

REPORT OF TOTAL LOSS, CASUALTY

No. 21986 in R. B. Wreck Book, p. 68/35 Date of writing this report 30/7/35
Vessel's Name Steel S.S. "Burmestan" of Bombay
Leith When 1914 - 8 Casualty notice sent to Owner 27/8/35 Owner's representative

Name Scindia Steam Nav. Co. Ltd.
Address Sudama House, Witley Road, Ballard Estate, Bombay.

Date	Particulars of Classification.	
	30 th July 1935	+100A1
	Shade SK	SS Cal. N°1-32
	6.35	+LINC 7.32
		BS 6.35

This vessel was reported to have struck Reliance Shoal, when entering the harbour at Kyaukpyu on the 30th July 1935. After the impact she continued to proceed into harbour with a heavy list to starboard, & on arriving at the Chartered anchorage both anchors were let go. Shortly after she was observed to be sinking slowly by the head, & regaining an upright position, heeled over to port & finally sank.

Lloyd's Agent per Salvage Association stated on the 2nd September that salvage was possible but impracticable, as time & cost would be prohibitive in relation to the insured value.

In reply to a casualty notice the Owners state that the vessel has been declared a total loss.

15th October, 1935.

A letter dated, 11th Sept., has now come to hand from the Calcutta Surveyor confirming that the vessel may be regarded as a total loss.

Record Foundered after stranding 7/35
Committee TUE 1 OCT 1935

Committee's Minute Foundered after stranding 7/35

SOURCE OF INFORMATION.

BURMESTAN.—Akyab, July 30.—British steamer Burmestan, bound to Rangoon from Chittagong, sank in the harbour at Kyaukpyu this afternoon.

BURMESTAN.—Rangoon, July 31.—The steamer Burmestan, belonging to the Scindia Steam Navigation Company, of Bombay, sank at Kyaukpyu Harbour yesterday, after striking a submerged object. There were 259 passengers and crew on board but all were saved. The mails were lost. It is not thought that there were any European passengers on board the steamer, which was bound to Rangoon from Chittagong.—Reuter.

BURMESTAN.—Kyaukpyu, Aug. 1.—British steamer Burmestan: Present position lat. 19 26 N., long. 93 33 6 E., sunk in 60 ft. of water, resting port side; very badly holed on starboard side bows to engine-room at bilges. No prospect of refloating and wreckage considered cannot be salvaged, position is being buoyed. Nearest salvage assistance (mutilation here probably meaning Calcutta). Master, crew and passengers proceed to Rangoon to-day.—Lloyd's Agent, Akyab, per Salvage Association.

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BURMESTAN.—Akyab, Aug. 6.—Burmestan: Lloyd's Agents at Rangoon and Rangoon advise us no sal. tractors' appliances nor experienced salvage officer available. Five natives saved, two native passengers drowned.—Lloyd's Agents per Salvage Association.

BURMESTAN.—Akyab, Aug. 8.—British steamer Burmestan, employed on the Rangoon / Arakan coast / Chittagong mail and passenger coastal service, left Akyab at 11 a.m. on July 30 for Rangoon via Kyaukpyu, and while entering Kyaukpyu harbour the same afternoon struck Reliance Shoal at 4.40 p.m., local standard time. After the impact the vessel continued to proceed into the harbour with a heavy list to starboard, and when in proximity to the chartered anchorage, both anchors were let go while the vessel was still moving ahead, and she tumbled and stemmed the flood tide, which had just made. The vessel's stern struck the beach and rested there a short time, but the propeller ceased revolving and the stern moved off the beach apparently affected by the tide. Thereafter it became apparent that the vessel was sinking slowly by the head and regaining an upright position, but she heeled over to port and finally sank a short time afterwards, sliding down the steep shore. The Burmestan now lies in 18 fathoms of water on her port side in sand. Her position is lat. 19 26 N., long. 93 33 6 E. There were on board the Burmestan a crew of 98 and 169 deck and cabin passengers, most of whom took to the boats and were landed ashore. It was subsequently ascertained that two police sepoy were missing, and yesterday morning a body, clothed in sepoy dress, was recovered. Five lifeboats and four rafts and numerous lifejackets are lying at Kyaukpyu in charge of the vessel's local agents. According to the port officer, Akyab, who is the preliminary inquiry officer appointed by the local government in connection with the loss of the Burmestan, the position of Reliance Shoal buoy is three cables due west of Reliance Shoal, instead of being as charted now. (See issues of Aug. 6 and 7.)

BURMESTAN.—Kyaukpyu, Sept. 2.—Steamer Burmestan: Surveyor Peskett reports: Vessel completely submerged on sandy bottom in twelve fathoms, and is over on port side approximately twenty degrees to horizontal with damage uppermost. Harbour bottom steeply inclined resulting in bow being two fathoms deeper than stern. Diving conditions bad, expectedly (especially) during springs, diving only possible for half hour at high water slack and fifteen minutes at low water slack. Other tidal conditions estimated undertow six to eight knots. Great difficulties experienced in keeping diving launch in position owing to strength of current and rise of tide necessitating re-positioning launch every tide. All starboard lifeboats launched during casualty, loose falls, ropes, and awning wires greatly hinder and endangered

diver's work. Clearing codage and cable was would take indefinite time, due to limited diving periods. Unable to ascertain exact details of hull damage, but every indication Nos. 1 and 2 holds and stokehold badly pierced above turn of bilge. Hatch beams and boards all holds not in place, and owing to deck being at approximately eighty degrees to bottom sealing all hatchways would be tedious, also expensive. Due to special design of vessel's hull to seal numerous openings on shade deck would present considerable difficulty. Angle of vessel eliminates possibility of pontoon salvage. Skilled labour also stores non-existent locally, necessitating procuring at Rangoon or Calcutta. Surveyor Peskett states salvage possible, but is convinced impracticable as time and cost prohibitive in relation to insured value. Experienced salvage divers would be essential. No European accommodation or victualing at Kyaukpyu, housing imported labour presents extreme difficulties. Strong deep scouring in way of bottom piling may tend to upright vessel later. Lloyd's Agent, Akyab, per Salvage Association.

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