

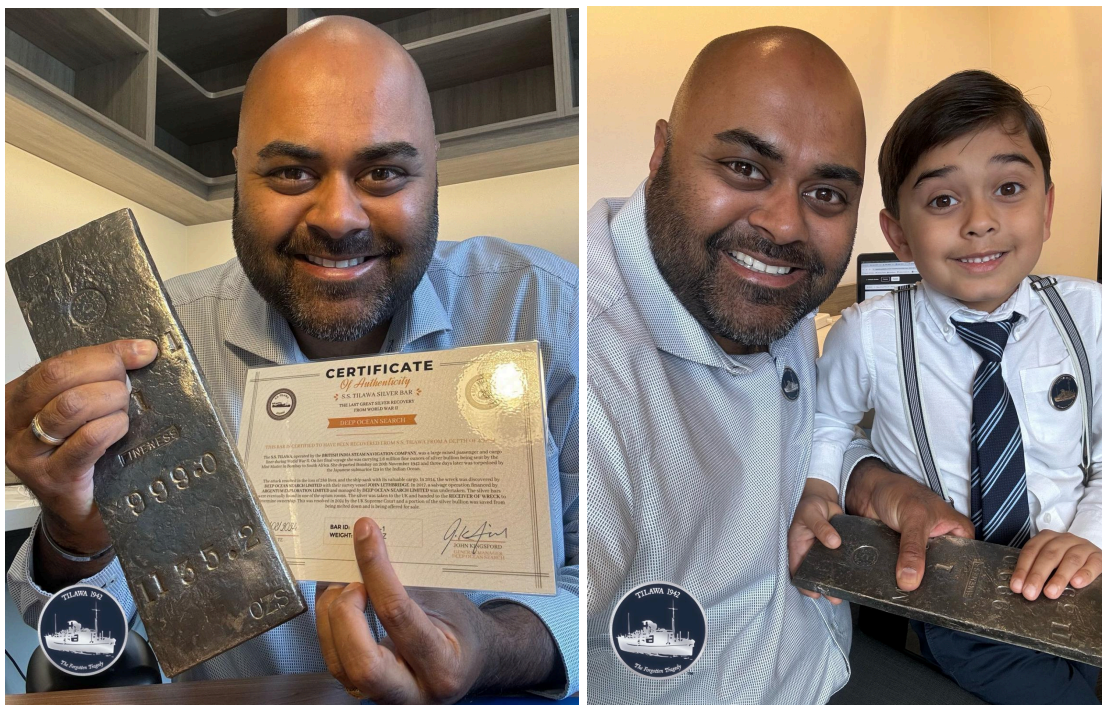


## PRESS RELEASE

### SPECIAL EDITION

**Title** First touch of silver from [S.S. Tilawa](#) wreck-site!  
*“A milestone towards closure”* says great-grandson of the drowned

**Summary** Emile Solanki, founder of [tilawa1942.com](#) is the first person connected to the *“Indian Titanic”* forgotten tragedy to touch the original [S.S. Tilawa](#) silver from 1942



First photograph of [Tilawa1942](#) founder, Emile Solanki, with a [S.S. Tilawa](#) original silver faceplate, along with a certificate of authenticity issued by [Deep Ocean Search](#). Second photograph is of Emile and his son Luca. Credit. [tilawa1942.com](#)

Wednesday 16th October 2024

Written by [tilawa1942.com](#)

Toronto, Canada



## Main text

### TOUCHING A PIECE OF THE [“INDIAN TITANIC”](#) FOR THE FIRST TIME

On Wednesday 16th October 2024, about 11:50 am EST, for the first time in human-history, a descendant of [the forgotten tragedy](#), made physical contact with a maritime artifact of silver that was salvaged in 2017 from the wreck-site of the ill-fated [S.S. Tilawa](#), located about 930 miles northeast of the Seychelle in the Indian Ocean. 1 of only 200 faceplates, each with a current market-value of \$9,995.00 USD, weighing 100+ ounces, was laser cut from an original [S.S. Tilawa](#) Silver Bar. The full original bars are valued over \$80,000.00 USD. The faceplates include the bar number, specification data. weight, purity, and a crest of the bar's manufacturer, [The Bombay Mint](#). Each faceplate includes a [Certificate of Authenticity](#) issued by [Deep Ocean Search](#).

Emile says: *“This is a dream come true! I have deeply longed for this day since we first read in 2020 of Tilawa's discovery back in 2014. It would cost millions of dollars for anyone to visit the wreck-site. I cannot believe I am physically touching a piece of Second World Indian history. This precious artifact was sitting at the bottom of the Indian Ocean for some 75 years. This is the closest I will ever get to the ship and area where my beloved great-grandfather suffered a traumatic death. This moment is very sentimental. For me, after meeting 4 survivors, this is the first tangible evidence from the wreck-site that I can hold on to with my father and my son. This is a milestone towards closure, even though there is plenty more work to be done. What I am holding is NOT a piece of any precious metal valued at a random commodity spot price. This faceplate is a priceless maritime artifact! It represents a deep and tragic maritime tragedy. It is fitting that [tilawa1942.com](#) would be the first to have this privileged moment. It is a memory I shall cherish, and always be deeply grateful for. This artifact is now part of our family heritage, and something to pass down to the next generation. At this time I not only think of those who perished, but also those affected at the time, who experienced great loss and trauma. For example, my late grandfather, Mr. Ranchhodbhai Nichhabhai Solanki, who lost his father at age 9, the late Mr. Nichhabhai Chibabhai Solanki. How proud my grandfather would be of this day! He implored me back on July 22nd 2012 to find the Tilawa ship. His burning desire and request has been fulfilled! My eyes are flooded with high emotion. Our family raised all the funds we could, to ensure [Tilawa1942.com](#) could at least have one original artifact salvaged from the Tilawa wreck-site, as well as obtaining the 10-item commemorative series from the smelted Tilawa bars.”*

[Tilawa1942](#) is grateful to [GovMint](#), who assisted them in obtaining an original [S.S. Tilawa](#) silver faceplate, and to [LPM](#) who provided the 10-item commemorative series from the smelted silver.



## THE FORGOTTEN TRAGEDY STORY



Photograph of the S.S. Tilawa Ship. Credit. Courtesy of Photoship, [TyneBuiltShips.co.uk](http://TyneBuiltShips.co.uk)

[The S.S. Tilawa](#), named after a [Burmese port](#), was built by the [British Steam Navigation Company](#), and in use for 18 years. It was a passenger cargo-liner. On its final voyage, it departed from the [Ballard Pier](#), Bombay, India on 20th November 1942, destined for Mombasa, Maputo, and Durban. 958 people, mostly Indian nationals, were onboard taking the risk of dangerous travel on the Indian Ocean during the Second World War. Of these 958 people, 732 were passengers, 222 crew, and 4 gunners. 2 days later, about 930 miles northeast of the Seychelles, Tilawa was twice torpedoed by the [Japanese Imperial Navy](#). Sadly 280 people died. After struggling to stay alive for 2 days, 678 were rescued thanks to [HMS Birmingham](#) and [S.S. Carthage](#). These survivors were brought back to Bombay on 27th November 1942.

The ship also carried 6,472 tons of cargo, including over 80 tons of 99.9% fine silver bullion (it seems mostly in the form of silver bars) intended to mint South African and Egyptian coins. The actual count was 2,391 silver bars, each weighing approximately 1,118.6 ounces (69.91 lbs), valued at \$378,000 USD in 1942, and valued at \$43 million in 2020.

To read a very detailed explanation of the silver transaction between The Government of India and The Union of South, please see the [Document: UK High Court Judgment 16/12/2020 THE SILVER \(Click Here\)](#)



## THE SEARCH FOR THE [S.S. TILAWA](#)



First photograph showing [Deep Ocean Search](#) identifying the S.S. Tilawa wreck-site. Second photograph is the [Squire Seabed Worker](#) subsea vessel used to retrieve the silver bars. Third photograph shows the salvage operation of the S.S. Tilawa silver bars. Credit. Courtesy of Argentum Exploration Ltd.

Maritime archeology is rare enough, especially that of treasure from a sunken ship, sitting at the bottom of the ocean for decades. It is estimated to cost daily \$100,000 USD, to maintain salvage operations. Very quickly millions of dollars can be wasted in the pursuit of precious items hidden deep and far away in waters difficult to navigate. Even if you locate a wreck, there is no certainty you can easily access it, let alone find the item you are seeking. If you then find what you're looking for, there is still the delicate robotic challenge of carefully salvaging the item without losing it to the dark ocean permanently. Once an item is in possession, it becomes a matter beyond usual commodity investment, but a piece of missing history with a meaningful story. This was indeed the case for the 80 tons of silver bullion (2,391 silver bars) carried onboard the ill-fated [S.S. Tilawa](#).





The complex and costly salvage operation of the Tilawa silver was initiated and financed by Argentum Exploration Ltd. They hired Deep Ocean Search to perform the various works, from locating and surveying Tilawa over 4,000 meters deep, visiting the wreck, and using subsea vessels and robotics carefully navigating through the ship to then salvage 2,364 silver bars weighing 60 tons! Indeed the unaccounted 27 bars were either not found, or declared. We will never know the truth behind this. However, it is never expected to achieve a 100% salvage.

## THE LEGAL BATTLE OVER THE TILAWA SILVER



Photograph of the UK Supreme Court delivering the judgment handdown on May 8th 2024, of the S.S. Tilawa silver court case.  
Credit. [Supremecourt.UK](https://www.supremecourt.uk)

Upon declaring this silver to the receiver of the wreck in Southampton, UK, a complex legal battle commenced between The Republic of South Africa (RSA) and Argentum Exploration Ltd. Starting with the [UK High Court](#) in 2020, RSA lost their claim of “[state immunity](#).” Essentially, whilst establishing that RSA was the owner of the silver, having purchased it from The Government of India for the purpose of coinage in 1942, they would have to pay a salvage fee to Argentum for services rendered. RSA then appealed to the [UK Court of Appeals](#), and lost again. Argentum for a second time successfully argued that the silver was being carried on a commercial vessel, and intended for commercial use. RSA then appealed to the [UK Supreme Court](#). A [long 2 day debate](#) took place between RSA and Argentum scrutinizing the various components of articles and conventions related to salvage law, as well as the ramifications of salvage claims made “*in-personam*” vs. “*in-rem*.” Meaning, salvage declarations made when you have an agreement with the owner of the item you salvaged (“*in-personam*”), vs. when you do not have an agreement with the owner (“*in-rem*”). Argentum did not have a prior arrangement with RSA. Hence, their declaration was “*in-rem*.” They sought the United Kingdom as the appropriate and legally friendly place to protect their salvor rights. Truly in a dramatic turn of



events, RSA convinced the [UK Supreme Court to overturn the previous 2 decisions](#). The justices established a historic new and unprecedented maritime judgment. It is a conclusion that now affects future “*in-rem*” salvage pursuits of items owned by a government. The [UK Supreme Court](#) made clear that RSA may claim state immunity, that they do not need to pay a salvage fee to Argentum, because the silver of 1942 was a sovereign transaction intended for a sovereign purpose. The method of the delivery ([S.S. Tilawa](#)), and the type of delivery (merchant/commercial ship) had no bearing on the item of a sovereign transaction. [An excerpt from the judgment](#) reads: “*The Silver was a non-commercial cargo owned by a state and entitled, at the time of salvage operations, to sovereign immunity under generally recognised principles of international law.*” However, to Argentums benefit, hoping to recover millions of invested dollars from this salvage operation, on 26th April 2024, both parties agreed to a settlement. RSA may have also felt the need to settle, after previously losing twice on British soil. This was a few weeks prior to the [UK Supreme Court](#) ruling on 8th May 2024.

Following the settlement, for an undisclosed sum, Argentum released all 2,364 silver bars to an unknown smelter. Apparently the agreement stipulated only 2 silver bars were to be given to the Republic of South Africa. The rest were to be smelted. Forever there would be no further trace of the original bars. “*Maritime archeology was essentially destroyed for all time. This was devastating news to [Tilawa1942](#)*” says Emile. Yet, in a shocking surprise, a US based bullion distributor told [Tilawa1942](#) that at least 75 original Tilawa bars, and 200 lasered faceplates also original, were reserved for commercial sale. In addition to this, several other bullion distributors primarily in the US are now selling commemorative bars and rounds made from the smelted Tilawa silver. This recent development means the smelter violated the confidential settlement agreement, resulting in Argentum issuing an official complaint against them. There also seems to be tension between Argentum and the company they hired to manage the Tilawa salvage operation, [Deep Ocean Search](#). The issue could be the ownership of intellectual property such as the specific wreck coordinates, survey, research material, photographs, video footage, etc. Interestingly, many are curious why [Deep Ocean Search](#) would certify bars and faceplates for commercial sale if all but 2 bars were to be smelted.

[Tilawa1942](#) have found it fascinating uncovering the layers of the salvage industry. “*There are so many moving parts to this operation!*” News articles of interest include:

- [FEATURE | Tilawa – The strange tale of 2,364 pieces of silver, by Baird Maritime \(Click Here\)](#)
- [Lord Of The Deep, by Bloomberg \(Click Here\)](#)
- [Hedge Fund Chief Marshall Demands Share of Treasure Found at Sea, by Bloomberg \(Click Here\)](#)



## ACCESSING A PIECE OF MISSING MARITIME HISTORY



Images showing one of the original S.S. Tilawa silver bars and a lasered faceplate, as well as some of the silver rounds that are part of the commemorative series manufactured by [SilverTowne Mint](#). Credit: [LPM Group Limited](#)

Each full-size Tilawa bar struck in around 1130 ounces of highly pure 99.9% fine silver. That's roughly 70 pounds of high-grade silver bullion preserved, certified by [Deep Ocean Search](#). These were sold to various bullion and specialist collection sale companies for distribution. Additionally, it has been said that out of the approximate 2,164,437 ounces (60 tons of silver), a certain amount of silver was retained for commercial commemorative endeavors. A US based precious metals distributor, [JM Bullion](#), states: *"Tilawa Shipwreck Silver is now enjoying a second life. While the final destination of all the silver from aboard the Tilawa is unknown, some 800,000 ounces of Tilawa silver has been refined into new silver bars and rounds for modern investors and collectors to own. These products offer a blend of tragic history and modern bullion in a single item."* [Tilawa1942](#) has since learned that [SilverTowne Mint](#) is the company hired by an unknown company to use the smelted Tilawa silver for the collectible series. These mementos are now openly advertised and sold by distributors in the United States and in Hong Kong.

Regardless of the legal conflicts between the smelter and Argentum, or the previous court battle with RSA, the efforts of discovering and visiting the Tilawa wreck-site, salvaging its silver artifacts, and now the production of commemorative items, is all welcomed by [Tilawa1942](#): *"We have no interest in the legal battle of silver. We understand there are huge costs associated with salvage operations, which must be recouped. There is also the cost of production for these commemorative collections. We could only dream of having the resources to undertake the work*



completed by Argentum. We can gain some closure, raise further awareness of [the forgotten tragedy](#), and preserve Tilawa's memory even more because of the salvage operation."

[In October 2022, Emile began to describe the Tilawa incident as "The Indian Titanic."](#) ([Click Here](#)) Emile says: "I am pleased that the press, those associated with the salvage operation, and those selling Tilawa silver, have all embraced this title. The Titanic continues to receive so much attention, but there are other tragedies like Tilawa, and that of the Indian people that deserves to be prominently featured in the history books."

[Tilawa1942](#) has reached out to Argentum Exploration Ltd. and [Deep Ocean Search](#) requesting help and collaboration with various initiatives. "We have implored these 2 companies to kindly release the specific wreck-site coordinates, research material, survey, photos, and videos, etc., so that we can raise further awareness and ensure we have maximized every resource. Our motive is sincere, and we deeply appreciate this incredible and available content," says Emile. [Tilawa1942](#) are still waiting for an official response.

## TILAWA SURVIVORS AND FAMILIES



First photograph is of the Mumbai Commemoration on the 80th anniversary in 2022. (L-R) Mrs. Pallavi Sharma (Daughter of survivor, Mr. Arvindbhai Jani), Mr. Emile Solanki (Founder of Tilawa1942), Mr. Arvindbhai Jani (Survivor), Mr. Johny Lever (Bollywood actor), Mr. Alan Gemmel OBE (British Deputy High Commissioner), Kash Kumar (Grandson of missing passenger), Mrs. Arunaben Jani (Wife of survivor, Mr. Arvindbhai Jani). Credit [tilawa1942.com](#). Second photograph is of the London Greenwich UK Commemoration on the 81st anniversary in 2023. (L-R) Kash Kumar (Grandson of missing passenger), Mr. Emile Solanki (Founder of Tilawa1942), Mr. Mervyn Maciel (Lost parents and 3 siblings), Mrs. Tejparkash Mangat (Survivor), Mr. Arvindbhai Jani Survivor), Dr. Dominic Mbang (Mayor of The Royal Borough of Greenwich), and The Right Honourable Mr. Keith Vaz (Former MP, Leicester East). Credit [tilawa1942.com](#)





Since the Mumbai and London commemorative events organized by [Tilawa1942](#), it was wonderful to discover a new Tilawa survivor. Mr. Gaffer Osman Ayoub of Leicester UK. He is now in his early 90's. [Tilawa1942](#) have therefore located 4 survivors and 2 additional connected persons who were alive in 1942: Mr. Arvindhbai Jani (Survivor) South London, Mrs. Tejparkash Mangat (Survivor) Ohio USA, Mr. Chotoo Khoosal (Survivor) died in his late 90's in India back in 2023, Mr. Mervyn Maciel of South London now in his mid-90's made an orphan in 1942 when losing both his parents and 3 young siblings, Mr. Nabor Sequeira now in his mid-90's the first cousin of Mr. Maciel. Mr. Sequeira resides in East Toronto and recalls desperately searching for survivors in various Bombay hospitals. He actually met the cabin-boy of Mr. Maciel's parents, who described the tragic last moments of the family standing by the ship balcony holding their children, refusing to jump into the lifeboat for fear of leaving the family behind. Additionally, [Tilawa1942](#) were delighted to learn and meet [Mrs. Nimisha Madhvani](#), who currently serves as Uganda's Ambassador to the United Kingdom. Her mother, aunts, and grandmother were survivors. Upon arriving back to Bombay, they were assisted by their friend, the late and well known [Mr. Nanji Kalidas Mehta](#). He is the grandfather of a well known Indian businessman and entrepreneur, [Mr. Jay Mehta](#), who is married to Bollywood actress [Juhi Chawla](#).

In 2023, Ben Henderson of BBC World Services published: [The sinking of the SS Tilawa: the 'Indian Titanic' \(Click Here\)](#). Other radio interviews have been conducted with BBC Asian Network, Lyca Radio, and Sabras Radio, as well as TV News items on ITV News Leicester and ITV News London can be found here: [Tilawa1942 Media \(Click Here\)](#). Various news articles can be read here: [Tilawa1942 News Articles Page \(Click Here\)](#)

[Tilawa1942](#) created the first family support group for hundreds around the world connected to the incident to encourage one another, share stories, and regularly communicate. Emile says: *"This has been a real blessing. It is amazing to see the good that has come out of this continuous interaction. Countless families have been looking for answers, and essentially be part of a network where they can relate to one another about a mutually affected matter. It's unexplainable. We will continue to share those tragic accounts on our website."*



## **UPCOMING 3rd S.S. TILAWA COMMEMORATION IN THE WORLD** **82nd ANNIVERSARY, DURBAN SOUTH AFRICA. FIRST ON AFRICAN SOIL!**



First photograph is the Port of Durban, South Africa. Credit. [Durban Tourism](#). The second photograph is the Regent Business School auditorium, Durban. Here the 82nd anniversary commemorative event of the ill-fated S.S. Tilawa will be held on November 23rd 2024. Credit. [SS Tilawa Foundation South Africa](#)

The third commemoration of the ill-fated [S.S. Tilawa](#) will be held on the 82nd anniversary, Saturday November 23rd 2024. Many families on the continent of Africa will meet in the area of the port of Durban, South Africa. It is here that Tilawa was destined for. For the first time on African soil a full auditorium will officially acknowledge the incident, and memorialize the loss of 280 lives.

The event is by invitation only, and will be hosted at the Durban Regent Business School. Emile says:

*"It was always our dream to have India, UK, and South Africa officially recognize [the forgotten tragedy](#), and have a moment of silence for the loss of our loved ones. Mumbai was the first ever commemoration in the world, because Tilawa departed from the [Ballard Pier](#) for the final time. Hundreds of Indians in the UK were also connected to this tragedy. Tilawa was a British ship, and there were many non-Indian British personnel onboard. With positive expressions from His Majesty King Charles III, and former UK Prime Minister Rishi Sunaks office, support from then British Deputy High Commissioner in India Mr Alan Gemmell OBE, and senior leadership at the National Maritime Museum London Greenwich, it was appropriate to hold the second commemoration here. Many in Africa could not attend in-person. It is moving to think many families in Africa will finally have an opportunity after 82 years, to pay their respects. We are*



grateful for the love, support, and collaboration of the [SS Tilawa Foundation South Africa](#). They are working hard to ensure this event is a success.”

Listen to a recent radio interview conducted in September 2024 discussing the upcoming Durban commemoration on [YouTube link \(Click here\)](#)

There has been an excellent partnership between [Tilawa1942](#) and The [SS Tilawa Foundation South Africa](#). “Thanks to friends like Mr. Haroon Tar Mahomed, we were able to obtain a copy of the passenger list, and 2 very special photographs. One showing Tilawa passengers in a lifeboat, and the other of those rescued aboard [HMS Birmingham](#). What an incredible discovery this was! Mr. Haroon should be praised for his efforts over the years in connecting with many Tilawa families, especially on the continent of Africa. Whilst the [passenger list](#) is incomplete, to this day I am overwhelmed with emotion to see my great-grandfather's [name](#)!” says Emile.

Additionally, to mark the 82 anniversary of [the forgotten tragedy](#) and complement the Durban commemoration, Emile’s father Mr. Mukesh R. Solanki (aka Kash Kumar, Sabras Radio, Leicester) is organizing the first [Tilawa1942](#) Cricket Tournament in [Navsari](#), Gujarat, India. It will be held in December 2024. Since [Navsari](#) is the main town connected to the Solanki family village of [Kachholi](#), it was thought this initiative, through sport, would help educate and directly connect the [Navsari](#) populus to this historic incident.



## EFFORTS TO KEEP THE TILAWA TRAGEDY ALIVE



Image of [Tilawa1942](http://Tilawa1942) website. Credit. [tilawa1942.com](http://tilawa1942.com). Photograph Captain Kapil Dev Bahl, President of [The Maritime Mumbai Museum Society India](http://The Maritime Mumbai Museum Society India), laying the annual Tilawa wreath at the British Deputy High Commission in Mumbai, thanks to Mr. Alan Gemmel OBE, the former British Deputy High Commissioner. Credit. [tilawa1942.com](http://tilawa1942.com). The third image is a collage of radio interviews. Credit. [tilawa1942.com](http://tilawa1942.com).

The efforts of [Tilawa1942](http://Tilawa1942) have indeed helped to raise awareness of the importance of the story being globally and officially recognized, and memorializing the loss of life. [Tilawa1942](http://Tilawa1942) is proud to have:

- Created the first comprehensive educational online resource of everything associated with S.S. Tilawa, [tilawa1942.com](http://tilawa1942.com)
- Connected and continue to find survivors and families
- Created the first [Tilawa1942](http://Tilawa1942) family global support group
- Organized 2 historic national commemorations in the UK, India, and now collaborating with The [SS Tilawa Foundation South Africa](http://SS Tilawa Foundation South Africa) for the Durban event
- Arranged a Tilawa wreath be laid annually in Mumbai, at the British High Commission

Yet, a lot of effort is required to continue with many other initiatives, such as:

- Continue to research, and engage with museums, and various government departments in the UK, India, Japan, and South Africa
- Engage the media and press globally to feature latest developments





- Use social media to share the journey
- Seek content of research, videos, photographs, the survey and similar of the Tilawa wreck-site
- Set up permanent Tilawa exhibits around the world
- Encourage the production of a book, documentary, and film to ensure Tilawa is prominently featured in the history books
- Leverage the salvaged Tilawa silver as a symbol to keep [\*the forgotten tragedy\*](#) story alive

Emile says: *"It feels like my father and I have been detectives for 18 years, investigating every nook and cranny. It is very satisfying for us to be part of something special that was hidden away for decades. There was a time when you could hardly find anything online about Tilawa. Now google various forms of [S.S. Tilawa](#), and see what pops up! It is truly impressive! Now we look forward to next month's Durban commemoration, and no doubt there will be so much to share following this historic occasion."*

## DID YOU KNOW?



Crew of Japanese submarine I-29 posing with Subhash Chandra Bose shortly before Bose disembarked at Sabang, Sumatra, occupied Dutch East Indies, 6 May 1943. Credit. [World War II Database](#)

As a matter of further historical interest of the Indian people, some readers will be surprised to know that Indian freedom fighter, the late Mr. Subhas Chandra Bose, enjoyed hospitality from



the [Japanese I29 crew](#) in April 1943, off the coast of Mozambique. This was during a vessel transfer from a [German U-Boat 180](#), in which Bose was traveling from Europe. This transfer was 5 months after the [I29 submarine](#) sank Tilawa. How ironic and sobering, that Bose would receive safe passage to Asia by the very crew that killed his fellow native people in the Indian Ocean. The I29 commander, Teraoka Masao, was an officer celebrated for his part in the destruction of Britain's flagships, the [HMS Repulse](#) and the [HMS Prince Of Wales](#), back in 1941. Aboard the I29, Teraoka gave his own cabin over to Bose. One can only wonder if Bose knew how many Indians had suffered due to the Japanese attack on Tilawa.

## ACKNOWLEDGEMENT

[Tilawa1942](#) wishes to express and acknowledge the efforts of many who in some way have contributed in bringing [the forgotten tragedy](#) to the world. Argentum Exploration Ltd., Mr. Ross Hyett, Sir Paul Marshall, Mr. Anthony Clake, John Kingsford, [Deep Ocean Search](#), [The SS Tilawa Foundation South Africa](#), Retired Vice Admiral IC Rao, Captain Kapil Dev Bahl, Mrs. Anita Yewale, [Maritime Mumbai Museum Society](#), Grand Hotel, Mumbai British Deputy High Commission, Mr. Alan Gemmel OBE, National Maritime Museum, Mr. Gareth Strachan, Dr. Marco Federici, Mr. Ben Jackson of BBC Radio Leicester, The Right Honourable Mr. Keith Vaz of Lyca Radio, Mr. Don Kotak Managing Director of Sabras Radio, Mr. Hrishikesh Kannan of Radio One Mumbai, Mr. Rajiv Popat of ITV News Leicester, Mr. Daniel Henry of ITV News London, Mr. John Coster of Doc Media Centre, Mr. Jonathan Browning of Bloomberg, Mr. David Brown of The Times, Mr. Nauzer Bharucha of The Times of India, The Print, Hindustan Times, Herald, Scroll, Mumbai Mid-Day, Business India, Sunday Mumbai Mirror, Gujarat Mid-Day, Garavi Gujarat, Transcontinental Times, Webdunia, and South London Press.

We apologize in advance for any we have missed in this list.

## PREVIOUS ARTICLES CONTRIBUTED BY [TILAWA1942](#)

- [80 years on from the 'Indian Titanic' – it's time to tell the story, says great-grandson of the drowned \(Click Here\)](#)
- [Reminding the world of the SS Tilawa tragedy \(Click Here\)](#)
- [Greenwich event brings together SS Tilawa tragedy survivors, descendants \(Click Here\)](#)



**NOTE.** Members of the press and public are invited to email [info@tilawa1942.com](mailto:info@tilawa1942.com).

More on [the forgotten tragedy](#) can be found at [tilawa1942.com](http://tilawa1942.com)

### Source of salvage operations

- <https://www.deepoceansearch.com/project/tilawa/>

### Source of commercial sales of Tilawa silver

1. <https://www.govmint.com/tilawa-shipwreck>
2. <https://product.lpm.hk/en-sstilawa>
3. <https://www.jmbullion.com/tilawa-shipwreck-silver-bullion/> /  
<https://milled.com/jm-bullion/new-release-own-ss-tilawa-shipwreck-silver-j5TtMCxIOdY35IfS>
4. <https://www.bullionmax.com/search/?q=ss+tilawa>
5. <https://www.providentmetals.com/search/?q=ss+tilawa>
6. <https://www.bgasc.com/search?q=ss+tilawa>
7. <https://www.silver.com/search/?q=ss+tilawa&x=0&y=0>
8. <https://www.bullionmax.com/search/?q=ss+tilawa>

### Source of legal explanation of Tilawa salvage case

1. <https://tilawa1942.com/silver-bars-part-2>
2. <https://tilawa1942.com/silver-bars-part-1>

#tilawa1942 #tilawa1942com #sstilawa #sstilawafoundation #sstilawasilver #sstilawasilverbars #silverbullion #argentum #argentumexploration #lpm #govmint #jmbullion #silvertowne #bullionmax #silvercom #sunkenship #sstilawawrecksite #sstilawawreck #squireseabed #deepoceansearchlimited #deepoceansearch #dos #rosshyett #sirpaulmarshall #paulmarshall #anthonyclake #sstilawacommemoration #emilesolanki #kashkumar #providentmetals #bgasc #milled #sabrasradio #lycaradio #keithvaz #bbcradioleicester #benjackson #bbcworldservice #itvnewsleicester #itvnewslondon #rajivpopat #danielhenry #shabnammahmoud #benhenderson #johncoaster #docmediacentre #radioislam #subhaschandrabose #i29 #japanesesubmarine #sstilawatorpedoattack #japaneseimperialnavy #londongreenwich #greenwichnationalmaritimemuseum #alangemell #johnylever #keithvaz #talkingpoints #talkshow #talkradio #sstilawaradiointerview #uksupremecourt #silverbars #salvage #salvagelaw #salvagecourtcase #silverfaceplates #indiantitanic #theindiantitanic #forgottentragedy #theforgottentragedy #hmsbirmingham #sscarthage #swordfishplane #ballardpier #bombaymint #republicofsouthafrica #rsa #odysseymarineexploration #amg #asianmediagroup #radioone #radioonemumbai #hrisihkeshkannan #maritimemuseum #mmms #grandhotel #titanic #nimishamadhvani #nanjikalidasmehtha #jayeemta #juhichawla #navsari #kachholi #kachholivillage #rishisunak #ukpm #kingcharlesIII #bloomberg #jonathanbrowning #davidbrown #thetimes #sundaytimes #NauzerBharucha