



Grounding Report S/S ST. CERGUE

S.S. " St. C E R G U E "

Extract of Deck Log in connection with Grounding
Voyage Murmandk - Brunsbüttelkeog 27 Oct. 1955 -
Monday 31st. Oct.

1325 Slow speed for snow, steering 196°. Everything is made ready

1334 Aground, Full astern, Ship fast to the rocks.

At 1254 passed Hallholmen Lt. At 1325 slow speed for snow. Captain called on bridge. Land in sight port side. At 1330 Pilot Nesse sees an island on port bow and thinks it is Utorgflesa. He orders 5° to starboard to clear it, but he realises soon that he made a mistake being Utorgflesa more ahead. He orders hard starboard and while ship is swinging at 1334 she runs aground leaking in the fore peak. Asked for salvage tug assistance. Utorgflesa light by 219° distance 1' - Ship's head 224°. High Tide. Owing to the vicinity of sunken rocks it is not advisable to use the Engines to refloat. Wind Var. 2 Sea slight. No leakage reported in D.B. tanks and bilges. At 2200 signed Lloyd's open form with Norsk Bjergnings Kompani A/S Bergen. 2310 SBE. Heavy leakage in No. 1 D.B. Small leakage Bilges No. 1. Owners informed.

Tuesday 1st. November.

Aground. Wind NW 3. From 2310 to 0150 attempt is made by steamer "Parat" with our engines. Fresh NW wind with moderate swell prevent diver to inspect bottom. Anchor streamed from starboard quarter. Filled A. Peak and No. 7. From 1215 to 1310 2nd. attempt is made without success. During it, water increased rapidly into No. 1 hold. In the afternoon the diver inspects bottom and reports ship touching for the whole surface of No. 1 hold. and rocky bottom extending from fore to aft at an average distance of 3ft. from port hull side sloping down underneath ship. Crew and salvors' labour starts discharge cargo from No. 1 & No. 2 hatches. Bow spare anchor lifted and brought at No. 2 hold starboard. Our two 5" towlines passed overboard shackled together and to anchor and made fast aft. Tug "Salvage" arrived about 2200. Wind shifting to East. Sea calming down. Small leakage detected from tanks No. 3&4 portside. After Peak & No. 7 tank pumped out.

Wednesday 2nd. Nov.

The increased level of water in No. 1 hold, prevents the jettison from it. Jettison is continued by crew & salvors' labour from No. 2 hatch. Spare bow anchor is lowered in the tug "Salvage" which drops it as far as the wire permits in a Northerly direction from our stern. Steam and motor pumps supplied by "Salvage" are fitted in No. 1 hold. An air compressor is connected with Fore Peak and No. 1 tank. From 1400 to 1500 we heave on both anchors astern draft being Fd. 24'02" Aft 24'11". Ship hardly swings 1° to port. Slight Easterly wind. Sea calm. All efforts made to accelerate jettison. Custom officer from Brömöysund on board to seal bonded store.

At 2100 arrived tug "Draugen" bringing grabs and other materials. One grab is fitted to the runners at No. 1 hatch, and jettison from that hatch start at 2230. Work continued all night with one grab at No. 1 and with barrels at No. 2.

./.

Easterly wind force 3. Calm sea. - Crew and labour encouraged in order to do a fast and efficient work as the wet cargo in No.1 hold has increased its specific gravity of 50% and that means that more tonnage must be jettisoned Thursday 3rd. Nov.

Jettison is continued from hatch No.1 & 2. Everything is made ready for a new attempt at High Water. The 3 tugs fast astern. Air is pressed into Fore Peak & No.1 tank and pressure maintained even when bubbles come from the bottom. Pumps in action into No.1 hold. At 1330 we start gently pulling on both stern anchors and the ship swings 34° to port without any appreciable movement astern. At 1400 we force with full engine astern and we force with warping winch (the coupling of the port shaft broken) but at 1405, the ship is afloat gaining speed astern. We drop both anchors, and hold them tight when 4 shackles are out forcing on the windlass to prevent ship going too much astern. Engine is stopped of course. The 5" wires not more controlled by the warping winch run out of the fairleads and are lost together with the spare bow anchor. Wind freshening from NW. We proceed immediately to Berg-Helgeland harbour, where we anchor at 1710. Mooring the stern to the land, assisted by salvors' tugs. Heavy leakage reported in No.4 tank port, hardly controlled by our pumps, Smaller leakage in No.3 tank port. Also small leakage in No.2 bilges. A.B. Mermoud & O.S. Bechtiger, thrown off balance by the sudden jerk of the anchor wire fell on deck and reported injuries to the right arm. Friday 4th. Nov.

Diver inspecting all bottom. No holes nor cracks reported, but the bottom is undulated with indents of about 1 ft. Water entering Fore Peak through slackened seams. In other parts, through loose rivets. 2 Divers work as much as they can to close leakage. Ship is prepared for removing cargo from bilge top at No.1 in order to reach the limber boards and fix the necessary quantity of cement. 2 more wires are moored ashore to reinforce mooring. Officers and Sailors on sea duty.

about 2200, small leakage detected from tanks No.3 & 4 portside. After Peak & No.7 tank pumped out. Wednesday 2nd. Nov.

The increased level of water in No.1 hold, prevents the jettison from it. Jettison is continued by crew & salvors' labour from No.2 hatch. Spare bow anchor is lowered in the tug "Salvage" which drops it as far as the wire permits in a Northerly direction from our stern.

Ch. Officer. Master. The wire permits in a Northerly direction from our stern. Steam and motor pumps supplied by "Salvage" are fitted in No.1 hold. Worked with Fore Peak and No.1 tank.

CHIEF ENGINEER'S LOG BOOK ABSTRACT IN CONNECTION
WITH GROUNDING - VOYAGE N.6

.....omissis.

31st October 1955.

Various manoeuvres as per orders. 1325 slow speed. 1334 stop - Full speed astern. 1335 stop. Ship aground. Engines on the stand by. Pumping from fore peak. Evaporator working. At 2310 Stand by engines. 2355 slow ahead. 0030 stop.

1st November 1955.

At 0034 full astern. 0121 Half ahead. 0127 full astern. 0150 Stop and Finished with Engines. Engines on the stand by. Evaporator working. Steam on deck. Tanks filled or pumped out according to orders, and pumping bilges. Leakage reported into N.3 tank port. Tank 3 port, full with water, pumping out and loosing 45 tons of fuel.

2nd November 1955.

Engines on stand by. Steam on deck for 24 hours. Pumping tanks according to orders and bilges. Evaporator working.

3rd November 1955.

Engines on stand by. Steam on deck. Evaporator working. At 1320 full astern. At 1400 full astern with full pressure. At 1405 ship afloat. Stop. From 1455 to 1800 various speeds to reach anchorage. Coupling after winch broken by heaving spare anchor. At 1800 Finished with engines. Anchored at Berg-1-Helgeland. Steam on deck. Engines on the stand by. Pumping tanks and bilges.

4th November 1955.

At 0900 Port boiler shut off. Finished with engines. Steam on deck. Pumping tanks and bilges by orders.

omissis.....

S. H. v. Zadelhoff
.....
S.H.v. ZADELHOFF Chief Eng.

Diver's Report

The undersigned Diver From Norsk Bjergningskompagni A/S today has examined a/s St. Cergue after the ship grounding at Uttergflesa 31/10/1955 and hereby submit the following reports:

From the 2 foot mark at stem to the collision bulk-head the forefoot is pressed over to starboard, and the shellplating on starboard side is loose from the keel and there is an opening 2 inches wide.

Under the collision bulkhead there is a hole 1 1/2 feet by 5 inches. The most of this damage goes into forepeak just forward of the collision bulkhead.

From the collision bulkhead to the ^{after} ~~fore~~ part on N.1 cargo hold the ship's bottom is more or less damaged. The damage consist of small and large dents, the largest dent is approximately 1 foot deep. There are also a large number of startet rivets. The damage extend over K. strake A, B, and C strakes on both sides. In B strake on starbord side under the middle of N.1 hatch one rivet is carried out.

On port side in strakes C and D a dent extending from forepart of N.2 hatch to the front of the bridge, this dent is approx. 3 feet wide and 4 inches deep.

On port side in strake D a slight dent extend from afterpart of the bridge to afterpart of N.3 hatch.

From afterpart of hatch N.3 to the stern no damage was detected.

Rudder and propeller are in order.

I hereby declare this to be in conformity with the truth, and I willing to confirm the above on oath if required .

Berg i Helgeland 4th November 1955

(sign.) Berge Sörô

Diver s/v Parat

