

WRECK BOX
No. 65
(Bottom)

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 39309 in R. B. Wreck Book, p. 25/30

Date of writing this report 7th April 1930

Vessel's Name Steel S.S. "Ament" of Sunderland

Tons { Net 1656
Gross 2298

Built at Sunderland When 1930 1

Casualty notice sent to Owner 2. 4. 30 Owner's reply 3. 4. 30

Owner's Name Westport Steamships Co (J. Westoll & Co. Mgrs)

Address 13. John Street. Sunderland

Case previously before

Date

Classing Committee.

Last Minute

Particulars of Classification.

TIRORAI

1. 30

+ LMC 1.30

Date of Casualty 15th March 1930

is of particulars of Casualty

This steamer is reported to have
drifted on 15th March on Long Sand, south of Sunk
Head Buoy, and on 20th March it was
stated that she had broken amidships,
and there was no doubt that the vessel
was a total wreck.

The Owners concur

AMENT. — North Foreland Wireless
Station, Mar. 15.—Following from British
steamer Ament: "SOS" position Long
Sand two miles south of Sunk Head Buoy.
Wants immediate assistance.

North Foreland Wireless
Station, Mar. 15.—The following message
has been received from the master
of the British steamer Ament:
Ament ashore Long Sand, very critical
position; require immediate assistance,
breaking up.

Harwich, Mar. 15.—Walton-on-
Naze reports steamer Ament ashore two
miles south of Sunk Head buoy, position
critical. Requires immediate assistance.
Walton and Clacton lifeboats launched.

North Foreland Wireless Station,
Mar. 15.—Following from British
steamer Corchester: Train Ferry No. 2
is now alongside us and taking men from
two lifeboats to Harwich. There is only
a few of crew left on steamer Ament
now.

North Foreland Wireless Station,
Mar. 15.—Following from British
Train Ferry No. 2: Now picking up last
of crew. All crew on board; proceeding
to Harwich. Steamer Ament lying on
Long Sand with back broken 14 ft. of
water in hold.

Harwich, Mar. 16.—British
steamer Ament: Crew landed at Harwich
last night from Train Ferry No. 2.
Master reports when on voyage from
South Shields for London, loaded coal,
vessel went ashore during dense fog on
Long Sand at about 1 p.m. yesterday.
As tide ebbed vessel started straining,
back broke and side badly buckled in
midships. Position perilous. Crew left
in lifeboats. Proceeding with master to
vessel this morning to ascertain position.
—Lloyd's Agent.

Harwich, Mar. 16.—British
steamer Ament: Vessel lying on Long
Sand with 20 degrees list to port, engine
and boiler room and bunkers full of
water. Decks awash. Vessel set up
midships about 9 in., rails bulwarks
bridge sheerplates fractured and open
five and a-half inches port side, four and
a-half inches on starboard side, main
sheerstrake buckled badly both sides.
Fore end of vessel dropped and consider-
able movement. Boiler room casing
cracked both sides, position apparently
hopeless. Request you send expert sur-
veyor to-morrow if interested.—Lloyd's
Agent.

AMENT.—Harwich, Mar. 18.—Steamer
Ament: Inspected vessel on Long Sand
to-day by lifeboat from Walton. Position
very critical, broken midships way of
stoke hold and open about one foot, both
ends submerged and only part of bridge
deck showing at half tide. Vessel appears
to be settling rapidly in sand, and owing
to exposed position consider total wreck
where little or nothing may be recovered
of either ship or cargo.—Salvage Associa-
tion's Special Officer.

AMENT.—London, Mar. 20.—The Salvage
Association have received the following
advices from their Special Officer, dated
Mar. 19:—Steamer Ament: We left about
11 a.m. on the motor lifeboat, and arrived
at the vessel before 1 p.m., about half
tide, a fresh wind was blowing with
choppy sea at the time, seas were break-
ing over the bridge deck the only portion
of the vessel which remained uncovered,
and altogether she presented a sorry spec-
tacle. We, however, got very close to her
and could see she was broken midships
in way of the stokehold, the opening
being about one foot, both ends of the
vessel were submerged, and the angle of
the masts clearly indicated that the vessel
had broken her back. She appeared to
be settling rapidly in the sand, and owing
to the exposed position and the damage
already sustained there is no doubt that
the vessel is a total wreck, and I fear that
little or nothing of either ship or cargo
can be recovered.

Suggested Record

Wrecked 3.30

Date of Committee

TUE. 8 APR 1930

Committee's Minute

Meeting 3.30

p.m. 10/30



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Lloyd's Register

No 598-0130

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