded, in the entrance to Lagos harbour in a position 205° (T), 2500 feet from the Mole Signal Station, on entering the harbour today.

The Pilot, Mr. J. Falwasser, boarded the vessel at the Fairway Buoy at 11.23 on the 9th. January 1958, and the vessel proceeded into the harbour, entering between the breakwaters at 11.39 a.m.

As the vessel was altering course off the training wall to bring the leading marks at Wilmot Point into line, she took a sheer to starboard and despite putting the helm hard to port, the vessel grounded at 11.50 a.m., heading in a direction 032° Mag.

At the time the engines were on full speed ahead and a strong ebb tide was running. The time of Low Water was 12.50 p.m.

A message was passed to the Signal Station asking for two tugs to be sent to the ship, and the port anchor was dropped to prevent the head falling off further to starboard. The engines were kept on Full Speed until the tugs arrived to prevent the ship grounding on the Spit Shoal. The tugs "Vulcan" and "Balbus" arrived alongside at 12.40 a.m. and both tugs were fast on the port bow by 12.55 p.m.

Various Ahead and Astern movements of the engines were made after the tugs were made fast, but the vessel did not move until the water started to rise.

At 14.13 ~~pm~~ the tug "Balbus" was let go from forward and sent aft to tow from the port quarter, but after making fast at 1422 her towing wire parted and she had no further towing wire, so she was released.

The Traffic Manager of Elder Dempster Agencies Ltd., arrived on board at 1348 and the Chief Harbour Master, Mr. W. J. Knight, and Asst. Chief Harbour Master, Mr. J. Hatfield at 1438. The Senior Pilot, Mr. G. Jones arrived on board at 1455 and took over from Mr. Falwasser who then left the vessel.

At 1535 the anchor was hove up and at 1538 the vessel came off the ground and proceeded up the Channel, the tugs being let go.

The vessel berthed alongside No. 6 Berth, Apapa, at 1630 and on arrival, the draft was found to be 25'02" fore and aft. Soundings taken of all the holds and double-bottom tanks, after berthing alongside, show no difference from the a.m. soundings.

Yours faithfully,

c.c. The Chief Harbour Master,  
N.P.A. Lagos.  
c.c. The Agent, Elder Dempster  
Agencies Ltd., Lagos

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