

REPORT OF TOTAL LOSS, CASUALTY, BREAKING UP, ETC.

Ship's Name SS/MSS "ALKYONE" Gross tons 9143 Date of Build 7-1953
Casualty notice 12.4.67. Owners' 17.4.67.
sent to Owners 24.5.67. Reply 25.5.67. Owners Alkyone Shipping Co., S.A.

Details of classification

Table with 2 columns: Classification code and description. Rows include +100A1, DTm-vegetable oil, 7,66, ss 8,66, + LMC 8,66, BS M8,66, A8,66, sp 8,66, ts 2,64 CL.

Details of casualty

This ship stranded off Hook of Holland; subsequently refloated, declared a constructive total loss and sold for breaking up.

The owners concur.

Date of casualty 18th March, 1967.

ALKYONE. - Humber Radio, Mar. 18. Following received from Scheveningen Radio: At 8 53 p.m., G.M.T., addressed SOS: Following received from Coastguard, Hook of Holland, at 8 38 p.m., G.M.T.: Following received from tug VIKINGBANK, PIGN, at 8 30 p.m., G.M.T., on 2,182 kcs.: "Mayday (distress signal), need immediate assistance, making water in engine-room. Position entrance Nieuwe Waterweg." Lifeboat Hoek van Holland launched. VIKINGBANK grounded. At 10 18 p.m., G.M.T.: VIKINGBANK capsized on south pierhead, Hook of Holland. Helicopter left airbase at Valkenburg to assist at 10 13 p.m., G.M.T. At 11 47 p.m., G.M.T.: Following received from Coastguard, Hook of Holland, at 11 40 p.m., G.M.T.: "All crew from VIKINGBANK saved by helicopter." Distress traffic ended. Rotterdam, Mar. 19. - Greek steamer Alkyone, (Jose Panganihan and) Rotterdam for Hamburg, ran aground just outside Hook of Holland on Mar. 18 and Dutch tug VIKINGBANK, which tried to assist the Alkyone, also ran aground and developed heavy list and whole crew believed rescued.

ALKYONE. - Antwerp, Mar. 22. - Steamer Alkyone: Staff surveyor reports no change in vessel's position at present; all crew members still on board. Salvors have laid out two anchors from bow and stern, each with 800 metres of 6-in. wire ropes, in order to hold vessel in present position. Leakage in No. 4 hold starboard side under control by engine-room pumps; at present about four feet of water in the hold. Attempts being made to-day to put on board three portable evacuator pumps and hoping to commence discharge of cargo shortly. Salvors estimate at least 3,500 tons of cargo requires to be discharged, estimated time 5/6 days, weather permitting. Sand dredging at present not considered necessary to refloat vessel. - Salvage Association's Surveyors. (See issue of Mar. 21.) ALKYONE. - Rotterdam, Mar. 28. - Twenty of the 34-man crew of steamer Alkyone have left the vessel to be returned home. Weather lately has become so bad that salvors have had to suspend discharge of the copra cargo. Also, salvors have not yet been able to do anything in respect of tug VIKINGBANK. - "Nieuwe Rotterdamse Courant." (See issues of Mar. 23 and 25.)

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Advertisement for '21, MINCING' featuring a large 'INO' logo and a photograph of a building. Text includes 'Towage Gravesend', 'Albert Dock On', and 'Gravesend'.

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Suggested record "DAMAGED BY STRANDING 3,67 - TO BE BROKEN UP"

Date of Committee

FRIDAY - 9 JUN 1967

Noted By Minute

Damaged by stranding 3.67

Publications

How to be broken up

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Rotterdam, Mar. 20. — Steamer Alkyone: Cargo comprises about 2,000 tons of copra and about 3,000 tons of copra expeller pellets, all for Hamburg. Salvors contemplate discharge of part cargo at place of stranding for purpose of lightening the vessel but so far no definite decision has been taken.

Hamburg, Mar. 20. — Steamer Alkyone: The ship's agents here have received the following telegram from the ship's agents at Rotterdam: Alkyone; Salvors, Smit/ van den Tak, contemplate discharge of part cargo which originally destined Hamburg now at stranding place.

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Antwerp, Apr. 13.—Tug VIKINGBANK: Our acting surveyors advise attempt to refloat of Apr. 9 failed due to presence of stones of pier, which hampered positioning of lifting wires and did not allow floating crane to approach close enough. Salvors now arranging to remove about 100 tons of stones by means of grabs to improve position. These stones to be subsequently replaced. This work and salvage operations generally subject to weather and sea conditions as position exposed and subject to swell. — Salvage Association's Surveyors.

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