

WRECK SECTION No. 878 B

Wreck Report No. 16074

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 25087 in R.B. Wreck Book, p. 193/61 Date of writing this report 16th May, 19 62.

Ship's Name m.s. "ONDO" of Liverpool Tons { Gross 5435 Net 2758

Built at Belfast When 1956 10 Casualty notice sent to Owner 5.3.62. Owner's reply 1.3.62. 25.4.62. 26.4.62. 8.5.62.

Owners Elder Dempster Lines Ltd.

Managers ---

Address India Buildings, Water Street, Liverpool 2.

WRECK SECTION No. 878 B

RETAIN

WRECK SECTION

Classification details

No. +100A1	+LMC CS7,60
MT-vegetable oil	BS A 6,61
6,61	
ss 8,60	ts 6,59 CL

Date of Casualty 6th December, 1961.

Details of Casualty

This ship stranded at the mouth of the River Elbe in heavy weather. As repeated salvage attempts have proved unsuccessful, she has been declared a constructive total loss.

The owners concur.

SOURCE OF INFORMATION

ONDO. — Hamburg, Dec. 6. — German pilot steamer Kapt. Hilgendori reported at 5 15 a.m., Dec. 6, that a pilot boat capsized alongside the British motor vessel Ondo, bound for Riga (from Sapele). The pilot and the boat's crew of two are missing. The Ondo is reported aground near Elbe 2 Light-vessel. Tugs have left Cuxhaven for assistance. (See also "Pilot Boat Capsized in River Elbe.")

Hamburg, Dec. 6. — The pilot boat was to bring a Cuxhaven pilot on board the motor vessel Ondo for the passage to Brunsbuttelkoog and capsized when alongside the Ondo in very heavy weather with winds of force 10 (storm) and more. Ondo grounded after this casualty. No pilot stated to be on board. Understood master signed Lloyd's Form.

Cuxhaven, Dec. 6. — A tug stood by as heavy seas pounded motor vessel Ondo, which grounded on a sandbank in the Elbe estuary to-day. It is hoped to get a line on board the Ondo when the storm abates.—Reuter.

ONDO. — London, Dec. 6.—Motor vessel Ondo has a cargo of 5000 tons of cocoa.—Reuter. (See issue of Dec. 7.)

Cuxhaven, Dec. 7. — High winds this morning were preventing an attempt to refloat British motor vessel Ondo which went aground on a sandbank in the Elbe estuary yesterday, the Ship Reporting Service here said. (Later) An official of the Cuxhaven firm trying to refloat the Ondo from Grosser Vogelsand said the vessel had sunk several feet into soft sand. The official said the wind had now moderated and a lifeboat would try to take a line from one of four tugs to the ship. A heavier line would then be hauled over to the tugs which would then try to pull the Ondo off.—Reuter.

Hamburg, Dec. 7. — One of the five tugs sent to motor vessel Ondo succeeded at high water this morning in shooting a line to the Ondo and there exists now one towline of 1500 metres. Salvage vessels are now endeavouring to arrange a second line.

London, Dec. 7. — Motor vessel Ondo: The London agents of Bugsier-, Reederei- und Bergungs-A.-G. have received the following messages from their principals in Hamburg, dated Dec. 7:

Weather has improved to SW., force 5 (fresh breeze), therefore small tug was able to make first connection during high water this morning with 1500 metres. Ondo reports main engine out of action due to sand in cooling system.

Three towing connections, each of 1500 metres, now established. Hamburg, Dec. 7. — Motor vessel Ondo: Now understood three lines connected to five tugs in order to attempt refloating at high water to-night.

Hamburg, Dec. 7. — Motor vessel Ondo lying stranded at Grosser Vogelsand in mouth of River Elbe. Five tugs of Bugsier-, Reederei- und Bergungs-A.-G., working on Lloyd's Open Form agreed by radio with master of ship, now connected up and ready for refloating attempts at high water about midnight to-night. Vessel apparently stranded at high water but with extra high tide due to influence of wind at time. If attempts to refloat fail to-night, lightering of part of cargo may require to be resorted to.—Salvage Association's Surveyor. (Note.—Since receipt of above, telephonic advice has been received that jettisoning of cargo will commence immediately.)

LR 7/12/61

WRECK SECTION No. 878 B

LR 8/12/61



P.T.O.

M/M 1971

Suggested Record "WRECKED 12,61"

Date of Committee IFRIDAY 18 MAY 1962

Committee's Minute Wrecked 12,61

NOTED FOR POSTING



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Lloyd's Register Foundation

004300-004307-0143 1/2

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ONDO.—Hamburg, Dec. 7.—British motor vessel Ono reported by radio to-day that tugs had been able to tow the vessel about 180 yards over the sandbank in the direction of the shipping lane. It is hoped that the tide will help the vessel over the remaining 630 yards.—British United Press. (See issue of Dec. 8.)

Hamburg, Dec. 8.—Motor vessel Ono: Attempt to refloat on last high water failed, although tugs succeeded in moving vessel slightly. Engines intact and vessel will support attempts to refloat by using propeller. Dock labourers from Bremerhaven arrived Cuxhaven and now proceeding Ono, intention being to jettison up to 1000 tons of cargo.

Hamburg, Dec. 8.—Motor vessel Ono: Our surveyor now on board and reports that attempts to refloat between 10 15 p.m. on Dec. 7 and 2 a.m. on Dec. 8 proved abortive, despite five tugs in use. Part of ballast pumped out and this morning some cargo from No. 3 hold jettisoned by crew. Lighters and stedevores requested and at 9 a.m. men and lighters left Cuxhaven for ship. Oil cargo also requested for taking off part of ship's oil fuel bunkers. Vessel is pounding and head is turning by influence of seas. Signs of working of ship's hull noted in engine-room, where some machinery is moving slightly. Small fractures have appeared in amidships superstructure and also slight buckling of afterpeak tank bulkhead. Tugs standing by and further attempts will be made to refloat ship at high tide, about noon to-day.—Salvage Association's Surveyors.

Hamburg, Dec. 8.—Motor vessel Ono: Attempt to refloat last night failed. Understand decision taken on board to jettison up to 1000 tons of cargo (cocoa) and shore labour now proceeding on board. Salvors state weather does not permit lighters to proceed to vessel at present but arrangements being made to have lighters standing by so as to utilise same as soon as weather permits.—Lloyd's Agents per Salvage Association.

Hamburg, Dec. 8.—Motor vessel Ono: This afternoon's attempt to refloat failed. Understood approximately 50 tons of cargo jettisoned and some fuel oil. It is reported some water found in Nos. 4 and 5 holds. Jettisoning cargo continuing and no further attempt at refloating possible until vessel is further lightened.

Cuxhaven, Dec. 8.—Members of the crew of the stranded British motor vessel Ono helped German dockers to dump tons of cocoa beans into the sea to-day as salvage experts reported the ship was taking more and more water. By tonight the water had filled two of the ship's five holds.—Reuter. (See issue of Dec. 9.)

Cuxhaven, Dec. 8.—All efforts to free the British motor vessel Ono from a sandbank in the mouth of the River Elbe failed to-day. Pumps are being sent from Cuxhaven. Five tugs tried to pull the Ono off the sandbank to-night.—British United Press.

Hamburg, Dec. 9.—Motor vessel Ono remains fast aground in soft sand, and further attempts to refloat abandoned until ship is lightened by discharging cargo. Soundings taken between ship and sandbank show distance of about one mile, show several shallow patches and therefore it is imperative that ship is substantially lightened before she can pass these. Shell of ship now leaking and water is in Nos. 4 and 5 holds up to 'tween deck level, shaft tunnel also flooded and now closed off by watertight door, No. 4 starboard and No. 4 double bottom tanks also flooded. Salvors have placed two 300-ton-capacity pumps on board and should commence pumping from holds this morning. Twelve fishing cutters, which can each take about 15 tons of cargo, are standing off ready to receive dry cargo from ship and transport to Cuxhaven. Discharging from holds continues and wet cargo is being jettisoned. At present, working only on Nos. 4 and 5 holds as this is all labour which is available. Other than leakages mentioned above, condition of ship remains fairly good with no other damages than those of which we advised you yesterday. Our surveyor remains on board.—Salvage Association's Surveyors.

Hamburg, Dec. 9.—Motor vessel Ono: Now discharging some cargo to fishing cutters, which proceeding Cuxhaven to discharge. Vessel also still jettisoning. So far, 700 bags arrived Cuxhaven. Cutters continuing their endeavours as long as weather permits.

Cuxhaven, Dec. 9.—Only the master and officers were staying on board motor vessel Ono with nine dockers from Bremen, who were helping to pump out water. The vessel is still jettisoning. So far, 700 bags arrived Cuxhaven. Cutters continuing their endeavours as long as weather permits.

Hamburg, Dec. 9.—Motor vessel Ono: Present position: Portable generator was connected up to after winches and power available on Feb. 2 and jettisoning of cargo from No. 5 hold commenced at 11 a.m. on Feb. 3. On the same day, steering flat and dry tank were pumped out and air line was fitted to after peak. Weather deteriorated, making work impossible on Feb. 4, and same weather conditions prevailed on Feb. 5.—Salvage Association's Surveyor. (See issue of Feb. 3.)

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ONDO.—Hamburg, Dec. 9.—Motor vessel Ono: Nos. 4 and 5 holds now well open to sea and tidal afterpeak tank flooded. Ship straining heavily and listing 3 deg. to port. After draught at noon was 30 1/2 ft., with depth of water outside 14 1/2 ft., therefore ship now well sunk into sand. Owners and salvors consider there is now no possibility refloat ship and bring her into fairway. Pumping of holds abandoned as water flows freely through breeched shell. Salvors are removing their pumps from ship. Engine-room power still available for working winches, and salvors unloading such cargo as can be taken by small fishing cutters to Cuxhaven. Crew will leave ship to-day, leaving only master, one deck officer, chief engineer and one other engineer. Owners' representative, salvors' representative and our surveyor remaining on board to watch situation until to-morrow.—Salvage Association's Surveyors. (See issue of Dec. 11.)

Hamburg, Dec. 11.—Motor vessel Ono: Crew taken off and taken to Cuxhaven by lifeboat in evening of Dec. 9. Understood master and four officers still on board. Salvage of vessel for time being abandoned. Now concentrating on salvaging as much cargo as possible with fishing cutters, coaster and lighter, and cargo being taken to Hamburg owing to lack of space at Cuxhaven.

Hamburg, Dec. 11.—Motor vessel Ono: Up to 5 p.m. yesterday, 2427 bags of cocoa discharged at Cuxhaven, of which 223 bags are wet. The dry bags are being brought to Hamburg, probably to-morrow, and we would propose that the wet bags be sold as soon as possible "as lying."—Lloyd's Agents per Salvage Association.

Hamburg, Dec. 11.—Motor vessel Ono: Due to deterioration in weather conditions, master, four officers and shore labour all taken ashore temporarily. Discharge of cargo will recommence as soon as conditions permit.—Lloyd's Agents per Salvage Association.

Cuxhaven, Dec. 13.—Two officers to-day went on board British motor vessel Ono to see what heavy seas had done to her overnight. The master of a German tug, which took them out to the vessel, said they would continue to salvage valuable nautical instruments and cargo. Captain Farquhar and volunteers from the crew who stayed at Cuxhaven for Liverpool.—Reuter. (See issue of Dec. 12.)

Liverpool, Dec. 13.—Motor vessel Ono stopped in Elbe estuary at 5 1/4 a.m. on Dec. 6, to give port side lee for pilot. Pilot launch overturned by seas and, while endeavouring to rescue and unable to use engines for fear of further imperilling the men in the water, the Ono went aground on Grosser Vogelsand.—Lloyd's List Correspondent. (See issues of Dec. 7 and 13.)

Hamburg, Dec. 13.—Motor vessel Ono: Salvors now arranged two gangs working cargo into large lighter and two tugs. Understood that pumps in Nos. 4 and 5 holds still dry. Up to yesterday, 5439 bags of dry cargo discharged. We endeavouring to dispose of wet bags (approximately 700 bags) to-day. (Later) Weather deteriorated, wind south-east, force 7 (near gale), which does not permit working cargo.—Lloyd's Agents per Salvage Association.

Hamburg, Dec. 14.—Motor vessel Ono: During last night, 14 shore labourers discharged about 56 tons of cargo into lighter and work continuing to-day. Understand three engineers put on board by salvors to assist owners' engineer on board. Also understand owners considering withdrawing master and engineer from vessel.—Lloyd's Agents per Salvage Association. (See issue of Dec. 14.)

Hamburg, Dec. 15.—Motor vessel Ono: Approximately 300 tons now in lighter alongside vessel. Discharge continuing and prospects of charging continuing and prospects of discharging to-morrow morning. Another lighter will be placed alongside and it is hoped to continue discharge over the week-end, weather permitting.—Lloyd's Agents per Salvage Association. (See issue of Dec. 15.)

Hamburg, Dec. 16.—Motor vessel Ono: Lighter now arrived Hamburg with approximately 420 tons of cargo and discharging. Further lighter alongside Ono and discharge continuing; weather conditions favourable at present.—Lloyd's Agents per Salvage Association. (See issue of Dec. 16.)

Hamburg, Dec. 16.—The substitute master and chief engineer have left motor vessel Ono and will return to Liverpool at the week-end. Responsibility for the vessel and remaining cargo lies in the hands of the Bugstier, Reederei- und Bergungs-A.G.—Hamburger Abendblatt. (See issue of Dec. 18.)

Hamburg, Dec. 18.—Motor vessel Ono: First lighter completed discharge of about 420 tons at Hamburg and returned to vessel yesterday. Second lighter, with approximately 420 tons of cargo, arrived Hamburg yesterday and now discharging. Ten fishing cutters also arrived at Hamburg with unknown quantity of cargo and now discharging.—Lloyd's Agents per Salvage Association.

ONDO.—Hamburg, Dec. 20.—Motor vessel Ono: Up to yesterday, total cargo landed was about 1320 tons sound and 120 tons damaged. Further 320 tons approximately due Hamburg to-day and discharge continuing.—Lloyd's Agents per Salvage Association. (See issue of Dec. 19.)

Hamburg, Dec. 20.—Motor vessel Ono: Stern of vessel being in shifting sand, the depth of sand measured from keel up stern post is constantly changing, with average of 12 ft. Position now is there have been removed about 1800 tons of cargo and remains estimated 1000 tons of dry cargo in forward holds. This being removed by salvors but concurrently the wet cargo is also being removed from after holds. Removing of the wet cargo will become increasingly more difficult as point is reached where cargo does not dry out with tide. Hope of salvage of ship should not be abandoned but situation can only be properly assessed after removal of all cargo and such water as is possible. Bugstiers, with whom we have spoken, adhere to their contract, and their endeavours to remove all cargo are simultaneously to save cargo and also put ship in position where salvage may yet be possible. Until cargo is out of ship little further can be done in respect of ship salvage.—Salvage Association's Surveyors.

Hamburg, Dec. 27.—Motor vessel Ono: We have been informed by the salvors that over Christmas about 710 tons dry bags and about 60 tons wet bags have been discharged into two lighters and three fishing cutters. The total of the recovered goods would therefore be approximately 3000 tons.—Lloyd's Agents per Salvage Association. (See issue of Dec. 21.)

Cuxhaven, Dec. 27.—Salvage experts said to-night there may still be a chance of saving motor vessel Ono, which went aground off Cuxhaven three weeks ago. The salvage men said that now the forward holds have been cleared of their cargo of cocoa beans, the seaward part of the ship is free of the sandbank at high tide. The ship is steady and shows no sign of breaking up.—Reuter. (See issue of Dec. 28.)

Hamburg, Jan. 5.—Motor vessel Ono: Stedevores still discharging cargo into lighter but, as all cargo remaining in vessel now in tidal holds, progress is slow and understood present rate of discharge only about 30 tons per day. Understood position of vessel unchanged and weather conditions favourable at present. (See issue of Dec. 29.)

Hamburg, Jan. 6.—Motor vessel Ono: After cessation of the bad weather experienced for three days, and charge of the wet cargo from Nos. 4 and 5 holds was resumed on Jan. 3 and daily output into barges is now about 50 tons, weighed wet. There are now sufficient men on board to form a team to strain water and to pump out water over permits. Test pumping on the flooded Nos. 4 and 5 holds carried out on Jan. 3 shows influx of water in No. 5 hold can be easily pumped out by pumps but No. 4 hold requires an additional pump to those in use on that hold and the salvors are bringing a pump on board. No additional damage to the vessel appears to have been sustained by the vessel during recent bad weather. Draughts now are at low water zero forward and 23 ft. aft and at high water 4 ft. forward and 22 ft. aft. The stern 4 ft. forward and 8 ft. into the sand. Vessel's head is secured to ground tackle and bearing 132 deg.—Salvage Association's Surveyor and Special Officer. (See issue of Jan. 6.)

Hamburg, Jan. 10.—Motor vessel Ono: Since last report, bad weather has interfered with discharging operations and only 100 tons have left ship since then. The 100 tons have been raised and are ready for dumping next barge which comes along and, meanwhile, about 440 bags have been taken from ship by fishing boats. We now find large amount of sand in Nos. 4 and 5 holds, which also hinders discharge operations, and therefore salvors have stopped pumping on these holds as it is this pumping which is drawing sand into the ship. In these circumstances, they are discharging on each side of low water, when holds have drained naturally. Vessel's head moved around during the bad weather as ground tackle pulling through sand. Salvage vessel Goliath now laying another ground tackle and attempts will be made to pull head around again and also to try to pull vessel towards channel through the sand on each high tide while continuing to discharge. Weather appears to be improving slightly at present and work continues.—Salvage Association's Special Officer. (See issue of Jan. 8.)

Hamburg, Jan. 11.—Motor vessel Ono: Weather now deteriorated, necessitating withdrawal of stedevores from vessel yesterday evening. Work will be recommenced when weather permits.—Lloyd's Agents per Salvage Association. (See issue of Jan. 11.)

Hamburg, Jan. 11.—Motor vessel Ono: Due to south-westerly to westerly gale, with high seas, vessel required to be abandoned at 3 a.m. to-day but, before doing so, engine-room was entirely pumped out. As engine-room continues to leak from shaft tunnel, concern is felt because ship's generators are placed on bottom platform and any prolonged period without pumping engine-room will result in ship's generators being wetted and rendered useless. These generators have up to the present been used for supplying power to cargo winches, lighters, etc. Gale still blowing but, as soon as there is any abatement, attempts will be made to reboard even if this is only for clearing engine-room. Remaining crew will be taken to Cuxhaven.—Salvage Association's Special Officer.

Hamburg, Jan. 12.—Motor vessel Ono: Weather conditions still venting further discharge of cargo. Lloyd's Agents per Salvage Association. (See issue of Jan. 12.)

Hamburg, Jan. 15.—Salvage experts from Hamburg went back on board British motor vessel Ono this morning. During stormy weather yesterday the Ono turned round 130 deg. and the water entered the sand. The electric motors in the engine-room of the vessel are now lying under water. Cuxhaven to-day it was believed that position of the Ono had worsened much owing to the movement of the vessel that there is no hope of salvaging the vessel.—Hamburger Abendblatt. (See issue of Jan. 15.)

Hamburg, Jan. 18.—Motor vessel Ono: Since our last report bad weather is continued here and prevented us from boarding the vessel, but with improving weather and wind abating it will make an attempt to board on high tide to-morrow morning, Jan. 19. If inspection of position. Meanwhile, a light portable generator to arrive from Bremen to-morrow, which will be put on board to supply power to electric pumps to resume discharging of after holds.—Salvage Association's Special Officer and Surveyors. (See issues of Jan. 12 and 18.)

Cuxhaven, Jan. 20.—British motor vessel Ono was last night reported to have started breaking apart.—Reuter. (See issue of Jan. 20.)

Hamburg, Jan. 26.—Motor vessel Ono: Boarded yesterday for first time since Jan. 19. Severe weather in interval has produced settlement of stern a further 8 ft. into sea and high water yesterday reached 2 ft. over after end of shelter deck starboard side to about 8 ft. from the poop bulkhead. Vessel's heading changed from 101 deg. to 94 deg. list increased to 8 deg. to starboard. Still no sign of straining of structure and arrangements made to ship portable generator to-day preparatory to resuming discharge of cargo from after hold and making possible pumping test. Forward holds still sound and no significant change in engine-room.—Salvage Association's Special Officer. (See issues of Jan. 20 and 22.)

Hamburg, Jan. 29.—Motor vessel Ono: Attempts to board the vessel on Saturday, Jan. 27, together with Reederer- und Bergungs-A.G., the salvors, and the salvage master, failed as there was a strong NNW wind blowing the sandbank and the tug was approaching the Ono nearer than 500 yards. Observations were made on approach at our nearest point of approach indicated that the vessel was in the same position and condition as described in our message of Jan. 26. The portable generator, pumps, etc., are now on board a lighter which is anchored in Neuwerk Roads, leaving arrived on Jan. 26, and are awaiting favourable weather conditions so that discharge of cargo and other work in connection with salvage operations can be resumed. The weather yesterday, Sunday, Jan. 28, was similar, and the wind is still blowing strongly from NNW, causing a rough sea. We will, however, again approach the vessel by tug to-day and board if possible.—Salvage Association's Special Officer. (See issue of Jan. 27.)

Hamburg, Jan. 29.—Motor vessel Ono: Following message received from special officer Captain Edwards at 11 25 a.m. from tug Danzig: Now lying one and a half miles from Ono and hull can be sighted as it is now low water and from which it appears vessel is still in same condition as on Friday, Jan. 26. If weather remains as it is at present, we hope to board at high water this evening, when we can give latest information as to the condition of the hull on closer examination.—Salvage Association's Surveyor.

Hamburg, Jan. 31.—Motor vessel Ono: From special officer Captain Edwards we learned last night that he had boarded ship together with salvors and found condition of vessel unchanged, and generator is now on board and after winches have been tested and proved in order. Arrangements are now being made for discharging after holds with grabs and also pumping accumulated water from ship. Weather at present favourable for this work.—Salvage Association's Surveyor. (See issue of Jan. 30.)

Hamburg, Jan. 31.—Russian motor vessel Alatyris is due at Cuxhaven on Saturday (Feb. 3) and will load about 4500 bags of cocoa beans salvaged from motor vessel Ono. The cargo will be taken to Leningrad.—Hamburger Abendblatt. (See issues of Jan. 31 and Feb. 1.)

Hamburg, Feb. 5.—Motor vessel Ono: Present position: Portable generator was connected up to after winches and power available on Feb. 2 and jettisoning of cargo from No. 5 hold commenced at 11 a.m. on Feb. 3. On the same day, steering flat and dry tank were pumped out and air line was fitted to after peak. Weather deteriorated, making work impossible on Feb. 4, and same weather conditions prevailed on Feb. 5.—Salvage Association's Surveyor. (See issue of Feb. 3.)

Hamburg, Feb. 9.—Motor vessel Ono: We learn from Captain Edwards that after recent severe weather the vessel was boarded on Feb. 8 and although it was found that stern had settled a further 5 to 6 ft. into the sea bed, the vessel appears not to have sustained any structural damage. At high tide the water reached the after end of the poop deck and No. 5 hatch coming was partly under water. The list of the vessel has now increased to six deg. to starboard. The weather appears to have settled and, therefore, resumption of pumping after compartments and discharging of cargo, resorting to jettisoning of same if necessary from No. 5 hold is now possible. If the vessel proves to be uninhabitable during rest periods, accommodation will be provided on a lighter which is anchored in Neuwerk Roads.—Salvage Association's Surveyors. (See issue of Feb. 6.)

Hamburg, Feb. 14.—Tears in the hull of motor vessel Ono were provisionally tightened last week and the vessel would be buoyant if she came free from the sands. It is reported that the vessel shifted during very stormy weather on Tuesday (Feb. 13) and that the afterpart of the vessel is not lying so deep in the sand.—Hamburger Abendblatt. (See issue of Feb. 10.)

Hamburg, Feb. 16.—Motor vessel Ono: Since last advising position of affairs, it has been impossible to carry out any work on the vessel due to successive gales blowing, but it can be observed that the vessel, during the very strong south-westerly gale of Monday, Feb. 12, has moved forward about two ship's lengths and the stern has therefore come out of the pit it had sunk into in her former position. The vessel appears to be fairly even keel in her new position. Attempts to board to-day have been cancelled, as a fresh gale is blowing but as soon as possible we will board the vessel to make general inspection.—Salvage Association's Surveyors.

London, Feb. 20.—The Salvage Association report: Motor vessel Ono and Communications between Cuxhaven and Hamburg are difficult but, according to information received by the Salvage Association's Hamburg office on Sunday (Feb. 18), the vessel had weathered a storm but taken a 60-deg. list to starboard. These conditions were taken board. The salvage contractors and our special officer will return to the vessel as soon as circumstances permit and report on conditions then prevailing. (See issue of Feb. 17.)

Hamburg, Feb. 21.—Motor vessel Ono is now lying with a 45-deg. list to starboard and 4 ft. to 5 ft. by the stern. During recent hurricane, all forward hatches, which were previously properly battened down with good hatches and tarpaulins, were stove in and holds were flooded, including the forward peak tanks. The after holds, being opened for working of cargo, were also flooded, but this has been usual at each high tide. In addition, the seas have swept through the alleyways of the amidships accommodation, tearing away doors and flooding the galley, store-rooms and engine-room. The vessel is now entirely flooded and, although we have not sighted her at low water, it may be safely assumed that at least part of the after hatchways on the upper deck and the starboard wing palm oil tanks will remain submerged at low water. It may be noted that obviously well bedded in the sand as she lies because amidships it was observed that the port bilge keel, at a point just ahead of the mainmast, was just awash at high water. At the time there was 15 ft. depth of water around the ship (measured 50 ft. from the vessel), indicating by our calculations that the starboard bilge keel was about 28 ft. below ground level. We consider that discharge of the remaining 1400 tons of cargo (weight dry) in the after holds is impossible with the ship's gear and we see no possibility, in winter conditions, of any change being brought to site. Further, the only possibility of bringing the vessel to deep water would be by such discharging and also pumping out of the various spaces, but before pumping operations could be started extensive sealing of hatchways and other deck and bulkhead apertures would be necessary. This work would be quite impossible while the continuous gales prevail, which weather is the usual winter condition in this exposed position. We would add that the hull of the vessel above the port bilge keel was exposed in its entirety yesterday and it was seen to be quite free of any signs of splitting, fracturing or deformations.—Salvage Association's Special Officer and Surveyor. (See issue of Feb. 21.)

London, Feb. 26.—Motor vessel Ono: The London agents of Bugstier have received the following message from their principals, dated Hamburg, Feb. 23: We have abandoned salvage operations. (See issue of Feb. 22.)

Cuxhaven, Mar. 27.—A Polish salvage company will try to save motor vessel Ono, which went aground in the Elbe estuary on Dec. 6, a local shipping agency reported to-day.—Reuter. (See issue of Feb. 27.)

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Hamburg, Dec. 8.—Motor vessel Ono: Our surveyor now on board and reports that attempts to refloat between 10 15 p.m. on Dec. 7 and 2 a.m. on Dec. 8 proved abortive, despite five tugs in use. Part of ballast pumped out and this morning some cargo from No. 3 hold jettisoned by crew. Lighters and stedevores requested and at 9 a.m. men and lighters left Cuxhaven for ship. Oil cargo also requested for taking off part of ship's oil fuel bunkers. Vessel is pounding and head is turning by influence of seas. Signs of working of ship's hull noted in engine-room, where some machinery is moving slightly. Small fractures have appeared in amidships superstructure and also slight buckling of afterpeak tank bulkhead. Tugs standing by and further attempts will be made to refloat ship at high tide, about noon to-day.—Salvage Association's Surveyors.

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Cuxhaven, Dec. 8.—Members of the crew of the stranded British motor vessel Ono helped German dockers to dump tons of cocoa beans into the sea to-day as salvage experts reported the ship was taking more and more water. By tonight the water had filled two of the ship's five holds.—Reuter. (See issue of Dec. 9.)

ONDO.—Hamburg, Dec. 7.—British motor vessel Ondo reported by radio to-day that tugs had been able to tow the vessel about 180 yards over the sandbank in the direction of the shipping lane. It is hoped that the tide will help the vessel over the remaining 630 yards.—British United Press. (See issue of Dec. 8.)

ONDO.—Hamburg, Dec. 8.—Motor vessel Ondo: Attempt to refloat last night failed, although tugs succeeded in moving vessel slightly. Engines intact and vessel will support attempts to refloat by using propeller. Dock labourers from Bremerhaven arrived at Cuxhaven and now proceeding Onno, intention being to jettison up to 1000 tons of cargo.

Hamburg, Dec. 8.—Motor vessel Onno: Our surveyor now on board and reports that attempts to refloat between 10.15 p.m. on Dec. 7 and 2 a.m. on Dec. 8 proved abortive, despite five tugs in use. Part of ballast pumped out and this morning some cargo from No. 5 hold jettisoned by crew. Lighters and elevators requested and at 9 a.m. most of the lighters left Cuxhaven for ship. Oil barge also requested for taking off part of ship's oil fuel bunkers. Vessel is pumping and head is turning by influence of seas. Signs of working of ship's hull noted in engine-room, where some machinery is moving slightly. Small fractures have appeared in amidships superstructure and also slight buckling of afterpeak tank bulkhead. Tugs standing by and further attempts will be made to refloat ship at high tide, about noon to-day.—Salvage Association's Surveyors.

Hamburg, Dec. 8.—Motor vessel Onno: Attempt to refloat last night failed. Understand decision taken on

board to jettison up to 1000 tons of cargo (cocoa) and shore labour now proceeding on board. Salvors state weather does not permit lighters to proceed to vessel at present but arrangements being made to have lighters standing by so as to utilise same as soon as weather permits.—Lloyd's Agents per Salvage Association.

Hamburg, Dec. 8.—Motor vessel Onno: This afternoon's attempt to refloat failed. Understand approximately 30 tons of cargo jettisoned and some fuel oil. It is reported some water found in Nos. 4 and 5 holds. Jettisoning cargo continuing and no further attempt at refloating possible until vessel is further lightened.

Cuxhaven, Dec. 8.—Members of the crew of the stranded British motor vessel Onno helped German dockers to dump tons of cocoa beans into the sea to-day as salvage experts reported the ship was taking more and more water. By to-night the water had filled two of the ship's five holds.—Reuter. (See issue of Dec. 8.)

Cuxhaven, Dec. 8.—All efforts to free the British motor vessel Onno from a sandbank in the mouth of the River Elbe failed to-day. Pumps are being sent from Cuxhaven. Five tugs tried to pull the Onno off the sandbank to-night.—British United Press.

Hamburg, Dec. 9.—Motor vessel Onno remains fast aground in soft sand, and further attempts to refloat abandoned until ship is lightened by discharging cargo. Soundings taken between ship and fairway, which is distance of about one mile, show several shallow patches and therefore it is imperative that ship is substantially lightened before she can pass these. Shell of ship now leaking and water is in Nos. 4 and 5 holds up to tween deck level, shaft tunnel also flooded and now closed off by watertight door. No. 4 starboard and No. 6 double bottom compartments also flooded. Salvors have placed two 300-ton-capacity pumps on board and should commence pumping from holds this morning. Twelve fishing cutters, which can each take about 15 tons of cargo, are standing off ready to receive dry cargo from ship and transport to Cuxhaven. Discharging from holds continues and wet cargo is being jettisoned. At present, working only on Nos. 4 and 5 holds as this is all labour which is available. Other than leakage mentioned above, condition of ship remains fairly good with no other damages than those of which we advised you yesterday. Our surveyor remains on board.—Salvage Association's Surveyors.

Hamburg, Dec. 9.—Motor vessel Onno: Now discharging some cargo into fishing cutters, which proceeding Cuxhaven to discharge. Vessel still jettisoning. So far, 700 bags arrived Cuxhaven. Cutters continuing their endeavours as long as weather permits.

Cuxhaven, Dec. 9.—Only the master and officers were staying on board motor vessel Onno with nine dockers from Bremen, who were helping to unload the cargo. The remainder of the crew were being landed by lifeboat.—Reuter.

Cuxhaven, Dec. 9.—Efforts to free British motor vessel Onno from a sandbank at the mouth of the Elbe were abandoned to-night. A spokesman for the Buziger company said that 24 of the vessel's crew of 53 were taken off the ship by the German lifeboat Ruhr-Strahl to-night. The remaining members, including the master, will be taken off to-morrow morning, he said. The entire aft portion of the ship filled up with water to-night, the spokesman said, and the vessel is sinking deeper into the sand.—British United Press.

Cuxhaven, Dec. 9.—West German salvage men to-night abandoned the fight to save motor vessel Onno from a sandbank in the Elbe estuary, where she ran aground last Wednesday (Dec. 6). Herr Hans Wolff, head of one of the salvage firms involved, said they had failed to pump the water from the holds of the vessel. A lifeboat reached Cuxhaven this afternoon with 24 of the crew and was returning to the ship to-night to take off more men. The salvage official said the master and three or four other men would remain on board for the time being.—Reuter.

Cuxhaven, Dec. 9.—The West German news agency DPA to-night quoted salvage men as saying motor vessel Onno went aground when she went astern to avoid catching with her propeller three German whose boat had capsized alongside her. A spokesman for the salvage firm said the master of the Onno and the few crew were left on board were staying to try to save as much as possible of the cargo of 5000 tons of cocoa beans, which are to be off-loaded into shallow draught cutters.—Reuter.

Cuxhaven, Dec. 10.—British seamen and German dockers worked to-day trying to save 5000 tons of cocoa beans from motor vessel Onno. Captain W. Farquhar and about five crewmen have stayed on board with 30 German dockers, who are loading sacks of cocoa beans into launches running a shuttle service to Cuxhaven.—Reuter.

ONDO.—Hamburg, Dec. 9.—Motor vessel Onno: Nos. 4 and 5 holds now well open to sea and tidal, afterpeak tank flooded. Ship straining heavily and listing 3 deg. to port. After draught at noon was 261 ft., with depth of water outside 141 ft., therefore ship now well sunk into sand. Owners and salvors consider there is now no possibility of refloat ship and bring her into fairway. Pumping of holds abandoned as water flows freely through breeched shell. Salvors are

removing their pumps from ship. Engine-room power still available for working winches, and salvors unloading such cargo as can be taken by small fishing cutters to Cuxhaven. Crew will leave ship to-day, leaving only master, one deck officer, chief engineer and one other engineer. Owners' representative, salvors' representative and our surveyor remaining on board to watch situation until to-morrow.—Salvage Association's Surveyors. (See issue of Dec. 11.)

Hamburg, Dec. 11.—Motor vessel Onno: Crew taken off and taken to Cuxhaven by lifeboat in evening of Dec. 9. Understand master and four officers still on board. Salvage of vessel for time being abandoned. Now concentrating on salvaging as much cargo as possible with fishing cutters, coaster and lighter, and cargo being taken to Hamburg owing to lack of space at Cuxhaven.

Hamburg, Dec. 11.—Motor vessel Onno: Up to 5 p.m. yesterday, 2427 bags of cocoa discharged at Cuxhaven, of which 223 bags are wet. The dry bags are being brought to Hamburg, probably to-morrow, and we would propose that the wet bags be sold as soon as possible "as lying."—Lloyd's Agents per Salvage Association.

Hamburg, Dec. 11.—Motor vessel Onno: Due to deterioration in weather conditions, master, four officers and shore labour all taken ashore temporarily. Discharge of cargo will recommence as soon as conditions permit.—Lloyd's Agents per Salvage Association.

Cuxhaven, Dec. 13.—Two officers to-day went on board British motor vessel Onno to see what heavy seas had done to her overnight. The master of a German tug, which took them out to the vessel, said they would continue to save valuable nautical instruments and cargo. Captain Farquhar and volunteers from the crew who stayed on board until yesterday have left Cuxhaven for Liverpool.—Reuter. (See issue of Dec. 12.)

Liverpool, Dec. 13.—Motor vessel Onno stopped in Elbe estuary at 5.14 a.m., on Dec. 6, to give port side lee for pilot. Pilot launch overturned by seas and while endeavouring to effect rescue and unable to use engines for fear of further imperilling the men in the water, the Onno went aground on Grosser Vogelsand.—Lloyd's Agents per Salvage Association. (See issue of Dec. 7 and 13.)

Hamburg, Dec. 13.—Motor vessel Onno: Salvors now arranged two gangs of fishing cutters, one with two lighters and two tugs. Understand cargo in Nos. 1, 2 and 3 holds still dry. Up to yesterday, 5439 bags of dry cargo discharged. We endeavouring to dispose of wet bags (approximately 720 bags) to-day. (Later) Weather deteriorated, wind south-east, force 7 (near gale), which does not permit any further cargo.—Lloyd's Agents per Salvage Association.

Hamburg, Dec. 14.—Motor vessel Onno: During last night, 14 tons of cocoa beans discharged about 56 tons of cargo into lighter and work continuing to-day. Understand three engineers put on board by salvors to assist owners' engineer on board. Also understand owners considering withdrawing master and engineer from vessel.—Lloyd's Agents per Salvage Association. (See issue of Dec. 14.)

Hamburg, Dec. 15.—Motor vessel Onno: Approximately 300 tons of cocoa beans discharged to-day. Understand three fishing cutters, which can each take about 15 tons of cargo, are standing off ready to receive dry cargo from ship and transport to Cuxhaven. Discharging from holds continues and wet cargo is being jettisoned. At present, working only on Nos. 4 and 5 holds as this is all labour which is available. Other than leakage mentioned above, condition of ship remains fairly good with no other damages than those of which we advised you yesterday. Our surveyor remains on board.—Salvage Association's Surveyors.

Hamburg, Dec. 16.—Motor vessel Onno: Lighter now arrived Hamburg with approximately 420 tons of cargo and discharging. Further progress in weather conditions favourable at present.—Lloyd's Agents per Salvage Association. (See issue of Dec. 16.)

Hamburg, Dec. 16.—The substitute master and chief engineer have left motor vessel Onno and will return to Liverpool at the week-end. Responsibility for the vessel and remaining cargo lies in the hands of the Buziger-Reederei and Bergunes-A.G.—Hamburg Abendblatt. (See issue of Dec. 16.)

Hamburg, Dec. 18.—Motor vessel Onno: First lighter completed discharge of about 420 tons at Hamburg and returned to Liverpool yesterday. Second lighter, with approximately 430 tons of cargo, arrived at Hamburg this morning and now discharging. Ten fishing cutters also arrived at Hamburg with unknown quantity of cargo and now discharging.—Lloyd's Agents per Salvage Association.

ONDO.—Hamburg, Dec. 20.—Motor vessel Onno: Up to yesterday, total cargo landed was about 1320 tons and 120 tons damaged. Further 330 tons approximately to Hamburg to-day and discharge continuing.—Lloyd's Agents per Salvage Association. (See issue of Dec. 19.)

Hamburg, Dec. 20.—Motor vessel Onno: Stern of vessel being in shifting sand, the depth of sand measured from keel up stern post is constantly changing, with average of 12 ft. Position now is there have been removed about 1800 tons of cargo and remains estimated 1000 tons of dry cargo in forward holds. This being removed by salvors but currently the wet cargo is also being removed from after holds. Removing of the wet cargo will become increasingly more difficult as point is reached where cargo does not dry out with tide. Hope of salvage of ship should not be abandoned but situation can only be properly assessed after removal of all cargo and such water as is possible. Buzigers, with whom we have spoken, adhere to their contract, and their endeavours to remove all cargo are simultaneously being continued. No put ship in position where salvage may yet be possible. Unfil cargo is out of ship little further can be done in respect of ship salvage.—Salvage Association's Surveyors.

Hamburg, Dec. 27.—Motor vessel Onno: We have been informed by the salvors that over Christmas about 710 tons dry bags and about 60 tons wet bags have been discharged into two lighters and three fishing cutters. The total of the recovered goods would therefore be approximately 5000 tons.—Lloyd's Agents per Salvage Association. (See issue of Dec. 31.)

Cuxhaven, Dec. 27.—Salvage of motor vessel Onno, a chance of saving motor vessel Onno, which went aground of Cuxhaven three weeks ago. The salvage men said that now the forward holds have been cleared of their cargo of cocoa beans, the forward part of the ship is free of the sandbank at high tide. The ship is steady and shows no signs of breaking up.—Reuter. (See issue of Dec. 28.)

Hamburg, Jan. 5.—Motor vessel Onno: Stevedores still discharging cargo into lighter but, as all cargo remaining in vessel now in tidal holds, progress is slow and understood present rate of discharge only about 30 tons per day. Understand position of vessel unchanged and weather conditions favourable at present. (See issue of Dec. 29.)

Hamburg, Jan. 6.—Motor vessel Onno: After cessation of the bad weather experienced for three days, discharge of the wet cargo from Nos. 4 and 5 holds was resumed on Jan. 3 and daily output into barges is now about 50 tons, weighed wet. There are now sufficient men on board to form two gangs and so rate of discharge may improve if weather permits. Test pumping on the flooded Nos. 4 and 5 holds carried out on Jan. 3 and 4, and 3 holds still dry. Up to yesterday, 5439 bags of dry cargo discharged. We endeavouring to dispose of wet bags (approximately 720 bags) to-day. (Later) Weather deteriorated, wind south-east, force 7 (near gale), which does not permit any further cargo.—Lloyd's Agents per Salvage Association.

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Hamburg, Jan. 15.—Salvage of British motor vessel Onno continuing. During stormy weather yesterday the Onno turned almost 180 deg. in the bank deeper into the sand. The 2000-hp motors in the engine-room of the vessel are now lying under water. This being removed by salvors but currently the wet cargo is also being removed from after holds. Removing of the wet cargo will become increasingly more difficult as point is reached where cargo does not dry out with tide. Hope of salvage of ship should not be abandoned but situation can only be properly assessed after removal of all cargo and such water as is possible. Buzigers, with whom we have spoken, adhere to their contract, and their endeavours to remove all cargo are simultaneously being continued. No put ship in position where salvage may yet be possible. Unfil cargo is out of ship little further can be done in respect of ship salvage.—Salvage Association's Surveyors.

Hamburg, Jan. 18.—Motor vessel Onno: Since our last report bad weather as continued here and prevented us from boarding the vessel, but with improving weather and wind abating we will make an attempt to board on high tide to-morrow morning, Jan. 19, for inspection of position. Meanwhile, to expect portable generator to arrive from Bremen to-morrow, which will be put on board to supply power to electric cargo winches as we have now lost the use of the ship's generators due to flooding of the engine-room. After examination of ship, the intention is to return ashore to organise necessary labour force to resume discharging of after holds.—Salvage Association's Special Officer and Surveyors. (See issues of Jan. 12 and 18.)

Cuxhaven, Jan. 20.—British motor vessel Onno was last night reported to have started breaking apart.—Reuter. (See issue of Jan. 20.)

Hamburg, Jan. 26.—Motor vessel Onno: Boarded yesterday for first time since Jan. 19. Severe weather in interval has produced settlement of water a further 8 ft. into sea bed and high water yesterday reached 2 ft. over after end of shelter deck starboard side to about 8 ft. from the poop bulkhead. The vessel's heading changed from 101 deg. to 94 deg. list increased to 8 deg. to starboard. Still no sign of straining of structure and arrangements making preparatory to resuming discharge of cargo from after hold and making possible pumping test. Forward holds still sound and no significant change in engine-room.—Salvage Association's Special Officer. (See issues of Jan. 20 and 22.)

Hamburg, Jan. 29.—Motor vessel Onno: Attempts to board the vessel on Saturday, Jan. 27, together with Captain Meyer, of Buziger-Reederei and Bergunes-A.G., the salvors, and the salvage master, failed miserably. A heavy and rough sea over the sandbank and the tug was shipping water and it proved impossible to approach the Onno nearer than 500 yards. Observations were made from the tug at our nearest point of approach indicated that the vessel was in same position and condition as described in our message of Jan. 26. The portable generator, pumps and grab are now on board and a lighter which is anchored to the vessel is still blowing strongly from the wind is still blowing strongly from the NW, causing a rough sea. We will, however, again approach the vessel by tug to-day and board if possible.—Salvage Association's Special Officer. (See issue of Jan. 27.)

Hamburg, Jan. 28.—Motor vessel Onno: Following message received from special officer Captain Edwards at 11.15 a.m. from tug Danzig: Now lying one and a half miles from Onno and hull can be sighted as it is now low water and from which it appears vessel is still in same condition as on Friday, Jan. 26. If weather remains as it is at present, we hope to we can give latest information as to the condition of the hull on closer examination.—Salvage Association's Surveyor.

Hamburg, Jan. 31.—Motor vessel Onno: From special officer Captain Edwards we learned last night that he had boarded ship together with salvors and found condition of vessel unchanged, and generator is now on board and after winches have been tested and proved in order. Arrangements are now being made for discharging after holds with grabs and also pumping accumulated water from ship. Weather at present favourable for this work.—Salvage Association's Surveyor. (See issue of Jan. 30.)

Hamburg, Jan. 31.—Russian motor vessel Almiral is due at Cuxhaven on Saturday (Feb. 3) and will load about 4500 bags of cocoa beans salvaged from motor vessel Onno. The cargo will be taken to Leningrad.—Hamburg Abendblatt. (See issues of Jan. 31 and Feb. 1.)

Hamburg, Feb. 5.—Motor vessel Onno: Present position: Portable generator was connected up to after winches and power available on Feb. 3 and jettisoning of cargo from No. 5 hold commenced at 11 a.m. on Feb. 3. On the same day, steering flat and dry tank were pumped out and air line was fitted to after peak. Weather deteriorated, making work impossible on Feb. 4, and same weather conditions prevailed to-day.—Salvage Association's Surveyor. (See issue of Feb. 3.)

Hamburg, Feb. 9.—Motor vessel Onno: We learn from Captain Edwards that after recent severe weather the vessel was boarded on Feb. 8 and although it was found that stern had settled a further 5 to 6 ft. into the sea bed, the vessel appears not to have sustained any structural damage. At high tide the water reached the after end of the poop deck and No. 5 hatch coaming was partly under water. The list of the vessel has now increased to six deg. to starboard. The weather appears to have settled and, therefore, resumption of pumping after compartments and discharging of cargo, resorting to jettisoning of same if necessary, from No. 5 hold is now possible. If the vessel proves to be uninhabitable during rest periods, accommodation will be occupied in Newwerk Roads.—Salvage Association's Surveyors. (See issue of Feb. 6.)

Hamburg, Feb. 14.—Tears in the hull of motor vessel Onno were successfully tightened last week and the vessel would be buoyant if she came free from the sands. It is reported that the vessel shifted during very stormy weather on Tuesday (Feb. 13) and that the afterpart of the vessel is not lying so deep in the sand.—Hamburg Abendblatt. (See issue of Feb. 10.)

Hamburg, Feb. 16.—Motor vessel Onno: Since last advising position of affairs, it has been impossible to carry out any work on the vessel due to successive gales blowing, but it can be observed that the vessel, during the very strong south-westerly gale of Monday, Feb. 12, has moved forward about 200 yds. The vessel's position has therefore come out of the pit it had sunk into in her former position. The vessel appears to be on a fairly even keel in her new position. Attempts to board to-day have been cancelled, as a fresh gale is blowing but as soon as possible we will inspect the vessel to make general inspection.—Salvage Association's Surveyors.

London, Feb. 20.—The Salvage Association report on motor vessel Onno: During recent hurricane from Cuxhaven Hamburg are difficult but, according to information received by the Salvage Association's Hamburg office on Sunday (Feb. 18), the vessel had weathered the storm but taken a 60-deg. list to starboard. These on board weather contractors on our special officer will return to the ship as soon as circumstances permit and report on conditions then prevailing. (See issue of Feb. 17.)

Hamburg, Feb. 21.—Motor vessel Onno is now lying with a 45-deg. list to starboard and 4 ft. to 5 ft. by the stern. During recent hurricane, all forward hatches, which were previously properly battened down with good hatches and tarpaulins, were stove in and bows were flooded, including the forward palm oil tanks. The after holds, being opened for working of cargo, were also flooded, but this has been used as a catch high tide. In addition, the seas have swept through the alleyways of the amidships accommodation, tearing away doors and flooding the galley, store-rooms and engine-room. The vessel is now entirely flooded and, although we have not sighted her at low water, it may be safely assumed that at least part of the after hatchway is below ground level, and the starboard wing palm oil tanks will remain submerged at low water. The vessel is obviously well bedded in the sand and lies because amidships it was observed that the port bilge keel, at a point just below the navigating bridge, was just awash at high water. At that time there was 15 ft. depth of water around the ship (measured 50 ft. from the vessel), indicating by our calculations that the starboard bilge keel was about 28 ft. below ground level. We consider that discharge of the remaining 1400 tons of cargo (weight dry) in the after holds is impossible with the ship's gear and we see no possibility, in winter conditions, of any change being brought to ease. Further, the only possibility of bringing the vessel to deep water would be by successively discharging and also pumping out of the various spaces, but before pumping operations could be started extensive sealing of hatchways and other deck and bulkhead apertures would be necessary. This work would be quite impossible while the continuous gales prevail, which weather is the usual winter condition in this exposed position. We would add that the hull of the vessel above the port bilge keel was exposed in its entirety yesterday and it was seen to be quite free of any signs of splitting, fracturing or deformations.—Salvage Association's Special Officer and Surveyor. (See issue of Feb. 21.)

London, Feb. 26.—Motor vessel Onno: The London agents of Buziger have received the following message from their principals, dated Hamburg, Feb. 23: We have abandoned salvage operations. (See issue of Feb. 22.)

Cuxhaven, Mar. 27.—A Polish salvage company will try to save motor vessel Onno, which went aground in the Elbe estuary on Dec. 6, a local shipping agency reported to-day.—Reuter. (See issue of Feb. 27.)

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