

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

Society's Freeboard (if assigned) as painted on Ship and now verified

446 ft.

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

C. 1027. (1936-700,000) Ldn.

# CABLEGRAM VIA NORTHERN

THE GREAT NORTHERN TELEGRAPH CO.  
(LIMITED) OF DENMARK.

D: 1936 OCT 31 10 55

Direct, speedy and reliable connection with CHINA, HONG KONG, JAPAN, MACAO, MANILA, U.S.S.R., FINLAND, LATVIA, ESTONIA, LITHUANIA, POLAND, SWEDEN, DENMARK, FAROE ISLANDS, ICELAND, and GREENLAND.

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CDE KÖBENHAVN K109 7/6 31 1145

LOYD'S REGISTER  
RECEIVED  
31 OCT 1936  
LONDON

= COMMITTEE LDN

= 77096 NAGFI PAIBLE MUZME

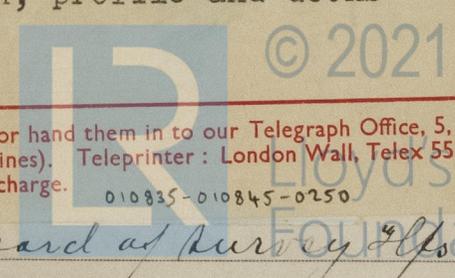
77096 - "INGRID THORDEN"  
NAGFI - Forward plans of midship section, profile and decks  
PAIBLE - (?)PAIBL - shell plating  
MUZME - Pillars and girders

Please mark your cablegrams "VIA NORTHERN" and in order to avoid delay telephone or hand them in to our Telegraph Office, 5, St. Helen's Place, E.C.3 (always open), or ask us to collect them. Telephone: London Wall 3636 (14 lines). Teleprinter: London Wall, Telex 5511 (4 lines). Doubtful words will be repeated without charge.

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Referred to the Chief Ship Surveyor

31 OCT 1901

*Handwritten signatures and initials*

*Handwritten number: 1000*

TELEGRAMS FROM AIR MAIL

*Vertical text on the right edge of the paper*

THE GREAT NORTHWEST TELEGRAPH CO.  
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Lloyd's Register

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