

# REPORT OF TON LOSS, CASUALTY, &c.

No. 70245 in R. B. Wreck Book, p. 8131

Date of writing this report 16th February 1931

Vessel's Name Steel S.S. "Enton" of London

Tons { Net 2682  
Gross 4425

Built at Haverton Hill on When 1921 2 Casualty notice sent to Owner 3 2 31 Owner's reply

Owner's Name The Avenue Shipping Co. (Berth Potter &amp; Hughes Ltd. Agents)

Address 2 Penchurch Avenue London E.C.3

Case previously before  
Classing Committee, { Date  
Last Minute

## Particulars of Classification.

+1000H	55/1/29
with fixtures	+1000 10/25
10/30	+1000 10/30
	10/30 11/30

Date of Casualty 27th January 1931

Précis of particulars of Casualty

This steamer went ashore on a reef in Kuare Pass, S.E. end of New Caledonia on 27th January.

On 31st January it was stated that the vessel was lying right on reef, which extends 200 feet beyond outer side of ship; pounding heavily; Surveyors are of opinion that floating is impossible; bottom apparently badly holed.

A casualty notice was sent to the Owners on 3rd February, but no reply having been received, enquiry has today been made by telephone, and it appears that a further examination is to be made, and the vessel has not yet been accepted by the Underwriters as a total loss.

16th March 1931.

In reply to enquiry by telephone the Owners state that efforts are to be made in a few days to float the vessel.

20th April 1931

The Owners now state that all attempts at salvage have proved unsuccessful, and the vessel is now a total loss.

## SOURCE OF INFORMATION.

TON.—Noumea, Jan. 28.—British motor ship Enton reports by wireless ashore and fast on a reef Kuare Pass, S.E. end New Caledonia. Lighters required for salvage of cargo before attempt to tow. They have been dispatched.

San Francisco, Jan. 27.—A wireless message received from the Dal Line steamer President Madison says has picked up an SOS from the British motor vessel Enton, ashore on a reef off New Caledonia. The President Madison adds that she has relayed the SOS to the naval authorities at Honolulu. The SOS said: "Making water badly; anyone vicinity please answer." The Enton grounded at 10.20 a.m. Pacific time.

London, Jan. 28.—The owners of the motor vessel Enton have received the following messages:—

From the master, dated Jan. 28, 9.30 a.m.: Ashore south-east end New Caledonian Reef, making water badly.

From Sydney, dated Jan. 28, 6 p.m.: Enton ashore Ambre Reef, 30 miles off New Caledonia, position lat. 22° 50' S., long. 166° 45' E. The master reports by wireless 6.30 a.m.: "Hard on reef, salvage doubtful." Have requested Noumea (New Cal.) send lighters. Eleven feet of water by mainmast. Ashore near south-east end of island.

Further radio 4.30 p.m.: Assistance from Noumea (New Cal.) to-morrow morning Thursday (Jan. 29). Lying quiet, upright, making very little water. Lying head on. Two feet of water

over reefs forward, 13 by No. 5. Have requested Lloyd's Agent attend. Have received information from Lloyd's Agent Noumea (New Cal.) steamer available for towing Thursday if lightening unnecessary and if lightening necessary a steamer Saturday (Jan. 31). Am lightening and commence Thursday, smooth sea.

ENTON.—London, Jan. 29.—The owners of the motor vessel Enton have received the following radio from the master, dated Jan. 27, 4.32 p.m.: Very hard on reef, 11 ft. water by main mast. Tried backing. Afloat impossible tow off.

London, Jan. 29.—The following cable has been received from the agents of the owners of the motor vessel Enton in Sydney, dated Jan. 28, 3.55 p.m.: Enton: We asked master to require us dispatch tug(s) from Brisbane. He replied: Lloyd's arranged for steamer tow off Saturday or Sunday (Jan. 31 or Feb. 1) but ordinary cargo steamer and may not have power. Please suggest Lloyd's consider it advisable try from Brisbane.

Noumea Agents advised 9.30 a.m. Wednesday (Jan. 28). Steamer proposed by Lloyd's is Saint Joseph 700 horse-power. If you can procure superior power tug Lloyd's would not refuse but will try to (tow) as intended on account of exceptionally good weather now prevailing.

Master states at 11.50 p.m. on Jan. 28: Heavy swell on quarter, ship bumping considerably.

Subsequent message at 11 a.m. Jan. 29: Heavy swell on quarter, ship bumping during night, making water after hold(s) slightly. Salvage steamer now on way to

Noumea Agents telegraph: Lloyd's Agent and expert(s) have left this morning by steamer Saint Vincent de Paul to assist Enton.

We have wired Lloyd's Agent: Can dispatch tug 1470 indicated horse power from Brisbane at 16 hours' notice, estimated passage 44 days to Noumea (New Cal.), cost £4 6s per hour from time leaving till return minimum charge £250. Fitted with wireless, no extra charge. Tug has 1000 horse power and can place on board one 10-inch steam-driven centrifugal pump at cost £10 per day from time leaving till return and/or one or two 6-inch pumps driven by kerosene engine(s) at £8 per day each. Would you require diver accompany? We have repeated above to London and asked them confirm we will be in order dispatch if you request.

The master radios at 3.50 p.m.: Salvage steamer in sight. Enton now heaving to reef port side and high swell pounding on outside, stretching ship severely with slight outside list. Successful salvage uncertain.

Suggested Record/

Date of Committee TUE. 17 FEB 1931

Committee's Minute

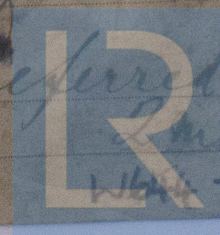
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Deferred

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17 March

TUE. 17 MAR 1931



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ENTON.—London, Jan. 30.—The owners of the motor vessel Enton have received the following cable from their agents at Sydney, dated Jan. 30:—Enton: The master radios 10.30 p.m., Thursday: Ship now broadside on reef caused by heavy swell on quarter, 2 ft. of water forward, 8 aft, at high water, draught afloat 8 and 16 feet. Regarding Lloyd's Survey opinion to-night impossible tow off with local steamer, impossible discharge into lighters owing depth and surf, and think probably total loss. Further inspection to-morrow daylight. O'Sullivan 13 died to-night, leg taken off this morning in accident.

Enton advised Noumea radio about midnight power dynamo(s) finished for good, only emergency(ies) available for limited time till battery(ies) finished.

London, Jan. 30.—The owners of the motor vessel Enton have received the following cable from their agents at Sydney to-day: Press have received advice from Noumea (New Cal.) Enton abandoned.

ENTON.—Noumea, Jan. 30.—Motor vessel Enton: Latest news Lloyd's Agent is at the spot, reports by wireless prospects of floating apparently hopeless, another survey to-day. Vessel lies broadside on to reef exposed to the full force of the breakers with 2 ft. of water forward and 8 ft. aft high tide. Lighters cannot get alongside. Just received reports by wireless 10 a.m. all hands abandoning. Leaving by salvage steamer for Noumea. Will telegraph as soon as she arrives.—Lloyd's Agent per Salvage Association.

London, Jan. 31.—The following cable has been received from the master of the motor vessel Enton, dated Noumea, Jan. 31, 7.20 a.m.: Lloyd's Surveyor's decision impossible to salvage as vessel is lying right on reef, which extends 200 ft. beyond outer side of ship. Abandoned this morning, all crew now at Noumea. Pounded heavily last night high beam swell and surf and suspect bottom badly damaged, much water in all tanks, but tank tops condition unknown as water over side insufficient to allow of pressure.

ENTON.—Noumea, Jan. 31.—Motor vessel Enton: All hands with the exception of one seaman killed by an accident arrived yesterday. Surveyor's opinion confirmed, vessel absolutely unfloatable 390 ft. from deep water, engine-room and No. 4 hold leaking, oil fuel mixed with sea-water, apparently bottom badly holed. Vessel 53 miles from Noumea. Prospects of saving cargo possible, but difficult. Suggest calling for tenders on the basis of maximum rate 50 per cent. realisation value salvaged cargo lowest tender accepted. We consider hull machinery and gear unsalvageable here, recommend advertise for tenders Australia. Recommend placing guard, ship standing by.—Lloyd's Agent per Salvage Association.

ENTON.—Noumea, Feb. 1.—Motor vessel Enton: Position of the vessel unchanged.—Lloyd's Agent per Salvage Association. (Note.—A salvage officer accompanied by a diver has been sent from Brisbane and is due at Noumea on Feb. 28.)

ENTON.—Noumea, Mar. 2.—Motor vessel Enton: I arrived at Noumea on Mar. 2, proceeding to wreck to-day.—Salvage Association's Surveyor.

ENTON.—Noumea, Mar. 5.—Motor vessel Enton lies broadside on to reef exposed to the full force of the breakers, heavy swell breaking over vessel, no anchors out. Depth at high water outside 6 ft. forward, 8 ft. 6 in. aft, estimated maximum depth at high water about Mar. 28 9 ft. 6 in. No. 2 oil tank leaky, deep tank leaky, No. 3 oil tank holed, water corresponds to depth outside, rivets broken, plates above water stove in. After part of shaft tunnel one shaft bearing broken, afterpeak leaking. Machinery probably in order, but will require overhauling, rusted. Part of cargo discharged

is in good order. Salvage of cargo possible by means of lighters during moderate weather. There is a possibility of salvage, but no time must be lost. Require services of small vessel to carry out anchors and suitable gear obtainable Noumea.—Salvage Association's Special Officer and Lloyd's Agents.

ENTON.—Noumea, Mar. 7.—Motor vessel Enton: Recommend commence salvage operations at once in order to take advantage of highest tides this year on or about Mar. 20. Adequate plant at Noumea. Diver Lambert telegraphing Sydney (N.S.W.) position of affairs recommending acceptance "no cure no pay" float Enton, cargo amicable arrangement. Cargo consists of (mutilation here probably meaning—580 tons) case oil, 100 tons general cargo. Cargo representatives withheld salvage of cargo to avoid (mutilation here probably meaning—prejudicing) hull. Estimated value of cargo not exceeding £16,000.—Salvage Association's Surveyor.

Noumea, Mar. 9.—Motor vessel Enton: Arrangements completed. Have chartered small vessel and necessary salvage appliances and expect commence salvage operations on Mar. 11. Anticipate greater part of cargo will be salvaged. Prospects of floating Enton reasonably good, former estimate cost same. Case oil cargo is not insured. Recommend settle salvage of cargo on best terms yours otherwise cable exactly what is required. Representative case oil cargo agreeable. If Lambert Syndicate agree to accept offer to salvage "no cure no pay" can transfer arrangement unless you advise otherwise. In the meantime am proceeding on your behalf. Prompt measures must be taken for salvage.—Salvage Association's Surveyor.

ENTON.—Noumea, Mar. 21.—Motor vessel Enton: Your salvage officer reports Mar. 13 raised steam, commenced discharging Mar. 15, delayed by contrary weather. Mar. 16 weather unfavourable, laid out anchors, Mar. 17 completed laid out anchors, continuing discharge cargo. Mar. 21 morning efforts moved stern six degrees, windlass broken and after lead repaired and trying again next tide to-morrow.—Lloyd's Agent per Salvage Association.

Noumea, Mar. 21.—Motor vessel Enton: Attempted float to-day, moved 24 feet. Cargo discharge delayed in consequence of the weather. Approximately 200 (2 tons) case oil discharged, commenced jettison 100 tons kerosene oil. Another attempt will be made to get her off next tide. If unsuccessful suggest discharging balance of cargo spare gear make final attempt next spring tide Apr. 2.—Salvage Association's Special Officer.

Noumea, Mar. 22.—Motor vessel Enton: Efforts to-day unsuccessful, tides falling off. Am proceeding lines suggested my cable of Mar. 21.—Salvage Association's Special Officer.

ENTON.—London, Mar. 27.—The Salvage Association have received the following wireless message from their Special Officer, dated Mar. 26:—Motor vessel Enton: Have necessary hauling and other gear. Last attempt refloat carried away fair lead broke windlass under severe strain. Damage repaired, now discharging cargo.

ENTON.—London, Mar. 30.—The owners of motor vessel Enton have received the following cable from their agents in Sydney, dated Mar. 30: Master telegraphed weather moderate with heavy swell. Unsuccessful attempt on Saturday (Mar. 28) to lay bow anchor, still considers even chance refloating.

ENTON.—London, Apr. 7.—The Salvage Association have received the following radio message from their Special Officer on board motor vessel Enton via Noumea, Apr. 3:—Motor vessel Enton: Four attempts to get her off unsuccessful, tidal rise insufficient. Now consider salvage impracticable. All the cargo has been discharged, jettisoned approximately 1000 leaky cases benzine. Discharging salvage gear leaving vessel protected salvage wire anchors two watchmen. Leaking in all ballast tanks and engine-room, shell plating damaged on starboard side afterpart from tunnel well to 50 ft. forward and extending. Water easily kept under control of pump air compressor. Machinery in good order. After discharging cargo Noumea will advise salvaged value.

TUE. 21 APR 1931

Deferred

1931

*[Handwritten signature]*

General Committee  
Thursday, 23rd April, 1931.

To be marked  
wrecked 1/21

*[Handwritten signature]*

18/4/31

NOTED FOR PORTING

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