

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

Ship's Name ~~SS~~MS  
Casualty notice  
sent to Owners

"ALVA CAPE"

Gross tons 11252

Date of  
Build 9-1953

Owners' Reply 5.7.66. Owners Alva S.S. Co., Ltd.

## Details of classification

+ 100A1	+ LMC CS5,62
oil tanker	BS A 7,65
8,65	sp 7,63
ss 5,62	ts 8,65 CL

## Details of casualty

This ship sustained extensive damage by fire after being in collision in New York harbour; subsequently towed out to sea and scuttled in lat. 38 55N., long. 72 20 1W.

The owners concur.

Date of casualty 16th June, 1966.

ALVA CAPE. — New York, June 16.— Motor tanker Alva Cape (from Karachi) steam tanker TEXACO MASSACHUSETTS collided off Bergen Point on June 16 and both reported on fire.

New York, June 16.— British motor tanker Alva Cape and American steam tanker TEXACO MASSACHUSETTS were locked together and in flames to-day after colliding in New York harbour. Flames spread across the water, setting fire to three nearby tugs. The collision occurred in Kill van Kull between Bayonne and Staten Island at 2 15 p.m. (local time). The Alva Cape was entering Newark Bay and the TEXACO MASSACHUSETTS was outwards from Bayonne.—Reuter.

New York, June 16.— British motor tanker Alva Cape, carrying 143,000 barrels of naphtha, and American steam tanker TEXACO MASSACHUSETTS collided in New York harbour to-day and both vessels burst into flames. The collision occurred about 7 20 p.m. (B.S.T.) off the southern tip of Bayonne about 300 yards from shore. Both tankers were reported still burning out of control more than an hour after the collision. As a result of the fire a part of New York harbour was ordered closed and the Port of New York Authority stopped traffic on the Bayonne Bridge. New York City Fire Department sent units to the scene from Staten Island. A spokesman for the Humble Oil & Refining Company said that the Alva Cape was carrying a cargo of naphtha to Bayway Refinery on a charter basis. The TEXACO MASSACHUSETTS was said to be not carrying cargo. Three tugs which had been pushing one of the tankers were reported damaged or on fire.—British United Press.

New York, June 16.— Steam tanker TEXACO MASSACHUSETTS fire under control. Motor tanker Alva Cape fire out of control. Motor tug LATIN AMERICAN reported on fire Kill van Kull, Newark Bay. Bayonne Bridge closed.

New York, June 16.— At 8 45 p.m. (B.S.T.), the Coast Guard reported that the two tankers had been pulled apart and that the fire on steam tanker TEXACO MASSACHUSETTS was under control. Motor tanker Alva Cape was still in flames. A spokesman said that the Alva Cape had 44 people on board. The TEXACO MASSACHUSETTS had just unloaded a cargo of oil and was en route to her home port of Port Arthur at the time of the collision.—British United Press.

New York, June 16.— At least 19 seamen were killed to-day as a result of a collision between motor tanker Alva Cape and steam tanker TEXACO MASSACHUSETTS in New York harbour. Police said that 19 bodies had been accounted for. The Mayor of New York said that there were at least five bodies on board the Alva Cape and possibly more below decks, but fire-fighters have not yet been able to get down there. The Coast Guard said that it believed that there were 100 or 101 crew on board the two vessels and tugs which rushed to the scene. Firemen contained the blaze on the Alva Cape without the naphtha exploding. By late afternoon the Coast Guard reported that the fire on board the TEXACO MASSACHUSETTS was under control and that tugs had towed her to open water in New York harbour.—Reuter.

New York, June 16.— British motor tanker Alva Cape, loaded with naphtha, in collision with steam tanker TEXACO MASSACHUSETTS off Bergen Point in Kill van Kull between Staten Island and New Jersey this afternoon. Both vessels caught fire following collision and naphtha cargo on Alva Cape reported burning out of control. Fire on TEXACO MASSACHUSETTS reported extinguished. — Salvage Association's Surveyors.

New York, June 17.— Captain Robert Walker, supervisor of Texaco vessels in New York harbour, said that the hull of steam tanker TEXACO MASSACHUSETTS was intact and that she sustained only scorching. Motor tanker Alva Cape is low in the water and surrounded by foam poured onto the blaze. Donald Baker, the harbour pilot on board the Alva Cape, told the Coast Guard that he feared a collision and ordered full speed astern. He said that both vessels reeled back on impact and he ordered tugs accompanying the Alva Cape to cut their engines. "We waited an awfully long time," Mr. Baker said, "and then a tug blew up in a mass of fire and smoke." Alfred Holst, of the Alva Cape, said that when a tug started her engines the naphtha which had spilled in the water suddenly ignited, engulfing the tug and spreading the flames through the Alva Cape. —British United Press.

New York, June 17.— To-day, motor tanker Alva Cape was charred from stem to stern, her superstructure and topside blackened and bulkheads and plating buckled by the intense heat. A police officer said that barges would begin to pump her out this morning and that workmen would begin to patch the huge gash in her side. There were 35 survivors from steam tanker TEXACO MASSACHUSETTS and two are known to be dead and two are missing. Meanwhile, the United States Coast Guard and marine officials began a full-scale investigation of the accident.—Reuter.

New York, June 17.— Twelve people, including the master of motor tanker Alva Cape, are reported missing and the master of steam tanker TEXACO MASSACHUSETTS is among the known dead following a collision between the two vessels yesterday. Of the 69 known survivors, 41 are in hospital and five are in a serious condition. After the collision, naphtha streamed from a gaping hole in the bow of the Alva Cape and it ignited when an accompanying tug started her engines. The tug exploded and fire rapidly spread through the Alva Cape. A dozen fireboats poured foam onto the Alva Cape and tug Harriet Moran pulled the TEXACO MASSACHUSETTS free from the blazing vessel. A spokesman reported that the TEXACO MASSACHUSETTS was badly scorched but did not burn. The pilot of the Alva Cape told the Coast Guard that the TEXACO MASSACHUSETTS was trying to cross ahead of the Alva Cape before the collision.—British United Press.

London, June 17.— Motor tanker Alva Cape lay smoking off Staten Island to-day. She is still a possible threat to other ships and nearby shore communities. Scores of fire engines are standing nearby in case she bursts into flame again. Crews are waiting with barges to go alongside the Alva Cape and take off her cargo. The Coast Guard estimated to-day that there were 20 dead, 41 injured, five critically, and 12 missing, believed dead. There are 69 known survivors. Four ships were involved in the collision that led to the fire. The sky was lightly overcast but visibility was good. — "Evening Standard."

Suggested record

"SCUTTLED AFTER COLLISION &amp; FIRE 6,66"

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Sunk by gunfire after collision &amp; fire 6.66

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11/8/66

11/27/66

London, June 17. — Six German officers and a pumpman from British motor tanker **Alva Cape** are missing after she collided with American steam tanker **TEXACO MASSACHUSETTS** in New York harbour yesterday, a spokesman for her owners said here to-day.—Reuter.

New York, June 17. — Steam tanker **TEXACO MASSACHUSETTS** fire extinguished at 3 24 p.m., June 16, and vessel anchored Bay Ridge Flats. Motor tanker **Alva Cape**, starboard side gashed from waterline to deck, nudged aground at Bergen Point; fire extinguished. Tug **LATIN AMERICAN** fire extinguished and vessel towed to Bethlehem Shipyard, Hoboken. Tug **ESSO VERMONT**, at scene, caught fire and reported exploded; fire extinguished and vessel beached Shooters Island. Kill van Kull, Newark Bay, Bayonne Bridge was re-opened on June 16.

**ALVA CAPE.** — New York, June 17. — Coast Guard vessels continued to search lower New York harbour to-day for more victims of yesterday's collision between motor tanker **Alva Cape** and steam tanker **TEXACO MASSACHUSETTS**. The **Alva Cape** was grounded off Shooters Island close to the Staten Island shore. It was still too hot to-day for searchers to go on board. The **TEXACO MASSACHUSETTS** was towed to Bay Ridge.—Reuter. (See issue of June 18.)

New York, June 17. — The smouldering hulk of motor tanker **Alva Cape** was smothered with foam to-day to prevent a reflash of her cargo of naphtha. A search party from the New York City Fire Department is preparing to board the partially sunken **Alva Cape** off Shooters Island, in the Kill van Kull. The Coast Guard intends to pump the remaining naphtha from the **Alva Cape** in an attempt to refloat the ship and lessen the danger of reflash. Tug **Harriet Moran**, one of the rescue vessels, pulled steam tanker **TEXACO MASSACHUSETTS** from the blazing **Alva Cape**.—British United Press.

New York, June 17. — Steam tanker **TEXACO MASSACHUSETTS** proceeded to Todd's shipyard, Brooklyn, on June 17 for survey and drydocking.

New York, June 18. — The United States Coast Guard have listed as presumed dead 12 men still missing after the collision and fire involving British motor tanker **Alva Cape** and steam tanker **TEXACO MASSACHUSETTS**. Twenty men are known to have died. The **Alva Cape** carried 143,000 barrels of naphtha, which poured into the harbour and burst into flames, engulfing two tugs. The Coast Guard announced that a full board of three members would probe the collision. Most of the dead were from the British tanker, whose crew consisted of two Britons, the master and the radio officer, 12 German officers and 30 Chinese.—Reuter.

11/21/66

**ALVA CAPE.** — New York, June 17. — At the time of the collision between motor tanker **Alva Cape** and steam tanker **TEXACO MASSACHUSETTS**, the **Alva Cape** was accompanied by tug **ESSO VERMONT**. The **Alva Cape** was nudged ashore off Bergen Point just west of Bayonne Bridge, at buoy No. 2A. The nine-man crew of tug **ESSO VERMONT** was reported missing. At 11 15 p.m., June 16, police reported fire on **Alva Cape** extinguished. Tug **LATIN AMERICAN**, which was at the starboard side of the **TEXACO MASSACHUSETTS**, also caught fire. Tug **Harriet Moran**, assisted by four other tugs, pulled the **TEXACO MASSACHUSETTS** to Bay Ridge, where she anchored. Tug **Julia C. Moran** picked up 21 survivors from the water. (Later) **Alva Cape** still aground a.m., June 17, with two Coast Guard cutters, four Fire Department boats and two Moran tugs standing by. (See issues of June 18 and 20.)

New York, June 17. — Tug **LATIN AMERICAN** towed to Brewers shipyard, Staten Island, not Bethlehem shipyard as before reported.

New York, June 19. — Some 120,000 barrels of naphtha out of the 143,000 which were in the tanks of motor tanker **Alva Cape** are now being discharged. A decision on whether to repair or scrap the vessel will depend on an inspection to be made after unloading finishes, probably to-morrow.—The Times Correspondent.

**ALVA CAPE.** — New York, June 20. — Motor tanker **Alva Cape** refloated at 11 30 a.m., June 20, with assistance of two Moran tugs, and proceeded, in tow, to Gravesend Bay for further discharge. (See issue of June 21.)

New York, June 20. — Motor tanker **Alva Cape** presently discharging cargo, after which vessel will gas-free. Anticipate survey commencing about June 27. Meanwhile, information received indicates No. 1 starboard cargo tank badly holed and very extensive fire damage to complete superstructure, accommodations, deck plating and deck fittings, with probably considerable shell plating damage.—Salvage Association's Surveyors.

New York, June 20. — Motor tanker **Alva Cape**: Steam tanker **TEXACO MASSACHUSETTS**, on behalf of **Alva Cape**, now surveyed on dry dock at New York. Preliminary survey shows no bottom damage. Bow damage: Soft nose and stem plating part renew and one adjacent panel plate part renew. Two side shell plates part renew in way of No. 6 tank and one shell plate part renew in way of after accommodation, which side plates all contact damage. Fire damage consists of one lifeboat renew and one repair, hull sand-blast and repaint on starboard side from after end of bridge to stern above 20-ft. mark, side plating and boat deck plating in way of starboard side after accommodation part renew, together with 26 rooms partially strip out and replace with part new, together with sundry damages and removals. Specifications presently being prepared and tenders will be requested from East Coast shipyards.—Salvage Association's Surveyors.

New York, June 21. — Motor tanker **Alva Cape**: Merritt-Chapman & Scott off-loading cargo into barges.

11/23/66

**ALVA CAPE.** — New York, June 21. — Motor tanker **Alva Cape**: Have ascertained that owners through their attorneys have contracted with Merritt's to refloat vessel and discharge cargo into barges for eventual delivery destination on basis daily hire. Vessel refloated about 11 a.m., June 20, and now anchored Gravesend Bay on instructions of port authorities, who would not allow her to discharge alongside dock. Total cargo discharged to date 40,000 barrels, using two barges, but due to distance from destination anticipate rate of discharge slow. — Salvage Association's Surveyors. (See issue of June 22.)

11/25/66

**ALVA CAPE.** — New York, June 22. — Motor tanker **Alva Cape**: Off-loading into barges continues. (See issues of June 23 and 24.)

11/29/66

**ALVA CAPE.** — New York, June 27. — Motor tanker **Alva Cape**: Understand owners have tendered abandonment. Cargo discharge still proceeding at Gravesend Bay and unable as yet to hold full survey. No specifications for repair submitted as yet by owners although superficial examination shows extensive damage to both houses main deck and fittings. — Salvage Association's Surveyors. (See issues of June 23 and 25.)

11/30/66

**ALVA CAPE.** — New York, June 28. — Motor tanker **Alva Cape**: New fire started in forward part of vessel. Coast Guard, fireboats and tugs on scene. (See issue of June 29.)

New York, June 28. — Motor tanker **Alva Cape**, at Gravesend Bay, now on fire again in way of collision area, cause unknown. Cargo all discharged and New York City Fire Department in attendance. — Salvage Association's Surveyors.

New York, June 28. — The fire on board motor tanker **Alva Cape** broke out shortly before 4 p.m. The Coast Guard sent helicopters and rescue vessels and ordered tugs to the scene. Firemen said about half an hour after the fire began that the danger was greatly lessened and there was less smoke. Mr. John Lindsay, Mayor of New York, who flew over the vessel in a police helicopter, said that he would order the **Alva Cape** out of New York harbour. He said that if the owners did not comply with his order he would ask the Coast Guard to declare the tanker a hazard to navigation.—British United Press.

New York, June 29.

—A fresh explosion rocked motor tanker **Alva Cape** in New York harbour yesterday, killing four men. A Coast Guard cutter and a New York fireboat were alongside the **Alva Cape** when the fire broke out. Fifteen vessels rushed to help when the alarm was given. The explosion occurred in the forward part of the vessel and the fire was swiftly brought under control. The Coast Guard last night ordered the vessel's tanks to be flooded with salt water and inert gas to prevent any further explosions. A spokesman explained that the gas would help to keep the vessel afloat.—Reuter.

New York, June 29. —

Motor tanker **Alva Cape**, explosion and fire at 4 45 p.m., June 28; Fire under control, no one on board, all assisting tugs, barges and fireboats left scene pending decision on disposition of **Alva Cape** on June 29. Four people were killed and nine injured.

11/7/66

**ALVA CAPE.** — New York, June 29. — Motor tanker **Alva Cape** sighted this morning lying afloat in Gravesend Bay with five-degree port list and no personnel on board. Now understand explosions in forward cargo tanks with subsequent fire following introduction of carbon dioxide in endeavour inert gas in tanks as instructed by City Fire Department. Fire extinguished about 4 45 p.m., June 28. Extensive additional hull damage sustained in way of forward tanks, shell, deck and internals, which increases total estimated amount of steel renewals to excess of 2,600,000 lb. Contrary to our message of June 28, naphtha cargo not completely discharged from after tanks and New York City authorities consider vessel extreme hazard, have withdrawn all Fire Department personnel and requesting prompt removal of vessel from harbour.—Salvage Association's Surveyors. (See issue of June 30.)

New York, June 29. —

Between 9 a.m. and noon, June 30, Ambrose Channel will be closed to all navigation while motor tanker **Alva Cape** is being towed about 110 miles out to sea and sunk.

New York, June 29. —

The United States Coast Guard said to-day that the hulk of motor tanker **Alva Cape** would be towed out to sea within the next 24 hours. The Coast Guard said that more than 20,000 barrels of naphtha remained on board and the spokesman said that the vessel would be towed out with the naphtha on board.—British United Press.

New York, June 30. —

The British owners of motor tanker **Alva Cape** were ordered to remove the vessel from New York harbour within 24 hours but they said that they could not get suitable towing vessels soon enough and the United States Coast Guard extended the time limit until Saturday (July 2). —British United Press.

New York, June 30.

— Motor tanker **Alva Cape**: Coast Guard extended order to tow ship out of harbour; deadline 3 p.m., July 2.

11/27/66

**ALVA CAPE.** — New York, June 29. — At 3 49 p.m. on June 28, as work boats were nearing the end of removing the cargo of naphtha from motor tanker **Alva Cape**, an explosion shook the vessel and she started to blaze near ruptured tanks. A series of explosions followed, throwing men in the water and damaging a fireboat alongside. (See later report in issue of July 1.)

New York, June 30. —

The owners of British motor tanker **Alva Cape** are having difficulty in arranging for tugs to tow the hulk of the vessel out to sea where she is to be sunk, it is reported here. A towing company is reported to have agreed to do the job but later decided against it because the United States Navy said that it would not have a vessel at the sinking. A company spokesman said that it had been planned to tow the ship to the site and then send men down to open the sea cocks. "As it stands now, we cannot get tugs without the assurance of a naval vessel to sink her with gunfire or a torpedo," said the spokesman. The ship is still laden with 10,000 to 15,000 barrels of naphtha. —British United Press.

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227/66

London, July 1.—The owners of motor tanker Alva Cape advise June 30: Fire Department served notice this afternoon forbidding further salvage work on board, including removal of contractors' equipment, and forbidding anybody to board vessel except to remove vessel from harbour. Understand Merritt-Chapman & Scott Corporation compressors still on board. Present intention Moran will tow vessel out a.m. on Saturday (July 2) and then Coast Guard will sink her at sea, calling in the assistance of the United States Navy if necessary. Intended position of abandonment lat. 39 N., long. 72 20 W., on July 3.

New York, July 1. — United States Army Corps of Engineers reports that Ambrose Channel will be closed to all navigation between 9 a.m. and noon on July 2 during transit of motor tanker Alva Cape to be sunk at sea.

224/7/66

**ALVA CAPE.** — New York, July 1. — Motor tanker Alva Cape will be towed to sea from New York harbour to-morrow and sunk. When the vessels reach a point 110 miles from New York on Sunday morning (July 3) Coast Guard cutter Spencer will shell the tanker with her five-inch gun to send her to the bottom.—British United Press. (See issue of July 2.)

New York, July 2. — Motor tanker Alva Cape, in tow of tugs Kerry Moran and Nancy Moran, under way at 9 a.m., July 2; Ambrose Channel closed at 8 30 a.m. by Coast Guard.

New York, July 2. — Motor tanker Alva Cape, in tow of tugs Kerry Moran and Nancy Moran, passed out Ambrose at 11 5 a.m.; Ambrose Channel reopened to shipping at 11 30 a.m.

225/7/66

**ALVA CAPE.** — New York, July 2. — Motor tanker Alva Cape left New York harbour at 9 10 a.m., July 2, in tow of Moran tugs, for eventual disposition by United States Coast Guard. — Salvage Association's Surveyors. (See issue of July 4.)

New York, July 3.— Motor tanker Alva Cape sunk at 1 6 p.m., July 3.

2211/7/66

**ALVA STAR.**—Singapore, July 8.—Motor tanker Alva Star: Surveyor reports expect complete machining crankshaft main bearing journals in position to-day. Crankpin journals being dressed up manually only as a temporary repair, allowing vessel to trade until completion of present charter, which expires in February, 1967. Expect completion of repairs and trials on July 18.—Lloyd's Agents per Salvage Association. (See issues of June 27 and 28.)



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