

# WRECK REPORT OF TOTAL LOSS, CASUALTY, &c.

WRECK SECTION No. 578

SECTION 3441

No. 05729 in R.B. Wreck Book, p. 17/50

Date of writing this report 13th April 1950

Vessel's Name *No. Tanker "Clam"* of *London*

Tons (Gross 7404 Net 4283)

Built at *Amsterdam* When *1927* 3 Casualty notice sent to Owner *30.3.50*

Owner's Name *Anglo-Saxon Petroleum Co. Ltd.*

Owner's reply *6.4.50*

Address *St. Helen's Court, London, E.C.3.*

Case previously before Date Last Minute

Particulars of Classification  
*IL100 A1 FLMC1047  
7.49 HINE1047  
SS. Shl-1047 DBS8.49  
TSN 647CL  
OIL ENGINES  
Carrying Petroleum in bulk*

Casualty *28th February, 1950*

of particulars of Casualty

This tanker was driven ashore at Reykjavik on the 21st February, 1950, and was refloated two days later. Owing to damage sustained by the sternpost it was impossible to use her engines and steering gear and she was taken in tow for the United Kingdom.

On the 28th February the tow rope broke and the vessel stranded on rocks in an exposed position near Reykjanes Lighthouse, S.W. Iceland. She became full of water, was hogged in way of the after cargo tanks, side plating was badly buckled and fractured on port side, and extensive damage to the bottom plating was visible from forward to abaft the bridge.

It is considered impracticable to salvage the ship, but there is a possibility of refloating and placing her in a more sheltered position for stripping.

In reply to the casualty notice the Owners state that owing to the serious damage sustained, they were compelled to give Notice of Abandonment to their Underwriters. This was formally declined on the usual terms and the Owners are collating the documents to establish their claim for a total loss.

### SOURCE OF INFORMATION.

CLAM. - Reykjavik, Feb. 21. - Motor tanker Clam drove ashore at Reykjavik to-day.

LL 222.50

London, Feb. 21. - Motor tanker Clam moored at Laugarnes at 7 p.m. yesterday (from Curacao). At 5.30 a.m. to-day a strong westerly gale unexpectedly blew up, causing ship to drag both anchors. Shore wires held, but vessel was driven into shallow water and grounded. Gale is still raging and no communication with vessel possible until weather moderates. No apparent damage to ship can be seen.

The British motor tanker Clam (7404 tons gross), from Curacao, moored at Laugarnes, Reykjavik, dragged her anchors during a westerly gale and went aground.

CLAM. - Reykjavik, Feb. 23. - Motor tanker Clam refloated. (See issue of Feb. 22.)

" 24/2

CLAM. - London, Feb. 24. - Motor tanker Clam: The following cable has been received, dated Feb. 23: Gale subsided at mid-day on Feb. 22. Pumping recommenced during the afternoon and further 1200 tons discharged by 8 p.m. Vessel then sufficiently light astern for attempt to refloat at high water, which was successful. Vessel now lying at anchor in Reykjavik roads; balance of cargo being lightened. Damage to sternpost renders use of engine and steering gear impossible. Shell Marine superintendent now on board. (See issue of Feb. 22.)

" 25/2

CLAM. - Reykjavik, Feb. 27. - Motor tanker Clam and tug ENGLISHMAN left here to-day for the United Kingdom (Cardiff). (See issue of Feb. 25.)

" 1/3

Stonehaven Radio, Feb. 28. - Following received from British tug ENGLISHMAN at 6.44 a.m., G.M.T.: Pan Pan Pan (urgency signal) we require lifeboat assistance (remainder unread and no further communications heard).

Garelochhead, Feb. 28. - Tug Bustler left at 8.20 a.m. to proceed to assistance of motor tanker Clam. - Metal Industries (Salvage), Ltd.

Reykjavik, Feb. 28. - Motor tanker Clam left here in tow yesterday, tow rope broke and vessel stranded at Reykjanes. Six of crew perished, four now ashore. National Safety Association trying to save remaining crew of 42 men. (Later.) Twenty-three men saved, 28 perished.

Reykjavik, Feb. 28. - Thirty-two men from the British motor tanker Clam are believed to have been swept to their death when their lifeboats capsized off western Iceland to-day. Their vessel stranded after breaking loose from the tug ENGLISHMAN, which was towing her to United Kingdom. Both vessels left at 8 a.m. yesterday. At 6 a.m. to-day the tow-line broke and the Clam was carried ashore. The shore was only 100 yards away, but 36 men thought they were in danger and clambered on board two lifeboats. Fifteen men stayed on the Clam. They watched boiling seas swamp their comrades, mostly Chinese, and then they were rescued by breeches buoy. Only four men from the lifeboats have been picked up. The Clam stranded off Reykjanes, she is not in immediate danger. - Reuter.

London, Feb. 28. - Motor tanker Clam: The owners of the tug ENGLISHMAN state that she is returning to Reykjavik.

### British Tanker "Clam" Ashore

The Anglo-Saxon motor tanker Clam (7404 tons gross), which left Reykjavik on Monday for Cardiff in tow of the tug Englishman, broke adrift from her tug yesterday morning and went ashore at Reykjanes. It is understood that 28 members of her crew were drowned while trying to reach the shore. A week ago the Clam dragged her anchors during a westerly gale while at Laugarnes and went aground, refloating some two days later.

P.T.O.

Suggested Record  *Wrecked 2.50*

Date of Committee *FRI, 14 APR 1950*

Committee's Minute *wrecked 2.50*



Lloyd's Register Foundation

W1023-0004 1/2

*Clamp*

*note off*

*(with endorsement) subject (M)*

LL 23.50

**CLAM.** — Reykjavik, Mar. 1. — Captain L. E. Clayton, master of the British motor tanker *Clam*, which ran aground at Reykjanes yesterday with the loss of 27 lives, said panic broke out among the crew, mostly Chinese, as the vessel was driven ashore. He was unable to prevent lifeboats being lowered, and men piled into them entirely oblivious of the dangerously high seas, the master added. Twenty-three officers and men were rescued. — Reuter. (See issue of Mar. 1.)

London, Mar. 1. — The tug **ENGLISHMAN** has returned to Reykjavik with survivors from the motor tanker *Clam*.

Reykjavik, Mar. 1. — Motor tanker *Clam* stranded near Reykjanes Lighthouse on flat rock about 30 metres from the shore and reported full of water owing to heavy swell. Survey impossible now, prospects of refloating considered dubious. Sea is breaking over vessel but bridge, funnel and masts still not broken as far as can be seen. In view of high value suggest Salvage Association sending special officer for

investigations. Weather at present bad with heavy wind from W. and SW.; vessel therefore very exposed for breaking. — Lloyd's Agents per Salvage Association. (Note.—A Salvage Association special officer is due at Reykjavik, tomorrow, Mar. 2.)

London, Mar. 1. — The owners of the motor tanker *Clam* report that their marine superintendent and Lloyd's surveyor will attempt to board vessel as soon as gale moderates. Salvage Association's representatives also proceeding to Iceland.

Garelochhead, Mar. 1. — Tug *Bustler* is due at motor tanker *Clam* at noon on Thursday (Mar. 2). — Metal Industries (Salvage), Ltd.

**CLAM.** — Reykjavik, Mar. 3. — Motor tanker *Clam*: Tug *Bustler* arrived here yesterday. (See issue of Mar. 2.)

" 6/3

**CLAM.** — Reykjavik, Mar. 4. — Motor tanker *Clam*: Stranding position lat. 63 48 30 N., long. 22 43 30 W. Sighted casualty from a position approximately 100 ft. from vessel. Vessel is exposed to all weather from NNW. through W. to SE., ashore on rocks. Extensive bottom damage visible in way of forward cargo tanks, forefoot torn away to 8 ft. draught mark, shell plating on port side in way of after cargo tanks badly buckled. Heavy seas breaking over vessel, and deck fittings damaged. No sign of hogging or sagging. Consider prospects of salvage poor owing to exposed position and estimated extensive bottom damage. Endeavouring to arrange to board vessel during low water on Saturday (Mar. 4) or Sunday. — Salvage Association's Special Officer. (See issue of Mar. 6.)

" 7/3

Reykjavik, Mar. 6. — Motor tanker *Clam*: Westerly gale prevented boarding vessel but sighted her from shore at low water on Sunday, Mar. 5. Vessel now hogged in way of after cargo tanks, side plating badly buckled and fractured on port side, extensive damage to bottom plating visible from forward to abaft bridge, deckhouses and fittings badly damaged and partly washed away. Consider vessel a constructive total loss. — Salvage Association's Special Officer.

A gale prevents boarding of the Anglo-Saxon motor tanker *Clam*, which is aground at Reykjanes, but from the shore extensive damage is visible and the vessel is considered a constructive total loss.

**CLAM.** — London, Mar. 6. — Interviewed in London to-day, Captain Clayton, M.B.E., the master of the motor tanker *Clam*, categorically denied that he ever stated that the Chinese crew had panicked when the vessel ran aground at Reykjanes in the night of Feb. 27-28. On the contrary, the Chinese behaved in an exemplary manner, and, indeed, said Captain Clayton, he could not speak too highly of their excellent behaviour. (See issues of Mar. 2 and 7.)

" 9/3

Reykjavik, Mar. 8. — Eight bodies have been washed ashore near the wreck of the motor tanker *Clam*. The vessel is now breaking up after the very heavy battering it has received. — British United Press.

**CLAM.** — Reykjavik, Mar. 10. — Motor tanker *Clam*: Boarded on Thursday, Mar. 9. Vessel hogged approximately 4 ft., shell plating port and starboard buckled heavily, no sign of fractures in decks or sheerstrake, fore and aft fractures 2 ft. in way of buckle, and 'tween deck, port and starboard side, set in from bridge forward, starboard and deck stringer plate set up, minor buckling of shell plating full length of port side. Deckhouses badly damaged, 95 per cent. of accommodation fittings destroyed, all deck fittings from bridge aft destroyed. All tanks and engine-room tidal, estimate vessel now resting fore and aft, depth of water on seaward side at low water 8 ft. forward and 24 ft. aft, draught of vessel at low water 8 ft. forward and 28 ft. aft. Consider impracticable to save vessel, but consider there is a possibility to refloat vessel and place in more sheltered position for stripping. Endeavouring to obtain stripping contract, which preferable to sale. Have recommended owners' representative here to sign preliminary contract with local fishermen to recover small equipment and stores, salvors to receive 25 per cent. net of salvaged value. — Salvage Association's Special Officer. (See issue of Mar. 9.)

" 13/3



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(with endorsement) subject (M)