

EMPIRE SHIP - CHERRYWOOD

VOYAGE LARTISTAN	ARRD AT DESTN	MOVEMENTS		TANKER ANTICIPATED	CARGO	OPERATOR
		INTERMEDIATE				
1942 Glasgow 14/8 Cardiff 27/8		Sed. Clyde: Pd. out tail of Bank 14/8 Anch. Inwards Barry Rd 26/8 (IN TOW) Rpt: Special chart down: 24/8/42. Exp: Cardiff Comp: Under surv: " " end March '43. " " Exp. Comp 30/4 " " 31/5 " " 30/6 " " 31/7 " " 15/9 " " 31/7 " " 24/8, 29/8				
1943 Cardiff 28/8		at Belfast Lough 30/8 Rpt: N. Ireland std. 30/8 " " est comp 31/8 " " completed 31/8		TEL 31/8 F.O. IE NORTH IRELAND.	2/2097. Bunkers Cardiff 11/98 Halifax	
Halifax 25/9	16/9				Adm. Fuel Oil SA 2789 9/0.	
London 25/9						
London 15-16/10	11-12/10	at Clyde anch 16-17/10				
Greenock	17/10	Repairs Clyde at 18/10 " " est comp 21/10 " " completed 22/10.				

LARISTAN
EMPIRE GOLF
LARISTAN
CHERRYWOOD
VOYAGE

M. of W.T.

OWNERS

Hindustan S/S Co Ltd G.T. 6401 D.W. 10,500 SPEED 9.2 ~~9.1~~ ^{9.4} ~~9.3~~ ^{9.4}

TANKER.

BUILT 1927

Year	ARRD AT DESTIN	MOVEMENTS		CARGO	OPERATORS
		INTERMEDIATE	ANTICIPATED		
Year 1941					
Trinidad 27/9. (voy. contd.) Rosyth and Lynne 23/11		Sd. Oban ^{W.T.} 16/11 Pd. E. Dummet Hd 18/11 Ar. Methil Rds. 21/11 dtd 22/11 Pd. St. Abbs Hd 23/11			
1942 Lynne 7/1. Trinidad		REPAIRS COMPLETED AT DUNDEE 22-41. Ar. Methil Rds 1/11 dtd 9/11 an Loch Ewe 11/11 Sd. Loch Ewe 18/11 Ashore Reia Bay off Lynne 56° 33' N 7° W. Making water fast. Needs assistance at Lynne 19/11. May abandon. Doubtful whether able to refloat. Salvage tug being sent. Refloated; now in Gott Bay. Fresh leaking in engine room (c.t. 30/11) Rept 3/8 - anch Kames Bay. Expected to depart Glasgow (c.t. 6/1. 5/8)	Deleted from Admiralty List SL 135/2 9/7/42 * Repairs Clyde cond: 4/8/42 Exp: Coup: 15/8 " " 14/8 Completed 14/8/42		
Glasgow 4/8		chr. R. Clyde 4/8			

aboard. The *Laristan* was in a bad spot. Day followed day and the men were without any hope of reaching the tanker. In twenty-one days there was but one slight opportunity. The salvage officer seized it immediately. They dared not risk the salvage ship, so the salvage officer gladly risked his neck in a motorboat which put him alongside the wreck. Scrambling aboard, he made a rapid examination to glean an idea of what had happened to her, but all too soon the rising seas drove him to drop into the motorboat again. He was on board no more than two hours—two hours in twenty-one days! It emphasizes the appalling conditions in that bleak bay which was wide open to the Atlantic with nothing between its rocky fangs and the coast of Labrador.

But for the war the *Laristan* would probably have been left to be pounded to pieces by the seas. Because tankers at that time were beyond price, the officials of the Ministry of War Transport and the Admiralty, as well as representatives of the owners and underwriters, all agreed that every effort should be made to save her. The cost was a secondary consideration compared with the ship.

The experts who studied the problem believed that she could be refloated. Her injuries were still veiled, yet they felt sure they could do the trick by pumping out the engine room and floating all the forward tanks on compressed air. They evidently expected to find the bottoms of the tanks open to the sea—a wise anticipation in view of the rocks she must have passed over to reach the gully in which she was found.

She lay with her bow about ten feet higher than her stern, and when they took soundings they found that the formation of the sea bed made it essential to maintain this trim in order to refloat her. If she were floated with her bow a foot or so higher, she would be caught on the rocks by the stern; and if she were floated with her stern a foot or so higher, the rocks would hold her by the bow. It was thus a matter of primary

importance to keep her balanced at her present angle to clear the rocks and reach deep water.

All their plans, however, depended on the weather. They were slaves to the weather. In that exposed position the weather dominated everything. They could do nothing until the weather grew kinder and permitted them to work.

They looked at the wreck. She had survived a hurricane. It did not seem possible that she could suffer much more. Weighing up the difficulties with the probabilities and possibilities, the salvage experts suggested that she be left alone until finer weather came.

Meanwhile, preparations were put in hand and the experts began to puzzle out the problems. The first was to get the salvage gear on board. The wreck was not quite five hundred feet from the beach. As we know, the rocks and shoals to seaward practically barred the approach of a salvage ship, so it looked as though the gear would have to be brought overland from the island.

"That's easy!" one might think.

But it wasn't so easy after all. There would have been little trouble in landing the gear on Tiree, for the Royal Air Force had a base on the northern part of the island. Even when the gear was on the island, there remained the problem of getting it to the wreck. For one thing, the only road running in the direction of the bay where she was stranded petered out two and a half miles away. Nothing on wheels could run between the end of the road and the wreck, yet it was not feasible to carry the gear overland except on wheels. It was indeed tedious for anyone on foot to get from the road to the wreck, for it entailed scrambling over rocks and climbing up and down sand dunes. To transport the gear from the island was consequently ruled out. It could not be done.

Blocked in their approach from the land, the salvors were compelled to rely on a ship to carry their gear to the *Laristan*.

War Diary.

19.1.1945.
Monday.

HOME COMMANDS.

Casualties & Defects. - contd.

WITHERINGTON. WITHERINGTON docked for A/S repairs.
(Capt. D. Londonderry, 1452A/19).

CORNISH ROSE. My 1016/6/1. Details of CORNISH ROSE salvaged by
tug MASTADONTE are as follows. Details.
(N.O.I.C.Oban, 1520A/19).

EMPIRE TARPON. Your 1330A/19. Report if EMPIRE TARPON requires
assistance. (F.O.I.C.Greenock, 1619A/19 to
AIREDALE).

Cancel all previous orders. Proceed with all despatch to assist
EMPIRE TARPON in difficulties in 55° 20' N. 05° 55' W. at 1330A
today. AIREDALE standing by.

(F.O.I.C. Greenock, 1625A/19 to TENACITY).

Your 1619A/19. Have lost touch with EMPIRE TARPON in 055° 15' N.
005° 54' W. Visibility half to one mile. Her course when last
seen 140° speed 3 knots. (AIREDALE 1745A/19 to N.O.I.C.Greenock).
(F.O.I.C. Greenock, 1955A/19 to TENACITY).

Your 1330A/19 and 1745A/19. Check and repeat name of ship. EMPIRE
TARPON is not believed to be in this area. Endeavour to regain
contact and report position. Rescue Tug TENACITY keeping constant
W/T watch on 500 KC/3. (F.O.I.C.Greenock, 2003A/19 to AIREDALE).

Your 2003A/19. Am in touch with EMPIRE TARPON. My position 055°
12' N. 5° 42' W. F.O.I.C. Greenock pass to TENACITY.
(AIREDALE, 2240A/19).

My 1625A/19. Position of EMPIRE TARPON at 2240A/19 was 055° 12' N.
005° 42' W. AIREDALE standing by. Proceed to that position with
all possible despatch.

(F.O.I.C.Greenock, 2359A/19 to TENACITY.)

LARISTAN. Received at 1930/19 G.M.T. 3 0 3 De LARISTAN.
Ashore off Tiree, approx. 56° 33' N. 7° W.
(Port Patrick Radio, 1930/19).

Received from LARISTAN at 1929 G.M.T. LARISTAN ashore off Tiree
position approx. 56° 33' N. 7° W. At 1936 G.M.T. LARISTAN reports
leaking water fast. Require immediate assistance. Malin Head
Radio. Ends. (Port Patrick Radio, 1938/19).

R.A.F. interception from Port Patrick Radio. LARISTAN Shore Islay,
position 56° 32' N. 06° 56' W. Water in engine room over foot
plates, pump room half full. (C. in C. Plymouth, 2039/19).

Your 2120/19. Proceed to assist LARISTAN. Tobermory life boat
being sent. (C. in C. W.A., 2315A/19 to SNOWDROP).