

REPORT OF TOTAL LOSS, CASUALTY, BREAKING UP, ETC.

Ship's Name **SSMS "E. MYRTIDIOTISSA"** Gross tons **5103** Date of Build **5-1935**
 Casualty notice sent to Owners **---** Owners' Reply **---** Owners **Valviosa Cia. Nav. S.A.**

Details of classification

+100A1	+LMC CS11,64
with freeboard	BS A 8,64
12,64	sp 12,59
ss Dr 12,59	ts 7,62 CL
11,63	

Details of casualty

This ship stranded near Archangel in heavy weather and has been declared a total loss. The owners concur.

Date of casualty **1st October, 1965.**

MYRTIDIOTISSA.—London, Oct. 1.—Lebanese motor vessel E. Myrtidiotissa, Cardiff for Archangel, reported early this afternoon that she had arrived at Archangel pilot station, but due to weather conditions it was impossible to get a pilot and she was manoeuvring several miles off the pilot station. She reported that it was impossible to turn against gale-force winds and high seas she was drifting towards the shore; a mayday (distress signal) had been sent out.

MYRTIDIOTISSA.—London, Oct. 1.—The following message has been received from the master of motor vessel E. Myrtidiotissa via Archangel Radio, timed 3 40 p.m., Oct. 1: Vessel aground on shoals of Kumbysk Island due to storm. All crew well. (See issue of Oct. 2.)

—London, Oct. 2.—Motor vessel E. Myrtidiotissa reported yesterday evening that she had attempted to anchor to avoid going aground but both chain cables and part of the windlass had broken. All the crew were on board and assistance was awaited.

VESSELS AGROUND IN ARCHANGEL AREA
 London, Oct. 5. — The London agents of motor vessel E. MYRTIDIOTISSA received the following message from Archangel agents a.m., Oct. 5: The ship V. (?) east-west) with a draught eight feet and three feet fore, therefore no tug can approach her at least 1.5 miles. The tugs will start operations after they manage to take off the GRON GROUND, a passenger vessel which is also aground. We believe it will be necessary to work with a dredger to dredge channel. (See under E. MYRTIDIOTISSA in issue of Oct. 4.)

London, Oct. 5.—The following message has been received from the Archangel agents of motor vessel E. MYRTIDIOTISSA, dated Oct. 5: Salvage operations start this afternoon.

London, Oct. 5. — The London agents of motor vessel E. MYRTIDIOTISSA have received the following cable from the master, timed 11 30 a.m., G.M.T., Oct. 5: Starboard cable all out, port one shackle on board. Exact position lat. 64 41 12 N., long. 39 47 E.

SOURCE OF INFORMATION

E. MYRTIDIOTISSA.—London, Oct. 11.—The London agents of motor vessel E. Myrtidiotissa have received the following message from the owners' superintendent, dated Archangel, Oct. 8: E. Myrtidiotissa: Examined vessel so far as possible hard aground on sand shelf, with nearest deep water one mile away. Soundings taken during night at high water showed 5 ft. of water around vessel and when taken measurements from weather deck stringer angle to sea bed shows vessel having sunk into sand approximately 3 ft.; this reason for engineers' difficulties with sea suction, condensers, coolers, &c. When vessel drifted over sea bottom and after finally grounding in position lat. 64 41 18 N., long. 39 41 24 E., heavy pounding occurred; master did not pump down double bottom tanks order ascertain tightness; however, oil showing on No. 3 double bottom tank tops and engine-room feed water in double bottom contaminated with fuel oil and salt water, consequently boilers now heavily salted. On checking main engine deflections found plus fifty-four thousandths inch No. 1 cylinder, minus twenty-two No. 3. Windlass starboard frame broken; this restriction use to port side only. Further, both anchors and all chain except half length port side lost. My opinion bottom damage extensive due heavy pounding. Discussed with Government salvage experts for White Sea various possibilities of floating, who agreed only method is to use drag gear and tugs, the dredging of channel not being practicable due changing weather conditions. However, they consider chances refloating with drag gear 50-75 per cent. only and if given instructions to commence on M.A.C. Form, that is, Moscow Arbitration Commission, will require deposit £100,000 before actually starting work. Your guidance, vessel in exposed position and salvage experts state that if vessel is not refloated before freeze-up then vessel must be considered lost; this information based on actual experience of vessel which was in similar position last year and eventually sank into sand after spring thaw. Your guidance, nearest suitable dry dock Murmansk, distance 450 miles. Weather at present deteriorating, with winds NW., force 7 to 9 (near gale to strong gale); under these conditions now impossible approach ship. (See issue of Oct. 6.)

Suggested record **WRECKED 10,65**

Date of Committee **FRIDAY 5 NOV 1965**

Minute **Wrecked 10.65**