

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

Ship's Name SS/MS "SOUTH AMERICA"

Gross tons 5361

Date of Build 2-1947

Casualty notice sent to Owners

23.2.66. Owners' Reply ---

Owners Empire Shipping Corp.

## Details of classification

+ 100A1	+ LMC 5,61
with fbd MT-oil FP	BS M4,65
above 150°F. or veg. oil	sp 9,63
7,65	ts 1,64 CL
ss 4,61	

## Details of casualty

This ship caught fire in lat. 52 3N., long. 2 52E. Beached on Maasvlakte with extensive damage.

No reply has been received to a letter addressed to the owners on 23rd February, 1966.

Date of casualty

11th February, 1966.

**SOUTH AMERICA.**—London, Feb. 11.—The following messages have been received from New York, dated Feb. 10: (1) Steamer South America (from Peru) reports fishmeal heating, about 20 tons damaged. Vessel estimated of arrival Rostock Monday (Feb. 14); after partial discharge vessel proceeds Gdynia to complete. (2) Further our earlier message, South America now reports fire in No. 5 hold, putting into Hook of Holland.

—Humber Radio. Feb. 11.—Following received from Scheveningen Radio:

At 12 38 a.m., G.M.T., addressed SOS: Following received from steamer South America, 5MUI, at 12 30 a.m., G.M.T.: Fire on board, position lat. 52 3 N., long. 2 52 E.

At 1 38 a.m., G.M.T.: Following received from South America at 1 30 a.m., G.M.T.: Fire on board, corrected position lat. 52 2 N., long. 3 20 E., heading for Goeree Light-vessel, course 100 deg., speed 11 knots; please help.

At 1 54 a.m., G.M.T.: Following received from South America at 1 50 a.m., G.M.T.: Distress traffic ended, proceeding to Hook of Holland.

At 3 11 a.m., G.M.T.: Following received from tug Maasbank, PFRE, at 3 a.m., G.M.T.: "South America position lat. 51 57 N., long. 3 10 E., fiercely burning on aft deck, am alongside with fire-fighting equipment." Ferry Avalon, GLME, and steamer Amsterdam, MFBP, also in direct neighbourhood. Following received from South America at 3 10 a.m., G.M.T.: "Abandoning ship."

At 3 46 a.m., G.M.T.: Following received from Avalon at 3 35 a.m., G.M.T.: South America crew taken on board Maasbank, will be transferred to Avalon. Distress traffic now ended.

—Rotterdam, Feb. 11.—Liberian steamer South America, on voyage from South America to north Europe, reported on fire in North Sea about 45 miles from Hook of Holland on Feb. 11. Tugs and pump boats alongside. Part of crew taken on board ferry Avalon.

—The Hague, Feb. 11.—British Railways' ferry Avalon put 25 of the crew of Liberian steamer South America ashore at the Hook of Holland to-day. Five others of the steamer's crew, including the master, are on board Dutch tug Maasbank, which is fighting the fire.—Exchange Telegraph Company.

—The Hague, Feb. 11.—A crew member of Liberian steamer South America, on fire off the Hook of Holland, spoke to-day of tremendous explosions that shook the ship during the night. "When we came on deck, the ship was burning like a torch," said cook Louis Dandeson, one of 25 crew members landed safely at the Hook to-day. Reports received here said fire-fighting was hampered by the explosion of bottles of acetylene and barrels of petrol on board the vessel.—Reuter.

**SOUTH AMERICA.**—Antwerp, Feb. 11. NF

—Steamer South America: Agents advise fire in cargo of fishmeal in No. 4 hold. Crew taken on board British Railways ferry Avalon and landed at Hook of Holland except master and officers, who presently on board tug. L. Smit & Company have advised agents that master had signed Lloyd's Open Form and vessel presently in tow of tugs Steenbank and Schouwenbank, which proceeding towards MV Buoy approximately five miles south of Hook of Holland, where efforts will be made to extinguish fire. Tugs Maasbank and Steenbank have already made efforts to extinguish and Maasbank presently alongside continuing. Basis information so far available consider all possible being done. Will board when permitted. —Salvage Association's Surveyor. (See issue of Feb. 12.)

—Antwerp, Feb. 12.—Steamer South America anchored with two anchors five miles south-west of Hook of Holland near GS-MV Buoy, touching bottom low water, afloat high water. Three Smit tugs standing by keeping decks wet. Harbour-master not agreeable vessel enter port till fire extinguished.—Salvage Association's Surveyor.

**SOUTH AMERICA.**—Hook of Holland.

Feb. 13.—Attempts to save steamer South America, which caught fire off the Dutch coast, were temporarily abandoned to-night when flames sprang up all over the ship. Reports said inspectors who boarded the ship were forced to leave.—British United Press. (See issue of Feb. 14.)

Rotterdam, Feb. 14.—Fire-fighting tugs were forced by intense heat to back away from steamer South America, which was burning from bow to stern. Smoke was also making the tugs keep some distance from the vessel. Salvage experts said to-day that there was little hope of saving her. Earlier, a salvage crew had to abandon the ship because of the risk of an explosion.—Reuter.

—Rotterdam, Feb. 14.—Steamer South America was put aground on Maasvlakte with serious fire on aftship, which now spread to fore-ship.

—Antwerp, Feb. 14.—Steamer South America: Salvors commenced pumping water into No. 4 hold on Feb. 13 but further outbreak of fire occurred in No. 1 hold and salvors obliged to suspend fire-fighting operations and leave vessel. Vessel now anchored with three anchors and one tug standing by. Understand fire burning fiercely in way of foreship. Arrangements made to proceed to vessel with owners' representative and master to-day.—Salvage Association's Surveyor.

**SOUTH AMERICA.**—Antwerp, Feb. 14.

—Steamer South America: Have examined vessel in company with owners' superintendent and master from tug Steenbank. Examination revealed shell plating above loaded waterline overheated and buckled on port and starboard sides from stem to stern except in way of engine-room and poop. Forecastle space burnt out, bridge partly collapsed and accommodation in way burnt out, engineers' accommodation and poop partly burnt out, upper deck in way of Nos. 4 and 5 holds collapsed into 'tween deck with mast-house aftermast, hatch coamings and winches. Fire raging in way of Nos. 1, 2 and 2A holds, with flames visible from Nos. 2 and 2A hatches. Smoke issuing from boiler-room and galley vents, also Nos. 4 and 5 hatches. Necessary reconstruct the vessel above loaded waterline, renewing 1,000 tons of steel plus furniture, fittings, navigation equipment, winches, pipe-work and electrical equipment. Tug Maasbank still alongside playing fire hoses on foredeck but impossible at this stage to board vessel.—Salvage Association's Surveyor. (See issue of Feb. 15.)

—Antwerp, Feb. 15.—Steamer South America: Understand tug Maasbank relieved but tugs Steenbank and Schouwenbank in attendance on casualty and presently pumping water on board.—Salvage Association's Surveyor.

**SOUTH AMERICA.**—Antwerp, Feb. 18.—

Steamer South America: Fire still burning in Nos. 1, 2 and 2A holds and smouldering in Nos. 4 and 5. Upper deck in way of Nos. 1 and 2 now collapsed into 'tween deck. Salvors continuing to pump water on board at high tide in an endeavour to extinguish fire, after which value of remaining cargo will be assessed and decision taken in conjunction with Rijkswaterstaat, harbour authorities and cargo surveyor as to most economical and expedient method of discharge. Consider repair of hull not an economical proposition. —Salvage Association's Surveyor. (See issue of Feb. 16.)

P.T.O.

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FRIDAY 11 MAR 1966

Burnt 2.66

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NOTED FOR POSTING



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

Ship's Name SS/MS

Gross tons

Date of Build

Casualty notice sent to Owners

Owners' Reply

Owners

Details of classification


Details of casualty

Date of casualty

SOURCE OF INFORMATION

223/2/66

**SOUTH AMERICA.**—Antwerp, Feb. 22.—Steamer South America: Boarded vessel from tug Maasbank on Feb. 21. Fire still smouldering in forward holds. All holds, deep tanks, boiler-room and engine-room flooded to approximately 'tween deck level amidships. Shell badly buckled overall on port and starboard sides, with very heavy bulge port side in way of bridge and starboard side in way of No. 5 hold. Upper deck and 'tween decks in way of holds heavily sagged to approximately 5 ft. under forward and aft masts. Shell rivets sprung and water leaking from vessel starboard side at forward end of No. 1 hold, also port and starboard sides amidships in way of Nos. 2 and 2A holds and deep tanks. Riveting of deck plating also sprung in various places and odd rivets sheared. Sheerstrake commencing to fracture on port and starboard sides at aft ends of accommodation ladder recesses and fractured to a depth of 6 in. port side at forward end of recess. Vessel completely gutted from stem to stern above 'tween deck except galley. All lower holds still filled with cargo to just below 'tween deck and in view of seriously weakened condition of hull consider prospects of refloating with cargo on board poor. — Salvage Association's Surveyor. (See issue of Feb. 19.)

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**SOUTH AMERICA.**—Antwerp, Mar. 5.—Steamer South America: Permission granted to enter Ooster Schelde and jettison burnt cargo, but weather conditions presently prevent refloating operations. Vessel sinking into sand aft. Deck plating fractured abaft amidships house and oil fuel escaping from No. 2 double bottom tank air pipes. Situation deteriorating rapidly.—Salvage Association's Surveyor. (See issue of Feb. 26.)

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**SOUTH AMERICA.**—Antwerp, Feb. 25.—Steamer South America: Advised that salvors hopeful refloat vessel with cargo on board when weather improves and permission requested to allow vessel to enter Ooster Schelde, where burnt cargo will be jettisoned and wet cargo discharged. Authorities decline to allow vessel to enter the Nieuwe Waterweg or Wester Schelde and permission to enter Ooster Schelde dependent on analysis of burnt cargo, which presently in hand with Government department concerned.— Salvage Association's Surveyor. (See issue of Feb. 23.)

Suggested record

Date of Committee

Minute



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