

21 MAY 1957

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15-5-1957 When handed in at Local Office NO Port of Valparaíso
 No. in Survey held at Valparaíso Date, First Survey 21-4-57 Last Survey 22-4-57 19
 Reg. Book on the Wood, Iron or Steel S/S PUNTA ARENAS (No of Visits)
 74460
 TONNAGE: Built at Hull By whom Earle's Co. Ltd. When 1920 MONTH 2
 GROSS 5054 Owners Cia. Chilena de Navegación Interoceánica Address Valparaíso
 UNDER DK. 2912 Managers Port belonging to Valparaíso

Afloat or in Dry Dock? Dry-dock Name of Dock Las Habas Destined Voyage
 DBa feet: uE&B feet: feet
 acity tons. FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.
 Report, No. 3829 Port Vpa

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

In cases where the Surveyor has not made a special damage report he is required to state whether
 he offered his services for this purpose and to whom and why they were declined. Damage Society's Freeboard (if assigned) as
 painted on Ship and now verified ft. ins.
 Parts C840-1 issued and forwarded. Was a damage report made by anyone else? if so, by whom? No

S, OR EXAMINATION AS PER RULE FOR DAMAGE
 Damage stated to have been sustained on 10th March 1957, through vessel grounding in Sarmien-
 annel whilst on voyage to Punta Arenas in loaded condition. See also Report No
 Now Done:- Vessel placed in dry-dock. Shell plating, sternframe, rudder cleaned, examined.
 following damage found.

All plates from forward and frames from aft.
 Keel Plates:-A 1,2,3,4,5,6,7,8,9,10,11 set up.
 "B" 2,3,4,5,6,7,8,9,10 set up
 "C" 4,5,6,7,8,9,10 set up.
 "D" 4,5,6,7,8 set up.
 "E" 7,8,9. bulged outwards.

DESCRIPTION OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
newed								
moved and Fair'd or Repaired	-				-			-
red or Repaired in place								

CONDITION OF THE	Bulkheads	Good	Engine Room Skylights	-	Copper, or Y.M.
of Decks	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)
Fastenings	Cement	Broken	Oil Bunkers	-	When fitted, Month Year
Plating	Rudder	Good	Scuppers	-	Boats
in way of sidelights	Steering gear and its connections	-	Cargo Hatchways	-	Masts, Yards, &c.
Part good Part damaged	Windlass	-	Hatches	-	Condition, how ascertained
frames	Have pumps been examined and found	Yes	Planking	-	(State if wedges removed.)
inals	efficient?	Yes	Caulking	-	Equipment letter
ses	Have Sluice Valves been examined and found	-	Treenails	-	Anchors, No. of
Part Damaged	efficient?	-	Breasthooks & Stemson	-	Cables (State if now ranged)
Part Damaged	Have Watertight Doors been examined and	Yes	Transoms, Pointers & Crutches	-	length mean diam.
bottom Plating	found efficient?	Yes	Timbers of Frame at openings	-	(on board.)
Tanks been examined internally?	Have Ventilators and their Coamings been	No	Stringers, Clamps & Shelves	-	Rule length size
Tanks been tested?	examined and found efficient?	No	Salting	-	Chain Locker
	Air and Sounding Pipes	-	State if examined	-	Hawsers & Warps
	Doubling Plates under Sounding Pipes	-		-	Standing and Running Rigging
				-	Sails

ral 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."

Eligible in my opinion to remain as now classed in the Register Book without fresh record of
 survey with notation of "Laid up Vpo. Damaged".

per Section 23) £ 22,500.-
 Damage or Repair Fee (if any) £
 Sec. 23) Sun. Att. 9,000.-
 Expenses (if chargeable) £
 12% TAX 3,780.-
 Second Surveyor's Fee (if any) £

Fees applied for,
 15-5-1957
 Received by me,
 Not paid
 to date.

Committee's Minute
 Character Assigned

FRIDAY 14 JUN 1957

Laid up Vpo. Damaged

J. Dobbie
 Surveyor to Lloyd's Register of Shipping.
 J. Dobbie.

Lloyd's Register
 Foundation

005503-005511-0208 1/2

N. B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

"P" 8.9..... bulged outwards.
"Q" 7.8..... bulged outwards.
"H" 7.8..... bulged outwards slightly.
Bilge keel and shell angle totally destroyed

Shell Plates Port Side:-

"A". 1,2,3,4,5,6,7,8 set up.
 "B". 2,3,4,5,7,9,10,14 set up and wavy.
 "C". 4,5,10,13,14,15 set up and wavy.
 "D". 10,11 set up locally.

Floors Starboard Side:-

145 to 164; 97 to 133 crushed and torn.

Port Side:- 130 to 137, and 107; 52 to 55, set up and buckled.

Intercostals Port Side:-

Two rows 145 to 157; 152 to 157; 130 to 137 buckled and torn.

Starboard Side:- 97 to 130 buckled and crushed.

Frames Port Side:- 137 to 164 buckled outwards.

Starboard Side:- 95 to 110 buckled 96 to 128 buckled

Floors in FPK:- 166-7 buckled locally at bottom.

Skeleton Floors Port:- 108-9, 131 to 135 buckled.

Skeleton Floors Stair.:- 125 (2) buckled. 96 to 126 buckled.

Keelson:- set up locally at bottom from frame 145 to 160.

Tank Margin Plate Stard:- Between frames 95 to 125 buckled.

Between frames 145 to 164 buckled.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT BY STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

CHAIN CABLES.

[illegible]

Port:- Between frames 129 to 137 buckled.

Between frames 62 to 66 buckled.

Reverse frames (Stard):- 97 to 122 set up.

Margin Brackets (Stand): - In bunker, six buckled.

Tank top No2 Hold:- Set up on starboard side.

Tank top Bunker:- Set up on starboard side.

The vessel in tight and was undocked, no repairs being effected.

The owners now advise that the Underwriters have notified them of acceptance of

total loss.

Rpt. 9a

Port of Valparaíso

Continuation of Report No. 3856 dated 15th May 1957

on the S/S Punta
Arenas.

In the circumstances, the vessel lies moored here laid up awaiting a decision as to her future.

It is therefore recommended that a notation of "Laid up Damaged", be made in the Register Book in this case.

J. Dobbin