

VRECK
SECTION
No. 723

REPORT OF TOTAL LOSS, CASUALTY, &c.

Wreck Report No. 16035

No. 75154 in R.B. Wreck Book, p. 126/60 Date of writing this report 14th December, 19 60.
Ship's Name S.S. "PANAGHIA T." of Monrovia Tons { Gross 9240
Net 5547
Built at Sunderland When 1942 Casualty notice sent to Owner Owner's reply
Owners Pacific Ruler Corp.
Managers
Address c/o Jason Shipping & Trading Corp., 52, Broadway, New York 4, U.S.A.

WRECK
SECTION
No. 723

Classification details

+ 100AL	+ IMC 9,59
1,60	BS ML,60
ss(Dr) 10,55	sp 6,55
9,59	
	ts 8,59 CL

of Casualty 8th August, 1960.
Is of Casualty

This ship, which sustained fire damage after grounding, was refloated and towed into Recife, where she is now lying at anchor.

A report from Lloyd's Agent at Recife is attached and The Salvage Association stated on the telephone today, 14th December, that no decision has yet been reached regarding the ship's future.

7th February, 1962.

This ship has been sold to shipbreakers for breaking up at Vigo, where demolition commenced 10th January, 1962.



SOURCE OF INFORMATION

PANAGHIA T. — Ymuiden, Aug. 8. — Following message received from our tug Cycloop: Steamer Panaghia T., 5MBL, (Hampton Roads for Argentina, cargo coal) aground near Tamandare, Brazil; electricity breakdown, engine-room on fire. — N.V. Bureau Wijsmuller.

LL 9/8/60

PANAGHIA T. — Rio Janeiro, Aug. 8. — Fire broke out to-day on board the Liberian steamer Panaghia T. off the Brazilian coast, according to radio reports received here from Recife. The reports said great flames could be seen leaping into the sky. Nothing was known of the fate of the crew. — Reuter. (See issue of Aug. 9.)

LL 10/8/60

PANAGHIA T. — London, Aug. 9. — In reply to inquiry asking for details of grounding of steamer Panaghia T., Lloyd's Agent at Recife reports under date of Aug. 9: Master of Panaghia T. radios owners sent surveyor on Aug. 8, no contact yet. Understand aground six miles south of Tamandare. Fire started in engine-room and spread to coal cargo. Twenty-four of crew ashore and nine on board fighting fire. Brazilian Navy sending corvette from Salvador, due 2 a.m. to-morrow. (See issue of Aug. 10.)

London, Aug. 10. — Steamer Panaghia T.: The following cable has been received from New York dated Aug. 9: Panaghia T.: Following cable received from master: "Urgent after explosions in engine-room continued burning. Sending distress demanding assistance, remaining without help. All crew safe; on board captain, chief engineer and eight persons, the rest ashore. Expecting immediately help and orders, advise via Recife." Anglicus, Recife, vessel's agents, advised following: "Brazilian Navy informs vessel grounded two miles offshore. Coal cargo on fire. They sending corvette from Salvador to assist. We proceeding to Tamandare by land, advising soonest." In view of critical situation, after discussing please cable Wreckage (Salvage Association) urgently regarding advisability of engaging tug Cycloop.

LL 11/8/60

Ymuiden, Aug. 10. — Our tug Cycloop still proceeding to steamer Panaghia T. — N.V. Bureau Wijsmuller

PANAGHIA T. — Recife, Aug. 10. — Steamer Panaghia T.: Surveyor reports grounded true position Peroba Beach, two miles south of Sao Jose Coroa Grande, south of border line between Pernambuco and Alagoas, so in Alagoas waters. Aft installations of vessel completely destroyed by fire and all machinery unserviceable. Ship still watertight, only small bunker-oil leak aft port. Grounding bottom rocks. Ship's position is about 90 deg. facing shore, not pounding. — Lloyd's Agent per Salvage Association. (See issue of Aug. 11.)

LL 12/8/60

London, Aug. 11. — Steamer Panaghia T.: The following cable has been received from New York, dated Aug. 11:

Following messages were received from Anglicus (vessel's Recife agents) late last night:

Lloyd's surveyor, now returned, informs takes about seven hours by land to reach vicinity of vessel. Engine-room and quarters aft completely consumed, still on fire, some cargo in No. 5 alight. Vessel resting on reef, not pounding, no facilities available to fight fire. Once fire extinguished, possibly by Brazilian naval vessel, estimates necessary considerable lightening in order to refloat. This will be difficult as only sailing vessels available there. Hull appears tight but fuel leaking from starboard tank aft. No light or power available. Crew on shore, remainder on board uninjured.

Co-operating fully with them. Our representative still unreturned. Consulted with Salvage Association regarding salvage.

M/M
1970

ated Record

"IN PORT DAMAGED 8,60"

"DAMAGED BY STRANDING & FIRE 8,60-BROKEN UP"

Date of Committee

FRIDAY 16 DEC 1960

Committee's Minute

In port damaged 860

1m.11,58

003706-003711-0233

© 2020
THURSDAY 15 MAR 1962
Damaged by stranding & fire 860-
Broken up
Lloyd's Register
Foundation

PANAGHIA T.—Recife, Aug. 11.—Steamer Panaghia T.: Following telegram from N. V. Bureau Wijsmuller, Ymuiden, yesterday: Our salvage tug Cycloop proceeding to casualty, estimated time of arrival to-morrow; working on Lloyd's Open Form of Salvage Agreement. Please inform master of Panaghia T. whereby understood matters arranged with underwriters. Owners' agents here requested confirmation of arrival of Cycloop from owners New York, now arrived. Vessel not in immediate danger of foundering and fire partially extinguished. Brazilian naval tug standing by but as unable to approach within 80 metres value of assistance being rendered is problematical. It takes eight hours by car to reach vessel and communications non-existent. Master estimates could jettison cargo from holds Nos. 1 and 2 into sea but cargo in Nos. 3 and 4 necessary discharge to floating craft. Whole operation of lightening will be time-consuming and very expensive but prompt action necessary in order to take advantage of exceptional high tide due on Aug. 21. Telegram from N. V. Bureau Wijsmuller, just received, says: Cycloop on the spot. Please cable master of Panaghia T. to cable us decision. Vessel without water, light or steam, main and auxiliary engines cannot work windlass or cargo gear. Owners' representative arriving on Saturday afternoon (Aug. 13).—Lloyd's Agent per Salvage Association. (See issue of Aug. 12.)

London, Aug. 12.—Steamer Panaghia T.: The following cable has been received from New York, dated Aug. 12:

Panaghia T.: Following received from Anglicus (vessel's Recife agents) to-day:

Our representative reports fire nearly extinguished, cargo in No. 5 upper 'tween deck consumed. Bilges Nos. 3 and 2 show presence of water and small quantity of bunkers. Vessel not pounding, is aground amidships and at high tide bow moves slightly. Master estimates could jettison cargo into sea from holds Nos. 1 and 2 if salvage tug able to supply steam. Holds Nos. 3 and 4 must be discharged to floating craft. Possible hire some sailing vessels of capacity about 50 tons, each of which could either jettison coal at sea or bring coal here. To land here would involve considerable trouble and expense with Customs and port authorities and handling, which possibly not commensurate with value of cargo. Services of small tug necessary to manoeuvre craft alongside. Whole operation will be very slow and expensive but essential to commence soonest possible in order to take advantage of exceptional high tide on Aug. 21. Corvette Forte de Coimbra unable to approach within 80 metres, therefore value of assistance problematical. Confirm tug Cycloop arriving to-day. Suggest master of Cycloop takes charge and gives us instructions regarding Forte de Coimbra; confirm you agree. Necessary place stern anchors in position while lightening in order to prevent ship encroaching further. Master wishes to repatriate two crew members to Montevideo, three to Vitoria, Brazil, 18 to Greece, and one to Jamaica. Crew are quartered in primitive hotel, where accommodation very limited and uncomfortable. Instruct soonest as crew restive. Brazilian Navy will permit repatriation of all crew who unrequited purposes their administrative inquiry. They anxious order return of Forte de Coimbra to base as state their craft exist for purposes of deep-sea towage and not salvage. Hurry instructions as we consider unwise to relinquish craft if she can assist Cycloop.

Anglicus advised by cable to follow Cycloop master's instructions concerning corvette.

PANAGHIA T.—Recife, Aug. 12.—Ste-
Panaghia T.: Corvette only navy's present. Naval authorities willing to withdraw. As navy inform fire extinguished, consider their services unnecessary. Through N.V. Bureau Wijsmuller, owners of Panaghia T. have instructed master to sign Lloyd's Open Form agreement.—Lloyd's Agents per Salvage Association. (See issue of Aug. 13.)

Ymuiden, Aug. 13.—Steamer Panaghia T.: Lloyd's Open Form signed with tug Cycloop at 5 15 p.m., G.M.T.—N.V. Bureau Wijsmuller.

Ymuiden, Aug. 14.—The master of tug Cycloop reported: "Steamer Panaghia T. aground amidships on soft reef. Twelve feet of water in engine-room since yesterday, also water in Nos. 1, 2, 3 and 4 holds, caused by filling. As far as can be observed now no serious bottom damage. Engine-room burned out. List three degrees. Cycloop now alongside." Our salvage inspector, Captain Gatersleben, flying Recife and estimated time of arrival on the spot Tuesday next (Aug. 16).—N.V. Bureau Wijsmuller.

PANAGHIA T.—London, Aug. 15.—Steamer Panaghia T.: The following cable has been received from New York, dated Aug. 12: Owners have endeavoured diligently since Aug. 8 to contact master unsuccessfully. Cable companies have confirmed messages undelivered. Additionally attempted contact tug Cycloop without success. When apparent communication with Panaghia T. impossible, owners, through Anglicus (vessel's Recife agents) New York representative, cabled master of Cycloop for master of Panaghia T., suggesting he sign Lloyd's Open Form when presented by Cycloop, which also undelivered. This morning, after receiving N.V. Bureau Wijsmuller's cable, owners cabled them the following reply: Panaghia T.: We have endeavoured unsuccessfully to contact master suggesting he sign Lloyd's Open Form when presented by Cycloop. Also tried unsuccessfully to reach Cycloop with same message. You may transmit the following message to Cycloop for master of Panaghia T.: Suggest you sign Lloyd's Open Form of Salvage Agreement when presented by Cycloop. Please keep us fully informed of progress. Following reply just now received from N.V. Bureau Wijsmuller: Thanks, trans-
mitted to Cycloop. Regarding corvette, master, chief engineer, which

PANAGHIA T.—Recife, Aug. 16.—Surveyor attended on board steamer Panaghia T. on Aug. 9. The vessel was aground and bedded on a reef plateau in position 1.5 miles from Peroba Beach. On board were the master, chief engineer and seven seamen. The

remainder of the crew had been sent ashore at Sao Jose da Coroa Grande as crew's quarters and stores had been destroyed. The master stated that when vessel was close to Fernando Noronha some trouble was noticed with the gyro and magnetic compasses. On the day of the grounding, some trouble was also experienced with the steering gear, the vessel carrying the helm. The weather was bad, with wind and heavy rain, when suddenly the ship began to sheer and did not answer the helm. Shortly afterwards the vessel grounded. The master ordered full astern to the engine-room, but during these manoeuvres a fire started in the engine-room, which had to be evacuated. It was impossible to extinguish the fire, which destroyed the whole engine-room and after installations. The fire spread to No. 5 hatchway, igniting tarpaulins and wooden hatch covers, which fell into the 'tween deck and set fire to the coal cargo stowed there. The surveyor found engine-room and surroundings still burning, but the fi-

in No. 5 hatch 'tween deck was partially extinguished. Soundings showed all bilges and holds perfectly tight. A small leak of oil fuel was noticed on the water near after port side, believed to be from a crack or a started rivet in shell plating. All poop structures were distorted and aftercastle deck plating entirely corrugated. The engine log had been destroyed in the fire. It was recommended that the owners engage the services of a salvage tug. The Panaghia T. had left Norfolk, Va., on July 20 with a full cargo of 10,973 tons of coal in bulk for San Nicolas, Argentina. (See later reports in issues of Aug. 15 and 16.)

PANAGHIA T.—Ymuiden, Aug. 20.—Our salvage inspector on board steamer Panaghia T. reported: "Succeeded in pumping empty engine-room and 4 ft. of water out of holds. Now closing seawater inlet. Still pumping on holds; no leakage. First attempt to refloat Panaghia T. during high water unsuccessful." Tug Cycloop now at Recife for boarding special salvage party and additional equipment which arrived by plane from Holland yesterday night. Cycloop again due at casualty Saturday night (Aug. 20).—N.V. Bureau Wijsmuller. (See issue of Aug. 20.)

PANAGHIA T.—Recife, Aug. 19.—Steamer Panaghia T.: Agents inform arrangements being made to commence jettison about 2000 tons of cargo on Monday (Aug. 22). Hoped to refloat on high tide Sept. 6-7. Chartered plane due to-night with five tons of salvage equipment. Tug Cycloop arriving here to-night to pick up equipment. Cycloop should leave to-morrow afternoon.—Lloyd's Agent per Salvage Association. (See later report in issue of Aug. 22.)

PANAGHIA T.—Ymuiden, Aug. 23.—Our salvage inspector on board steamer Panaghia T. reported: "Started yesterday jettisoning cargo from holds Nos. 1 and 2, using ship's winches powered by our air compressor."—N.V. Bureau Wijsmuller. (See issue of Aug. 23.)

PANAGHIA T.—Ymuiden, Aug. 24.—Steamer Panaghia T.: Still jettisoning cargo. First and second attempts to refloat unsuccessful. Held diver's examination; double bottom still dry. Third attempt next Friday (Aug. 26).—N.V. Bureau Wijsmuller. (See issue of Aug. 24.)

PANAGHIA T.—Recife, Aug. 24.—Steamer Panaghia T.: Surveyor informs: Ship's position to-day improved owing to lightening carried out through hole opened in shell on starboard side of No. 3 hold. Attempt to refloat to be held to-morrow, weather permitting. Ship's double bottoms and holds still watertight. Fire being extinguished, surveyor inspected engine-room and found machinery unserviceable and all aft structures badly buckled by fire and explosions.—Lloyd's Agent per Salvage Association. (See issue of Aug. 25.)

PANAGHIA T.—Ymuiden, Aug. 27.—Steamer Panaghia T.: Our salvage inspector reported on Aug. 26: Weather bad but improving. Two refloating attempts unsuccessful; vessel swung 5 deg. No. 2 deep tank kept full to maintain position.—N.V. Bureau Wijsmuller. (See issue of Aug. 26.)

PANAGHIA T.—Recife, Sept. 5.—Steamer Panaghia T. refloated at 2 10 p.m., local time, to-day, with assistance of tug Cycloop and Navy corvette Ypiranga, and now on way to Recife. (See issue of Aug. 29.)

Ymuiden, Sept. 6.—Tug Cycloop reported: Steamer Panaghia T. refloated at 2 p.m., Sept. 5, and now proceeding Recife.—N.V. Bureau Wijsmuller.

Ymuiden, Sept. 6.—Following received from our salvage officer on board steamer Panaghia T.: Tug Cycloop, towing Panaghia T., now entering Recife. No. 3 tank tidal, engine-room leaking but under control by our salvage pumps.—N.V. Bureau Wijsmuller.

PANAGHIA T.—Recife, Sept. 6.—Steamer Panaghia T. arrived here on Sept. 6, towed by tug Cycloop. (See issue of Sept. 7.)

Ymuiden, Sept. 7.—Steamer Panaghia T. arrived at Recife in tow of tug Cycloop and berthed safely.—N.V. Bureau Wijsmuller.

PANAGHIA T.—Recife, Sept. 8.—Steamer Panaghia T. moored at reef in harbour, draught aft 29 ft. 6 in., draught forward 19 ft. 6 in., depth of water to top of mud 18 ft. at high water. No. 3 inner bottoms, port and centre, full. Engine-room flooded 15 ft. of water, requires constant pumping. Diver unable to make inspection of bottom as vessel lies in mud. Await Salvage Association's surveyor.—Lloyd's Agent per Salvage Association. (Note.—Salvage Association's staff surveyor is due at Recife on Saturday, Sept. 10. See issue of Sept. 8.)

PANAGHIA T.—New York, Sept. 12.—Steamer Panaghia T.: Following received from surveyor Thompson: Panaghia T., grounding and fire on Aug. 8 at Peroba Beach: Nineteen shell plates, deck plates, bulkhead plating and all internals in way renew, all aft accommodation spaces wood bulkheads, furnishing, electrical wiring, fixtures, plumbing, &c., renew, refrigeration spaces renew, three lifeboats repair and one renew, boilers clean and examine, extensive repairs to uptakes and fan trunking, all ladders and grating renew, main engine and auxiliary machinery, together with pipes, valves and fittings, dismantle and examine, all electric motors rewind, switchboard all wiring renew, tailshaft examine, insulation renew, very extensive cleaning and painting. Recife harbour too shallow, vessel in mud. Diver unable to examine bottom and extent of possible damage unknown. Engine-room flooded 15 ft., greater part fuel oil, some water, examination difficult.—Salvage Association's Surveyors. (See issue of Sept. 10.)

London, Sept. 13.—The Salvage Association have received the following message from N.V. Bureau Wijsmuller, dated Ymuiden, Sept. 13: Steamer Panaghia T.: Have ordered tug Cycloop to end her services. However, salvage party and material still on board Panaghia T. attending pumps as owners unwilling to accept ending of salvage.

PANAGHIA T.—Recife, Sept. 14.—Steamer Panaghia T.: Tug Cycloop sailed for Quebec. Salvage equipment, salvage master and four men remained. Panaghia T. owners have not accepted delivery from salvors.—Lloyd's Agent per Salvage Association. (See issue of Sept. 14.)

PANAGHIA T.—London, Sept. 16.—The Salvage Association have received the following message from N.V. Bureau Wijsmuller, dated Ymuiden, Sept. 15: Steamer Panaghia T.: Have ordered our tug Cycloop to end her services and proceed to next employment. Salvage party, under supervision of our salvage officer, with all salvage material, still on board Panaghia T., as owners unwilling to recognise salvage services as being ended. Panaghia T. berthed safely at Recife. Our salvage officer reports seven feet of fuel in engine-room, leaking from crossbunker. Ten feet of fuel in crossbunker. Salvage Association's special surveyor and Lloyd's Agent at Recife also of the opinion to end salvage services, as longer standby of our salvage party no use under existing Lloyd's Open Form. (See issue of Sept. 16.)

Recife, Sept. 15.—Steamer Panaghia T.: Engine-room flooding levelled 8 ft. Increased one foot day. Two mates and second engineer leaving.—Salvage Association's Surveyor.

PANAGHIA T.—Ymuiden, Oct. 31.—Steamer Panaghia T.: Our salvage inspector now informed as Panaghia T., as before, safely moored. Vessel only slightly leaking in engine-room, about one and a half inches in level daily, which can easily be coped with by pumping one hour daily with one three-inch pump. Vessel still embedded in soft mud but can, without difficulty, be towed away if wanted. For ocean towage, only minor and normal preparations necessary.—N.V. Bureau Wijsmuller. (See issue of Sept. 17.)



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