

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port VALPARAISO

7th January, 1955

C.645

This is to Certify that

J. DOBBIE

the undersigned Surveyor to this Society did at the request of

Messrs. Gibbs & Co. S.A.C., Lloyd's Agents at this port upon behalf of the Salvage Association and with the consent of the Owners, attend on board the S/S "Alamo", 5876 tons gross of Valparaiso, on 22nd December 1954 and subsequent dates, whilst vessel on Floating Dock and afloat at this port, in order to ascertain the nature and extent of damage, stated to have been sustained through vessel grounding at Isla Eden on 6th October 1954, in loaded condition.

For further details see Log Book and protests and Punta Arenas Surveyor's Report of 2nd November 1954.

Upon examination, damage was found and recommendations for permanent repairs made as follows:

Found

Recommended

Starboard side from forward (Plates)

A.3, A.5, A.10 set up and buckled 16.5' x 6.0' x .66"; 27.1' x 5.5' x .66"; 27.1' x 5.5' x .66".

Renew.

B.3 indented; B.4 locally indented 3'-0" of landing edge. 27.1' x 5.5' x .66".

B.3 off fair refit.
B.4 fair in place.

B.5 buckled 27.1' x 5.5' x .66"

B.5 renew.

B.6 set in 13.5' x 5.6' x .66".

B.6 crop and renew 10'0".

B.10 buckled 27.1' x 5.6' x .66".

B.10 renew.

C.2 and C.3 set up 23.2' x 5.66' x .66"; 27.1' x 5.33' x .66".

To renew.

C.4 locally indented approximately 1 foot square.

Fair in place.

C.8 buckled. 27.1' x 5.6' x .66".

Renew.

C.9 set up locally 27.1' x 5.6' x .66".

Off fair and refit.

(continued)

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."

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B/B "Alamo"

D.4 set up locally 23.6' x 3.9' x .56".	Off fair and refit.
D.5 buckled 21.0' x 5.2' x .58".	Renew.
D.6 set up locally 23.0' x 5.75' x .62".	Off fair and refit.
D.7 buckled 27.1' x 5.6' x .66".	Renew.
D.9 set up locally 27.1' x 5.6' x .66".	Off fair and refit.
D.10 buckled 27.1' x 5.6' x .66".	Renew.
D.11 buckled 27.1' x 5.6' x .66".	Renew.
D.12 locally set up 27.1' x 5.6' x .66".	Off fair and refit.
E.5, 6, 9 buckled 27.1' x 6.7' x .66"; 27.1' x 6.15' x .66"; 27.1' x 5.7' x .66".	Renew.
F.10 buckled. 26.81' x 5.7' x .64".	Renew.
G.10 buckled 9'0" x 5.6' x .64".	Crop about frame 90 and renew 9'-0".
G.11 buckled 9.0' x 5.6' x .64".	Crop about frame 83 and renew about 9'-0".
Bilge keel for full length buckled 189'-0" 10" x .5" bulb bar.	Attaching angles remove fair and refit and bilge keel renew.
Bottom set up for full breadth on starboard side from frames 70 to 95 29' x 20' x .66".	Bottom to be faired and re-aligned, when frames cropped.
Keel plate No 9 buckled 4' x 27.1' x 1".	To renew.

Port side from forward

A.3 locally indented 16.5' x 6' x .66".	Remove, fair and refit.
A.4 buckled 20.66' x 5.66' x .66".	Renew.
A.5 locally indented between floors 27.1' x 5.6' x .66".	Remove, fair and refit.
A.6, A.11 buckled 27.1' x 5.6' x .66".	Renew.
B.3, 4, 5, 6, 10 buckled 17.83' x 4.6' x .66"; 20.66' x 6.33' x .66"; 27.1' x 5.6' x .66"; 27.1' x 5.6' x .66"; 27.1' x 5.6' x .66".	To renew.

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S/S "Alamo"

C.3 buckled 27.1' x 6.3' x .66".	Renew.
C.4 indented on landing edge.	Release, fair in place.
C.8 locally indented 27.1' x 6.3' x .66".	Remove, fair and refit.
D.6, 7 buckled 27.1' x 6.3' x .66".	Renew.
E.3 locally indented 1.5' x 6' x .62".	Crop approximately 18" and renew to aft butt.
E.4 buckled 27.1' x 5.6' x .66".	Renew.
E.6 locally indented approximately 18".	Fair in place.
E.9 buckled 27.1' x 5.7' x .66".	Renew.
E.11 set up locally about 2 ft.	Fair in place.
F.5 set in over two places 11' x 6.25' x .60".	Crop and renew aft half of plate.
Bilge keel from frame 91 forward buckled 9 1/2' x 10" x .5" bulb bar.	To renew, attaching angles to fair in place.
	Shell plating to be hose tested on completion where outwith double bottom tanks.

Fore Peak

No apparent damage found.

No 1 Hold

Starboard side

Margin brackets

Nos. 147-8-9-50-51-52-53-54-55
56-57-58. 161-2 buckled.
Brackets of 4.5' x 7.5' x .4"
Frames 6.5' x 3.5" x 3.5" x .44".

All margin brackets as numbered to renew.
Frames and lugs to fair.

Port side

Margin brackets

143-44-45 buckled.

Margin brackets renew.
Lugs fair.

Frames Nos. 143-44-45-46-47-48 buckled in way of brackets.

Frames to crop approximately 8'-0", fair and re-fit.

Tank top, port side aft, lifted and distorted from centre line to margin plate between frames 142 to 153 in length. Five plates. 24' x 15' x .4".

Five tank top plates renew.

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S/S "Alamo"

Bulkhead No 142, one stiffener bracket buckled.

Bracket renew.

Hold dirty through flooding.

Hold and bilges to clean and re-paint.

No 2 Hold

Port side

Bulkhead No 142, lower strake in bilge holed, boundary angle buckled. Gussset plate buckled.

Bulkhead plate approximately 8'-0" x 4'-0" x $\frac{1}{2}$ " renew. Boundary angle 6" x 6" x $\frac{1}{2}$ " x 7'-0" renew. Gussset plate 5'-0" x 2'-0" x $\frac{1}{2}$ " renew.

Margin brackets Nos. 134-5-6 buckled.

To renew. Lugs and frames fair.

Nos. 137-8 distorted.

Remove, fair and re-fit, fair lugs.

Nos. 139-40-1 buckled.

To renew.

Hold and bilges dirty through flooding.

Hold and bilges to clean and re-paint.

Starboard side

Margin brackets

Nos. 124-5-6-7-8-9-130-1, 136 buckled at bottom.

Crop approximately 1'-0" and part renew.

Nos. 132-3 buckled.

To renew.

No 3 Hold

Port side

No apparent damage found.

Starboard side

No apparent damage found.

Bunkers

Port and Starboard

No apparent damage found.

Boiler Room

Starboard side

Frames Nos. 87-8-8-90-1-2 buckled. Frames 6' x 10" x $3\frac{1}{2}$ " x .6".

Crop and renew lower 6'-0".

Margin brackets Nos. 87-88-89 90-1-2- buckled.

Margin brackets renew, lugs fair.

Margin plate in way of foregoing buckled. 20' x 4.5' x .5".

Margin plate renew.

Frames 92-3-5 buckled.

Crop approximately 7'-0", fair and refit.

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S/B "Alamo"

Margin brackets 93-4-5-6
buckled.

Gusset plate in way buckled
of 93-96 2' x 10' x .5".

Tank top plate in way of 93-96
set up.

Ballast line valve chest
fractured, and buried in
cement box.

Port side

Margin brackets,
Nos. 94-5-6 buckled.

Engine Room

Starboard side

Frames 81-2-3-4-5 buckled.

Margin brackets 81-2-3-4-5
buckled.

Web frame No 86 buckled,
margin bracket buckled.

Gusset plate in way of
foregoing buckled.

Tank margin plate buckled
in way of foregoing.

Tank top set up from under
Starboard boiler to fan engine.

Port side

No apparent damage.

Refrigerated Hold

No apparent damage.

No 4 Hold

No apparent damage.

No 1 Double Bottom Tank

Port side

Floors Nos. 142-3-4-5-6-7-8-9
with intercostals between
buckled.

16' x 3.5' x .4 each floor.

3.6' x 2.2' x .4 each intercostal.

Brackets renew, lugs fair.

Gusset plate remove, fair
and re-fit.

Tank top to fair, one plate
adjacent to margin remove,
fair and re-fit.

Valve chest renew.

Brackets to renew, lugs fair.

Crop approximately 10'-0"
fair and re-fit.

Brackets remove, fair and
re-fit.

Lower 10'-0" of web frame
crop and renew. Margin
bracket renew.

Gusset plate renew.

Margin plate renew.

Tank top to be faired with
bottom.

Floors renew, intercostals
renew, frames and brackets
renew.

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Floor No 162 distorted.

Floor 165 buckled.

Floor 166 distorted.

Intercostals 164-5 buckled.

Cement loose.

Starboard side

Floor No 172 locally set up.

Floor No 169 set up.

Intercostal adjacent buckled.

Cement loose.

No 2 Double Bottom TankPort side

Floors Nos. 134-5-6-7-8 outboard half breadth buckled.

Floors 139-140-1 buckled.

Margin plate buckled in way.

Cement loose.

Starboard side

Floors Nos. 138-9-140 buckled.

Cement loose.

No 3 Double Bottom TankPort side

No apparent damage.

Starboard side

Margin angles leaking.

Intercostals 93-4-5 buckled.

Remove, fair and re-fit.

Outboard half breadth renew, frame part renew.

Release and fair.

To renew with lugs.

Tank clean, re-cement, re-test.

To release, fair, frame crop and part renew.

Outer half breadth and frame renew.

Intercostal and lugs renew.

Tank to clean, cement renew, tank re-test.

Outboard half breadth with frames in way to crop and part renew.

Intercostals between floors renew, lugs renew.

Floors renew and intercostals and lugs between renew; frames renew.

Margin plate renew.

Tank clean, cement renew, tank to test.

Crop and renew approximately 8'-0" with frames, intercostals and lugs in way.

Tank clean, loose cement renew, tank test.

Margin angles re-rivet. To renew with lugs.

Tanks to clean, test, loose cement renew.

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S/S "Alamo"

Cofferdam between No 3 and
No 4 Double Bottom

Floor No 91 buckled Starboard
side.

Renew outer half breadth
with frame.

Cofferdam test.

No 4 Double Bottom Tank

Port side

Floor No 86 buckled locally.

Crop, fair and re-fit.

Starboard side

Floor 90 end division buckled.

Crop and part renew approx-
imately 6'-0" with frame in
way.

Floor 89 buckled.

Crop and part renew approx-
imately 6'-0" with frame in
way.

Floors 88-7-6 buckled.

Crop outer half breadth with
frames in way and renew.

Keelson buckled.
8' x 3.5' x .75".

Crop approximately 8'-0" and
part renew with top and
bottom angles.

No 5 Double Bottom Tanks

Port and Starboard.
No apparent damage.

Refloating Damage

Anchors and cables used in
pulling off.

Examine windlass, range and
examine anchors and cables.

Main engine used in assisting
to free vessel, condenser
leaking. Boilers salted.
Metal of main bearings appears
to be affected.

Open out all main engine for
examination. Holding down
bolts examine. Thrust shaft.
Condenser to test, boilers
clean. Main bearings
probably re-metal.

Ballast and G.S. pumps used
continuously for pumping out
holds.

Ballast and G.S. pump open
out and examine.

Wear-down now excessive.

Screwshaft draw and examine
and stern bush re-wood.

Silge and Ballast pipe lines
choked.

Silge and Ballast pipe lines
open out, examine, clean
and test.

Winches of Nos. 1, 2, & holds
used for discharge of cargo.

Winches open out and examine.

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S/S "Alamo"

Machinery Damage

Grounding

Fan engine seating distorted and fan and engine put out of action.

Air trunkway displaced.

Thrust block loose, had to be re-secured, and main engine crankshaft running affected.

Main steam pipe joints blown out.

Tank top set up at fore-end of engine.

Fan and fan engine open out and examine, re-align and seating to overhaul.

Re-locate and secure air trunkway.

Examine intermediate shafting, and block and thrust seating. Crankshaft lift, main bearings examine. Shafting to re-align.

Main steam pipes remove, examine and test. Examine, repair or renew all boiler stop valves as found necessary.

Tank top alignment to check.

It is further recommended that all fittings etc. in way of the foregoing damage be removed, faired, repaired or renewed as found necessary and that all new and disturbed work be re-coated.

The foregoing recommendations are made with a view to restoring the vessel to as good and efficient condition as obtained before the alleged casualty was sustained.

Temporary repairs only have been carried out at this time to make the vessel reasonably tight and safe at anchor by fitting electric-welded patches, overhauling rivets and seams by caulking and welding.

The damage now found is, in my opinion, consistent with the cause alleged.

J. Dobbie

SURVEYOR TO LLOYD'S REGISTER

Fee \$ 28,000.00

1% Tax \$ 3,080.00

\$ 31,080.00 at \$560.00 to \$1 = \$55.10.00.



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