

VRECK SECTION REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 723

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.

RETAIN

WRECK SECTION No. 723

Classification details

+ 100AL	+ IMC 9,59
1,60	BS M1,60
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.

NOTED BY RECORDS DEPT.

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.)

LL 11/8/60

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.

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 afloat. 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. Consultation with Panag regarding salvage.

M/M 1970

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

© 2020 THURSDAY 15 MAR 1962 Damaged by stranding & fire 860 - Broken up

PANAGHIA T.—Recife, Aug. 11.—
Steamer Panaghia T.: Following tele-
gram from N. V. Bureau Wijsmuller,
Ymuiden, yesterday: Our salvage tug
Cycloop proceeding to casualty, esti-
mated time of arrival to-morrow; work-
ing 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 imme-
diate danger of foundering and fire par-
tially 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 neces-
sary 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 pound-
ing, is aground amidships and at high
tide bow moves slightly. Master esti-
mates 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 hand-
ling, which possibly not commensurate
with value of cargo. Services of small
tug necessary to manoeuvre craft along-
side. Whole operation will be very slow
and expensive but essential to commence
soonest possible in order to take advan-
tage of exceptional high tide on Aug. 21.
Corvette Forte de Coimbra unable to
approach within 80 metres, therefore
value of assistance problematical. Con-
firm 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 posi-
tion 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 un-
comfortable. Instruct soonest as crew
restive. Brazilian Navy will permit
repatriation of all crew who unrequir-
ed 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 concern-
ing corvette.

PANAGHIA T.—Recife, Aug. 12.—Ste-
Panaghia T.: Corvette only navy; at
present. Naval authorities willing to
withdraw. As navy inform fire exting-
uished, consider their services un-
necessary. Through N.V. Bureau Wijs-
muller, 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 amid-
ships 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 sal-
vage inspector, Captain Gatersleben,
flying Recife and estimated time of
arrival on the spot Tuesday next
(Aug. 16).—N.V. Bureau Wijsmuller.

London, Aug. 15.—
Steamer Panaghia T.: The following
cable has been received from New York,
dated Aug. 12: Owners have endeav-
oured diligently since Aug. 8 to con-
tact master unsuccessfully. Cable com-
panies have confirmed messages un-
delivered. Additionally attempted con-
tact tug Cycloop without success. When
apparent communication with Panaghia
T. impossible, owners, through Anglicus
(vessel's Recife agents) New York repre-
sentative, 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 un-
successfully to reach Cycloop with same
message. You may transmit the follow-
ing 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
still on board, which

PANAGHIA T.—Recife, Aug. 16.— Sur-
veyor 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 Corona Grande as
crew's quarters and stores had been des-
troyed. 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 evacu-
ated. It was impossible to exting-
uish 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 sur-
roundings 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 cor-
rugated. 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 sea-
water inlet. Still pumping on holds; no
leakage. First attempt to refloat
Panaghia T. during high water unsuccess-
ful." 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 Wijs-
muller. (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 yester-
day jettisoning cargo from holds Nos. 1
and 2, using ship's winches powered by
our air compressor."—N.V. Bureau Wijs-
muller. (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 in-
forms: 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, sur-
veyor 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 Wijs-
muller. (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 Pan-
aghia 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 Associa-
tion'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,
disassemble 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, exami-
nation 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, leak-
ing 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 Sur-
veyor.

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 tow-
age, only minor and normal preparations
necessary.—N.V. Bureau Wijsmuller.
(See issue of Sept. 17.)

LL13/8/60

L-2 0/8/60

LL22/8/60

LL23/8/60

LL24/8/60

LL25/8/60

LL26/8/60

LL29/8/60

LL27/9/60

LL29/9/60

LL15/8/60

L-2 16/8/60