

EXTRACTS FROM LOG BOOK - S.S. "DARA".

November 30th, 1933.

8.am. Government Surveyor surveyed all lifeboats, life saving and distress apparatus, lights, load lines and log lines.

New Load line cut in under Lloyd's supervision.

11.10 p.m. Fire discovered in No.3 hatch and alarm given - Rang fire bell and crew at fire stations - Fire Brigade and Fire Float informed.

11.14 p.m. Three hoses in position, water on deck and all available fire appliances at hand, and commenced extinguishing the flames - Two smoke helmets in use.

11.17 p.m. Fire noticed in No.2 shelter deck and one hose transferred to No.2 hatch to deal with this.

11.25 - Fire Brigade arrived on board and took charge.

11.50 - Fire Float alongside. 12.15 a.m. Hoses on board from Fire Float and commenced fighting fire - all shelter deck scuppers were freed

2.00 a.m. Vessel gradually took a heavy list to Stbd. (12°) and all available tonnage and bunker doors were opened to free water from shelter deck.

2.30 a.m. Water entered No.4 hold (Stbd. side) from a ventilating shaft in stbd. 2nd class cabin - This shaft was removed and a plug applied - Pumped out No.4 stbd. bilge. Engine room pump employed pumping out engine room bilge and No.3 stbd. bilge till 5.30 a.m. when no steam was available owing to donkey boiler being out of commission (due to list).

4.00 - Decks commenced to burn in stbd. saloon alleyway and abaft stbd. saloon after cabin - Three ports were smashed on stbd. side (main deck).

4.30 - Shelter deck plates were cut in stbd. saloon alleyway and abaft saloon.

December 1st, 1933.

Harbour Master Kibble in attendance on board.

Fire Brigade and Fire Float in attendance and hoses used as required.

2.30 a.m. Capt. Frederick, Chief of the Fire Brigade fell down stbd. lower bunker hatch - First aid rendered, ambulance and Doctor telephoned for and patient removed to Hospital.

6.00 - Harbour Master Robey on duty.

Fire Brigade pump rigged in No.3 hold and commenced pumping.

Hazy and fine.

7.00 - Hole cut in No.1 hold bulkhead to enable water to drain from No.2 hold (stbd. side).

8.00 - Fire Brigade pump lowered in No.1 hold and commenced pumping. Salvaged all navigation and chart room gear from bridge.

10.00 a.m. Fire Brigade pump lowered in No.3 hold and commenced

Noon - Port Commissioners' electric pump lowered in No.1 hold and commenced pumping.

Further shelter deck plates were cut during the course of the day.

Vessel had a starbd. list ranging from 15° to $16\frac{1}{2}^{\circ}$ throughout the day.

Fire still continues in Nos. 2 & 3 shelter and tween decks.

1.00 p.m. Commenced discharging at hatches 1,4 & 5 and continued throughout the night.

1.30 - Plates cut in main deck.

Fire Brigade pump in No.3 hold out of order and taken ashore for repairs. Electric pump (Port Commissioners) rigged in No.3 hold and commenced pumping.

6.00 p.m. Steam on deck and commenced pumping out No.2 hold bilges - Harbour Master Kibble resumed duty.

Fine weather - slight haze.

8.00 - Salvaged all available gear from Saloon and Pantry.

10.00 - Fire Brigade and Fire Float in attendance throughout the night and hoses used as required. Pumping out water from Nos.1,2 and 3 holds (four pumps in use).

Midnight - All regulations complied with.

December 2nd, 1933.

Fire still continues in Nos. 2 & 3 shelter and tween decks.

Fire Brigade and Fire Float in attendance and hoses in use as required - Pumping out water from Nos. 1,2 & 3 holds (four pumps in use).

6.00 a.m. Harbour Master Robey resumed duty.

7.00 - Resumed discharging from Nos. 1,4 & 5 hatches and commenced discharging jute from Nos. 2 & 3 shelter deck.

Salvaged all available gear in State rooms.

Fine weather - slight haze - cloudy.

Three shelter deck and three tween deck ports were broken on port side to deal with fire.

Large holes cut in port alleyway and plates cut on fore deck, abreast of No.2 hatch (P & S) as required.

Vessel had a starbd. list varying from $13\frac{1}{2}^{\circ}$ to 15° throughout the day.

Noon - Completed discharging at hatches Nos. 1,4 & 5.

6.00 Harbour Master Gibbons in attendance.

Fine weather - hazy.

Continuous discharge at No.3 shelter deck throughout the night unable to discharge at No.2 hatch owing to dense smoke and heat.

Fire Brigade and Fire Float in attendance throughout the night and hoses in use as required - Pumping out water from Nos. 1, 2 & 3 holds (four pumps in use).

Midnight - All regulations complied with.

December 3rd, 1933.

1.00 a.m. Fire still continues in Nos. 2 & 3 shelter and tween decks.

Fire Brigade and Fire Float in attendance and hoses used as required.

2.00 a.m. Electric pump in No. 1 hold out of order - Pumping water out of holds Nos. 1, 2 & 3 (three pumps in use). Continued discharging jute from No. 3 shelter deck.

3.00 a.m. Plate cut in No. 1 bulkhead (port side, tween deck).

6.00 - Harbour Master Tremere in attendance.

7.00 - Shell plating cut on port side (large hole).

8.00 - List of vessel 124° S - Three rivets burnt out in way of shelter deck (stbd. side) for drainage.

Fine weather - hazy.

10.05 a.m. Vessel took a sudden heavy list to Port from 5° stbd. to 18° port - All port lifeboats were lowered till water borne. Two stbd. lifeboats were swung out and filled with water - all erricks were swung to stbd. side - mooring wires were sent out from stbd. bow and stbd. quarter on to bits on quay and hove taut and made fast - Hose from fire float "Alpha" was lowered in No. 3 hold and commenced pumping - resumed pumping in No. 3 hold with electric pump - Reduced number of jets on board - Fire Brigade pump rigged in No. 3 hold and commenced pumping.

Noon - Hole cut in No. 1 bulkhead (lower hold port side) to enable water to drain from No. 2.

Discharging cargo from No. 4 hold - and resumed discharging jute from No. 3.

4.00 p.m. Two rivets burnt out on port side in way of State rooms for drainage purposes.

Vessel's port list reduced to 10°.

Port Commissioners' electric pump in No. 1 hold out of order and removed for repairs.

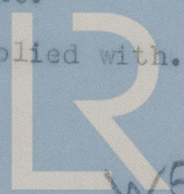
5.00 p.m. Shell plating on port side patched.

6.00 - Harbour Master Kibble resumed duty.

Cloudy and fine - slight haze.

Fire Brigade and Fire Float in attendance throughout the night and hoses played on seat of fire as required. Pumping out water from Nos. 1, 2 & 3 holds (four pumps in use). Discharging jute from No. 3 shelter deck throughout the night.

Midnight - All regulations complied with.



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September 4th, 1933.

Fire still continues in Nos. 2 & 3 shelter and tween decks.

Fire Brigade and Fire Float 'Alpha' in attendance and hoses used as required - Pumping out water from Nos. 1, 2 & 3 holds (four pumps in use).

Discharging jute from No. 3 Shelter deck.

6.00 a.m. Harbour Master Lawton in attendance.

Cloudy and fine - hazy.

Vessel had a port list ranging from 7° to 9° throughout the day.

6.00 p.m. Harbour Master McEllroy on duty.

Fine weather → misty.

Continued discharging jute from No. 3 hatch throughout the night.

Fire Brigade and Fire Float 'Alpha' in attendance throughout the night and hoses used as required - Pumping out water from Nos. 1, 2 and 3 holds (four pumps in use).

Midnight - All regulations complied with.

September 5th, 1933.

Fire still continues in Nos. 2 & 3 shelter and tween decks.

Fire Brigade and Fire Float 'Alpha' in attendance and hoses used as required - Pumping out water from Nos. 1, 2 & 3 holds (three pumps in use).

6.00 a.m. Harbour Master Kelly in attendance.

Fine weather - hazy.

Noon - Entered protest.

1.00 p.m. Vessel had a port list ranging from 5° to 8° throughout the day.

6.00 - Harbour Master Kibble resumed duty.

Fine weather - hazy.

Continuous discharge from No. 2 shelter and tween decks and from No. 3 shelter deck throughout the night.

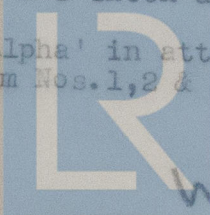
Fire Brigade and Fire Float 'Alpha' in attendance and hoses in use as required - Pumping out water from Nos. 1, 2 & 3 holds - three pumps in use.

Midnight - All regulations complied with.

September 6th, 1933.

Fire still continues in Nos. 2 & 3 tween decks.

Fire Brigade and Fire Float 'Alpha' in attendance and hoses used as required - Pumping out water from Nos. 1, 2 & 3 holds (three pumps in use).



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6.00 a.m. - Harbour Master Kelly resumed duty for the day.

7.00 - Completed discharging all jute from shelter deck - and continuous discharge of jute from Nos. 2 & 3 tween decks - Commenced discharging Linseed from No.2 tween deck.

Fine weather - thick haze.

4.00 p.m. Completed discharging all Linseed from No.2 tween deck - unable to discharge from lower hold owing to smoke.

6.00 - Rivets cut out and one whole plate removed from main deck.

6.00 p.m. Harbour Master Bell in attendance on board.

Fine weather - cloudy and hazy.

Continuous discharge of jute from No. 2 & 3 tween decks.

Fire Brigade and Fire Float 'Alpha' in attendance and hoses in use as required - Pumping out water from Nos. 1,2 & 3 holds (three pumps in use).

Midnight - All regulations complied with.

December 7th, 1933.

Fire still continues in Nos. 2 & 3 tween decks.

Fire Brigade and Fire Float 'Alpha' in attendance and hoses used as required. Pumping out water from Nos. 1,2 & 3 holds (three pumps in use).

Continuous discharge of jute from Nos. 2 & 3 tween decks.

6.00 a.m. Harbour Master Norman in attendance on board.

Fine weather - thick haze.

8.00 - No.3 tween deck partially flooded port side - Fire Brigade impellor pump lowered in tween deck and commenced pumping.

3.00 p.m. Rivets cut out and one whole plate removed - main deck.

6.00 p.m. Harbour Master McEllroy resumed duty.

Hazy and fine.

Fire Brigade and Fire Float in attendance and hoses used as required. Pumping out water from Nos. 1,2 & 3 holds (three pumps in use).

11.15 Rivets cut out and one whole plate removed from main deck (port side).

Midnight - All regulations complied with.

December 8th, 1933.

Fire still continues in Nos. 2 & 3 tween decks.

5.00 a.m. to 10.00 a.m. ceased work at Nos. 2 & 3 tween decks.

5.00 a.m. Harbour Master Tremere boarded.

5.15 -

5.15 - Commenced unmooring. 6.15 all chains unshackled.
6.30 Tugs 'Active' & 'Chapalla' made fast on either side. 6.40 let go and moved out of berth. 7.20 off No.2 jetty. 7.40 stbd. chain fast on buoy - moored vessel with chains For'd and aft. 7.45 Cast off tugs. 10.15 All fast alongside No.2 Garden Reach Jetty.

Fire Brigade and Fire Float in attendance and hoses in use as required - Pumping out water from Nos. 1,2 & 3 holds (three pumps in use).

Fine weather - thick haze.

10.00 - Harbour Master Robey resumed duty.

10.00 - Resumed discharging jute at Nos. 2 & 3 tween decks and resumed discharging cargo at No.4 hatch.

6.00 p.m. Harbour Master Lawton resumed duty.

Fine weather - thick mist.

8.45 p.m. ceased discharging cargo at No.4 hatch.

Fire Brigade and Fire Float in attendance and hoses used as required - Pumping out water from Nos. 1,2 & 3 holds (three pumps in use).

Midnight - All regulations complied with.

December 9th, 1933.

Fire still continues in No. 3 tween deck. Port Commissioners Fire Brigade in attendance.

Fire Brigade and Fire Float in attendance and hoses used as required. Pumping out water from Nos. 1,2 & 3 holds (three pumps in use).

6.00 a.m. Fire Brigade pump removed from No.1 hold.

6.00 - Harbour Master Kibble resumed duty.

Continuous discharge of jute from Nos. 2 & 3 tween deck.

7.00 - Resumed discharging cargo from No.4 hold, and commenced discharging cargo from No.5 hold.

Thick haze - fine weather.

9.00 - Calcutta Fire Brigade withdrawn.

18 shore carpenters on board and commenced stripping deck planking.

15 shore kalasis on board stowing deck planking and removing gear from saloon and saloon cabins.

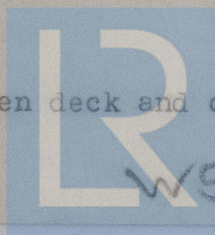
2.00 p.m. Harbour Master Kibble left.

2.00 p.m. Completed discharging at No. 4 hatch.

4.00 - Fire Float 'Alpha' cast off from alongside. Port Commissioners' electric pump dispensed with in No. 3 hold.

Fine weather - hazy.

Discharging jute from No. 3 tween deck and cargo from No.5 hold.



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Port Commissioners' Fire Brigade in attendance and hoses used as required - Pumping out No. 2 bilges (Engine room pump).

Midnight - All regulations complied with.

December 10th, 1933.

2.45 a.m. fire extinguished - all jute discharged.

2.45 - Completed discharging all jute in Nos. 2 & 3 tween deck and Port Commissioners' Fire Brigade withdrew.

6.00 - Ceased discharging at No. 5 hold.

Hazy and fine.

7.00 - Resumed discharging at No. 5 hold and commenced discharging No. 2 hold.

7.30 - Lloyd's Surveyor on board and surveyed all damage to vessel caused by fire.

6.00 p.m. Fine and clear weather.

Continuous discharge of cargo at Nos. 2 & 5 holds.

Midnight - All regulations complied with.

December 11th, 1933.

Discharging cargo at Nos. 2 & 5 holds.

6.00 a.m. Fine and hazy weather.

8.30 Completed discharging at No. 5 hold.

6.00 p.m. Fine and clear.

Continuous discharge at No. 2.

Midnight - All regulations complied with.



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Referred to the Chief ~~Ship~~ Surveyor,
and the Chief Engineer Surveyor,

FEB JAN 1934

*Submitter further information
is awaited*
8-1-34

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