

WRECK SECTION

No. 839/B

RETAIN

WRECK SECTION

Wreck Report No. 14933

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 91364 in R.B. Wreck Book, p. 123/58 Date of writing this report 12th February, 19 59.

Ship's Name s.s. "MIRADOR" of Panama Tons { Gross 21020 Net 14909

Built at Genoa When 1958 5 Casualty notice sent to Owner 5.2.59. Owner's reply 9.2.59.

Owners Mirador Cia. Nav. Panamena S.A.

Managers ---

Address c/o S.G. Embiricos, Ltd., Dunster House, 17-19, Mark Lane, E.C.3.

Classification details

✠ 100A1	✠ LMC 5,58
rying petroleum in bulk	BS NWT5,58
5,58	nsg5,58
	ts 5,58 CL

of Casualty 16th December, 1958.

of Casualty

Sunk by explosion while discharging cargo of oil fuel in Iskenderun harbour, Turkey.

The Owners concur.

16.12.58 Expl. pump room, fire, ship abandoned  
1 man injured - 2 missing?  
spark from hot pump during oil transfer

13.1.59 Further explosion

14.1.59 vessel sank in harbour at Iskenderun

Following received from commander of turbo-electric tanker OCKLAWAHA: Crew of tank steamer Mirador abandoned vessel after flooding all tanks except Nos. 9, 4 and 1; all but two members of crew accounted for, names unknown. Fire appears to have subsided as of 2 30 a.m., local time, Dec. 17, and observations being made by vessel's agents, master and commander detachment 33 3 think vessel can be boarded.

Following received from Military Sea Transportation Service, Leghorn: Mirador still burning in No. 10 tank, pump-room and engine-room; tank No. 9 has 1500 tons J.P. 4, tank No. 8 has sea-water and tank No. 7 has undetermined quantity J.P. 4.

Istanbul, Dec. 18.—Reports from Iskenderun to-day said that fuel stored in tank steamer Mirador is blazing. The reports said that 32 Greek seamen on board the Mirador escaped from the blaze, some by jumping overboard. Three United States destroyers are reported to have left Beirut for Iskenderun to help fight the fire. (Later) Two of the crew of the Mirador were killed during the explosion. Police said the fire apparently started from a spark from hot pumps during oil transfer. The fire is now almost extinguished. The Mirador still has about 4000 tons of oil on board. — United Press.

SOURCE OF INFORMATION

MIRADOR. — Iskenderun, Dec. 17.—Explosion occurred on board United States Navy turbo-electric tanker OCKLAWAHA and Panamanian tank steamer Mirador at 11 40 p.m., Dec. 16, when vessels were lying alongside each other in Iskenderun roadstead transferring fuel from Mirador to OCKLAWAHA. OCKLAWAHA: Fire extinguished while heaving anchor and parting from Mirador; one badly injured seaman landed in care of United States and Turkish military authorities. Mirador abandoned at 1 a.m. to-day, still burning; understand two crew missing. No facilities available at Iskenderun to fight Mirador fire; vessel still at anchor in roadstead. Cannot yet assess damage to OCKLAWAHA and cannot yet tell outcome of Mirador fire. — Lloyd's Agents.

London, Dec. 17. — The following message has been received from the master of tank steamer Mirador: About 10 p.m., Dec. 16, explosion in pump-room during discharge at Iskenderun, cutting water fire line and steam, fearing nothing can be done from crew and abandoned vessel already on fire in No. 10 afterpart. Pumpman and able seaman probably lost, other crew O.K. Nothing available in this port to fight fire and prevent further explosion as already (? now) on board 4000 tons cargo. Only hope remains to save is No. 8 "cceros" having water ballast. Military Sea Transportation Service try bring foam extinguisher to-morrow and if not this fire (? fear) another explosion probably safe (? sink) vessel.

MIRADOR. — London, Dec. 18. — Messrs. S. G. Embiricos, Ltd., report that they have received the following telegram from the master of tank steamer Mirador, timed Iskenderun, 6 40 p.m., Dec. 17: Tried to-day to board vessel with chief mate and chief engineer, but forbidden boarding by authorities, only cyclec (? only circled) close range. Fire now in after bunkers. After pump-room and No. 10 cross burned out. Present looks stopped progressing No. 9 centre, full gasoline. Attempts Military Sea Transportation Service, 6th Fleet, to send fire boat. Afternoon visited Turkish Admiralty with Military Sea Transportation Service and requested assistance, which granted, and immediately ordered preparations for to-morrow dawn. Am suspicious that already engine and boilers damaged seriously. From explosion mostly outside plates port starboard No. 10 and pump-room bent. Hope to-morrow night give full details. Positively Tzieris, pumpman, and Sardis, able seaman, lost their lives. Master of turbo-electric tanker OCKLAWAHA, in which were discharging, claims damaged from explosion, also for crew and burns from explosion and gasoline shower. New York notified and Lloyd's Agents informed. (See issue of Dec. 18.)

Iskenderun, Dec. 17. — Tank steamer Mirador is still burning aft. Fire at moment restricted to ship's fuel and after housing. Between tanks holding approximately 5000 tons of jet fuel and flames are one empty tank and one tank water-ballasted. United States and Turkish military authorities will attempt to extinguish fire to-morrow morning, using Navy and port MM Poly equipment. Confirm two men missing, presumed dead. Turbo-electric tanker OCKLAWAHA P. and I. Club "UA" instructed Whittall (Lloyd's Agents), Istanbul, to conduct inquiry, obtaining statements on situation. Whittall appointed ourselves to act on their behalf. We are conducting full inquiry, commencing to-morrow. American Bureau of Shipping surveyor is due to-morrow and we intend utilising him in his private capacity as expert to assist in inquiry, together with N.A.T.O. engineer. Injured man flown to Ankara to-day in critical condition. Weather good, slight wind swinging vessel on anchor, restricting forward movement of flames. Military authorities of opinion risk of explosion not great. — Lloyd's Agents.

London, Dec. 18.—Messrs. S. G. Embiricos, Ltd., have received the following messages from New York:

WRECK SECTION

No. 839/B

12/19/58

WRECK SECTION

No. 839/B

Suggested Record "SUNK BY EXPLOSION 12,58"

Date of Committee FRIDAY 13 FEB 1959

Committee's Minute Sunk by explosion 12.58

5c.10 54. Act. H.



Lloyd's Register Foundation

005082-005088-0040 1/2

Is Certificate required? If so, to be sent to

**MIRADOR.**—London, Dec. 19.—Messrs. S. G. Embiricos, Ltd., report that they have received the following message from the master of tank steamer Mirador, timed 3 30 p.m., Dec. 18: To-day visited ship, fire continuing in after bunkers. No. 9 centre emanating gasoline vapour, hope no extension until to-night, when expected 9th Fleet destroyer to extinguish fire. From superficial examination, vessel looks very seriously damaged from No. 10 to extreme afterpart. American Bureau of Shipping surveyor to examine fire damage on turbo-electric tanker OCKLAWAHA, of which second engineer died last night as consequence of burns. (See issue of Dec. 19.)

Iskenderun, Dec. 19.—An American destroyer to-day extinguished the fire on board the Panamanian tank steamer Mirador.—Reuter.

**MIRADOR.**—Iskenderun, Dec. 19.—Tank steamer Mirador: United States Navy destroyer with United States Army and Air Force personnel and master and officers of Mirador boarded vessel at 11 p.m. on Dec. 18 and extinguished fire. Destroyer now pumping out flooded engine-room. Recommend Lloyd's surveyor attend vessel and survey. Mirador apparently undamaged forward of amidships, but after housing, engine-room, &c., badly damaged, plates buckled and vessel taking water. Cannot state cause of explosion, which apparently occurred either in No. 10 tank or pump-room of Mirador at 11 40 p.m. on Dec. 16.—Lloyd's Agents per Salvage Association. (See issue of Dec. 20.)

Iskenderun, Dec. 19.—Tank steamer Mirador: Master of Mirador requested we survey alleged damage to turbo-electric tanker OCKLAWAHA. We appointed American Bureau of Shipping surveyor, Istanbul, who conducted survey yesterday. Cause of damage fire-flash and blast; damaged part after housing and hull. Surveyor recommends vessel be drydocked Italy after completion of discharge at Iskenderun and Tripoli, Libya, after vessel gas-free, as possibility of underwater damage and damage to main condenser.—Lloyd's Agents per Salvage Association.

**MIRADOR.**—Iskenderun, Dec. 20.—Tank steamer Mirador: Master stating, due to flooded engine-room, hull bending forward of pump-room. Fears, unless water pumped out, after section will break away and sink. Pumping operations now being conducted from Turkish Navy barge with portable pump, however, existing facilities only prevent water from increasing. Understand from American Bureau surveyor and United States military authorities impossible to conduct survey until vessel gas-free and water pumped out. United States destroyer Pierce (? John R. Pierce) standing by.—Lloyd's Agents per Salvage Association. (See issue of Dec. 22.)

Iskenderun, Dec. 21.—Tank steamer Mirador: United States military authorities state cannot hold destroyer here indefinitely, therefore suggest salvage tug to be sent soonest.—Lloyd's Agents per Salvage Association.

**MIRADOR.**—London, Dec. 24.—Tank steamer Mirador: The following message, timed 2 30 p.m., Dec. 20, has been received from the master: Small fire started, which extinguished by an extinguisher and crew on board. This morning United States destroyer John R. Pierce alongside trying to locate recent new fire and pumping water from engine-room. Lloyd's Agents notified that afterpart started bending from in damage part of ship. (See issue of Dec. 23.)

London, Dec. 24.—Tank steamer Mirador: The following cables have been received from Military Sea Transportation Service, Ankara:

Dated Dec. 21: Following from United States destroyer John R. Pierce, timed Dec. 21, 11 p.m.: Pumping continues with progress, estimate three days to complete discharge of water at present pumping rate. Draught at 10 30 p.m. forward 10 ft., aft 38 ft., some leak in hull apparent but extent unknown. Pumping slow for this 35,000-ton ship. Twenty feet of water remaining in engine-room and fire-room. Estimate no urgency will exist after 10 p.m., Dec. 22, at present pumping rate. However, believe some pumping assistance required to assure buoyancy. Master of ship reports salvage tug from Piraeus requested but unknown at present when arrives. Turkish Navy proceeding with pumping during working day only, with capacity of about 600 gallons per minute. Doubtful whether this will maintain buoyancy status for 24-hour period. Have pointed out fact that John R. Pierce has other commitments and cannot remain indefinitely with Mirador. Pumping rates of John R. Pierce are diminishing as suction depth increases; emergency pumps now in use will not function indefinitely. In spite of pressure by army to get salvage tug assistance there seems to be a feeling that we shall remain until assistance arrives. Recommend John R. Pierce remain on job until 10 p.m., Dec. 22. Will advise if consider that emergency exists beyond this time. Unless otherwise directed will take off at this time and proceed on duty assigned.

Timed 3 p.m., Dec. 22: Destroyer John R. Pierce and Turkish naval vessel continuing to pump. Draught forward 9 ft., aft, 37 ft., 18 ft. in engine-room, water bubbling indicates break in that area. Ship's agents indicate owner or other representative is due soon but little active arrangements have been made. Mirador could sink in 20 to 40 hours after John R. Pierce is detached unless Turkish Navy is influenced or other arrangements are made to continue pumping.

London, Dec. 24.—The following message has been received from the master of tank steamer Mirador, timed Iskenderun, 7 10 p.m., Dec. 22: Consider extreme urgency hasten salvage because if, as expected destroyer John R. Pierce stops pumping at midnight, fear vessel settles dangerously. Depth of water Mirador anchorage 93 ft.

London, Dec. 24.—The following messages have been received from Military Sea Transportation Service:

Following from destroyer John R. Pierce to Commander of 6th Fleet at 2 p.m., Dec. 23: Assistance to tank steamer Mirador: Ceased pumping operations at noon on Dec. 23. Draught forward 11 ft. 1 in., aft 35 ft. 11 in., having been decreased from approximately 43 ft. List approximately 2 deg. to port. Depth of remaining water in engine-room 15 ft., having been lowered from 32 ft.; after steering-room dry. Several of crew of Mirador on board; no injury to personnel. No damage to ship or machinery. Estimate Mirador can remain afloat four to five days without pumping. Proceeding on duty assigned. (Later) Went into port for mail and on coming out made final check when discovered Mirador stern draught increased 13 in. in four hours. This rate much faster than expected. Ship will remain afloat for estimated two days at best. Turkish Navy not providing any more pumping.

Following from Commander Tusleg (Embarkation Detachment) to Iskenderun, timed 3 p.m., Dec. 23: Early this morning, local Lloyd's Agents, on behalf of master of Mirador, telephoned salvage department and requested assistance on basis of Lloyd's Open Form of Salvage Agreement. Salvage department agreed to study the matter and requested agent to call back at 2 30 p.m. Master called from Iskenderun and Denizcilik Bankasi requesting guarantee. Denizcilik Bankasi cabling London for guarantee arrangements with Lloyd's. Salvage vessel Imroz will leave to-night; expect three days en route. Mohamed Ali Dakwar will be in charge and will leave by air to-morrow morning.

Iskenderun, Dec. 23.—Tank steamer Mirador: At request of master we telephoned and master cabled to Turkish Salvage Company, Istanbul, who sending salvage vessel Imroz, leaving Istanbul to-night. Meantime,

master cabled operators in London to contact Walford Lines, United Kingdom representatives of Turkish States Lines, to order deposit guarantee requested by Turkish Salvage Company. Salvage Association's special officer due this evening, probably with operators' marine superintendent, also general manager of Turkish Salvage Company due to-morrow.—Lloyd's Agents per Salvage Association.

London, Dec. 24.—The following cable has been received from the master of tank steamer Mirador, timed 4 30 p.m., Dec. 23: In reply to my call for assistance, Denizcilik Bankasi, Istanbul, replied requires security in London, which arrange urgently in agreement with their agents, Walford Lines, noting that Denizcilik Bankasi dispatching salvage vessel Imroz to-night for Iskenderun.

The following cable has been sent by Denizcilik Bankasi to their agents, Walford Lines, timed 4 35 p.m., Dec. 23: Master urgently requests assistance. Salvage vessel Imroz leaves to-night and manager flies to-morrow morning. We accept Lloyd's Open Form, but, in view of distance and lack of information on nature of services required, must stipulate guarantee for actual voyage expenses of Imroz if services not utilised. Master agrees by telephone and request you obtain undertaking from owners.

London, Dec. 24.—The following cable was received from the Turkish Salvage Company in Iskenderun to-day: Salvage vessel Imroz sailed (from Istanbul) yesterday on basis of Lloyd's Form at request of master of tank steamer Mirador, immobilised at anchor off Iskenderun. Master agrees Imroz voyage expenses if services not utilised.

**MIRADOR.**—Iskenderun, Dec. 25.—Tank steamer Mirador: Machinery spaces flooded to depth of 36 ft. and suspect these, pump-room and Nos. 9 and 10 port and centre cargo tanks interlocking as levels correspond, making allowance for vessel's trim. Leakage from sea estimated controllable. United States destroyer John R. Pierce, which alongside, rendering assistance pending expected arrival of Turkish Salvage Company's vessel at 6 a.m., Dec. 26. Subject to examination in dry dock, consider damage confined aft of No. 8 boiler-room shipside plating buckled due to fire, and Nos. 9 and 10 port tank shell plating and deck ballooned by

internal explosion. No. 10 centre aft bulkhead ballooned into pump-room. Poop accommodation entirely gutted and machinery spaces extensively damaged by fire, but extent above flooding only viewable. Following pumping out of leaking compartments and stopping inflow, consider Mirador seaworthy to proceed under tow to dry dock, preferably Mediterranean, for detailed examination and preparation of repair specification, for which discharge of remaining cargo and thorough gas-freeing essential.—Salvage Association's Surveyor and Lloyd's Agents. (See issue of Dec. 27.)

**MIRADOR.**—London, Dec. 29.—The following message has been received from destroyer John R. Pierce, timed 12 15 p.m., Dec. 25: Master and agents of tank steamer Mirador agreed for John R. Pierce to go alongside and give assistance. John R. Pierce alongside and pumping at 9 30 a.m., Dec. 25. At 9 30 a.m., Dec. 25, draught forward 8 ft. 6 in., aft approximately 32 ft. 6 in., engine and fire-room approximately 31 ft., list about 2 deg. Turkish Navy to assist with one pump. (See issue of Dec. 29.)

London, Dec. 29.—The following message has been received from Military Sea Transportation Service, London, timed 3 p.m., Dec. 25: Ankara Military Sea Transportation Service reports: On verbal request of master and special representative of Salvage Association, London, and with approval of Turkish naval base commander, United States destroyer John R. Pierce went alongside tank steamer Mirador at approximately 10 a.m., G.M.T., Dec. 25, to commence pumping operations. Turkish Navy is moving equipment to vessel to assist John R. Pierce and will have commenced pumping by 1 p.m. Draught approximately 42 ft. aft, 8 ft. 6 in. forward, at 10 a.m. Turkish Salvage Company's representative, on scene, approved of measures taken and indicated necessary in order that after section of vessel should not break off.

Iskenderun, Dec. 27.—Tank steamer Mirador: Following continuous pumping, depth in flooded machinery spaces now 16 ft. and viewable leakages being made tight. Turkish salvage steamer Imroz arrived at Iskenderun this morning and anticipate additional pumps then available will enable pump machinery spaces dry and stop inflow there. Now apparent bulkhead between machinery spaces and pump-room virtually watertight, but still suspect Nos. 9 and 10 port and centre cargo tanks interlocking. Reduced water level discloses deaerator and lubricating oil gravity tank have fallen from upper engine-room atop turbines and gearing, which all damaged by impact. Approximately 2000 tons of undischarged cargo remains in tanks clear of damaged area and investigating means of discharging here. Quantity lost by fire, explosions and openings presently undetermined. Suspect approximately 800 tons of bunkers aft contaminated.—Lloyd's Agents per Salvage Association.

London, Dec. 29.—The following message has been received from Military Sea Transportation Service, timed 11 30 a.m., Dec. 28: Turkish salvage tug arrived at 6 30 a.m., Dec. 27. Destroyer John R. Pierce ceased pumping at 11 a.m., Dec. 27, and left at 7 p.m., Dec. 27. Turkish salvage tug unable to cope with job alone. Destroyer Soley replaced John R. Pierce at 6 p.m. During period between departure of John R. Pierce and arrival of Soley commenced pumping, level of water in engine-room increased by seven feet. Soley attempting to de-water engine-room to effect patching.

London, Dec. 29.—The following cable has been received from Istanbul, timed 6 p.m., Dec. 28: Tank steamer Mirador: Salvage steamer Imroz arrived at Iskenderun at 2 a.m. on Dec. 27 and commenced operations. In view of circumstances and in general interests, full co-operation with Turkish and American authorities requested to assist Imroz. Draught yesterday morning 9 ft. forward, 40 ft. aft, this afternoon 15 ft. forward, and 32 ft. aft. Imroz and American destroyer alongside, pumping with ejector pumps, and divers operating. Contract not yet entered into but this can be arranged later.

London, Dec. 29.—The following messages have been received from destroyer Soley:

At 7 p.m., Dec. 28: Level of water in engine-room and fire-room steadily being lowered. Diver(s) now available and have commenced plugging all sea chests and hull openings aft. At present progress engineering spaces should be de-watered in next 24 to 36 hours. Draught forward 16 ft., aft 31 ft. If Soley departs prior to de-watering and making engine spaces reasonably watertight, predict complete flooding within 24 hours unless interested parties provide suitable pumping equipment and more pumping equipment. Present estimated time of completion is 6 a.m., Dec. 30.

At 6 35 a.m., Dec. 29: Operation progressing satisfactorily. Trim and draught continues to improve; progress complete within next 24 hours.

**MIRADOR.**—London, Dec. 30.—S. G. Embiricos, Ltd., have received the following message from Iskenderun, timed 5 35 p.m., Dec. 29: Tank steamer Mirador: Engine-room level reduced about further three feet. Otherwise position virtually unaltered. Divers' efforts continuing. (See issue of Dec. 30.)

London, Dec. 30.—The following message has been received from the Turkish Salvage Company, timed Galata, 6 10 p.m., Dec. 29: Tank steamer Mirador: As result of our divers sea connections water in engine- and boiler-rooms reduced to top of floorings and position appears considerably ameliorated; aft peak pumped dry.

London, Dec. 30.—The following message has been received from destroyer Soley, at Iskenderun: Tank steamer Mirador: Draught readings at 7 30 p.m. on Dec. 29: Forward 16 ft. 6 in., aft 28 ft. Engine-room 8 ft. (of water). Ballast being pumped out of No. 8 tank and cargo from No. 6, and No. 8 tank being transferred to No. 6. Result is improved position of ship. Anticipate comprehensive inspection of engine- and fire-rooms on Dec. 30.

Iskenderun, Dec. 29.—Tank steamer Mirador: Combined pumping by United States destroyer, salvage steamer and Turkish naval authorities continues and flooded depth of machinery spaces now approximately 12 ft., but apparent further reduction dependent on diver plugging leakages externally, which estimate still approach 200 tons per hour. Previous heavy trim aft also reduced by transferring ballast from aft to forward tanks or discharging overboard. Considerable quantity cargo mixed with sea-water remains in bilges, pump-room and Nos. 9 and 10 port and centre tanks and attempts to pump these spaces result in discharge of inflammable liquid, which dangerous to vessels and fouling harbour, therefore abandoned. These spaces, remaining cargo tanks, machinery spaces, &c., all must be thoroughly cleaned and gas-freed ultimately, for which either special tanker cleaning berth or Wheeler barge equipment essential. Consider unaccommodated cargo, clear of damaged area, should either be discharged at Iskenderun, which long, difficult and hazardous operation, requiring salvage steamers pumps and special tanker brought from Iskenderun or alternatively suggest consideration be given to retaining on board until arrival in repair area, where special cleaning and gas-freeing could also be dealt with prior to dry-docking for inspection.—Salvage Association's Special Officer and Lloyd's Agents.

**MIRADOR.**—London, Dec. 31.—The following message has been received from the Turkish Salvage Company, timed Istanbul, 5 50 p.m., Dec. 30: Tank steamer Mirador: Sealing and pumping operations continuing. Draught forward 16 ft., aft 28 ft. (See issue of Dec. 31.)

London, Dec. 31.—The following message has been received from destroyer Soley, timed Iskenderun, 7 30 p.m., Dec. 30: Tank steamer Mirador: Two feet of water and sludge remaining in engineering spaces. Do not anticipate getting too much more out. Pump locking suction in clogging. Draught forward 17 ft., aft 26 ft. No difficulty whatsoever now in staying ahead of water.

**MIRADOR.**—London, Jan. 1.—The following message has been received from the Turkish Salvage Company, timed Istanbul, 1 40 p.m., Dec. 31: Tank steamer Mirador: Yesterday evening influx of gas and fuel into engine-room and boiler-room, apparently from pump-room, complicates operations seriously but pumps so far still controlling. We have not contracted (Lloyd's Open Form) as still need assistance of Turkish and American authorities. (See issue of Jan. 1.)

**MIRADOR.**—Iskenderun, Jan. 1.—Tank steamer Mirador: Position maintained; divers continuing to plug leakages.—Salvage Association's Special Officer. (See issue of Jan. 2.)

London, Jan. 2.—The following message has been received from the Turkish Salvage Company, timed Istanbul, 6 40 p.m., Jan. 1: Tank steamer Mirador: American destroyer left yesterday afternoon. Leakage aft controlled by our ejector pumps and Turkish Navy Fire Service. Water maintained floor level and gas situation improved. Diver now sealed main injections.

**MIRADOR.**—Iskenderun, Dec. 31.—Tank steamer Mirador: Additional diver now assisting to locate and plug leakages, and level of flooded machinery spaces has been reduced a further 2 ft. As position is now under control of combined pumping of salvage steamer and Turkish authorities, United States destroyer left at 3 p.m. to-day. A destroyer rating lost his life on board the Mirador in the morning of Dec. 30 when overcome by gases while assisting in the removal of temporary pumping arrangements in No. 8 starboard cargo tank. Lloyd's Register surveyor is expected to arrive at Iskenderun on Jan. 2 with a view to indicating seaworthy certificate requirements for towage to a repair port.—Salvage Association's Special Surveyor and Lloyd's Agents. (See later reports in issue of Jan. 3.)

Iskenderun, Jan. 2.—Tank steamer Mirador: United States destroyer Soley ceased assistance at 3 p.m. on Dec. 31, since when position under control of combined pumping of salvage steamer and equipment borrowed from Turkish naval authorities. Assistance of Soley believed on same basis as destroyer John R. Pierce. Turkish naval authorities' assistance requested by manager of Denizcilik Bankasi T.A.O. Salvage, to whom consider acting as sub-contractors. Authorities' assistance confirmed supply of pontoon in initial stages, which now dispensed with, and loan of portable fire-engine and equipment, which now operating on deck of salvage steamer Imroz, and aimed to operate two submersible ejector-type pumps requiring high-pressure water for operation. Following explosions in Mirador, machinery and other spaces rendered dangerous owing to penetration of cargo and gaseous vapour therefrom, consequently normal salvage pumps driven by electric motors or steam unsafe, and necessary to use compressed air or water-operated ejectors. Additional salvage assistance not required at this stage.—Salvage Association's Special Surveyor and Lloyd's Agents.

0040 3/3

Wreck Report No. \_\_\_\_\_

# REPORT OF TOTAL LOSS, CASUALTY, &c.

in R.B. Wreck Book, p. \_\_\_\_\_

Date of writing this report \_\_\_\_\_ 19\_\_

YEAR. MONTH.

of

Tons { Gross \_\_\_\_\_  
Net \_\_\_\_\_

When \_\_\_\_\_ Casualty notice sent to Owner \_\_\_\_\_ Owner's reply \_\_\_\_\_

### Classification details


### SOURCE OF INFORMATION

Casualty

Record  
Committee  
ee's Minute



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Lloyd's Register  
Foundation

0040 2/2

Is Certificate required? If so, to be sent to

**MIRADOR.**— Iskenderun, Jan. 3.—Tank steamer Mirador: Position now considered fully under control, with water and sludge in machinery spaces reduced to below lower floorplate level, enabling ship's side valves being closed internally. Pipeline and other remaining leakages minor and in hand, while pumping confined to salvage steamer Imroz, with Turkish authorities remaining in atten-

dance as precautionary measure only. Classification surveyor attended on board to-day and is granting seaworthy certificate for towage to Mediterranean port subject to minor requirements and preparations for towage, which attending. Necessary also arrange for emergency pumping facilities, which require two Ingersoll-Rand size 25 submersible centrifugal compressed-air-operated pumps, or equivalent, with necessary piping and self-driven air compressor having adequate capacity, which intend placing on aft poop deck owing to non gas-free position of vessel. Therefore require about 300 ft. of air piping and 125 discharge hoses. Have requested Imroz to loan this equipment, but Istanbul advises impossible. Therefore suggest same be placed on board towing vessels for shipment to Mirador. As Imroz returns to Istanbul on same route as Mirador, suggest she accompanies to vicinity of Rhodes Island, or further if required.—Salvage Association's Special Officer and Lloyd's Agents. (See issue of Jan. 5.)

Iskenderun, Jan. 4.—Tank steamer Mirador: Pumping ceased overnight in order to check inward leakages, which confirmed small, and position readily regained using one pump from Imroz for short period. Seaworthy certificate requirements proceeding steadily.—Salvage Association's Special Officer and Lloyd's Agents.

London, Jan. 5.—The following message has been received from the Turkish Salvage Company, timed Istanbul, 6 p.m., Jan. 4: Tank steamer Mirador: Draught 18 ft. 8 in. forward, 22 ft. 6 in. aft. Position satisfactory. Lloyd's surveyor attending and subject to minor adjustments agrees issue certificate for towage to Mediterranean port.

**MIRADOR.**—London, Jan. 6.—The following message has been received from the Turkish Salvage Company, timed Istanbul, 3 45 p.m., Jan. 6: Tank steamer Mirador: Our liabilities under Lloyd's Open Form will end at Iskenderun. Please indicate what steps are being taken to provide towage, as local authorities becoming restive due to pollution and other causes. Leakages negligible. (See issue of Jan. 6.)

**MIRADOR.**—Iskenderun, Jan. 6.—Tank steamer Mirador: Unanimous opinion discharge of cargo to shore line at Iskenderun impracticable and unsafe course. With view to further investigating means of transferring cargo to tanker due on Jan. 9, have requested military authorities advise J.P.4 characteristics, also requirements affecting safe handling. However, as vessel is anchored in open roadstead and difficulties are foreseen arranging temporary pumping, safest course undoubtedly retain cargo on board.—Salvage Association's Special Officer and Lloyd's Agents. (See issue of Jan. 7.)

**MIRADOR.**—Iskenderun, Jan. 7.—Tank steamer Mirador: Owing to swell following deterioration in weather conditions causing ranging, salvage steamer Imroz moved from alongside and anchored nearby at noon, Jan. 7. Leakages in Mirador further reduced, there-

fore only occasional pumping required, which Imroz will return alongside to effect when swell subsides, or as necessary. Classification surveyor returned to Istanbul to-day and is issuing seaworthy certificate following final examination of Mirador when emergency air compressor and pumps on board.—Salvage Association's Special Officer and Lloyd's Agents. (See issue of Jan. 8.)

**MIRADOR.**—Iskenderun, Jan. 10.—Tank steamer Mirador: Analysis of cargo samples confirms approximately 12,000 barrels contained in Nos. 3, 5, 6 and 7 centre tanks undamaged, but remaining quantities aft No. 8 group tanks heavily contaminated. Following moderation in weather conditions, salvage steamer Imroz finally reberthed alongside Mirador in the morning of Jan. 9, but leakage in intervening period since noon, Jan. 7, only minor.—Salvage Association's Special Officer. (See issue of Jan. 9.)

**MIRADOR.**—Iskenderun, Jan. 12.—Tank steamer Mirador: Representative of United States Salvage Association, acting on behalf of cargo interests, visited vessel to-day. Military authorities advise J.P. 4 vapour dangerous, therefore, in view of additional hazards attendant upon discharge of remaining cargo at Iskenderun, unanimous opinion that same be retained on board until Palermo. Situation of Mirador otherwise maintained except owners now repatriating majority of crew.—Salvage Association's Special Officer and Lloyd's Agents. (See issue of Jan. 13.)

Istanbul, Jan. 13.—Tank steamer Mirador blew up this morning in Iskenderun harbour. After the explosion other ships were forced to leave the harbour because of burning oil on the water.—Reuter.

London, Jan. 13.—S. G. Embiricos, Ltd., have received the following messages from Military Sea Transportation Service, London, dated Jan. 13:

Iskenderun reports explosion on board tank steamer Mirador occurred at 11 22 a.m., local time; large oil fire round vessel. No American personnel on board, casualties to other personnel unknown. Additional information received at 11 55 a.m., local time: Salvage steamer IMROZ also on fire.

Tank steamer Mirador, on fire at Iskenderun: As a result of explosion at 11 35 a.m. on Jan. 13 Mirador has sunk in harbour at Iskenderun. Only a small portion of the bow is out of the water. Salvage steamer IMROZ adrift and on fire in the harbour. Twenty-eight known Turk and Greek survivors, of which three are seriously injured, 25 unaccounted for. United States Air Force personnel from Incirlic Air Base are assisting with medical aid. Naval tanker Mission Santa Cruz in no danger and did assist in rescuing crew members.

**MIRADOR.**—London, Jan. 14.—The Salvage Association have received the following message from Lloyd's Agents and the master of tank steamer Mirador, dated Iskenderun, Jan. 13: Mirador, for reasons unknown, blew up at 11 15 a.m., Jan. 13. Only bow standing, burning out; also salvage steamer IMROZ, which alongside at time, still afloat but burning out. Salvage Association's special officer, Gavin Black, owners' representative, Saliaris, chief engineer of Mirador, second officer and third engineer lost lives. (See issue of Jan. 14.)

London, Jan. 14.—The following message has been received from the Turkish Salvage Company, Istanbul, timed 3 30 p.m., Jan. 14: Tank steamer Mirador blown up and sunk, also salvage steamer IMROZ burned, but not sunk.

Iskenderun, Jan. 14.—Tank steamer Mirador: Final explosion at 12 55 a.m. and vessel totally sunk at 4 a.m., Jan. 14. Salvage steamer IMROZ still burning. Mirador second mate's body recovered. Confirm Black, Saliaris, chief engineer and third engineer missing, presumed dead. Junior engineer, only survivor, hospitalised, condition good. IMROZ: Five bodies recovered, six missing, two badly injured, condition critical, 21 injured; seven who ashore at time of explosion unhurt. Total loss of life and missing, presumed dead: Mirador five, IMROZ 11.

**MIRADOR.**—London, Jan. 15.—The Salvage Association have received the following message from Lloyd's Agents and the master of tank steamer Mirador, dated Iskenderun, Jan. 14: Mirador: Captain Mehmet Ali, Turkish salvage master, and general manager arrived last night. (See issue of Jan. 15.)

Iskenderun, Jan. 15.—Tank steamer Mirador: United States destroyer Soley extinguished fire on salvage steamer IMROZ at 8 30 p.m. on Jan. 14. Lloyd's Register surveyor at Istanbul attending to-morrow morning with view to issuing interim certificate for towage to Istanbul by salvage vessel Hora.—Lloyd's Agents per Salvage Association.

Naples, Jan. 14.—Tank steamer Mirador: Turbo-electric tanker OCKLAWAHA: Fire damage confined to port side poop, part of main and spar decks, casings, deckhouses, derrick post, ventilators and main funnel, paintwork blistered and burnt, to strip and repaint. One engineer's cabin burnt out, longitudinal bulkhead blown away, one other cabin portlights broken and berth smoke-damaged, rebuild, refurnish, clean and paint. Electric cables and fittings burnt, renew to junction box. Port lifeboat with davits and falls burnt, to strip off and part renew, boat internals and buoyancy tanks repaint and test. Burnt and damaged moorings, ropes, falls, fire and cargo hoses to renew. All repairs in hand; expect to complete Jan. 18. American Bureau surveyor attended and agreed.—Salvage Association's Surveyor and Lloyd's Agents.

**MIRADOR.**—Iskenderun, Jan. 16.—Tank steamer Mirador: Salvage steamer IMROZ: Lloyd's Register surveyor states hull totally burnt above light waterline, tween main decks badly buckled, superstructure and accommodation gutted and sagging, forward hold, salvage equipment and gear appear severely damaged by fire and water from fire-fighting, lower machinery and boiler-room spaces appear intact, but could

not take soundings. Register surveyor attending IMROZ on behalf of owners. Full damage survey not possible until vessel reaches Istanbul. United States destroyer Soley left in evening of Jan. 15, Mirador lying in 27 fathoms in position lat. 36 37 8 N., long. 36 10 2 E. (See issue of Jan. 16.)

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