

on account of Damage (the cause of which must be stated), should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on

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by Chief Ship Surveyor

Received from Chief Ship Surveyor

21 DEC 1931

SHIP'S NAME Steel S.S. "RIBERA" Rpt. Cff. No. 49449

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of 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, 24/5/192).

of Survey

A² Special Survey No. 3 has been partly held in lieu of 2nd S.S. No. 2, due 3.29.

The Owners have furnished the usual undertaking.

On the 8th instant the Owners were informed that it was noted that they were in negotiation to sell the vessel to Italian buyers for breaking up, and that in the event of their doing so they desired permission for the vessel to proceed to an Italian port with a cargo of coal and they were informed that the Committee had had the case under consideration and would be agreeable to authorising the Surveyors at Cardiff to issue a certificate for the proposed voyage provided they satisfied themselves that the hull, engines and boilers were efficient for the intended voyage.

The Cardiff Surveyors now report the vessel examined afloat. All holds and tween decks, upper bunkers, engine and boiler spaces, decks, hatches, coamings, ventilators, steering engine and general equipment examined.

In the Surveyors' opinion the vessel is in an efficient condition for a proposed voyage from Cardiff to a port in Italy.

It is submitted action be deferred.



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Lloyd's Register Foundation
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