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Lloyd's Register of Shipping.

Port of VALPARAISO

23rd March 1929.

S. S. "DON CARLOS"

This is to Certify that

A. F. SMITH

the undersigned Surveyor to this Society did at the request of Lloyd's Agents at this port, and in Company with the Owner's Representative, proceed to the Port of San Antonio on the tug 'RELONCAVI' on the 11th instant for the purpose of advising and rendering technical help regarding the keeping afloat and ultimate dry Docking for repairs of the above named vessel, she having grounded on 'Algarrobo' Point on the early morning of the 11th March. For further particulars refer to Log Book and Proteste.

On arrival at San Antonio we found the 'Don Carlos' berthed alongside the wharf with the steam tug 'Alfonso' alongside pumping from the fore hold, and the discharge of her cargo (coal) proceeding with all possible despatch. We advised that the coal then remaining in the after end of the after hold (150 tons m/l.) should remain on board to act as ballast, in keeping the vessel as much by the stern as possible.

The divers which had been employed stopping the leakage as much as possible, reported that most of the damage had taken place on the starboard side under the double bottom at No. 1 hold, although there were several leakages above the line of the margin plate, and at the bottom end of the hold pillars.

The tug 'Augusto' was kept pumping all night and the following day. The two local divers assisted by the diver from Valparaiso and other helps, in the meantime managed to stop the leakages which were about the line of the double bottom. Efforts were made to stop the leakage in the No. 1 ballast tank, by using collision mats and other means, this being to some extent successful. The weather being favourable and the leakage to No. 1 hold being practically stopped, the hold ceiling lifted, and the bilges swept clean, and the ship's pumps put in order, it was decided to make tracks for Valparaiso, leaving San Antonio at 12.30 a. m. on the 14th instant, arriving at Valparaiso, at 8 a.m. without mishap. The Dry Dock being occupied the "Don Carlos" did not dock until the a. m. of the 16th.

After being pumped dry and the full extent of the damage sighted, it turned out to be much more serious than was expected

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any error or 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 the Surveyors, or other Officers or Agents of the Society.

Expected.

The following is a list of the damage, as seen:-

PORT SIDE:-

At frames Nos. 123-4, and B. strakes plating is bulged in, frames bent and floors buckled.

At frames 106-26 the garboard strake is buckled and broken, and keel plate bent over to starboard for 30 feet of its length.

At frames 85 to 89, in strakes B. and C. outside plating is set up, floors and frames bent and floors buckled. One hull plate being badly damaged and the plate adjoining it being considerably set up.

At frames 60 to 64, strake A. one plate set up, with frames and floors damaged.

At frames 52 to 56, strakes A. and B. two plates with deep set, and frames and floors also bent and buckled.

Garboard strake, at frames 48 to 53, and keel plates set over to port for 8 feet in length and both garboard laid flat at damage, frames slightly affected.

Garboard strake, frames 8 to 13, plates and keel plate set over and flattened down, with slight damage to frame's ends.

STARBOARD SIDE:-

From frames 106 to 126, strakes A. B. and C. Three of the garboard strakes of plates are sheared off at the joint to keel plate, and are shoved up into the double bottom, floors, frames and intercostals at that part are all bent and or broken and buckled up. Two plates in A. strake and one in B. strake are also set up into the No. 1 ballast tank. There are 11 floors involved in this damage. The margin plate is bent at frames 114 to 118.

From frames 101 to 104, strake C, one plate badly dented, another set up about 8 inches, adjoining plate bent. Frames and floors at this damage bent and buckled.

At frames 92 to 96, bilge keel is bent up for 5 feet, and rivetting of angle bar for same sprung,

Hold pillars (6) rivetting at end to tank tops to be renewed.

Cementing at and about all damages completely broken up.

Painting of bottom badly chafed and rubbed off.

The following permanent repairs are now required:-

PORT SIDE:-

At frames Nos. 123-4, strakes A. and B., indents to be straightened and all loosed rivets renewed and seams caulked.

At frames 106-26, garboard strake, one plate to renew and one to straighten.



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At frames 85-89, B. and C. strakes, one plate to renew, one to straighten, one to cut out damage, and fit covering plate. All floors and frames in wake of same to be straightened and refitted,

At frames 60-64, strake A, one plate to take off and straighten, two floors and frames to be pieced.

At frames 52-56, strakes A. and B., two plates to straighten, frames and floors to be faired to same.

At frames 48-53, garboard strake, cut out, and renew plate of each side, renew 7 feet of keel plate.

STARBOARD SIDE:-

At frames 106 to 126, garboard and A. B. and C. strakes, 3 garboard strakes plates to be cut out and renewed, ^{also} 2 in strake A. and 1 in strake B. to be cut out and renewed. 11 floors to renew and frames to straighten, or renew at this damage.

All intercostals through out damage, to be straightened, angles rivetted up, and all ajusted in place.

At frames 114-118, strake C. margin plate to be straightened to line, and all loose rivets renewed.

At 101-104, strake C., plate to be cut out, straightened ^{and} replaced, adjoining plates to be faired in place. One new piece of plate required, frames and floors to be straightened.

At frames 92-96, bilge keel, where bent, to be out and pieced, angle bar for same rivetted and caulked.

Hold pillars (6) to be rivetted and caulked.

General. In all these damages, where plates, frames, floors and intercostals require to be cut, all butts must be so arrnged that no two together, shall be in the same line, the distribution of butt straps or fish plates, also thickness and rivetting of same must be in strict accordance with Lloyd's Rules for same. Thickness of plates, and diameter and pitch of rivets, to be as per original construction.

Note:- No acetylene welding is allowed. All electric welding must be done by a competent mechanic and to the satisfaction of the of the Surveyors.

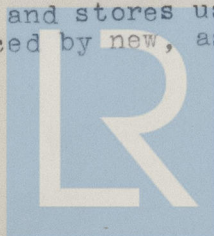
Cementing: All cement disturbed throughout the double bottom to be removed and relaid, (mixture to be of sharp sand and 1 of good cement).

Testing:- When repair work is completed and cement set, all double botoon tanks to be tested separately to height/load line.

Hold ceiling to be relaid in No. 1 hold, when test is satisfactory.

Painting:- All paint work damaged by the accident and all new material to have 2 coats of No. 1 and 2 of No. 2 approved compositions. All iron work, inside of the double bottms, when scaled and cleaned out, to be well coated with a good cement wash.

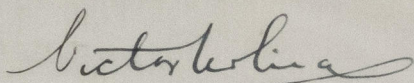
Ship gear and stores used or destroyed in salvage and repairs, to be replaced by new, as per separate list attached.



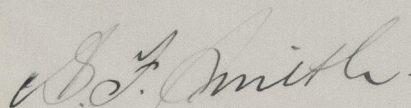
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Note:- The whole of the foregoing repairs, material supplied and workmanship in general, must be to the entire satisfaction of the undersigned Surveyors.

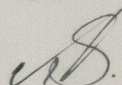


Naval Inspector for the Owners.



Surveyor to Lloyd's Register.

JMI Refer to enclosed drawing for further elucidation and placement of the various parts damaged, and now being permanently repaired.



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