

10 JAN 1923

Port Talcahuano (Chile)

30th. November 1922

Continuation of report by J.E. Alfaro M Surveyor to Lloyd's Register dated 29th. November 1922.

Further to my report of yesterday I have to state that during my second visit on board at 6.30 p.m. yesterday, for the purposes of ascertaining that Agents Owners were taking proper measures in order to save as much as possible the boiler machinery and damaged hull, I found the position as follows:-

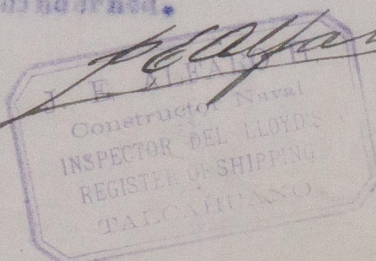
Fire still raged in No. 3 hold with occasional explosions and falling down of the "Boig", which was carried out recommended was to go to the "Boig", which was carried out by the tug "Ortiz" of the Chilean Naval Base, and Messrs. Gibbs & Co's tug "Ventura". This operation was completed at 10.15 p.m.

It was dangerous at that time to attack the fire in No. 3 hold owing to explosions and tug "Ventura" stayed by all night with sufficient personnel to attend to any emergency and to pump water on the fire indicated and bunker hatches, as soon as it was safe.

On my third visit, today at 8 a.m. the position was as follows:- Tug "Ventura" succeeded in putting fire out in hold No. 3 and small fires in holds 1 and 2, and continued pumping water into port bunker hatch. I boarded the ship and inspected *lav* as far as it was possible. I found the engine and boiler very seriously damaged by fire and explosions, all fittings disconnected etc. twisted and distorted, as explained in my previous report. I found everything on board in an unserviceable condition and beyond reasonable repair, with the exception of the anchors and chains and two boat davits. I should mention that two life boats and one service boat, were saved by the crew when they left the ship shortly after fire broke out.

Finally I have to report that the ship has remained in a completely unserviceable condition and beyond repair, a total loss including her cargo. I made a final visit on board at noon to-day and found the ship full of water up to her decks, the sides of the hull having given way through the seams of the plating. I consider that salvage expenses could not be justified and that the wreck should be sold by auction.

The Naval Authorities from the Naval Base gave prompt attention and service at various intervals to prevent the ship doing damage in the bay, and Messrs. Gibbs & Co's tug "Ventura" and staff did everything that was possible, under the circumstances in the interests of all concerned.



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