

Wreck Report No. 15787

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 52258 in R.B. Wreck Book, p. 72/61 Date of writing this report 17th May, 19 61.

Ship's Name s.s. "ARIETTA" of Piraeus Tons { Gross 7460
Net 4503

Built at Sunderland When 1941 10 Casualty notice sent to Owner 27.4.61. Owner's reply ---

Owners No. 6372 Jones Maritime Co., Ltd.

Managers ---

Address c/o S. Livanos Shipbrokers, Ltd., Trent House, 55-57, St. Mary Axe, E.C.3.

Classification details

BS *	MBS *10,59
with freeboard	BS M 7,60
7,60	sp 10,59
ss 10,59	
	ts 7,60 CL

of Casualty 17th March, 1961.

Is of Casualty

This ship sustained extensive damage after grounding near Novorossisk; she subsequently refloated and is considered to be a Constructive Total Loss.

No reply has been received to a letter addressed to the owners on 27th April, 1961.

SOURCE OF INFORMATION

ARIETTA. — London, Mar. 18. — The London agents of steamer Arietta have received the following messages from the master:

Timed 8 10 p.m., G.M.T., Mar. 17: Vessel cracked in middle outside galley underneath and on deck. Damage extends to engine-room. Pumping water with difficulty. Tug alongside. Wind NW., force 5 (fresh breeze); rough.

Timed 10 1 p.m., G.M.T., Mar. 17: Damage not spreading. Weather improving. Coping with incoming waters. Impossible to carry on voyage without inspection after refloating. Double bottom tanks filled up with ballast to avoid pounding and movement. Anchors out. Awaiting developments. (Note.—Arietta stranded near Novorossisk early on Mar. 17 while on voyage from Novorossisk to Liverpool with a full cargo of grain.)

ARIETTA.—London, Mar. 21.—The London agents of steamer Arietta have received the following message from Novorossisk, timed 5 29 p.m., Mar. 20: Arietta now discharging to refloat vessel. (See issue of Mar. 20.)

London, Mar. 21.—The London agents of steamer Arietta have received the following messages from Piraeus:

Timed 7 25 p.m., Mar. 20: Discharging into lighter Bograti, discharging from hold No. 5; ballast pump piping valves taken off of double bottom tanks Nos. 2 and 3 and water leaking into boiler-room, which is being pumped continuously. Soundings of double bottom tanks and bilges of hold No. 3 show reduction. Wind SE., force 4 (moderate breeze), moderate sea.

Timed 4 a.m., Mar. 21: Ship's position remains the same. Discharge from No. 4 has stopped. We continue Nos. 1 and 2 emptying aft double bottom tanks. Wind SSE., force 4, slight sea. Water being pumped continuously.

Timed 4 45 a.m., Mar. 21: Bilges and holds Nos. 1 and 2 present waters, which are being pumped continuously. Discharge of Nos. 1 and 2 continues.

Timed 7 a.m., Mar. 21: Discharge continues. Diver has inspected the bottom. Draught of water starboard side 24 ft. only in starboard quarter engineers' accommodation 23 ft. 6 in. Port side 25 ft. and only at the end of the after part of the engine accommodation 24 ft. 6 in. Sketches of soundings with indications of groundings have been kept. Weather rainy, sea calm.

Timed 9 30 a.m., Mar. 21: Discharge continues from aft by floating crane in order to expedite. Rain stopped, weather fine.

Timed 11 55 a.m., Mar. 21: Bottom, from grounding point to the point where we are now, sandy with pebbles. Results of inspection by diver port side a vertical crack of unknown height, starboard side dry. This information in my opinion unfounded. We are getting ready for refloating trials. Double bottom tanks Nos. 5, 6, 7 and 8 empty. Cargo discharged 709 tons. We continue discharging. Winds blowing from our starboard side, weather raining.

Timed 3 25 p.m., Mar. 21: Continue efforts to refloat.

Timed 3 45 p.m., Mar. 21: Stopped work without any result.

ARIETTA. — London, Mar. 22. — The London agents of the owners of steamer Arietta have received the following cables from the vessel via Piraeus:

Timed 7 p.m., Mar. 21: Discharging continues from Nos. 1 and 2 holds. Wind NNW., force 4 (moderate breeze), sea calm.

Timed 5 30 a.m., Mar. 22: Weather bad, wind SE., force 4, moderate sea, cloudy and rain. Vessel digging in more towards the shallows.

Timed 7 20 a.m., Mar. 22: Discharging from Nos. 1 and 5 holds. Wind SE., force 5 (fresh breeze), moderate sea, raining, visibility limited. Two salvage boats are holding the vessel to prevent her digging in towards the shallows.

Timed 9 10 a.m., Mar. 22: Ship's head 217 deg., wind and sea from the port side, draught forward 25 ft. 6 in., aft 23 ft. 6 in., vessel sitting in the middle, draught at point of contact 24 ft. We are discharging. Wind SE., force 6 (strong breeze).

Timed 10 50 a.m., Mar. 22: Heavy seas. Trying to refloat with three tugs. (See issue of Mar. 22.)

Suggested Record "WRECKED 3,61"

Date of Committee FRIDAY 26 MAY 1961

Committee's Minute

ARIETTA.—London, Mar. 23.—The London agents of the owners of steamer Arietta have received the following message from the master, via Piraeus, timed 4 p.m., Mar. 22: Discharging interrupted owing to bad weather. At 2 p.m., efforts to refloat without result. Vessel, on account of bad weather, presents considerable damages in engine-room. Wind SE., force 7 (near gale), heavy seas, barometer 26.69 in. (See issue of Mar. 23.)

London, Mar. 23.—The London agents of the owners of steamer Arietta have received the following from Piraeus, dated Mar. 23: Master reports:

Timed 5 a.m.: Vessel aground heading 199 deg. Wind SSE., force 7 (near gale), agitated sea. Vessel straining on account of the waves breaking against her. The chief engineer reports that on account of the fresh damages caused to the vessel it is impossible to pump out the waters that are leaking into the ship. Also, the circulation of the refrigerator is defective and we are risking loss of all provisions. So far, the double bottom tanks dry except No. 8 tank, but now they become full of water. I advised by telegram the salvors of the fact, also Inflat. The salvors have placed a pump on board and they are pumping the waters coming into the ship. The chief engineer reports that only the vessel's dynamo is working with the exhaust to the atmosphere. Boiler fan has sustained damage. The starboard boiler is working.

Timed 6 45 a.m.: Chief engineer reported that he considered dangerous the working of the boiler owing to the vessel's vibrations and it will go out. In such case, no function neither lighting will exist on board the ship. I have ordered to make a detailed list of the engine-room damages, which I shall telegraph to you. The bad weather increases. We are afraid that after the boiler is out, it will be difficult for us to communicate by wireless and it is also possible that the crew will demand to land.

Therefore, we must give from now instructions for the master so that he knows what to do until the arrival of Captain Kamini.

London, Mar. 23.—The London agents of the owners of steamer Arietta have received the following message from the master, via Piraeus, timed 9 a.m., Mar. 23: Vessel's condition: Water appeared in No. 1 hold, impossible to ascertain leakage. According to information received from the salvors' director, the weather will shortly become force 9 (strong gale). Therefore, vessel's position very dangerous and the landing of the crew will become difficult. Therefore, I ordered the landing of the crew into the salvage vessel Gromovoy and I kept on board the indispensable men for the

ship's safety. Weather bad, barometer 29.55 in. Chief engineer's report regarding damage to machinery: Ballast and general service donkey pump broken, steam chest delivery ballast pump broken, auxiliary machinery been broken, sundry damages to thrust shaft and main engine bedplate, distortion of sundry stair supports in the alleyway, engine- and boiler-room floors, distortion of engine- and boiler-room bulkheads, denting of boiler fan shell, main condenser discharge pipe broken, evaporator wasting pipe broken, air pump suction from the condenser broken, double bottom tanks Nos. 3, 4, 6 and 7, port side and starboard side, full of water, tunnel plating dented and propeller shaft appears to have come out of position.

London, Mar. 23.—The London agents of the owners of steamer Arietta have received the following messages from the master, via Piraeus:

Dated Mar. 23: Twenty-two crew members boarded tug Gromovoy, nine remaining on board for ship's safety. Wireless working with accumulators. Weather SSE., force 8 (gale), stormy. Awaiting developments.

Timed 2 50 p.m., Mar. 23: Weather improved. Crew returned on board. Salvors preparing to discharge cargo by means of electric cranes.

ARIETTA.—London, Mar. 24.—The London agents of the owners of steamer Arietta have received the following messages from the master, via Piraeus: Timed 4 30 p.m., Mar. 23: Last night tried to refloat Arietta with tugs but unsuccessful.

Time of origin not known: Total cargo discharged 1180 tons; awaiting to continue discharging. Condition of vessel unchanged, wind NNW., force 5 (fresh breeze), barometer 29.59 in., rain.

Timed 6 20 a.m., Mar. 24: Weather (wind) north, force 2 (light breeze), calm sea. Vessel heading 214 deg., draught forward 30 ft., aft 22 ft. Water level in No. 1 hold increasing, as well as in bilges and other holds. Pumping of incoming water in the engine-room from the piping of forward bilge is being effected by electric pumps from salvage tugs. Starboard boiler has been put into operation for the discharging. We are being supplied with water by salvage tugs. Workmen have boarded the vessel for discharging.

Timed 2 p.m., Mar. 24: Weather good. Starboard boiler again in operation. Preparing for discharge by own means from hold No. 1. Salvors preparing for electric welding of cracks in hull. (See issue of Mar. 24.)

London, Mar. 24.—The London agents of the owners of steamer Arietta have received the following message from Inflat, timed 3 20 p.m., Mar. 24: Vessel fractured along all amidships section, deck cracked near hatch No. 3 also bottom frame region for two metres long. All ship deformed, holds Nos. 1 and 3 flooded, leakage in engine-room, all boilers shut down, water pumped out by salvors' means. Ship buried for about three metres into ground. Now necessary discharge about 4000 tons of cargo to refloat. Up to this morning discharged only about 1000 tons. Salvage delayed by continuous stormy weather.

ARIETTA.—London, Mar. 27.—The following message has been received from the London agents of the owners of steamer Arietta: Owners' superintendent now arrived on board. (See issue of Mar. 25.)

ARIETTA.—London, Mar. 28.—The London agents of the owners of steamer Arietta have received the following message from the master, via Piraeus, dated Mar. 27: At 6 30 p.m. and until 8 p.m., efforts to refloat by two salvage and three large tugs without result; efforts continuing. Vessel, in general, in bad condition. (See issue of Mar. 28.)

ARIETTA.—London, Mar. 29.—The London agents of the owners of steamer Arietta have received the following messages from Piraeus:

Timed 1 p.m., Mar. 28: After inspection by divers, it is reported that the crack in No. 3 hold, port side, is passing through the bilge keel and has a height of 4 ft. 3 in., with maximum opening 2 in. towards the bottom. On the plate above the top of the crack, 22 rivets are loose. On the starboard side, the crack has a height of 3 ft. 2 in. and opening of 1 in. On the same point, the bilge keel is bent. Six rivets are missing. Our opinion is that both cracks continue well after the point of impact (with ground) towards the keel plate. Discharging stopped due to rough sea.

Timed 2 30 p.m., Mar. 28: Causes of grounding: Bad weather, limited visibility and shifting of buoy (turning). Authorities admit the shifting of the buoy and promised to give certificate. (See issue of Mar. 29.)

London, Mar. 29.—The London agents of the owners of steamer Arietta have received the following message from the master, timed 5 30 a.m., Mar. 29: Discharging stopped at 4 p.m., Mar. 28. At 8 30 p.m., Mar. 28, commenced efforts at refloating; at 9 30 p.m., discontinued efforts, without results. Weather good.

ARIETTA.—London, Apr. 11.—The London agents of the owners of steamer Arietta report that the vessel refloated on Apr. 1 and is now at Novorossiisk. She is considered to be a constructive total loss. (See issue of Mar. 30.)



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