

REPORT of SURVEY for REPAIRS, &c.

of writing Report... 2nd Sept. 1932 When handed in at Local Office... 2nd Sept. 1932 Port of Rio de Janeiro
Survey held at Rio de Janeiro Date, First Survey 2nd August Last Survey 26th August 1932
(No. of Visits seven)
on the Steel Sc Sr "CAPRERA"
TONNAGE: Gross 7874 Built at Alameda, Cal. By whom Union Iron Works Co. When 1917 MONTH 9
Net 7402 Owners "Italia" (Flotte Riunite Cosulich-Owners' Address)
Managers Lloyd Sabauda-Navigazione Generale (if not already recorded in Appendix to Register Book).
Port belonging to Genoa

Used Afloat or in Dry Dock? Dry Dock Name of Dock Lahmeyer Destined Voyage Gen.
Cell/Dor/Da capacity tons. FPT feet; tons; APT feet; tons; MT feet
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

B. All alterations in the existing records should be underlined.
the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. 12445 Port Gen.

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

Where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose and to whom and why they were declined.

Was a damage report made by anyone else? If so, by whom?

RS, OR EXAMINATION AS PER RULE, FOR damage sustained through having run on the rocks at Ilha Mae, the port of Rio de Janeiro, on the 1st June 1932, the vessel being later refloated and placed in dock at this port on the 4th August 1932. Vessel placed in dry dock, bottom, rudder, stern and stem cleaned, examined and patched and cemented sufficiently to take her out of dry dock. Examination after the fuel oil, which had been carried in Nos. 1 & 2 double bottom tanks, had been efficiently removed from the holds and tank tops, found Keel plates Nos. 1, 2, 3, 4, 5, 7 badly buckled, up and broken over the whole length, Nos. 6 & 8 set up to a less extent. Port side: A Strake, plate badly buckled and crushed in over whole length, Nos. 2, 3, 4, 6 & 7 badly buckled and set up slightly set up. B Strake, Nos. 2 & 3 plates slightly buckled, Nos. 4, 5, 6, 7 & 8 badly buckled and up, No. 9 slightly set up at fore end. C Strake, No. 3 plate set up at after end, Nos. 4, 5, 6, 7 & 8 buckled and set up. D Strake, Nos. 4, 5, 6, 7 & 8 plates badly buckled and set up, No. 9 slightly buckled.

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
newed ...								
moved and Fair'd or Repaired ...								
red or Repaired in place ...								

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

al 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 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 1, 24," or "to remain as classed and to have record of survey, 1, 24, and the notations of ss No. 1-24 and ptND24, &c."

Vessel is in my opinion eligible to remain as now classed, subject to permanent or temporary repairs being carried out before proceeding to sea.

Section 29) ... £
Ass. of 1:7000000) 1:416500
or Repair Fee (if any) ... £
Expenses (if chargeable) ... £
Surveyor's Fee (if any) ... £

Fees applied for, 26/8/1932
Received by me, 27/8/1932

Surveyor to Lloyd's Register of Shipping.

FRI. 31 MAR 1932

Lloyd's Register Foundation

F Strake, Nos. 3 & 4 plates slightly set in and indented, Nos. 5, 6 & 7 badly buckled and torn, No. 8 slightly set in at fore end. F Strake, Nos. 7 & 8 plates badly buckled and torn. G Strake, No. 2 & 6 plates slightly indented, No. 8 set out at lower landing. H Strake, Nos. 4, 5, 6 & 7 plates slightly indented. Bilge keel in way of plates F 7 & 8 broken and set up and the plate slightly bent in way of F 9. Starboard side: A Strake, Nos. 1 to 7 inclusive badly buckled and set up, Nos. 3 & 4 being also broken. B Strake, Nos. 2 & 3 plates buckled, Nos. 4, 5, 6 & 8 badly buckled, Nos. 5 & 8 being also broken, No. 7 set up at after end and No. 9 at fore end. C Strake, No. 3 plate slightly buckled, Nos. 4 & 5 badly buckled and broken, Nos. 6, 7 & 8 buckled and set up, No. 9 set up. D Strake, No. 4 buckled and set up at after end, Nos. 5 & 6 badly buckled and broken, Nos. 7 & 8 badly buckled, set up and scored, No. 9 set up. E Strake, No. 3 plate buckled and set up for after half length, Nos. 4, 5 & 7 badly buckled and broken, No. 6 badly buckled. F Strake, No. 5 plate set in over after half length, Nos. 6, 7 & 8 badly buckled and broken, No. 9 slightly set in at fore end. G Strake, Nos. 2 & 3 plates slightly indented. Also one plate on first strake and two on fourth strake below sheer strake in way of No. 2 hold were cut during salvage operations and one sidelight removed. The bilge keel plate and angles in way of F 6, 7, 8 & 9 badly buckled and torn. Double bottom in way of Nos. 1 & 2 holds: No. 1 hold, the tank top plating wracked right across at after end of hold and set up for about 50 feet in length, the tank margin plates and angles on both sides broken and/or buckled. No. 2 hold, the tank top plating broken in way of the after bulkhead brackets and the whole of the plating set up, the tank margin plates and angles on both sides broken and/or buckled. Centre and side girders, floors and longitudinals: The plates and angles broken and bent in way of the damaged shell and tank top plating, (owing to the manner in which the plates are crushed

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 RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower													If Parent state name of Parent, or if Stockholder, state Mechanical Tests.		
	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]

together a more detailed examination could not be made). Main transverse web frames and tank margin bracket plates: The plates and connections on both sides of No.1 & 2 holds all more or less buckled and broken. Bulkheads: between Nos.1 & 2 holds, the bilge plate and plate above it on the starboard side and the boundary angle broken; between Nos.2 & 3 holds, the bilge plate on the starboard side broken. The rivets in the angles and gusset plates of the hold pillars and girders in Nos.1 & 2 holds all more or less started, six tubular pillars in Nos.1 & 2 tween decks cut and cemented during salvage operations, as also the ventilators in these tween decks. The air and sounding pipes in Nos.1 & 2 holds disconnected and plugged during salvage operations. The ceiling and

cargo battens in Nos.1 & 2 holds all more or less broken, damaged and soaked with fuel oil. Nos.1 & 2 hatchways: A number of hatch covers and tarpaulins destroyed during salvage operations and the remainder soaked with fuel oil, also several hatch battens missing and cleats broken. One shelter deck plate on starboard side of No.2 hatchway cut during salvage operations and the composition on the deck broken in places. The casing of the 3rd Class saloon dismantled, the rivets in the companion way to tween decks burnt out, two bulwark brackets and the rails and stanchions bent in several places, the port bow fairlead and starboard after fairlead started from the deck, the accommodation ladder on starboard side broken. The trimming hatches on the lower deck in Nos.1 & 2 holds closed with cement and the covers missing. No.3 Lifeboat and No.2 service boat chafed and damaged and equipment part missing. The bilge, ballast and steam heating pipes in Nos. 1 & 2 d.b.tanks broken, bent and displaced. The port bow anchor and 120 fathoms of chain cable slipped and left at the place of grounding, efforts are being made to recover these. One 90 fathom length of 8 inch manila hawser and three steel wire towing hawsers destroyed during salvage operations.

The Owners wish if possible to effect permanent repairs here, but as the tenders received were more than the value of the ship, she was temporarily patched with bolted plates where holed, wedges fitted at the started landings and rivet holes plugged and afterwards cemented on the inside and taken out of dry dock, in order to give the ship repairers time to revise their prices when conditions become more normal here.