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Lloyd's Register of Shipping,

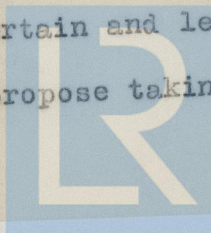
71, Fenchurch Street, E.C. 3.

22nd April, 1927.

Dear Sirs,

With reference to previous correspondence relative to the steamer "SALENTO", I have to acquaint you I am informed by the Society's Surveyors at Cadiz that the vessel has been salved and placed in drydock and that temporary repairs have been commenced with a view to proceeding to Italy for the necessary permanent repairs. The Surveyors state that the Owner, who is at Cadiz, was advised regarding the agreement existing between the two Registration Societies but no request has been received for a survey to be held and they have been advised by the Owner that as it is necessary for a certificate of seaworthiness to be obtained only from Cadiz to an Italian port, the matter is in the hands of the Italian Consul who has already named a Surveyor for the purpose, and when the steamer arrives in port for permanent repairs and Classification the Owners will decide whether she will be kept in both Registers.

The vessel appears to be proceeding to Naples and in the circumstances I shall be glad if you will give the case the necessary attention and ascertain and let me know as soon as possible what steps the Owners propose taking to comply with this

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2. s.s. "SALENTO".

Society's requirements.

For your information I may add that the vessel was generally examined by the Society's Surveyors at Amsterdam in June last who reported that the inner surface of the shell plating, especially the first strake below the main sheerstrake was pitted and the forecastle side plating corroded in places, a number of frames in Nos. 1 and 3 holds were more or less wasted, the side stringer shell angles were rust drawn, the hatchway coamings pitted and the poop deck worn in places. The shell plating was drilled by the Surveyors pointed out that the results did not represent the actual condition of the plating, the whole of which would require to be specially examined and dealt with at the next special survey.

The Surveyors further recommended that the 2nd Special Survey No 3 be carried out when it became due in March 1927.

In addition to the above the vessel's propeller requires to be specially examined at the next drydocking, on account of damage through striking a lighter.

I am, Dear Sirs,
Yours faithfully,

C. E. L.
The Surveyors,
NAPLES.

Assistant Secretary.



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