



SS Turbo (stern Section) [+1942]

Details

general

nationality: [british](#)
 purpose: transport
 type: [tanker](#)
 propulsion: [steamer](#)
 date built: 1912
 status: live ↗



details

weight (tons): 4782 grt
 dimensions: 118 x 15,5 x 8,4 m
 engine: 3 Cyl. Triple expansion engine, machinery aft.
 power: 443 n.h.p.
 speed: 10 knots

about the loss

cause lost: [foundered](#)
 date lost: [04/04/1942](#) [dd/mm/yyyy]
 casualties:

about people

builder:  [Lainq James & Sons Ltd. \(Sir James Lainq & Sons\), Sunderland](#)
 owner:  [Anglo-Saxon Petroleum Co. Ltd., London](#)
 captain: B. Jones

about the wreck

depth: 28 max. / 12 min. (m)

orientation:

protected:

war grave:

updates

entered by: [Letpens Jan](#)
 entered: 28/08/2008
 last update: [Vleqqeert Nico](#)
 last update: 17/04/2010

Position

[Letpens Jan](#) 02/01/2009

latitude: 24°02.0XX' N
 longitude: 035°37.9XX' E
 system: WGS84
 division: 1'=1000

 [add position to my marks](#)

show neighbour. wrecks: [members only](#)

[check AIS](#)

[insert new position](#)

The Wreck today

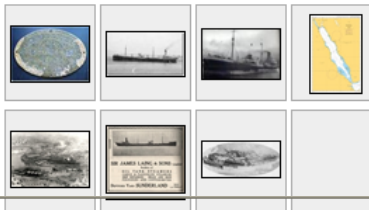
[insert wrecksite info](#)

Pictures



[Vleqqeert Nico](#) 17/10/2009
[Turbo](#)

copyrights: [Unknown - onbekend - inconnu](#)
 ref. used: [www.helderline.nl](#)



[insert new picture](#)

History

[Allen Tony](#) 17/04/2010

On August 20th 1941 the Turbo was attacked by German aircraft while en route from Haifa to Alexandria with a cargo of 7500 tons of Admiralty fuel. The crew included 3 naval and 7 military gunners. The ship had left Haifa just before dark on the 19th August 1942 Captain J.B. JONES accounts: "Weather on the afternoon of the 20th was fine with light air and we steamed at 7.5 knots steering a westerly course, zigzagging on no.

10. At 1745 A.T.S. 35 miles from Damietta, we sighted two twin engine bombers heading towards us from the west out of the sun, which was then 2 points off our port bow. They were light blue, 50 ft above the water and flying one behind the other. When they were in range we commenced firing with the Hotchiss, two of which were fixed on the bridge, one forward and one on the f'o'c'sle head. We could not bring the 4" gun to bear at this stage. The first plane when about 3/4 mile off the starboard bow, dropped a torpedo which I saw approaching and I swung the ship hard astarboard. The vessel answered the helm and the torpedo ran harmlessly along the starboard side. Meanwhile the second aircraft made a wider circle round the starboard side until he was 3/4 mile on our starboard quarter, then he released his torpedo....

read [more](#)

ref. used: [www.aquatours.com](#)

On August 20th 1941 the Turbo was attacked by German aircraft while en route from Haifa to Alexandria with a cargo of 7500 tons of Admiralty fuel. The crew included 3 naval and 7 military gunners. The ship had left Haifa just before dark on the 19th August 1942 Captain J.B. JONES accounts: "Weather on the afternoon of the 20th was fine with light air and we steamed at 7.5 knots steering a westerly course, zigzagging on no.

10. At 1745 A.T.S. 35 miles from Damietta, we sighted two twin engine bombers heading towards us from the west out of the sun, which was then 2 points off our port bow. They were light blue, 50 ft above the water and flying one behind the other. When they were in range we commenced firing with the Hotchiss, two of which were fixed on the bridge, one forward and one on the fore-castle head. We could not bring the 4" gun to bear at this stage. The first plane when about 3/4 mile off the starboard bow, dropped a torpedo which I saw approaching and I swung the ship hard astarboard. The vessel answered the helm and the torpedo ran harmlessly along the starboard side. Meanwhile the second aircraft made a wider circle round the starboard side until he was 3/4 mile on our starboard quarter, then he released his torpedo.

The ship was still swinging to starboard. I saw the white wake and a second later it struck the vessel halfway between the bow and stern on the starboard side. There was a terrific explosion, a cloud of black smoke and a column of water was thrown at least 95ft, but there was no flame. There was a strong smell of cordite. We could now bring the 4" to bear and were able to get off one round as the plane flew off. We continued to fire the Hotchiss guns using all our ammunition except for 25 rounds. The planes continued to circle at a distance of 2 miles then flew off. 10 minutes later two of our own fighters appeared. The attacking planes were Italian S79 type Bombers adapted to carry Torpedoes. The ship rocked so badly after the explosion that I thought the ship was going to break in two, so I stopped the engines.

The pump room and nos 3, 4 and 5 holds were flooded, the deck was buckled on the starboard side between 3 and 4 tanks and there was a large hole in the ships side some 40ft fore and aft. There were cracks in the starboard side running from the main shear strake down to the bilge keel. "The Turbo had survived the attack, at slow speed she continued the voyage, and the captain found that by increasing her speed to 6 knots she stopped rocking, and they safely arrived at Port Said on the 21st August. Here part of her cargo was discharged and she continued through the Suez Canal to offload her remaining cargo. The Turbo had survived but was damaged beyond repair, although she could still provide a useful purpose for the war effort. Her armament was removed and she left Suez on April 1st 1942 for Karachi in tow of the GLADYS MOLLER (sister-ship of the Rosalie Moller) destined to be used as a fuel storage hulk. On the 4th April as they neared Ras Banas (reported position puts them approximately 15 miles north) the ship broke in two, presumably from the damage sustained in the bombing, and was "cast adrift because of heavy weather. Forepart sunk as it was a danger to navigation. Afterpart is presumed to have foundered". Lloyds war losses records. "While proceeding towards Aden, as a hulk, SS TURBO broke her back in a heavy sea. Gladys Moller stood by, stern could not be boarded, during the night of the 5th all contact with the stern was lost and the bow section sunk by gunfire on the night of the 5th by an unknown vessel under instruction from the Admiralty at Port Sudan."