

COPY.

## Lloyd's Register of Shipping.

Port

BARCELONA

26th November 1938

This is to Certify that

Manuel Luna Viadomonte

the undersigned Surveyor to this Society did at the request of the s.s. "GOTHIC" on the 17th September 1938, for the purpose of examining damage stated to have been sustained during one air raid at Barcelona on the 16th September 1938.

On examination damage was found as follows:-  
 in side plating several holes and indents above the waterline. Derrick tackles and wire spans cut and broken. Two lifeboats and small gig perforated. Funnel perforated in several places and steam whistle broken; also all ventilators on ship damaged. Upper bridge compass and woodwork damaged. The wood bulkhead in the wireless room damaged. Doors and locks on accommodation rooms, lavatory, and furniture at ships damaged. Several small holes and impacts in way of same damage were in the cross bunker all turn. Electric lights bulbs in the accommodation rooms broken. One plate indented on port side shell plating mooring Manila rope in the poop broken. Several other minor damage found the vessel and accommodation. Discharge valves to auxiliary condenser from ballast pump, casting broken. (to be repaired before vessel sails).

During another air raid on the 4th October 1938, the vessel suffered new damage by one incendiary bomb dropped in way of the bunkers and bridge spaces, which put ship in a danger of sinking, avoided by some repairs carried out on the spot by divers and the auxiliary of one boat and proceeding immediately to discharge the cargo.

On further examination damage was found as follows:-  
 plates, frames, etc.) Starboard ship side plates and frames completely destroyed for length of 25 feet down to 14 feet mark in way of bunkers spaces. Starboard bridge deck and tween deck plating and engine room and stokehole bulkheads in tween deck blown in, also all bulkheads starboard side of engine room and stokehole. Bunker watertight doors smashed several floor plates and supports and ladders and gratings broken or bent and twisted. Stokehole ventilator shafts and cowls badly perforated by shrapnel and all tween deck ventilators on starboard side destroyed.

main engines:- No visible damage to main engines but internal damage very probable due to heavy concussion.  
 boilers. Starboard main: Safety valves shattered and several steam pipes and valves on boiler top smashed. Gauge glasses broken. Port main, No visible damage. Donkey boiler: Bracket holding boiler to forward

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 carried out, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its officers or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.



head smashed and boiler moves  $2\frac{1}{2}$ " aft. Boiler shell badly indented by shrapnel, but probably not perforated. Safety valves smashed. Gauge smashed.

Utilities: Bracket holding feed heater to forward engine room head smashed and heater hanging loose. All steam and water pipes in vicinity either broken or badly strained. Both feed pumps thrown out of line and probably useless for further service. Steam pipe to dynamo steering engine broken at fillet of flange. All deck steam pipes valves on bridge deck destroyed and steering rods blown to pieces. Return oil pipes from gravity tank smashed. Steam pipe to whistle perforated.

Steam connection: Direct main steam pipe to L.P. turbine torn adrift at fillets of both flanges. Manoeuvring valve spindle and bracket badly bent. Main steam pipe on starboard boiler SMASHED up.

Cabin, acco. etc.: Bridge space, Captain's room, spare room, saloon mates and stewards room, pantry and storeroom, Marconi room, Chart room and upper bridge all completely gutted by fire. Iron bulkheads badly perforated by shrapnel all cabin walls doors and fitting totally wrecked. Midship accommodation, starboard side. Iron bulkheads badly bulged. Port side, all woodwork badly damaged.

Electric: All midships wiring and fittings totally wrecked.

Starboard lifeboat: Bows shattered and boat perforated in several places; also boat deck strained and broken.

Wire: Burnt out. Derrick span wire No 1 and 4 damaged, also rope tackles. Various small damage in engine room and stoke hole impossible to estimate at present.

To allow the vessel to be towed to Marseilles for carrying out permanent repairs, the following provisional repairs have been effected now:-

On the starboard side shell, plates of 6 mm have been fitted with angle bars frames, all cemented in side and some other fastenings. Lifeboat repaired and various holes in the hull have been fitted with plugs. Other minor necessary repairs have been carried out.

The cost of the temporary repairs will be, in the opinion of the undersigned, of about Pesetas 35000 approximately.

*Mamuel Luna*

Acting Surveyor to Lloyd's Register of Shipping

REPAIRS AND EXPENSES : PESETAS 1700/00



© 2019

Lloyd's Register  
Foundation

W498-0057 1/2