

COPY

No. 4195.

# LLOYD'S REGISTER OF SHIPPING



Port

G I B R A L T A R .

16th. August, 1958.

This is to Certify that

W. T. Cromby

the undersigned Surveyor to this Society did at the request of the Owners Agents and the Master, Captain O.E. Korvola, survey the Twin Screw Motor Tanker "PANSIO", 7337 tons gross of Helsinki, as she lay afloat at Gibraltar on the 30th July 1958 and on subsequent dates, on account of collision damage.

The vessel was on voyage from Helsinki to Turku in the Black Sea in ballast, and it is stated that on the 26th July 1958, when in the Bay of Biscay during fog, she was in collision with the Panamanian Steam Tanker "AGUA CLARA", 23,307 tons gross, which was loaded with a cargo of crude oil and bound for Fawley. In consequence the stem of the "PANSIO" was badly stove in and the Port side from the No.1 Port wing tank to the Poop was damaged superficially by fire of burning crude oil set alight on the sea, which is stated to have spilled from the breached Starboard No.1 and 2 wing tanks of the "AGUA CLARA". It is also stated that it took the "PANSIO" 8 to 10 minutes using her engines to the utmost to move clear of the burning sea.

The "PANSIO" arrived at Gibraltar under her own power on the 30th July, 1958.

For full particulars see Vessel's Log Book.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

COPY<sup>2</sup> -

Motor Tanker "PANSIO" - Continued.

Upon examination, I found and recommended as follows:-

The vessel's stem together with the Port and Starboard side plating, frames, decks, stringers and internal structure were found to be badly stove in, above and below the water line back to the collision bulkhead which was also seriously damaged. The top of the chain locker was pushed through the collision bulkhead into the dry cargo hold. The Fore deep tank forward bottom bulkhead margins were sprung open and the rivets sheared.

The following items were found damaged and will require to be dealt with.

FOUND.

Stem bar, full length buckled,  
broken and twisted.

RECOMMENDED.

Upper and lower parts to  
be completely renewed.

Shell Plating.

Forecastle side plate upper strake No.2	P	Remove, fair and replace.
" " " lower strake No.2	P	To renew.
" " " upper strake No.2	S	Remove, fair and replace.
" " " lower strake No.2	S	Fair in place.
" " " lower strake No.3	S	Remove, fair and replace.

Sheer strake plates No.1 & 2	P&S	All to be renewed.
1st below sheer strake plates No.1 & 2	P&S	
2nd " " " " " " " " " "	No.1 & 2 P&S	
3rd " " " " " " " " " "	No.1 & 2 P&S	
4th " " " " " " " " " "	No.1 P&S	
4th " " " " " " " " " "	No.1 & 2 S	
5th " " " " " " " " " "	No.1 & 2 P&S	
6th " " " " " " " " " "	No.1 & 2 P&S	
No.1 Keel plate		

The above plates found badly buckled, stretched or fractured.

Motor Tanker "PANSIO" - Continued.

10 main frames Port side and 13 main frames Starboard side in the Fore Peak and space above, together with breast hooks, floors, beams and stringer brackets, deck plating, fore peak tank top, chain lockers, side stringers, pillars, girders, and internal structure in way of damage buckled, twisted and disturbed.

All to be completely renewed, part renewed or repaired.

Collision Bulkhead.

Badly holed from top of fore deep tank upwards.

Bulkhead and stiffeners to be completely renewed from main deck to bottom of vessel.

Fore Peak.

Tank top badly holed, plates twisted and torn.

Tank top and centre girder to renew from stem to collision bulkhead.

Forecastle Deck.

Plating and beams in way of windlass sprung and disturbed.

Five deck beams to remove, fair and replace, deck plating to release, fair and re-rivet.

Main Deck.

Badly torn, set up inside the Forecastle space from stem to collision bulkhead.

Entire deck to be renewed together with centre deck girder, P&S waterways and cement chocking.

Chain Locker.

Locker badly crushed both chain pipes severed.

Chain locker and both chain pipes to renew.



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Motor Tanker "PAESIO" - Continued

Starboard Hawse pipe.

Bottom flange on ship's side fractured.

Lower section to renew.

Dry Cargo Hold.

Upper centre and lower deck stringer attachments on starboard forward corner at frame No.160 buckled.

All to be renewed from web frame No.160 to collision bulkhead.

Auxiliary Pump Room.

Longitudinal bulkhead and overhead flat buckled where connected to collision bulkhead.

Plating and angle connections to crop and part renew.  
Pumps and pipe connections to remove for access and replace as necessary.

Fore Deep Tank.

Bottom shell plating buckled, and torn, and tank top set up in way of collision bulkhead.

Tank Fore end(incorporated in collision bulkhead) to renew. Tank top in way of this bulkhead to crop and part renew.

Windlass.

Bedplate fractured transversely full width in three places.  
Engine guide attachments broken.

Cast iron bedplate together with wood base and angle surround to renew.

Engine to adjust, cables and windlass to test.

Forecastle Space.

All pillars disturbed and or bent.

All to repair and refit.

P&S longitudinal and transverse casing plates for store space buckled.

All to renew.

DeGaussing cable, reels, sand boxes, fittings disturbed.

All to be restored as original.

Ladders buckled.

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Motor Tanker "PANSIO" - ContinuedGeneral.

Fore Peak air and sounding pipes and chain locker gas ejector pipes to be renewed. Ladder to renew. Fore deep tank on Starboard side dry cargo hold to part renew. Ventilator trunk to Peak Space to part renew.

Chain locker hand pump and connections below main deck to renew. All damage to upper and lower Peak spaces, forecastle space, deck fittings, ladders, pipes, stringers, cement, electric lighting and wiring to be removed and replaced and made good as found necessary. Fore peak tank cement to be renewed on completion of repairs. Fore deep, auxiliary pump room, peak and chain locker to be tested. Vessel to be drydocked to effect such repairs and undocked. Bottom to be cleaned and coated. Draft marks to be repainted. Main engine holding down bolts and boiler collision chocks to examine.

This survey was carried out with the intention of placing the vessel in as good a condition as she was prior to the collision, and any other items not mentioned but which could be attributed to the said collision upon further examination, to repair as found necessary.

FIRE DAMAGE IN CONSEQUENCE OF COLLISION.Shell plating Port side.

Shell plate 66, Fore section  
overheated, paint scorched.

Plate to crop and part renew,  
50% at fore end.

Bridge.

Port side plating stanchions  
at underside of Bridge scored  
paintwork damaged.

To wash down, scrape as  
necessary, prime and re-coat.

Main Deck.

Rails and fittings on Port side  
between bridge and poop scored  
by fire.

To clean, scrape as necessary,  
prime and re-coat.

Motor Tanker "PANSIO" - Continued.

Poop.

Funnel, casing tops, ventilators,  
and cowls scorched by fire.

To clean, scrape as necessary,  
prime and re-coat.

Poop Deck.

All deck planking and permanent  
wood awning scorched by fire.

Poop deck to dress up and  
seams re-caulk as found  
necessary. Wood awning deck  
to be completely renewed.

Part of electric wiring and  
fittings scored.

All to examine and megger  
test.

Two life belts ensign staff  
charred.

To be renewed.

Fire Hoses Locker.

Surfaces charred.

To clean, scrape and prime  
and paint two coats.

Glass on key box broken.

Glass window to renew.

Port Motor Lifeboat.

Shell and top fittings  
scorched.

Canvas cover to renew, lifeboat  
hull to scrape, clean, prime  
and paint two coats.

Port Lifeboat.

Canvas cover burnt.

Canvas cover to be renewed.

Boat lamp damaged.

Lamp to overhaul, glass to renew.

One 30ft wood ladder charred.

Ladder to be renewed.

Paint Scow.

Badly charred at Fore end.

Transom and part of the side  
planking to be renewed.

Boatswain's Locker.

To clean and renew the canvas  
cover.

Emergency steering wheel.

To be renewed.



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Motor Tanker "PANFIO" - Continued.

POOP ACCOMMODATION PORT SIDE.

First Cook. Scuttle port glass and rubber jointing to renew.  
Port curtain to renew.  
Scorched paint to remove and prime and coat  
in way.  
Room clean and paint one coat.  
Woodwork clean and repolish.

Second Cook. Scuttle port glass and rubber jointing to renew.  
Port curtain to renew.  
Room to clean and paint one coat.

Mess Boys. Scuttle port glass and rubber jointing to renew.  
Scorched paint to remove, prime and coat in way.  
Room to clean and paint one coat.

Crew's Washplace.

Scorched paint to remove, prime and coat in way.  
Space to clean and paint one coat.

Crew's W.C. Scorched paint to remove, prime and coat in way.  
Space to clean and paint one coat.

ON POOP DECK CENTRE HOUSE PORT SIDE.

Crew's Washroom.

Scuttle glass and rubber jointing to renew.  
Scorched paint in way of port to remove and  
prime and paint two coats.

Galley. Scuttle port glass and rubber jointing to renew.  
Scorched paint in way of port to remove and  
prime and paint two coats.

Fidley. Scorched paint on inside above poop deck level  
to remove and prime and paint two coats.

ON MAIN DECK PORT SIDE.

CARPENTER Scuttle port glass and rubber jointing to renew.  
Port and bunk curtains to renew.  
Scorched paint to remove, prime and coat in way.

Motor Tanker "PANSIO" - Continued.

Carpenter- Contd.

Room to clean and paint one coat.

Outside door to clean, prime and paint two coats.

Two Seamen. Scuttle port rubber jointing to renew.

Port curtains to renew.

Scorched paint to remove, prime and coat in way.

Room to clean and paint one coat.

Two Seamen. Scuttle port glass and rubber jointing to renew.

Port curtains to renew.

Scorched paint to remove, prime and coat in way.

Room to clean and paint one coat.

Two Seamen. Scuttle port glass and rubber jointing to renew.

Port and bunk curtains to renew.

Scorched paint to remove, prime and coat in way.

Room to clean and paint one coat.

Two Motormen.

Scuttle port glass and rubber jointing to renew.

Port and bunk curtains to renew.

Scorched paint to remove and prime and coat in way.

Room to clean and paint one coat.

Two Motormen.

Scuttle Port glass and rubber jointing to renew.

Two Motormen.

Scuttle port glass and rubber jointing to renew.

Port and bunk curtains to renew.

Scorched paint to remove, prime and coat in way.

Room to clean and paint one coat.

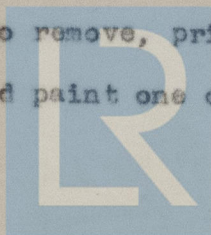
Petty Officers' Messroom.

Scuttle port glass and rubber jointing to renew.

Port curtains to renew.

Scorched paint to remove, prime and coat in way.

Room to clean and paint one coat.



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Motor Tanker "PANFIO" - Continued

Motormen's Messroom.

Two scuttle port glasses and rubber jointing to renew.

Two port curtains to renew.

Scorched paint to remove, prime and coat in way.

Room to clean and paint one coat.

Serving Pantry. Scuttle port glass and rubber jointing to renew.

Scorched paint in way of port to remove, prime and paint two coats.

Seamen's Messroom.

Two scuttle port glasses and rubber jointing to renew.

Scorched paint to remove, prime and coat in way.

Room to clean and paint one coat.

Workshop. Scuttle port glass and rubber jointing to renew.

Engine room. Scorched paint inside engine room to remove, prime and coat in way.

Top of Engine room above poop deck level to clean internally and paint one coat.

Gauges on two fire damaged gas bottles to remove, overhaul, fit new glasses and calibrate.

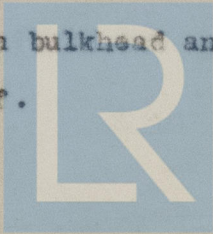
Lagging on pipe from domestic water tank to renew for six feet.

RECOMMENDATIONS AND TEMPORARY REPAIRS EXPECTED AT GIBRALTAR.

Divers employed to remove large part of damaged bow structure protruding to Starboard and extending 5ft below keel level.

Fore deep tank forward end, bottom connection at base of collision bulkhead temporary tightened with wood plugs in rivet holes and wedges in plate opening.

Auxiliary Pump Room situated on Port forward corner of Dry cargo hold. Holes in collision bulkhead and fore peak suction pipe bulkhead piece blanked off.



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Motor Tanker "PANSIO" - Continued

Windlass. Damaged chain pipes cut away. Damaged bedplate strengthened by means of two 6"x6"x $\frac{3}{8}$ " angle bars bolted longitudinally across the fractures. Temporary guide pedestals fitted. Engine made workable, Port anchor cable lowered and hauled up satisfactorily.

Repairs to fire damage have been deferred until the vessel arrives at Naples for the permanent repairs to the collision damage.

The temporary repairs to the collision damage carried out at Gibraltar at this time were completed to my satisfaction, and an interim certificate for the voyage to Naples was granted accordingly.

*H. H. H. H.*  
SURVEYOR TO LLOYD'S REGISTER.



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