

Chief Surveyors \_\_\_\_\_

Received from Chief Surveyors

20. 4. 27

EL'S NAME Steel S.S. "SALENTO".

Report Rot.

No. 16059.

**For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.**

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

re of Survey \_\_\_\_\_

When due \_\_\_\_\_

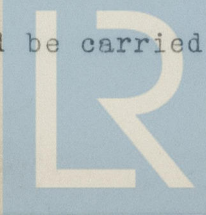
This vessel was generally examined by the Amsterdam Surveyors in June last who reported the inner surface of the shell plating, especially the first strake below the main sheer strake to be pitted and the forecastle side plating corroded in places, a number of frames in Nos. 1 & 3 holds more or less wasted, side stringer shell angles rust drawn, hatchway coamings pitted and the poop deck worn in places.

The shell plating was drilled but the Surveyors pointed out that the results did not represent the actual condition of the plating the whole of which requires to be specially examined and dealt with at the next special survey.

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

The Cadiz Surveyors recently stated that the vessel had stranded and at the Master's request a non-exclusive surveyor to the Italian Registry had made a preliminary survey and recommendations.

The Surveyors were informed in reply that as the vessel was classed with this Society as well as with the Registro Italiano the survey of the vessel should be carried out by them.



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
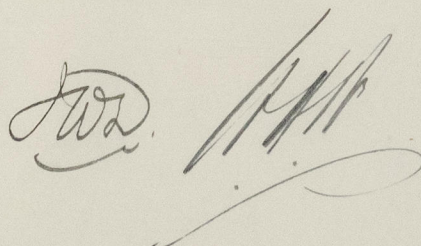


Steel S.S. "SALENTO". 2.

The same Surveyors now state that the vessel has been salved and placed in dry dock where temporary repairs have been commenced with a view to her proceeding to Italy for the necessary permanent repairs.

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 the Surveyors forward a letter received from the Owner in which it is stated that as it is necessary for a certificate of sea-worthiness 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 from Brindisi will decide as to whether the vessel will be kept in both Registers.

It is submitted action be deferred for the present.

  
20. 4. 27.

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