



DUPLICATE

26th August

322

S. S. " ANTOFOGASTA " (Wooden hull)

THIS IS TO CERTIFY that

A..F..S M I T H .

The undersigned Surveyor to this Society did at the request of Messrs Gonzalez, Sofia, & Coy. proceed on board the above named vessel, on the 18th inst. and subsequently for the purpose of surveying damage done to the hull of the vessel when she was in collision with the Hulk " IZACK " and one of Grace and Coy's faluchas during a storm on the night of the 16th inst. for particulars, see Log Book, and Protests.

The following is a statement of damage with recommendations for repairs.

Note :- All deck damage is on port side.

Spar deck rails from bridge to abreast of galley, all bent and part broken, to be unshipped, straightened, broken pieces renewed and all stanchions set back in place, and rails refitted.
Stanchions supporting bridge deck, where displaced, to be set back in place. Wooden stanchion at after corner of bridge deck to be set back, knee reinforced with knee plates, and all made secure.
Covering board of bridge deck where splintered, to be dressed down and a graving piece fitted to fair with original boarding.
Fair lead at after corner broken, as this is not required, it may be removed, and filling piece fitted in place and bolt holes dowed.
After corner of spar deck, where crushed and splintered to be dressed up, graving piece to be fitted at end of covering board, and a make up piece scarfed to end of deck beam, and knee refastened. Facing piece and half round beading to be renewed where damaged.

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In deck bulwark where set in at No 3 hatch, to be set out to line with original, and strong iron knees to be fitted to foot of stanchions support the bulwarks. Several graving pieces are required where top-gln rail is chafed.

Main mast rigging is carried away on port side. This to be unshipped, rigging renewed, and all screws straightened and made to work freely. Derrick broken in two pieces. New derrick to be supplied and fitted with all necessary mountings.

Full planking at water line and above, at Nos 3 and 4 hatches, chafed and badly rubbed by being in contact with buoy, this to be dubbed flush and then plained smooth and then well coated with paint.

Planking under counter on both sides considerably damaged by being punctured and split in places, and otherwise chafed by over-riding the falucha during the storm. Planks where punctured or split ^{to be cut out} and new pieces of planking fitted. Other parts where chafed to be dressed down and graving pieces fitted to bring up surface to flush with the adjoining planking. Timbers and inside sheathing has not been disturbed.

There are more or less 20 new pieces of planking and 25 graving pieces required. Fastenings of new planking, to be as original. When this work of renewal is satisfactorily completed, the whole of the seams under the counter to be overhauled and caulked where found soft, the new plank seams to have three good threads, and well filled with pitch.

RUDDER :- This being considerably damaged, orders were given to have it unshipped. This having been carried out, on examination it was found that the rudder shank was split vertically in a number of places, these splits extending from 10, to 12, feet in length, at and about the centre of the shank; there are also cross breaks in some of the vertical pieces, indicating that the shank has been twisting slightly. The body of the rudder shank being of American oak, and of such large dimensions, it being 20, ins diam. and 35, feet long, it is impossible to get a piece of that timber here to have it renewed, consequently the following repairs are recommended :-

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Repairs to Rudder :- Place five lengths of 4" X 4" X $\frac{1}{2}$ " (T) iron bars about 10 feet long each, equidistant along the body of the rudder shank, centre of bars to be at centre of damage, or weak part.

These to be let in flush and sunk sufficient where required to allow of five hoops to be placed over them. One being in the centre, one at each end, and the others equal between. These hoops to be 6ins wide and $\frac{1}{2}$,in. thick and joined together by wedge joints which must be very firmly set up, using service clamps for this purpose. The whole must be finished flush with the original diameter of the shank, there being no spare space in the rudder trunk.

Spike nails, $\frac{3}{4}$ " X 6ins, pitched about 10ins apart to be placed in the "T" iron bars to firm them up and help to stiffen the rudder shank. All the new iron work to be thickly coated with protective paint before the rudder is shipped in place.

Damage in Wheel House:- Cast iron tiller head, broken, new one to be made and tiller straightened.

Quadrant for valve spindle of steam steering gear broken, new one to be made, machined, and fitted in place, and gear tried under steam. When these repairs are completed both hand and steam gears to be tried separately, and stoppers and cut off gears adjusted as required.

Note :- The whole of the foregoing repairs and renewals throughout the vessel must be carried out to the entire satisfaction of the Owners' Representative, and the undersigned Surveyor.

B. F. Smith

SURVEYOR TO LLOYD'S REGISTER.

Propellers :- These were examined by diver and reported to be very slightly damaged, if any, there being only a slight doubling over of two of the blads on port propeller.

B. F. Smith

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