

SECTION N-6  
(Received at London Office)  
**SURVEY FOR REPAIRS**

19 49 When handed in at Local Office 27/5/19 49 Port of Rio de Janeiro  
Rio de Janeiro Date, First Survey 25th April 1949  
(No. of Visits)  
Iron or Steel Tug Sc. Tug Steamer HM A G D A I L T N A H  
Built at Belfast By Jom Hamland & Co Ltd  
Owners Royal Mail Lines Ltd. Owners' Address  
Managers Port to

Surveyed Afloat or in Dry Dock? Afloat Name of Dock  
Cell DBor DBa feet; uE & B feet; J feet  
total capacity tons. FPT tons; APT tons; MT feet tons.  
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. 14714 Port Bel

(Periodical Surveys, when held, must be reported in detail and serially 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 respecting this case.

In damage 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

copy attached.

Was a damage report made by anyone else? If so, by whom? Mr. Watson

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused through 1/ Vessel rocks at a position about one half mile south of Ilha Pontuda (about 17 miles south of at about 01/40 hours on the 25th April 1949. 2/Vessel stranding and pounding on the ab rocks from about 01/40 hours to about 2330 hours on the 25th April 1949, when she listed off the rocks, and 3) Vessel falling into the trough of heavy rollers at the entrance to Janeiro, while in tow, the forefoot striking the bottom heavily several times, while d about 40 ft. forward, at about 1135 hours on the 26th April and finally breaking in t parts separating at about 1250 hours.

The anchors had been dropped after the vessel struck and the fore part sunk at with the bow clear of the water. The after part of the vessel drifted on to rocks at and then on to the beach at Praia Imbui on the east side of the entrance to Rio harbor

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

**PRESENT CONDITION OF THE**

Decks	Bulkheads	Engine Room Skylights	Copper, or (State if When fitted)
aulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	
eamings	Cement or Asphalt	Oil Bunkers	Boats
eam & Fastenings	Rudder	Scuppers	Masts, Yards
outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, (State if Equipment left)
" " in way of sidelights	Windlass	Hatches	Anchors, No. of
ames	Have pumps been examined and found efficient?	Planking	Cables (State if new or repaired)
verse Frames	Have Sluice Valves been examined and found efficient?	Caulking	" length (on board) mean diameter
ongitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" Rule length
ransverses	Have Ventilators and their Coverings been examined and found efficient?	Breasthooks & Stems	Chain Locker
doors	Air and Sounding Pipes	Transoms, Painters & Crutches	Hawser & Wires
eelsons	Doabing Plates under Sounding Pipes	Timbers of Frame at openings	Standing and Running
ringers		" " at other places	Sails
ner Bottom Plating		Stringers, Clamps & Shelves	
ave the Tanks been examined internally?		Salting	
ave the Tanks been tested?		(State if examined.)	

**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 this survey, thus, for example :- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This report is written for the information of the committee.

Survey Fee (per Section 29) £ 14.000,00  
Special Damage or Repair Fee (if any) (per Sec. 29) £ 500,00  
£ 1.000,00  
£ 2.500,00

Fees applied for, 27/5/1949  
Received by me,

L1012-0024

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Lloyd's Register Foundation



the vessel gradually sank to lie on an even keel, with the water. It was agreed by all concerned that the salvage should be made from the after part, and the oil fuel pump and out of the tanks. It was found that the tanks were

as moored forward adverse weather had lifted her further up propeller bossings were showing above water. The stern was known to be bedded in the sand. An attempt was made on the 21st day to blow out the water from the deep tanks and float the vessel off, but it was then learned that the adverse weather had set up a formidable sand bank which could only be overcome by dredging. The underwriters stated they had decided to take no further steps to refloat the after part of the vessel.

Extent of the damage sustained by pounding and clearing from the rocks has not been ascertained, but it is known to have been considerable. No 3 hold was open to No 2 Hold was leaking badly and eventually flooded. No 1 hold was leaking but was being contained by the ships pumps. The engine room tank top was straining about 1/4 inches and is now permanently set up about this amount at the forward end of the turbines. The tubular pillars at this part of the engine room are set up and the top brackets are buckled. It is stated that the main turbines were working on the tank tops, badly, and it is anticipated these will be found damaged if opened. It has not been possible to examine the original fracture since most of the at this part are missing. Those which remain are rolled over on themselves. Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			Description of Anchor.	Maker.	Where and when tested and by whom.
	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.		
Power												
Weight												
Size												
Edge												

CHAIN CABLES.

Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Maker of Cable.	Where and when tested and by whom.
		Supplied.	Per Rule.	Length.	Diam.			
Length.	Statutory.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
Diameter.	Breaking.							
	Tons.							

edges cannot be seen. Should an opportunity arise, when and if the vessel is up, advantage will be taken to examine these edges in detail.