Rio de Janeiro,

23rd August 1932.

H. E. Inman, together with J. H. Barbour, Surveyor to the Registro Italiano,

the Representatives of the Owners and Underwriters attend on board the Steel Sc Sr "CAPRERA", 6019 tons net register, of Genoa, on the 5th August 1932 and subsequent dates as she lay in the Lahmeyer Dry Dock, Nictheroy, for the purpose of ascertaining the nature and extent of the damage sustained by the vessel owing to having run on the rocks at Ilha Mae, off the port of Rio de Janeiro, on the 1st June 1932, the vessel being later refloated and placed in dry dock on the 4th August 1932.

For further particulars see Log Book and Protest.

The undersigned upon examination:

Found	Recommended
Keel plating:	
No.1 plate broken at the after end and buckled and set up over about 8 feet.	To be renewed.
No.2 plate broken at forward end and buckled and set up over whole length.	To be renewed.
No.3 plate buckled, set up and scored, buttstrap at after end broken.	To be renewed, together with buttstrap.
No.4 plate cracked at forward end, badly buckled and set up over whole length.	To be renewed.
No.5 plate buckled and set up over whole length.	To be renewed.

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Found	Recommended
No.6 plate slightly set up over whole length.	To be removed, faired and refitted.
No.7 plate badly set up over whole length.	To be renewed.
No.8 plate set up.	To be removed,faired & refitted.
Port side, Shell plating:	
A Strake: No.1 plate buckled and crushed in over whole length.	To be renewed.
Nos.2,3 & 4 plates badly buckled over whole length.	To be renewed.
No.5 plate slightly set up.	To be removed, faired & refitted
Nos.6 & 7 plates badly buckled and set up.	To be renewed.
B Strake: Nos.2 & 3 plates slightly buckled.	To be removed,faired & refitted.
Nos.4,5,6,7 & 8 plates badly buckled and set up.	To be renewed.
No.9 plate slightly set up at fore end.	To be removed, faired, refitted or faired in place.
C Strake: No.3 plate set up at after end.	To be removed,faired & refitted.
Nos.4,5,6,7 & 8 plates badly buckled and set up.	To be renewed.
D Strake: No.4 plate badly buckled, set up and scored.	To be renewed.
Nos.5,6 & 7 plates buckled and set up.	To be renewed.
No.8 plate badly buckled and set up.	To be renewed.
No.9 plate slightly buckled.	To be removed,faired & refitted.
E Strake: Nos.3 & 4 plates slightly set in and indented.	To be removed,faired & refitted.
No.5 plate set in,indented,scored and broken.	To be renewed.
Nos.6 & 7 plates badly buckled,set in and torn.	To be renewed.
No.8 plate slightly set in at fore end.	To be faired in place.
F Strake: No.7 plate set in and broken at after end.	To be renewed.
No.8 plate badly buckled and torn.	To be renewed. Plate and angle to be renewed.
Bilge Keel on F Strake: broken and set up in way of plates 7 & 8.	
No.6 plate badly buckled.	To be renewed.

S/S "CAPRERA" cont.

Found	Recommended
Plate slightly bent in way of F.9	To be faired in place.
G Strake: No.2 plate slightly indented in three places.	To be faired in place
No.6 plate slightly indented.	To be faired in place.
No.8 plate set out at lower landing.	To be faired in place.
H Strake: Nos.4,5,6 & 7 plates slightly indented.	To be faired in place.
Starboard side, Shell plating:	
A Strake: Nos.1 & 2 plates badly buckled and set up.	To be renewed.
Nos.3 & 4 plates badly buckled, set up and broken.	To be renewed.
No.6 plate badly set up (16 inches) over whole length.	To be renewed.
No.7 plate badly set up at fore end.	To be renewed.
B Strake: Nos.2 & 3 plates buckled.	To be removed,faired & refitted.
Nos.4 & 6 plates badly buckled and set up.	To be renewed.
Nos.5 & 8 plates badly buckled, set up and broken.	To be renewed.
No.7 plate set up at after end.	To be faired in place.
No.9 plate set up at fore end.	To be faired in place.
C Strake:No.3 plate slightly buckled.	To be removed,faired & refitted.
Nos.4 & 5 plates badly buckled, set up and broken.	To be renewed.
Nos.6,7 & 8 plates buckled and set up.	To be removed,faired & refitted.
No.9 plate set up.	To be removed,faired & refitted.
D Strake: No.4 plate buckled and set up at after end.	To be removed,faired & refitted.
Nos.5 & 6 plates badly buckled, set up and broken.	To be renewed.
Nos.7 & 8 plates badly buckled, set up and scored.	To be renewed.
No.9 plate set up.	To be removed,faired & refitted.
E Strake: No.3 plate buckled and set in for after half length.	To be removed,faired & refitted.
Nos.4,5 & 7 plates badly buckled, set in and broken.	To be renewed.
No.6 plate badly buckled.	To be renewed.

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Found	Recommended
F Strake: No.5 plate set in over after half length.	To be removed,faired & refitted.
Nos.6,7 & 8 plates badly buckled, set in and broken.	To be renewed.
No.9 plate slightly set in at fore end.	To be faired in place.
Bilge Keel in way of F Strake: The bilge keel plate and angles in way of F 6,7,8 & 9 badly buckled and torn.	The damaged plates and angles to be renewed.
G Strake: Nos.2 & 3 plates slightly indented.	To be faired in place.
One plate on first strake below sheer strake and two ditto on fourth strake cut during salvage operations, also one sidelight removed.	The three plates to be renewed or repaired as required and the sidelight to be refitted.
Double Bottom in way of Nos.1 & 2 Holds:	
No.1 hold: The tank top plating cracked right across at after end of the hold and set up for about 50 ft.in length.	The broken plates to be renewed and the remainder to be removed faired and refitted where set up.
The tank margin plates and angles on both sides broken and/or buckled,	The broken and buckled plates and angles to be renewed.
No.2 hold: The tank top plating broken in way of the after bulkhead brackets and the whole of the plating set up.	The broken plates to be renewed and the remainder to be removed faired and refitted.
The tank margin plates and angles on both sides broken and/or buckled.	The broken and buckled plates and angles to be renewed.
Centre & Side Girders,Floors and Longitudinals:	
The plates and the angles on the shell and tank top buckled,bent and/or broken in way of the damaged shell and tank top plating.	To be renewed or repaired as required.
Main Transverse Web Frames and Tank Margin Bracket Plates and connections on both sides in Nos.1 & 2 holds all more or less buckled and broken.	All to be renewed or repaired as required.
Bulkheads: Between Nos.1 & 2 holds, the bilge plate and plate above it on the star--board side and the boundry angle broken.	The two plates and damaged boundry angle to renew.
Between Nos.2 & 3 holds, the bilge plate on the starboard side broken.	To be renewed.
Hold Pillars & Girders in Nos.1 & 2 Holds: The rivets in the angles and gusset plates all more or less started.	The rivets to test and renew as necessary.
Tween Deck Pillars in Nos.1 & 2 Holds: Six tubular pillars cut and cemented during salvage operations.	To be repaired as necessary.

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s "CAPRERA" cont.

Found	Recommended
ntilators in Nos.1 & 2 Holds:	
t and cemented during salvage erations.	To be repaired or renewed as necessary.
s.1 & 2 Hatchways:	
number of hatch covers and rpaulins destroyed during salvage erations and the remainder soaked th fuel oil, also several hatch ttens missing and cleats broken.	Approximately 100 hatch covers and 8 tarpaulins to be renewed,-ns also 5 galvanized iron hatch battens and several cleats.
r and Sounding Pipes in Nos.1 & 2 Holds:	
l the pipes disconnected and plugged ring salvage operations and the otecting angles displaced.	All the pipes to be made good and angles refastened.
iling and Sparring in Nos.1 & 2 lds and Tween decks.	
l more or less broken, damaged and aked with fuel oil.	To be renewed as necessary.
elter Deck:	
e plate on starboard side of No.2 tchway cut during salvage operat-ons.	To be renewed or repaired.
sing of 3rd Class saloon dismantled ring salvage operations	To be replaced and made good.
mpanion to Tween deck accomodation, vets burnt out.	Rivets to be renewed.
o bulwark brackets and the rails d stanchions more or less bent in veral places.	To be faired and repaired as necessary.
e lito-silo on the deck broken in aces.	To be renewed where broken.
e port bow fairlead and starboard ter fairlead started.	-d. The two fairleads to be refastened
e accomodation ladder on starboard de broken.	To be renewed.
wer Deck, Nos.1 & 2 Holds:	
e trimming hatches closed with ment and covers missing.	The cement to be removed and new covers fitted.
ts:	
.3 Lifeboat chafed and damaged l part equipment missing. .2 small boat,ditto ditto.	To be repaired as necessary and equipment made good.
ge,ballast and steam heating pipes Nos.1 & 2 ballast tanks:	
umber of pipes bent and displaced.	The pipe lines to be overhauled, repaired as necessary and tested.

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S/S "CAPRERA" cont.

Found	Recommended
Equipment:	
The ~~starboard~~ port bower anchor and 120 fathoms of chain cable employed during salvage operations and not yet recovered.	The starboard bower anchor and chain cable to be replaced and the remaining cable to be ranged for examination.
A 90 fathom length of 8" manila hawser and three steel wire towing hawsers stated to have been destroyed during salvage operations.	To be replaced by new.

General Recommendations:

The rudder to be lifted for examination. The main and auxiliary machinery to be opened up for examination, also the screw shaft to be drawn in and sea and bilge valves and connections opened up. The outside shell plating and the inside plating in way of Nos.1 & 2 holds and tween decks to be cleaned and painted one coat as before and all new and disturbed work to be painted two coats.

These recommendations are made so as to place the vessel in the same good and efficient condition as before the damage was sustained.

J. H. Barbour. — Surveyor to the Registro Italiano.

H. E. Inman. — Surveyor to Lloyd's Register.