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NORSK BJERNINGSKOMPAGNI A/S

D I V E R - E X A M I N A T I O N .

The undersigned Diver from Norsk Bjerningskompagni A/S has examined the S/S "Cabo Quintres" of Sevilla, captain M.V.Gonzalez at the request of S/v "Salvator"s master, and hereby submits the following report:

I have this day examined the above mentioned ship's bottom whilst ship aground near Cabo Villano, and found the following damages:

Forepeak: Under the forepeak the ship is clear from rocks and no damage could be detected.

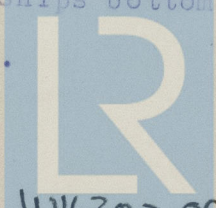
No.1 Hold: On port side in bidge strake there are two splits, each 7 feet in length and with openings of 6 inches. There are also several large dents with loose and started rivets.

On st.b. side under forepart of no.1 hatch there is a crack $2\frac{1}{2}$ feet in length and largest opening 12 inches. There are also some large dents and several loose and started rivets.

The ship is clear of the ground from forefoot to afterpart of no.1 hatch.

No.2 hold: At the forepart of no.2 hold ship rests on rocky ground and the damages, if any, could not be stated. From the middle of no.2 to the afterpart of this hatch the ships port side rests against a rock, shell-plating is buckled, the bidge keel is broken and bended upwards. On st.b. side from middle of no.2 hatch to the after part the ship also rests against a rock and the shell plating is buckled. Some sharp stoned are pressed through the ships bottom. The plate-strakes A., B., and C have bursted transversal.

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Engine room: From fore part to the middle of engine room the ship is clear from the ground. Further astern to the middle of nr.3 hatch ship rests on rocky ground. On port side in bidge strake a stone has pressed hole in the plate. On st.b. side abreast of the funnel two stones are pressed through C strake. Further astern near the bulkhead between engine room and no.3 hold two stones have badly dented C strake.

No.3 Hold: Under middle of no.3 hatch on port side a stone has pressed hole in the bidge strake. On st.b. side also under the middle of no.3 hatch there is a transversal buckle over three strakes. From middle of no.3 hatch and further astern the ships bottom is clear of ground, but there is a large stone on each side of ship astern, and if the ship is moved to one side or the other the ships bottom will touch these stones.

I hereby declare the above statement to be in conformity with the truth, which I am prepared to confirm on oath if required.

Pt. "Salvator" off Cabo Villano, May 9th 1953.

Sgd. John Fylling

Diver

Salvage Vessel "SALVATOR"



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