

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27 Oct 1908 When handed in at Local Office 1908 Port of EAST LONDONNo. in Reg. Book. 18 Survey held at EAST LONDON Date, First Survey 30th Sept 08 Last Survey 4th October 1908on the Wood, Iron or Steel Screw s/s Valdivia Master C. F. ReidBuilt at Port Glasgow By whom Russell & Co When 1906 MONTH 4thOwners Gow Harrison & Co Ltd Port belonging to GlasgowOwners' Address GlasgowSurveyed Afloat or in Dry Dock? Afloat Name of Dock — Destined Voyage Chiefo. ChimaWB=CellDBorDBa 136 feet; uE&B 24 feet; f 140 feet; }
total capacity 1142 tons. FPT tons; APT 44 tons; D Ta. 32 feet 831 tons.N.B.—All alterations in the existing records should be underlined.
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.Last Report, No. 7342 Port Ugh

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Date of last Survey and of Periodical Surveys.	Years Assigned and applied.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100. A. 1. 2. 08</u>	<u>Ships</u>	<u>10. 08</u>	<u>+ 100. A. 1. 2. 08</u>

Society's Freeboard (if assigned) as painted on Ship and now verified

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and why they were declined? also whether any damage report was made, and, if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Survey.

At the request of the Master and Messrs Deper & Deper Ltd (Lloyd's Agents) proceeded 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 Stalwart 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 & launch as may be required.

Sept 30th 10.15 am. Arrived on board and found the vessel considerably down by the stern with six & a half feet of water in

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on felt.)
Decks	Inner Bottom Plating	Engine Room Skylights	When put on, Month Year
Caulking of Decks	State if Tanks have been examined inside	Coal Bunkers, Open'gs, Lids, &c.	Boats
Waterways	State if Tanks now tested	Scuppers	Masts, Yards, &c.
Coamings	Bulkheads	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
Beams & Fastenings	Ceiling	Hatches	Sails
Outside Plating	Cement or Asphalt (State which.)	Planking of Wood Vessels	Equipment letter
Caulking of ditto	Rudder	Caulking ditto	Anchors, No. of
Rivets	Steering gear and its connections	Treenails ditto	Cables (State if now ranged)
Breasthooks & Crutches	Windlass	Breasthooks & Stems ditto	" length (on board) size
Transoms	Have Pumps now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	" Rule length (per Table 22) size
Frames	Have Sluice Valves now been examined and found efficient?	Timbers of Frame at openings ditto	Hawser & Warps
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Ditto ditto at other places ditto	Standing & Running Rigging
Floors		Stringers, Clamps & Shells ditto	
Keelsons		Salting (State if examined.) ditto	

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,06," or "to remain as classed and to have record of survey, 1,06, and the notations of ss No. 1-06 and ptND06, &c."

Consider the vessel a total loss, further salvage operations impracticable, and will probably break up with first heavy weather.
Class may be expunged from the Register Book.

Survey Fee (per Section 29)	£ 15 : 15 : 0	Fees applied for, 8.10.1908
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me, 10.10.1908
Travelling Expenses (if chargeable)	£ :	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute

Character Assigned Not for classification committee.

Surveyor to Lloyd's Register of British & Foreign Shipping.



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EX. R.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

11. 30 am. Light (8) feet of water in the engine room and increasing.

4 p.m. Slipped port anchor and ninety (90) fathoms of cable, and shifted vessel into smoother water to the eastward, and anchored with starboard anchor and ninety (90) fathoms of chain. Vessel moving faster rapidly.

9 p.m. The petrol oil engine pump was placed on board with the engineers to fix & put in working order.
 Leg Annie standing by the vessel all night.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

Oct 1st 8. am. Proceeded on board & found the vessel settling down in the water, with after main deck awash. Soundings showed the water rising in the hold. Log Buoy alongside supplying steam and gradually reducing the water in the Engine Room. Through the Log running heavily, one port on the port side in the between decks was broken and plugged up with wood, the upper deck bulwarks considerably dented.

S. S. Valdivia

Burgess & Co. from the Harbour Board employed in fitting up the second 6 inch centrifugal pump in the Berge Room and crew and stowaways taking on board a two and a half ($2\frac{1}{2}$) ton boiler, and one fire pumping engine to place on the poop for pumping out funnel 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 four inch (4") jets.

Sent out a fine (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 Port Side 8" inches Starboard Side 9" inches
No 2 Hold " " 12' feet " " 14' feet
No 3 Hold kecks awash.
No 4 Hold " " 16' feet 8 inches " " 16' ft 6 inches
Carpenter Room (1 1/2 feet.) seventeen feet.

4. per. 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 along-
side, and fire engine on poop. Pump gaining on
water in engine room.

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

2. pm. Small gas engine pump at work in starboard bunker, and people employed in getting up the second gas engine in forward bunker.
Harbour Board engineers still endeavouring to get the (6") six inch centrifugal pump to work in the engine room.

S/s. Valdivia

No. 3. Port. 21 ft 4 inches Starboard 20 ft 8 inches

5.30 pm Position very serious, failed to get the (6") disc
 inch 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.

4.20 pm Vessel taking heavy list to port and gradually
 settling down, seas breaking completely over the 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 pm. When the cable
 parted, and she drifted shorewards. Crew were
 then brought on shore.

October 3rd. 4 am. Proceeded to the vessel in 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 was 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 pm. Proceeded to the vessel in the "Mary"
 and found her laying on the bottom fore and aft,
 about 500 yards off the shore. Thirty two (32) feet of water
 at the bows, and forty (40) feet 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 on account of whom it may concern.

Given under my hand this 5th day of
 October 1908 at East London

W. Hildyard

Surveyor to Lloyd's Register



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