

WRECK BAY
No. _____

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 86632 in R. B. Wreck Book, p. 95/41

Date of writing this report 19

Vessel's Name *Twin S.S. "Zamzam"* of *Alexandria* Tons {Gross 8299
Net 5165Built at *Belfast* When *1909* 2 Casualty notice sent to Owner Owner's replyOwner's Name *Société Miss de Navigation Maritime*Address *151, Rue Emad El Dine, Cairo*Case previously before {
Classing Committee. {
Date
Last Minute

Particulars of Classification.

| | |
|-----------------|---------------------------|
| +100A1 | +LMC1238 |
| 1139 | BS1240 |
| SS 2nd No 3-234 | TS137CL |
| SS No 1-38 | Fitted for oil fuel 10/19 |
| | FP above 150°F |

Date of Casualty 17th April, 1941

Précis of particulars of Casualty Sunk by a raider in the South

Atlantic on the 17th April, 1941.

R SECTION N° 32

SOURCE OF INFORMATION.

THE STEAMER "ZAMZAM"

NEW YORK, Tuesday
The Columbia Broadcasting System quotes the German radio last night as saying that the steamer *Zamzam* sank en route for Cape Town. The Germans, it was pointed out, said the same thing earlier, but they did not say why she sank.—Reuter.

BERLIN, Tuesday
A Wilhelmstrasse spokesman stated that the crew and passengers of the Egyptian steamer *Zamzam* are safe and sound in occupied territory.—Reuter.

THE "ZAMZAM" SINKING

Germany Observes International Law

The United States has asked the German Government for full details concerning the 138 Americans on board the steamer *Zamzam*, who are stated in Berlin to have been saved. The State Department has cabled to the American Embassy in Berlin to obtain this information, states Reuter.

It was stated in London yesterday that the fact that the German ship which sank the *Zamzam* had previously taken off the passengers and crew meant that, for perhaps the first time since the war began, Germany had observed the rules of international law. Why she had suddenly decided to do so was a matter of conjecture, though it might be that while the ship was of Egyptian nationality, the United States constituted the main interest in the passengers and cargo. Under international law, if a captured vessel is liable to become a dangerous liability to the capturing ship, the latter is entitled to sink her, first having taken care of the crew and any passengers.

Suggested Record

OMITTED FROM R.B.

Date of Committee

1 JUL 1941

Committee's Minute

OMITTED FROM R.B.



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