


## 1. Details

### **General**

Nationality: British  
 Purpose: Transport  
 Type: Ocean liner  
 Propulsion: Steam  
 Date built: 1924




### **Details**

Tonnage: 10006 grt  
 Dimensions: 137.5 x 18.1 x 11.2 (m)  
 Material: Steel  
 Engine: 1 x 4 cyl. quadruple expansion steam engine, 4 single boilers, 16 corrugated furnaces, single shaft, 1 screw, cruiser stern  
 Power: 900 n.h.p. (nominal horsepower)  
 Speed: 12 knots  
 Yard no.: 530  
 IMO/Off. no.: 147894  
 Call sign: GKLP 

### **About the loss**

Cause lost: Torpedo  
 Date lost: 23/11/1942  
 Casualties: † max.276 rank: 415

### **About people**

Captain: Robertson F.  
 Complement: 4  
 Crew: 222  
 Passengers: 732  
 Owner:  British India Steam Navigation Co. Ltd. - BISN, London  
 Builder:  Hawthorn Leslie & Co. Ltd. - R & W Hawthorn, Hebburn-On-Tyne (Newcastle)  
 Engine by:  Hawthorn Leslie & Co. Ltd. - R & W Hawthorn, Hebburn-On-Tyne (Newcastle)

### **About the wreck**

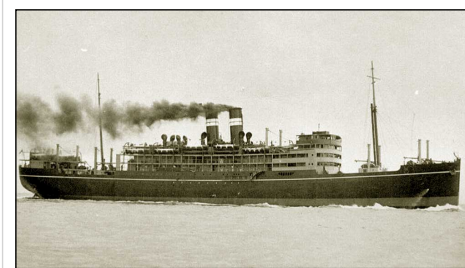
Depth: 3500 max. / -- min. (m)

### **References**

References: Lloyd's of London, Lloyd's Register of Shipping

### **Updates**

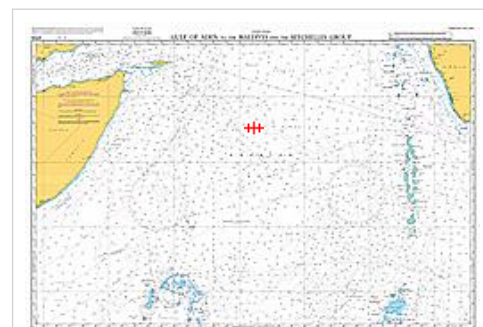
Entered by: Allen Tony †, 17/04/2008  
 Last update:  
 Source: <https://www.wrecksite.eu/wreck.aspx?32105>



© Unknown  
 by: Jan Lettens, 23/11/2011

## 2. Position

Latitude: 07°36'N  
Longitude: 61°08'E  
Reliability: Bad >1km  
Remarks: Indicative only.  
Last update: Allen Tony †, 17/04/2008  
References: [www.cofepow.org.uk](http://www.cofepow.org.uk)



This is a thumbnail version of the chart Gulf of Aden, Maldives and Seychelles.

© UK Hydrographic Office

by: Jan Lettens, 22/10/2009

## 3. History

FEATURE | TILAWA – THE STRANGE TALE OF 2,364 PIECES OF SILVER. In 2012 a Brit racing driver, Ross Hyett, set up Argentum Exploration with the purpose of locating and recovering bullion from wartime wrecks. In July 2012 Argentum contracted Advanced Maritime Services (AMS) to locate the wreck of Tilawa. Tilawa, named after the Burmese port, was a British India Steam Navigation (later part of P&O) 10,006-ton passenger/cargo liner. She was built by Hawthorn, Leslie at Hebburn, on Tyneside in 1924 and had a 12-knot service speed. She could accommodate 3,957 deck, 62 first-class, and 74 second-class passengers with a crew of 220. At the time of her loss she was probably on the company's route of Bombay, Seychelles, East Africa, South Africa with mainly Indian labourers on board. In November 1942 she had left Bombay with 6,472 tons of cargo and



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by: Chipchase Nick,  
23/01/2023

732 passengers. She was northwest of the Maldives when in the early hours of November 23, 1942, she was torpedoed by I-29/Matsu, a Japanese B-1 submarine. The first torpedo disabled but did not sink her. The second hit the portside, and she sank. The 673 survivors, picked up by the Royal Navy cruiser HMS Birmingham, were brought back to Bombay on November 27, 1942. In the 6,472 tons of cargo was a consignment of silver. A total of 2,391 bars of silver were shipped FOB Bombay to Durban. The Union of South Africa, now the Republic of South Africa (RSA), paid the Government of India for the silver. This was uninsured whereas Tilawa was covered by the UK's War Risk Scheme. The silver was to have been made into coinage for both the Union and Egypt (as silver piastres). Minting was then performed by the Mint in Pretoria, which had only recently become independent of the UK's Royal Mint. The interest of Argentum was recovery of silver bars that had lain undisturbed for 75 years on the Indian Ocean seabed. A complex recovery and shipment It took some two years of research by AMS to pinpoint the wreck site. They were then contracted to arrange the recovery of cargo. AMS chartered Seabed Worker, a multipurpose subsea vessel belonging to Swire Seabed. It took six months in 2017 to retrieve 2,364 bars from a depth of about 3,500 metres and with a value at that time of US\$43 million. The "flyer" for investors in 2012 stated that the cargo was insured by the British Government (it was not). Salvors believed therefore that the UK Government were the owners. This determined what route Seabed Worker and the other Swire vessel Pacific Askari would take. The bars went via the Seychelles, Cape of Good Hope, and delivery to Southampton on October 2, 2017. The Suez Canal (Egypt) and RSA were avoided. The bars were wet stored in the Seychelles and in the South Africa Contiguous Zone where transhipment to Pacific Askari occurred. Wet storage involved lowering a cage with the bars to the seabed but outside territorial waters, avoiding any risk of arrest to ship and cargo. Consistent with the belief that the silver belonged to the UK Government, it was declared to the UK's Receiver of Wreck and placed in a bonded warehouse. Argentum claimed salvage. RSA had become aware of Tilawa in September 2016 because negotiations were opened with Odyssey Marine Exploration of Tampa, Florida, for the recovery of the Tilawa silver. Odyssey had had a major success for the British Government in 2013 when they recovered 61 tonnes of silver ingots (valued at US\$210 million) from the wreck of Gairsoppa. Gairsoppa was on a voyage in 1941 from India to the UK with silver ingots for the UK's Royal Mint. A U-Boat torpedoed her on February 17 some 480 kilometres southwest of Galway, Ireland. She was lying at a depth of 4,700 metres so the recovery from this British India Steam Navigation wreck was challenging. The split of any proceeds from the value of the silver was allegedly 80/20 in favour of Odyssey. The Tilawa "no cure, no pay" contract proposed by Odyssey was in fact signed and meant paying RSA 15 per cent of the net salvaged value of the silver. It is thought Odyssey was already aware that the silver had been recovered. Matter taken to court Under English law, owners of cargo have a year to stake their claim with the Receiver of Wreck. RSA made representations that they owned the silver. In order to make good their claim for salvage, absent any agreement from RSA, Argentum needed a decision from the English Court. Proceedings were therefore commenced on October 1, 2019, seeking a declaration that Argentum was either owner or, alternatively, entitled to salvage on 2,364 silver bars. On March 3, 2020, RSA asserted its interest in 2,364 silver bars but argued that, as a sovereign state, they were immune from these proceedings by virtue of the UK's State Immunity Act 1978 (SIA 1978). On April 17, 2020, the UK's Receiver of Wreck advised both Argentum and RSA that it could make no determination of salvage, and absent any agreement the UK court would decide the level of award. However, the question of sovereign immunity needed to be dealt with by the English Court as a preliminary issue. Over three days at the end of November 2020, Sir Nigel Teare heard the arguments of Argentum and RSA. Sir Nigel came out of his recent retirement as the UK Admiralty Judge to hear the case, sitting again as a Judge of the English High Court. He gave judgment on December 16, 2020. The UK State Immunity Act 1978 had to be applied. Section 10(4)(a) provides that no immunity is available if, "both the cargo and the ship carrying it were, at the time when the cause of action arose, in use or intended for use for commercial purposes." The hearing had to determine whether RSA could claim immunity from the jurisdiction of the English High Court. Obviously, if it could not, then the silver would be subject to an award of salvage. RSA has indicated that, in any event, Argentum is not entitled to any salvage because that was the preserve of Seabed Worker. The judgment traces the history of sovereign immunity in English law. An ongoing tug-of-war Most cases deal with claims against a vessel. It is relatively straightforward to determine if a ship is being used or intended to be used commercially. Cargoes are more problematic since often a bulk cargo is only put to use after the sea carriage has been completed. RSA took the line that on October 2, 2017, neither Tilawa nor the silver was in use or intended to be used. RSA should therefore be immune. Argentum argued that the 1942 status of the ship and cargo had to be considered and then applied to the situation in 2017. The silver was purchased FOB from India, shipped under a bill of lading, and was subject to a contract for the supply of services. RSA was therefore not entitled to immunity. The decision in Altair 2008 is the only one involving cargo under SIA 1978. That concerned a cargo of wheat purchased from a Turkish seller by the Grain Board of Iraq for distribution by Iraq's Public Distribution System. The Grain Board of Iraq denied liability for salvage under the SIA. Mr Justice Gross suggested that a state cannot claim immunity if the cargo is a commercial one. He further stated that it was not unfair to impose a liability where the state has benefited from that salvage. Sir Nigel clearly did not like the idea that RSA claimed immunity when the salvage clearly benefits RSA. Sir Nigel agreed with Gross J. in Altair, whereas RSA maintained Gross J was wrong. Sir Nigel gave judgement for Argentum on December 16, 2020. He found that at the time of the cause of action, Tilawa and the silver bars were in use for commercial purposes. This is not the end of the matter. RSA applied for permission to appeal his judgment. "There are arguments either way," Sir Nigel pronounced on January 22, 2021, after hearing the RSA application. "Seeking to be intellectually honest, I give permission to appeal." It is therefore expected that RSA will now take its case to the UK Court of Appeal. The investors with Argentum will have to wait a little longer to know if they are to be paid. As a footnote, Argentum was represented by Stephen Hofmeyr QC. The Minister of Finance for the Union of South Africa in 1942 was the QC's great uncle, Jan Hendrik Hofmeyr, usually known as "Hoffie".

Last update: Solanki Emile, 13/03/2022

References: [1] Bairdmaritime.com  
[2] Solanki Emile  
[3] Tilawa1942.com



Ref: Britishmerchant-  
navy net  
by: Allen Tony †,  
01/08/2008

The RMS TILAWA carried a very valuable cargo, 60 tonnes of silver, some 2364 bars. These were being shipped from Bombay to the South African mint to produce coins. This cargo was apparently largely forgotten about until a British company was set up in 2012 to locate shipwrecks in deep water. The TILAWA (1942) was found in 2014. After two years of planning recovery began in 2017. The secret operation took six months. The bars were shipped to Southampton and declared to the Receiver of Wreck.

The silver is currently stored in a secure warehouse whilst ownership issues are resolved.

Last update: Lockett Graham, 17/12/2020

References: The Times

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TILAWA SS was a 10,006 ton British India Sn Company passenger/cargo liner (Capt. F. Robertson) sunk by the Japanese submarine I-29 1,497 kilometres north-northeast of the Seychelles Islands while on her way from Bombay, India, to Mombassa and Durban, South Africa, with 6,472 tons of cargo.

The explosion created great panic among the native passengers who rushed the lifeboats causing many deaths. Some time after the torpedo struck and whilst the ship was still afloat some crew and passengers attempted to reboard the vessel when the second torpedo hit.

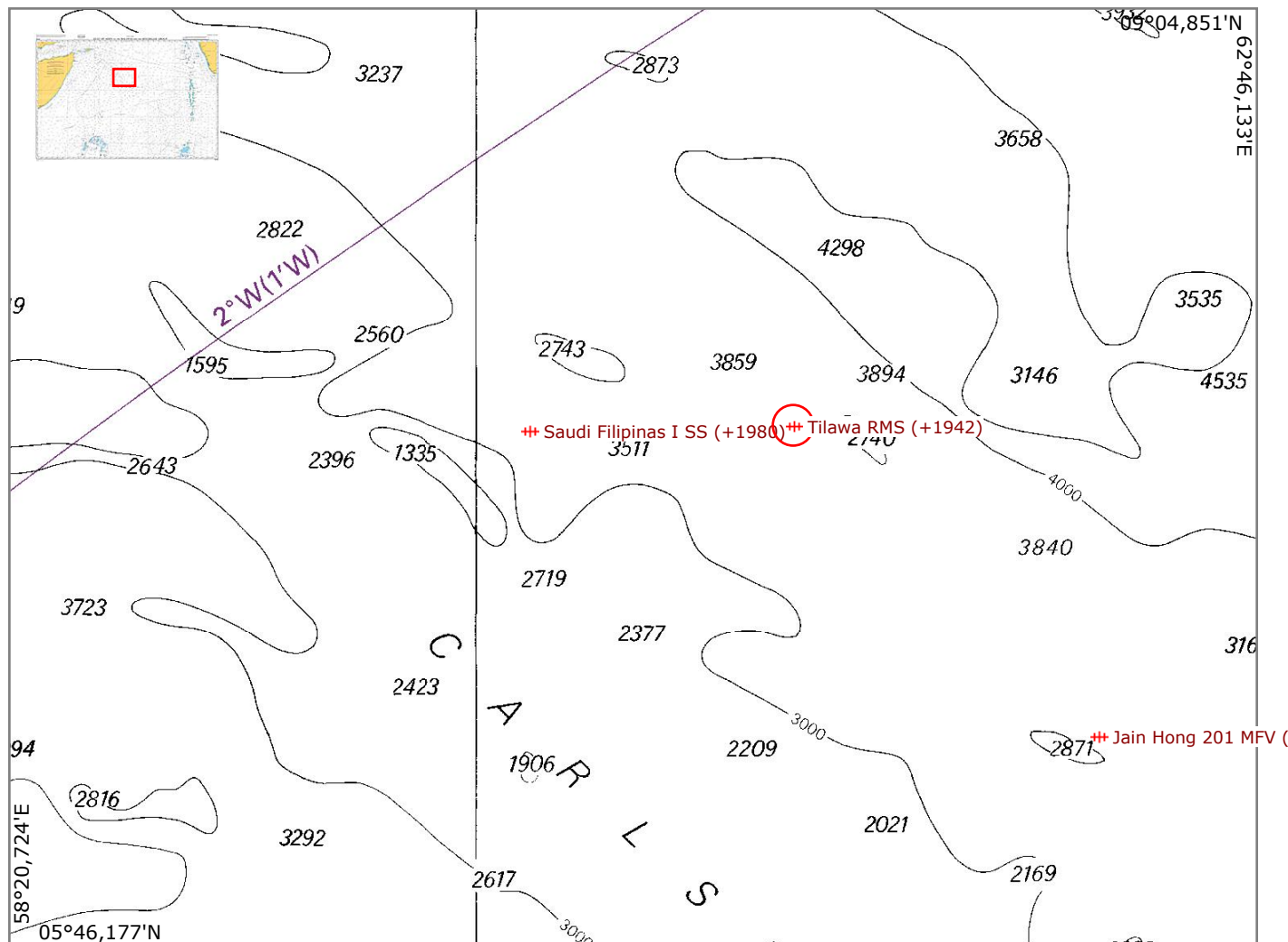
TILAWA carried 222 crewmen, four gunners and 732 passengers. Of the 958 people on board, 252 passengers and 28 crew were lost. The cruiser HMS Birmingham rescued 678 survivors and next day the P&O ship SS Carthage rescued four Indian seamen from the ocean.

Last update: Allen Tony †, 17/04/2008

References: Maritime Disasters of WWII

## 4. Chart

Gulf of Aden, Maldives and Seychelles [BA4703]



This map has been derived in part from material obtained from the UK Hydrographic Office with the permission of the UK Hydrographic Office and Her Majesty's Stationery Office and custodian authorities © British Crown Copyright, 2023.

## 5. Crew

ABDUL ALI, Trimmer, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

ABDUL MAJID, seaman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

ABDUL MUNAF, Trimmer, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

ABDUL RASHID (36), seaman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

ABDUL SAMAD, Fireman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

ABDUL SAMAD (52), Fireman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

ABDUL SATAR (20), Trimmer, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

ANDERSON, JOHN SMITH (27), Junior Engineer Officer, RMS Tilawa, Merchant Navy, †23/11/1942, Son of Samuel and Mary Anderson, Memorial: Tower Hill Memorial

ANWAR MIAN, Fireman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

ASAB ULLAH, Trimmer, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

ASAR-UD-DIN (50), General Servant, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

BHAWANJI MAWJI (31), Cook, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

BRIEGEL, HENRY CHARLES (60), Chef, RMS Tilawa, Merchant Navy, †23/11/1942, Husband of M. A. Briegel, of Forest Gate, Essex, Memorial: Tower Hill Memorial

BRITTO (27), General Servant, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Son of Mrs. M. S. Britto, of Chinchinim, Durga, Goa, Memorial: Bombay / Chittagong 1939-1945 War Memorials

CHANDA MANJI (44), Cook, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

CHIRAGH ALI, Cassab, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

CHONG YIN (46), Carpenter, RMS Tilawa, Merchant Navy, †23/11/1942, Memorial: Hong Kong Memorial

CUMMING, PETER HALCROW (29), Third Engineer Officer, RMS Tilawa, Merchant Navy, †23/11/1942, Son of Peter Halcrow Cumming, and of Margaret Jaffray Cumming, of Clinton, Otago, New Zealand, Memorial: Tower Hill Memorial

DARAGI, Topass, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

D'SOUZA, ROBERT (24), Wireman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Son of Paul Francis D'souza, of Teut Lines, Nagpur, India, Memorial: Bombay / Chittagong 1939-1945 War Memorials

DUNCAN, EDMUND BAZELEY (43), Radio Officer, RMS Tilawa, Merchant Navy, †23/11/1942, Memorial: Tower Hill Memorial

FARUQ AHMAD (54), Cassab, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

FERNANDES (27), Scullion, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Husband of Jujui Fernandes, of Velim, Goa, Memorial: Bombay / Chittagong 1939-1945 War Memorials

FERNANDES, EPHIFAN (42), General Servant, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Husband of M. P. E. Mendes, of Velim, Mascarenhas, Goa, Memorial: Bombay / Chittagong 1939-1945 War Memorials

FIROZ ALI (36), Trimmer, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

FREW, ALEXANDER (55), Chief Engineer Officer, RMS Tilawa, Merchant Navy, †23/11/1942, Son of Alexander and Margaret Frew; husband of Charlotte Frew, of Paisley, Renfrewshire, Memorial: Tower Hill Memorial

HAFIZ-UR-RAHMAN (29), Trimmer, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

HAIDAR ALI, Serang, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

HARMUZ MIAN, Bhandary, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

HASHMAT ULLAH, Fireman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

HUSAIN SURKHOD (34), Cook, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

IQBAL (22), Laundryman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

MAZAM MIAN, Trimmer, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

MCLENNAN, KENNETH SILLARS (45), Master, RMS Tilawa, Merchant Navy, †23/11/1942, Memorial: Tower Hill Memorial

MUBARAK HUSAIN, General Servant, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

MUHAMMAD IBRAHIM, General Servant, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

MUKTADIR ALI, Fireman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

MUSHARRAF ULLAH, Trimmer, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

PEREIRA (41), Supervisor, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

RAKHMAT ULLAH, Bhandary, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

RAUF ALI, Fireman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

SHERAZ-UD-DIN, seaman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

SIKANDAR MIAN (49), Fireman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

SONA MIAN (41), Trimmer, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

SORAB (36), Laundryman, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

SULTAN AHMAD (34), Trimmer, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

SWINTON, WILLIAM FINDLAY (22), Engineer Officer, RMS Tilawa, Merchant Navy, †23/11/1942, Memorial: Tower Hill Memorial

TON YONG SOON (30), Carpenter's Mate, RMS Tilawa, Merchant Navy, †23/11/1942, Memorial: Hong Kong Memorial

UMAR HUSAIN (20), Cook, RMS Tilawa, Indian Merchant Navy, †23/11/1942, Memorial: Bombay / Chittagong 1939-1945 War Memorials

YOUNG YOW (41), Carpenter's Mate, RMS Tilawa, Merchant Navy, †23/11/1942, Husband of Hing Gwee, of Byculla, Bombay, India, Memorial: Hong Kong Memorial

## 6. Passengers

MACIEL, EFFEGIANA (40), Tilawa, °1901 ~ †23/11/1942, Wife of Mathias Maciel, mother of Josephine, Francis, and Yvonne Maciel

MACIEL, FRANCIS (1), Tilawa, °1940 ~ †23/11/1942, Son of Mr. and Mrs. Mathias Maciel

MACIEL, JOSEPHINE (3), Tilawa, °1938 ~ †23/11/1942, Daughter of Mr. and Mrs. Mathias Maciel

MACIEL, MATHIAS JOSE (42), Tilawa, °1899 ~ †23/11/1942, Husband of Effegiana Maciel, father of Josephine, Francis, and Yvonne Maciel

MACIEL, YVONNE (<1), Tilawa, °00/08/1942 ~ †23/11/1942, Aged 3 months old. Daughter of Mr. and Mrs. Mathias Maciel

SOLANKI, NICHHABHAI CHIBABHAI, Tilawa, †23/11/1942, Missing Passenger. From the Village of Kachholi, Navsari District, Gujarat State, India

## 7. About Owners - About Builders

### Hawthorn Leslie & Co. Ltd. - R & W Hawthorn

Extracted from "Jane's Fighting Ships for 1919". - Hawthorn Leslie.

R. & W. HAWTHORN, LESLIE & CO., LTD. (HEBBURN YARD, HEBBURN-ON-TYNE). Twelve slips up to 700 ft. long. One dock : 460 x 68 x 21 ft. on blocks. 26 ft. draught of quay at low water. Engine department of 150,000 I.H.P. per annum. Designers and builders of cruisers, destroyers and other warship types. Engine every type of war vessel. Builders of locomotives for main line service and works. Employees: 6-7,000.

Last update: Carl Racey †, 28/05/2014

References: [1] Lockett Graham  
[2] Jane's fighting ships of WWI



Hebburn Quay ship yard

© Unknown

by: Carl Racey †, 03/03/2015

### British India Steam Navigation Co. Ltd. - BISON

Registered in 1856 as the Calcutta & Burmah Steam Navigation Co. and in 1862 became British India Steam Navigation Co. Ltd. In 1886 B.I. took control of the Australian S.N. Co. and their coastal services out of Brisbane. This became Australasian United S.N. Co. Apcar & Co., Calcutta with their fleet of five ships was taken over in 1912 and the five ships and the Australian company of Archibald Currie was absorbed in 1913. B.I. and P & O Steam Navigation Co. merged in 1914 but each kept their separate identities until 1971 when all ships came under the parent P&O company.

Last update: Allen Tony †, 27/05/2014



Mail, Passenger and Freight services

© Unknown

by: Carl Racey †, 03/03/2015

## 8. Media

The pictures listed below can be found inside the img directory in the zip file

### **pic1.jpg**

Last update: Jan Lettens, 23/11/2011  
Copyrights: Unknown

### **pic2.jpg**

Tilawa RMS  
Last update: Chipchase Nick, 23/01/2023  
Copyrights: Unknown

### **pic3.jpg**

Tilawa SS  
Last update: Allen Tony †, 01/08/2008  
References: Britishmerchant-navy net

### **pic4.tif**

Gulf of Aden, Maldives and Seychelles  
This is a thumbnail version of the chart Gulf of Aden, Maldives and Seychelles.  
Last update: Jan Lettens, 22/10/2009  
Copyrights: UK Hydrographic Office



<b>pic5.jpg</b>	P & O - British India Steam Navigation Co. Ltd. Mail, Passenger and Freight services Last update: Carl Racey †, 03/03/2015 Copyrights: Unknown
<b>pic6.jpg</b>	British India Steam Navigation Co. Ltd. Bombay Offices Last update: Carl Racey †, 03/03/2015 Copyrights: Unknown
<b>pic7.jpg</b>	Flags and Funnels Last update: Chipchase Nick, 04/10/2010 Copyrights: Unknown
<b>pic8.jpg</b>	British india steam nav co Last update: Jan Lettens, 22/10/2009
<b>pic9.jpg</b>	British India Steam Navigation Company. Last update: Sergio De Phocée, 03/01/2015 Copyrights: Unknown
<b>pic10.jpg</b>	Last update: Allen Tony †, 16/11/2013 Copyrights: Unknown
<b>pic11.jpg</b>	R & W Hawthorn, Leslie & Co Hebburn Quay ship yard Last update: Carl Racey †, 03/03/2015 Copyrights: Unknown
<b>pic12.jpg</b>	Hawthorn Leslie Hebburn Yard 1946 Last update: Lockett Graham, 12/02/2010 References: [1] Lockett Graham [2] Sunderland.gov.uk Copyrights: Unknown
<b>pic13.jpg</b>	Hawthorn Leslie Last update: Chipchase Nick, 20/11/2010 Copyrights: Unknown
<b>pic14.jpg</b>	Last update: Chipchase Nick, 22/01/2013 Copyrights: Unknown
<b>pic15.jpg</b>	Hawthorn Leslie & Co. Ltd. Last update: Chipchase Nick, 10/08/2019 Copyrights: Unknown
<b>pic16.png</b>	Missing Passenger; SS Tilawa; Solanki, Nichhabhai Chibabhai Missing Passenger. From the Village of Kachholi, Navsari District, Gujarat State, India www.tilawa1942.com info@tilawa1942.com Last update: Solanki Emile, 13/03/2022 Copyrights: Solanki Emile

The documents listed below can be found inside the doc directory in the zip file

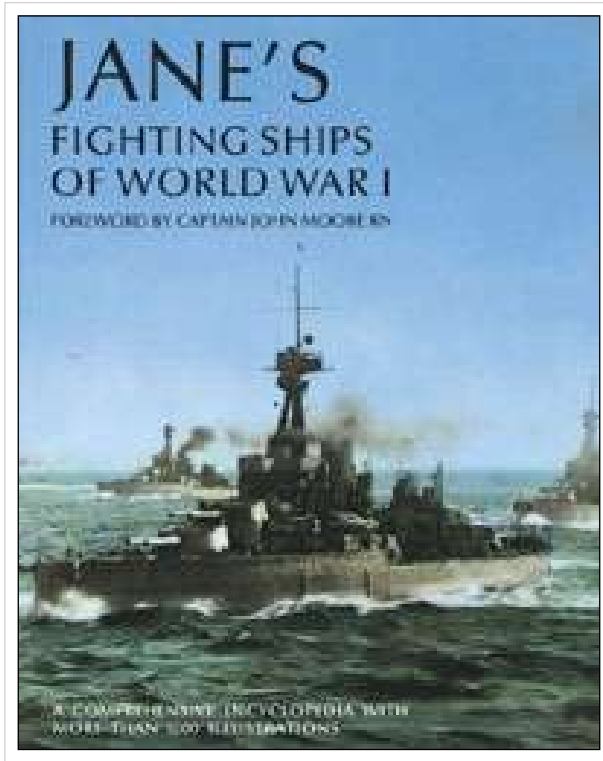
<b><u>lloyds_1930.pdf,</u></b>	Lloyd's Register of Shipping for 1930, 1931, 1932, 1933, 1934, 1935, 1937, 1938, 1939, 1940, 1941, 1942 Last update: Jan Lettens, 27/01/2019 References: [1] Southampton City Council, plimsoll [2] Lloyd's of London, Lloyd's Register of Shipping
<b><u>lloyds_1931.pdf,</u></b>	
<b><u>lloyds_1932.pdf,</u></b>	
<b><u>lloyds_1933.pdf,</u></b>	
<b><u>lloyds_1934.pdf,</u></b>	
<b><u>lloyds_1935.pdf,</u></b>	
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<b><u>lloyds_1939.pdf,</u></b>	
<b><u>lloyds_1940.pdf,</u></b>	
<b><u>lloyds_1941.pdf,</u></b>	
<b><u>lloyds_1942.pdf</u></b>	

## 9. References

### 9.1 BOOK, NEWSPAPER, MAGAZINE

#### 9.1.1 Martime Disasters of WWII

9.1.2 Jane's fighting ships of WWI



9.1.3 The Times



9.2 AUTHOR, PERSON

9.2.1 Solanki Emile

9.2.2 Lockett, Graham

9.3 COMPANY, MUSEUM, ORGANISATION, CLUB

### 9.3.1 Commonwealth War Graves Commission - Cwgc

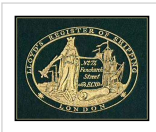


### 9.3.2 UK Hydrographic Office

The UKHO provides nautical charts and navigational services of the world's oceans and ports to support world shipping, including the Royal Navy. Admiralty products and services have been developed over 200 years, and the UKHO uses the very latest techniques to continue to help protect lives at sea today.

## 9.4 ARCHIVE, COLLECTION

### 9.4.1 Lloyd's Register of Shipping



Lloyd's Register of (British and Foreign) Shipping is a British publication that describes, classifies and registers vessels according to certain criteria of physical structure and equipment, to enable underwriters, shipbrokers, and shipowners more easily to assess commercial risk and to negotiate marine insurance rates. Lloyd's owes its name to Edward Lloyd's 17th century London coffee house. Some other organisations also started there, like the entirely separate Lloyd's of London international insurance market. Edward Lloyd helped his shipping industry clientele to exchange information by printing a sheet of all the news he heard. In 1760, the Register Society was formed by the coffee house customers and it printed the first Register of Ships in 1764 to give underwriters and merchants an idea of the condition of the vessels they insured and chartered. In 1834, the organisation was reconstituted as Lloyd's Register of British and Foreign Shipping and the first classification Rules were published. In 1852, the organisation opened its first overseas office, in Canada, and other offices followed around the world.

### 9.4.2 britishmerchant-navy net

<http://www.britishmerchant-navy.net> used to be a website, but does not seem to exist anymore.


### 9.4.3 plimsoll


This used to be a nice website, but unfortunately has been discontinued.

## 9.5 WEBSITE

9.5.1 <https://www.wrecksite.eu/wreck.aspx?32105> 

9.5.2 <http://www.cofepow.org.uk> 

9.5.3 [www.bairdmaritime.com](http://www.bairdmaritime.com) 

9.5.4 [www.tilawa1942.com](http://www.tilawa1942.com) 

9.5.5 <http://www.sunderland.gov.uk> 