

mv Athol Voyage 10/5 Report. Chapter 4

At noon on December 4th there was an observed position of 38° 00'N 156°39'E. This showed that the vessel had steamed a distance of 220 miles, according to the engine speed, but just 65 miles over the ground. To allow repairs to continue, the course was altered to 000°(T) from noon until 1430 hours after which the course changed to 250°(T). Engine speed was gradually increased.

The 0318Z (1318 SMT) weather report read: GALE WARNING = DEVELOPED LOW 992 MBS AT FOUR THREE NORTH ONE SEVEN FIVE EAST SOUTH OF ALEUTIANS MOVING EAST AT 35 KNOTS = FRONT FROM 46N176E TO 40N 180 38N 170E AND 28N 158E = WINDS 30 TO 40 KNOTS WITHIN 600 MILES IN SOUTHSIDE AND 300 MILES IN NORTHSIDE.

The situation was such that with the deck cargo loose at Nos. 4 & 5 and the chains being bar taut at the other hatches, the ship could not afford to encounter even the slightest bad weather. Course and speed were constantly amended to allow the vessel a comfortable position with the least pitching and rolling.

At 1815 hours the Chief Engineer reported an unusual slapping noise in the vicinity of the propeller as the RPMs were increased. It appeared that the propeller was fouled.

That night the following cables were received: MASTER ATHOL = CAPTAIN MONTEIRO HANG IN THERE STOP PLEASE ADVISE WHEN SAFE THE SHAPE OF REMAINING DECKCARGO AND EXTENT DAMAGE TO CRANES AND COVERS STOP WEATHER FORECAST NOT TOO HOT SO KEEP HER COOL STOP INSURANCE COVERS EVERYTHING BUT LIVES AND WE PEOPLE NEED LONLIVITY = LANDAHL NIPPONMARITIME

MASTER ATHOL JT1826 CAPTAIN MONTEIRO THANKS YOUR RECENT ADVICES HOPE ALLWELL ON BOARD AND WEATHER MODERATING PLEASE TRY ADVISE DAILY PROGRESS AND ANY CHANGES CARGO CONDITIONS ALSO INDICATE WHETHER TRIM AND LIST CORRECTED BY BALLAST AND WHETHER NUMBER FOUR HATCH DAMAGED BY BOOM IS MAIN ENGINE OPERATION NORMAL REGARDS = ICANSHIP

At noon the next day the observed position was 37° 03'N 151°53'E, having averaged a speed of 10.21 knots and still proceeding on a course of 250°(T). Later that afternoon a message finally came from San Francisco: -

EXPECT LOW OFF EAST HONSHU DEEPENING MOVING EASTNORTHEAST BRIEF HEAVY NORTHERLIES WEST CENTER = OCEANROUTES

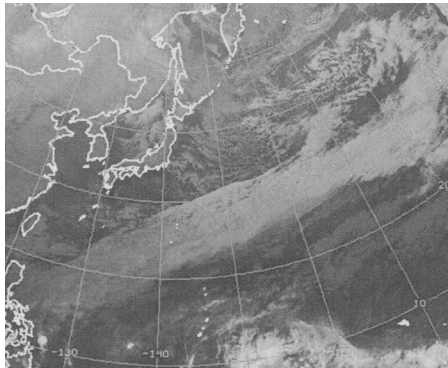
A study of that evening's weather report indicated the development of a low just off Vladivostok heading towards the vessel.

At 2300 hours, in DR position 36° 35'N 150°28'E, the course was changed to 230°(T).

That night the following cable was received from Croydon: MASTER ATHOL = OWNERS PLEASED GRANT PERMISSION FOR YOUR WIFE AND CHILD TO JOIN VESSEL YOUR EXPENSE DURATION PORT STAYS JAPAN REGARDS

On the morning of December 6th the speed was reduced and the vessel hove to. The Number 5 U.C.G. was used to pick up the chains hanging over the side. When this was done the boom was secured once again to the starboard wing of the bridge. The wind had now started to freshen and at 0800 hours was from the SSW force 5/6. The swell was from the NW at 6/8 feet. The barometer read 1010.6 mbs.

Because the deck cargo at No. 3 hatch protruded more on the starboard side than on the port, it was imperative that wind and waves be taken only on the port side.



At noon on the 6th the observed position was 34° 37'N 147°27'E so the ship was averaging 11.22 knots. The course was now altered to 275°(T), direct for Nojima Saki.

Various messages were sent that evening, including: NIPPONMARITIME TOKYO 6TH NOON 3437N 14727E 410MILES TOGO REASONABLE ETA MIDNIGHT TOMORROW STOP CARGO SITUATION UNCHANGED = MASTER

From Tokyo came the request: PLEASE UPDATE ETA STOP BELIEVE ICAN MAY DIRECT YOU TO IHI YOKOHAMA WHICH CTCO IN ACCORD STOP LEAVE YOU CALCULATE POINT DEPARTURE AND TIME OFF HIRE ETC STOP PLEASE INDICATE DECKCARGO SITUATION AND ADVISE WHETHER REQUIRE URAGA CHANNEL PILOT OR OTHER SPECIAL NEEDS

= LANDAHL NIPPONMARITIME

Also from Tokyo: ENDEAVOUR ASCERTAIN AND ADVISE WHETHER NO 4 HEEL PIECE AND GOOSENECK CARGO SHEAVE ON GOOSENECK AND GOOSENECK

BRACKET CAN BE USED CONFIRM STATE WHETHER SLEWING SHEAVE IS FOR NO 4 UCG AND INDICATE WHETHER REUSABLE STOP IS NUMBER 4 HATCH COVER DAMAGED WHAT IS LATEST SITUATION OF DECKCARGO AND WHAT YOUR ETA = ICANSHIP

That night the weather deteriorated further and at 0800 hours on December 7th the wind was WxS force 8 with a westerly swell of 12 to 20 feet. The barometer read 1005.5 mbs. Again courses and speeds were adjusted and the vessel manoeuvred for each successive wave. A few pieces of lumber were lost overboard. Messages were sent, including: ICANSHIP TOKYO VERY HEAVY WEATHER WILL ADVISE SOONEST POSSIBLE = MASTER

At noon on the 7th the DR position was 35° 10'N 142°34'E. The wind was W'y force 9 with a W'y swell of 12/20 feet. The barometer was steady at 1005.5 mbs. It was now decided to head for the nearest land and shelter there if needed. So, the course was altered to 300°(T), heading for Inubo Saki.

Cables were despatched as follows: -

NIPPONMARITIME TOKYO AL156 07 NOON 3510N 14234E ETA KAWASAKI 0800 TOMORROW THANKS URAGA SUIDO PILOT NOT NECESSARY STOP PLEASE ADVISE SUBAGENTS ARRANGE QUARANTINE ETC DECK CARGO SITUATION UNCHANGED = MASTER

ICANSHIP TOKYO AL157 REGRET UNABLE ADVISE UCG GOOSENECK CONDITION DUE HEAVY WEATHER STOP ETA KAWASAKI 0800 TOMORROW DECKCARGO SITUATION UNCHANGED = MASTER

COMMANDER RMS HQS TOKYO AL158 ATHOL GROSS 13124 5MZN JCS BOUND KAWASAKI WITH SHIFTED AND LOOSE LUMBER CARGO ON DECK STOP TIMBERS PROJECTING 3 METERS FROM SHIPSIDE ETA URAGA SUIDO BUOY NO 1 JST TOMORROW LENGTH 164 METERS DRAFT 9.5 METERS = MASTER

OCEANROUTES SAN FRANCISCO AL159 07 NOON 3510N 14234E THANKS YOUR RECOMMENDATIONS AND GUIDANCE

= MASTER

Star sights at 1624 gave a position of 35° 28'N 142°10'E and the course was adjusted to 275°(T), heading directly for Inubo Saki. The following instructions were then received: -
MASTER ATHOL PLEASE PROCEED TO YOKOHAMA QUARANTINE ANCHORAGE STOP ALL PARTIES CONCERNED ATTENDING ON BOARD UPON PRATIQUE GRANTED = NIPPONMARITIME



At 2000 hours the weather began to subside. At 2220 hours the Inubo Saki light was picked up and the course was altered to proceed coastwise to the destination.

At 0620 hours on December 8th 1973 the vessel entered Uraga Suido and at 0803 the anchor was dropped at the Yokohama Quarantine anchorage. At 0812 "Finished with Engines" was rung, bringing to a close a long and hazardous voyage. At that time there was a balance of H.O 507.5 l/tons and D.O. 85.25 l/tons. The vessel had steamed a distance of 5425 miles at an average speed of 11.36 knots.

On December 28th 1973 at 0718 hours, when all the cargo had been discharged and all repairs completed, Voyage No. 10/5 was closed and Voyage No. 11/6 began. The vessel then sailed from Japan bound for British Columbia. Captain E.G. Monteiro. Master. m.v. Athol



