

Gross 7404

Vessel built at Amsterdam

By whom Nederl. Schips Maats.

COPY.

No. 1668

Lloyd's Register of Shipping.

MAR 1950

Wreck Report 13/4/50



Port Reykjavik,

24th February 1950.

Please Attach wreck report.

+ 100A/1

This is to Certify that

Viggo R. Jessen,

the undersigned Surveyor to this Society did at the request of Messrs. Trolle & Rothe Ltd., Reykjavik, attend on board the M/V. "CLAM", 7404 tons gross of London, while lying anchored outside the Reykjavik-Harbour, on the 24th of February 1950, after damage on Rudder and Rudder Post, stated caused by grounding on the 21st February.

The damage was examined by a diver on the 22nd February and he reported as follows:-

"PROPELLER. As the sea was a little muddy, it was difficult to see the damage on the propeller, yet I saw a tip bent on one blade, but whether there was any deformation on the propeller, I could not see under these circumstances. The cement was partly broken of the propeller nut.

HEEL. The sole-piece of stern frame is broken near propeller post, also bent over to starboard, and in between the propeller blades, besides this the stern post is broken 9 feet above the keel, also there is a rift between the stern post and the hull plate in the upper end on the port board side

RUDDER. The heel pintle is broken, and the rudder is bent over to the star board side, and the rudder is cracked in the bend, and the

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(Rpt. 10.) 20m.12.48.

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LICENCE CASE

Committee's Minute

FIL 28 OCT 1949

Lloyd's Register

9 MAR 1950

M/V. "CLAM".

Contd.

bend is between the heel pintle and the brace next above the heel pintle".

The following damages were found when attending on board the ship:-

A slightly leakage have been observed into piston cooling tank, lube oil tank and aft peak.

The rudder head is set up (lifted) about 1 1/4", but locking pintle in rudder is in order, so stern post seems to be set up, which have caused a brake down of the steering gear, where 3 rams are broken, one gland, and some other parts of the gear may be broken or damaged.

The water tight bulkhead, between the engineroom and the aft peak tank top, were carefully examined and found in good condition.

After having surveyed the vessel, and by the request of the Owners, I RECOMMEND that she is seaworthy to be towed from Iceland to England, as a "dead" ship subject to being placed in dry dock for further examination and repairs, upon arrival at Cardiff, where the vessel is now proceeding.

V. R. Jessup

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