

complete the Surveys should be summarised. State the cause of Damage (the cause of which must be stated) 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

totalled for each part of the

S.S. "CAPRERA"

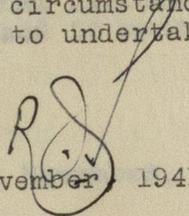
This vessel was declared a constructive total loss after stranding in 1932, but was shortly afterwards refloated and taken to port for dismantling.

The question of her repair was afterwards raised but for years nothing was done. Soon after the outbreak of war, however, the matter was re-opened and in November 1940 the Rio Surveyor stated that the work of reconditioning and reclassification would be put in hand by the nominal Owner Snr. Pedro Brando, who is associated with the Costeira Co. of Brazil.

Last month a request was received from the Insurance Brokers to the Owners, Messrs. Thompson, Graham & Co. that the Rio Surveyor should give his personal estimate of the cost of repairs as the Underwriters were querying the value put forward to them, namely, £287,000.

The Chairmen agreed that the Rio Surveyor might be authorised to give such an estimate provided the Owners concurred, but so far no reply has been received from him.

Messrs. A. W. Bain & Sons Ltd. - Insurance Brokers - now say that they have received a cablegram from their friends at Rio asking that the Society's Surveyor should undertake a Valuation Survey of the ship to enable them to effect the necessary insurances, and it is accordingly submitted for consideration whether, in the somewhat exceptional circumstances, the Rio Surveyor might be authorised to undertake this service.


6th November, 1941.

*decline for
Chairman
8/11/41*



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Lloyd's Register
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