

AMS
TEF

EAST LONDON.

CAPE COLONY.

THIS IS TO CERTIFY that -----

I, W. Hildyard -----

the undersigned Surveyor to this Society did at the request of

the Master and Messrs Dyer & Dyer Ltd (Lloyd's Agents) proceed on board the S.S. "Valdivia" lying at the outer anchorage, for the purpose of reporting on the condition of the vessel.

The Master reports having struck some unknown object when steaming up the coast in the vicinity of Stalwort Point on the afternoon of the 29th inst., and had arranged with the East London Harbour Board for supplying pumps and equipment, also the services of tug and launch as may be required.

September 30th - 10-15 a.m. - Arrived on board and found the vessel considerably down by the stern with six and a half feet of water in the engine room, fires out, the steam going back, but the donkey pump still working.

Soundings in Nos. 3 and 4 Holds: Starboard Side 11'4", Port 6'6". Centrifugal (10") ten inch pump being placed on board and tug "Annie" alongside to supply steam for pumping, but the tug was unable to lay alongside through there being too much sea.

Soundings as follows:-



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No. 1 Tank - 6 1/2 inches. No. 2 Tank - 6 inches.

No. 1 Bilges - both sides - 5 inches.

No. 2 " " " 4 "

11-30 a.m. Eight feet of water in the Engine Room, and increasing.

Noon - Proceeded on shore and arranged with Messrs Mallett & Co to supply and place on board two oil engines and pumps to assist

4 p.m. Slipped port anchor and 90 fathoms of cable, and shifted vessel into smoother water to the Eastward and anchored with starboard anchor and 90 fathoms of chain.

Vessel making water rapidly.

9 p.m. The first oil engine pump was placed on board with engineers to fit and put it in working order.

Tug "Annie" standing by the vessel all night.

October 1st. 8 a.m. Proceeded on board and found the vessel settling down in water, with after main deck awash. Soundings showed the water making in the holds. Tug "Annie" alongside supplying steam and gradually reducing the water in the engine room.

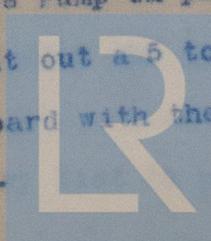
Through the tug ranging heavily one port on the port side in the between decks was broken and plugged up with wood, the upper deck bulwarks being considerably dented. Small stoppages in pumping occurring at intervals to lengthen the suction pipe.

Engineers from the Harbour Board employed in fitting up the second 6" Centrifugal pump in the Engine Room, and crew and stavedores taking on board a 2 1/2 ton boiler, and one fire pumping Engine to place on the poop for pumping out tunnel through poop ventilator. Other people employed taking on board the second oil engine to place in the forward bunker.

2-15 p.m. Fire Engine Pump on poop commenced working, throwing two 4" jets. Sent out a 5 ton boiler for pumping, but was unable to take it on board with the gear at our disposal.

Soundings as follows:-

No. 1 hold -



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No. 1 Hold. Port Side 8" Starboard Side, 7".

No. 2 Hold. " 17 feet. " 14 feet.

No. 3 Hold " decks awash.

No. 4 Hold " 16'8" " 15'6"

Engine Room - 17 feet.

7 p.m. At Master's recommendation consulted with the representatives of ship and cargo and decided to wire to Durban to send tug and salvage plant to assist. Telegraphed accordingly.

Continued pumping operations all night.

October 2nd. 7 a.m. Proceeded on board by launch, and found the tug had left for coaling purposes. The vessel still settling down with after decks awash; great difficulty was experienced in keeping the pumps at work, the vessel having a decided list to port.

10 a.m. - Pumping operations proceeding with tug alongside and fire engine on poop. Pump gaining on the water in Engine Room.

Unshipped all ventilators and closed down with plugs and covers, and all precautions taken to keep hatches well secured.

2 p.m. Small gas engine pump at work in starboard bunker, and people employed in fitting up the second gas engine into forward bunker. Harbour Board engineers still endeavouring to get the 6" centrifugal pump to work in engine room.

3 p.m. Soundings as follows:-

No. 1. Port. 6 inches Starboard 7 inches.

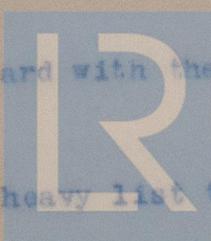
No. 2 " 21'6" " 16'8"

Nos 3 & 4 " 21'11" " 20'8"

5-30 p.m. Position very serious. Failed to get the 6" Centrifugal Pump to work; all shore engineers and mechanics left the vessel by tug "Annie".

Crew still remaining on board with the Launch "Mary" in attendance.

7-20 p.m. Vessel taking heavy list to port, and gradually



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gradually settling down; seas breaking completely over after end.

It was now considered advisable for crew to leave the vessel, which was done in the "Mary", but continued standing by the vessel until 10 p.m., when the cable parted and she drifted shorewards. Crew were then brought on shore. 8th October 1908.

October 3rd. 7 a.m. Proceeded to the vessel in the Launch "Mary" and found her laying head inshore, aground, and nearly wholly submerged except the upper bridge house and from the foremast forward. The vessel appeared to be strained at the after part of the bridge, the mainmast having a cant to starboard, and the cargo washing out of the hatches.

Owing to the heavy seas breaking over her it was impossible to attempt any further salvage operations.

October 4th. 2 p.m. Proceeded to the vessel in the "Mary" and found her laying on the bottom fore and aft about 500 yards off the shore with 32 feet of water at the bows and 40 feet of water at the stern, the tide half flood. All the boats and the greater part of the bridge deck house, rails and fittings washed away and the hatches off; the forward and after main decks and poop wholly submerged.

In my opinion the vessel is lying in such a position that any further salvage operations are and will be impracticable, and I further consider that the vessel is a total loss, and should be sold as she now lies for and account of whom it may concern.

GIVEN UNDER MY HAND this the fifth day of October, 1908, at EAST LONDON.

W. Steadgard

Surveyor to Lloyd's Register.

Survey Fee £15-15-0.



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