

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30.8.58 19... When handed in at Local Office... 19... Port of GIBRALTAR.

No. in Survey held at GIBRALTAR Date, First Survey 30.7.58 Last Survey 15.8.58 19
Reg. Book. 74455 on the Wood, Iron or Steel Motor Tanker "PANSIO"
(No. of Visits Eleven)

TONNAGE:- Built at Kiel By whom Deutsche Werke. A.G. When 1931 5
GROSS 7337 Owners A/B Turret O/Y Owners' Address
UNDER DK - Managers Port belonging to Helsingfors
NET 4110

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage Gibraltar to Naples

Cell/Dor/Dba feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER: * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
100A1	LMC
Carrying petro-	CS 6/57
leum in bulk	d 3/58
SS Ham (Dr) 6/57	CLp&s 2/58
Docking Date	
2/58	

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 33352 Port ANT.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters relating to this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Collision Damage

The vessel was on voyage from Helsinki to Tuapse 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", 23,507 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 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.

On examination, I found and recommended as follows:-

Continued overleaf.....

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Swaged								
Moved and Faired or Repaired								
Repaired or Repaired in place								

CONDITION OF THE

Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Feet.)
Decks	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Stenings	Oil Bunkers	Boats
Rudder	Scuppers	Masts, Yards, &c.
Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Windlass	Hatches	Equipment letter
Have pumps been examined and found efficient?	Planking	Anchors, No. of
Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Have Watertight Doors been examined and found efficient?	Treenails	length mean diam. (on board)
Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Rule length size
Plating	Transoms, Pointers & Crutches	Chain Locker
Plating	Timbers of Frame at openings	Hawsers & Warps
Plating	Stringers, Clamps & Shelves	Standing and Running Rigging
Plating	Salting (State if examined.)	Sails
Plating	Doubling Plates under Sounding Pipes	

General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

Recommended that the vessel be allowed to proceed to Naples for permanent repairs.

Section 29	£ 60	: 0	: 0	Fees applied for,
Repair Fee (if any)	£	:	:	10
Penalties (if chargeable)	£ 15	: 0	: 0	Received by me
Surveyor's Fee (if any)	£	:	:	10

Surveyor to Lloyd's Register of Shipping.

TUESDAY 23 SEP 1958

Deferred await Nap report

Noted for Header



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003572 - 003580 - 0053

Is Certificate required? to be sent to

on the ~~S.S./M.S.~~ Motor Tanker "PANSIO"

Main Deck.

Rails and fittings on Port side between bridge and poop scorched by fire. To clean, scrape as necessary, prime and re-coat.

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 Hose 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.

Pain Scow.

Badly charred at Fore end. Transsom 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.

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.

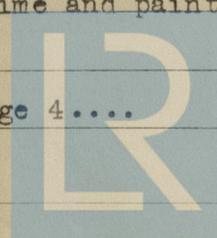
Crew's Washroom.

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.

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on the ~~SS/MSS~~ Motor Tanker "PAN SIO"

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.
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.

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.

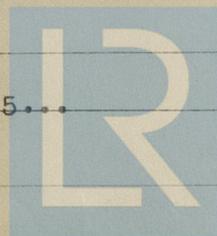
Two scuttle port glasses and rubber jointing to renew.
Scorched paint to remove, prime and coat in way.
Room to clean and paint one coat.

Workshop. Scuttle port glass and rubber jointing to renew.

Engineerom. Scorched paint inside engineerom to remove, prime and coat in way.
Top of engineerom 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 EFFECTED AT GIBRALTAR.

Diver 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.



on the ~~S.S.M.S.~~ Motor Tanker "PANSIO"

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.

Windlass. Damaged chain pipes cut away. Damaged bedplate strengthened by means of two 6"x6"x $\frac{5}{8}$ " 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. M. M. M. M.



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