

# REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 12247 in R.B. Wreck Book, p. 30/62 Date of writing this report 30th May, 1962.

Ship's Name m.s. "GEM" of Monrovia Tons { Gross 9260 Net 5743

Built at Odense When 1938 7 Casualty notice sent to Owner --- Owner's reply ---

Owners Urania Transportation Co., Inc.

Managers ---

Address c/o A. Willard Ivers Inc., 75, West Street, New York 6, U.S.A.

WRECK SECTION No. 088

WRECK SECTION

No. 11

### Classification details

+100A1	+ LMC CS6,58
oil tanker	BS A11,60
7,61	sp 6,58
ss 6,58	
Reclassified 6,58	ts 9,59 CL

Date of Casualty 8th March, 1962.

Details of Casualty

This ship broke in two in lat. 33 33N., long. 75 18W. in heavy weather. Both sections were taken in tow and arrived Jacksonville where they are now being broken up.



### SOURCE OF INFORMATION

New York, Mar. 8. — Liberian motor tanker Gem was reported to have broken in two off the North Carolina coast early to-day, the United States Navy said at Portsmouth, Va. Motor vessel Jytte Skou sighted the bow section of the tanker floating and flares were seen coming from it. The Navy has sent three destroyers to the scene. — British United Press.

Portsmouth, Va., Mar. 8. — Motor tanker Gem, caught in an Atlantic storm, was broken aft of amidships, according to a report reaching the Coast Guard here to-day. Danish motor vessel Jytte Skou reported sighting flares 100 miles east of Cape Fear, North Carolina, at 5 a.m., local time, and raced towards them. On investigation, she found the Gem completely blacked out and radioed the Coast Guard she could see three men on the bridge and was standing by to give help if needed. The Coast Guard contacted Navy destroyers in the area and asked them to hurry to the scene. — Reuter.

Portsmouth, Va., Mar. 8. — Motor tanker Gem: A Coast Guard C-130 search and rescue plane has been sent to help in the rescue operations. The Noa is one of the three destroyers going to the vessel. A Coast Guard spokesman here said there had been no report of injuries to the crew of the Gem when the last message from motor vessel Jytte Skou was received at about 8 a.m., local time. The spokesman said seas in the area were rough, with waves of 20 to 25 ft. Winds were very strong, occasionally reaching gale force. — Reuter.

New York, Mar. 8. — At 5 30 a.m., Mar. 8, motor tanker Gem broken amidships in lat. 33 33 N., long. 75 18 W.

Portsmouth, Va., Mar. 8. — A Coast Guard plane later reported sighting the stern section of motor tanker Gem and said 10 men could be seen on board. — Reuter.

New York, Mar. 8. — The Coast Guard said 10 of the crew of the motor tanker Gem had been seen on the stern section and three on the bow section. A Coast Guard plane sighted the stern section about five miles from the bow section. A makeshift sign on the stern section indicated it carried a crew of 27. — British United Press.

Wilmington, N.C., Mar. 8. — Liberian motor tanker Gem broken in two off North Carolina coast in position lat. 33 56 N., long. 75 12 W. Stern section sighted by Coast Guard planes in lat. 33 23 N., long. 75 8 W., with about 10 survivors on board. Three Navy destroyers en route.

GEM. — Portsmouth, Va., Mar. 8. — Motor tanker Gem broke in two in heavy seas to-day about 100 miles off Cape Fear, Virginia, the Coast Guard here reported. Danish motor vessel Jytte Skou was standing by the bow section. United States destroyers Noa and Stribling and cruiser Huntington were proceeding to the scene through waves up to 25 ft. high. In Washington, the Navy stated the warships were expected to reach the Gem about 8 p.m., G.M.T. It was reported there were no injuries among the men on the stern section, the engines were in order, and there was no flooding. — Reuter. (See issue of Mar. 9.)

New York, Mar. 8. — Motor tanker Gem, (Rio Haina) for Baltimore loaded with molasses, broke in two during severe storm in night of Mar. 7-8. Reported position of bow section lat. 33 33 N., long. 75 18 W. United States Coast Guard vessel reported standing by and eight members of crew taken off this section by motor vessel Victoria. Reported position of stern section lat. 33 23 N., long. 75 8 W. Understand Victoria proceeding for stern section to remove balance of crew. Weather reported extremely bad. Owners, with our approval, arranged for salvage tug Zealand to proceed promptly from Bermuda on "no cure no pay" Open Foam basis view recover sections and tow same into port. — Salvage Association's Surveyors.

London, Mar. 8. — The owners of tug Zealand report that the vessel

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P.T.O.

Suggested Record "BROKE IN TWO 3,621 - BROKEN UP"

Date of Committee FRIDAY - 1 JUN 1962

Committee's Minute Broken up

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is proceeding from her Bermuda station for the position of motor tanker Gem.

New York, Mar. 8. — Seven men and master from motor tanker Gem now on board motor vessel Victoria. Stern section under way at two knots, three Navy vessels alongside.

Portsmouth, Va., Mar. 8. — A spokesman for the owners of motor vessel Victoria said that the Victoria sighted the two sections of motor tanker Gem as she was proceeding to New York from Nassau. The master sent a lifeboat to the bow section of the Gem and took off eight men. The rescue took place about noon, he said. The Victoria then proceeded for the stern section, which had by then drifted about 10 miles away, to pick up the 27 crew members on board. The spokesman said the latest report from the Victoria said that she had resumed course for New York and expected to arrive there to-morrow afternoon.—Reuter.

New York, Mar. 8.—The United States Navy reported that three warships had taken off 26 men from the stern section of motor tanker Gem. The chief engineer has apparently remained on board the stern section of the Gem to prevent it from being claimed by salvors. The 26 men taken off the stern are being taken to Mayport, Florida, in destroyer Stribling.—British United Press.

New York, Mar. 9. — Three United States warships and motor vessel Victoria yesterday took off 35 people from Liberian motor tanker Gem. The chief engineer at first elected to remain on the stern section of the ship, apparently to claim it for the owners, but he was eventually taken off. Destroyer Noa is standing by the two sections of the ship until they can be taken in tow.—British United Press.

New York, Mar. 9. — Motor tanker Gem: Stern section in lat. 33 23 N., long. 75 W., bow section in lat. 33 34 N., long. 75 18 W., p.m., Mar. 8, both drifting. Entire crew removed, first officer killed.

GEM.—New York, Mar. 9. — Twenty-six survivors from motor tanker Gem were put ashore at Mayport, Florida, by United States destroyer Stribling to-day. One of them was a stowaway.—Reuter. (See issue of Mar. 10.)

New York, Mar. 9. — Motor tanker Gem: Merritt's salvage tugs Curb and Cable also proceeding towards sections. (Later) Curb arrived alongside bow section at 6 50 p.m. to-day and reports seas rough but section riding well, with bridge attached. Salvage crew will endeavour to board at daylight on Mar. 10 to attach towing hawser with view to proceeding to nearest safe port. Cable in touch with United States Coast Guard vessels standing by stern section and should arrive at location before midnight to-night. No information concerning position of tug Zealand.—Salvage Association's Surveyors.

New York, Mar. 10. — Motor tanker Gem, p.m., Mar. 9: Bow section: Merritt-Chapman & Scott's salvage tug Curb standing by, position lat. 33 36 N., long. 75 26 W. Stern section: Merritt-Chapman & Scott's salvage tug Cable standing by, position lat. 33 44 N., long. 75 27 W., reported light lines attached; will tow to Jacksonville.

GEM. — New York, Mar. 10. — Motor tanker Gem: Merritt's report tugs standing by both sections awaiting weather moderating to attach towline; very rough seas, wind 30 knots, north-east. Owners advised N.V. Bureau Wijsmuller other salvor arrived both sections. — Salvage Association's Surveyors. (See issue of Mar. 12.)

New York, Mar. 11. — Motor tanker Gem: Tug Cable connected to stern section at 9 30 a.m., Mar. 11, and proceeding Jacksonville. Draught 32 ft. aft, 18 ft. forward, salvage crew on board. Tug Curb connected to bow section at 12 15 p.m., Mar. 11, and proceeding Jacksonville with salvage crew on board. Break occurred about 80 ft. forward of poop structure. — Salvage Association's Surveyors.

New York, Mar. 12. — Motor tanker Gem: Bow section in tow of tug Curb and stern section in tow of tug Cable; proceeding Jacksonville.

GEM.—New York, Mar. 12.—Motor tanker Gem: Position of stern section tow at noon to-day lat. 31 52 N., long. 76 27 W. Position of bow section tow lat. 34 47 N., long. 75 26 W. Winds reported 28-33 knots, with heavy seas. Average progress of stern tow 2.3 knots, bow tow 3.8 knots. — Salvage Association's Surveyors. (See issue of Mar. 13.)

GEM.—New York, Mar. 12.—Motor tanker Gem: Stern section was taken in tow at 9 30 a.m., Mar. 11, by Merritt's tug Cable in lat. 32 39 N., long. 75 46 W. Bow section was taken in tow at 12 45 p.m., Mar. 11, by Merritt's tug Curb 50 miles south Diamond Shoal, bound Jacksonville. (See later report in issue of Mar. 14.)

New York, Mar. 14. — Motor tanker Gem: Towage of two sections proceeding slowly but without incident, with weather moderating. Estimated dates of arrival at Jacksonville stern section Mar. 16, bow section Mar. 19.—Salvage Association's Surveyors.

GEM. — New York, Mar. 18. — Motor tanker Gem: Stern section moored Mar. 17 Commodore Point, Jacksonville, where some loose shell plating beyond hull line cut away following diver's examination. Bow section moored Mar. 18, same place, where diver's examination carried out. Following above, tugs Cable and Curb departed.—Salvage Association's Surveyors. (See issue of Mar. 16.)

GEM. — New York, Mar. 21. — Motor tanker Gem broke in way of No. 5 cargo tanks, contaminating cargo in No. 6 cargo tanks and flooding pump-room forward of No. 5 cargo tanks. Pump-room now pumped out and made tight and underdunn sections will be towed to Molasses Wharf, Jacksonville, for cargo discharge on Mar. 22. Owners' representative and our surveyor carried out examination of sections afloat and, based on renewal of 680,000 lb. of steel plate and internals, part renewal of catwalk, piping, electric cables, deck fittings, cargo lines, heating coils and tank ladders, renewal of three lifeboats, complete reconditioning of accommodations and necessary drydocking for examination, repairs and joining sections, we consider cost in excess of insured value. Understand all charges relative to removal of cargo being absorbed by cargo interests from 5 p.m., Mar. 20, and they warned that extreme care necessary to maintain stability of sections during discharge of cargo.—Salvage Association's Surveyors. (See issue of Mar. 20.)

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