

and besides being detailed in the body of the report, 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 the back of this form. State also the dates and initials of any letters respecting this case.

Image cases where the Surveyor has not made a special damage report he is required to state whether he

(if assigned) as
and now verified

29th December 1947.

Dear Sir,

In confirmation of our telephone conversation today regarding the Steel Yacht "JOHN WILLIAMS V", I reproduce hereunder the cablegram which has been received from Lloyd's Agents at Suva regarding this case:-

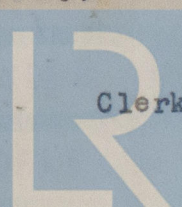
"YOURS EIGHTEENTH NEW PLATES REQUIRED PORTSIDE DTWO D EIGHT D NINE STARBOARDSIDE D THREE OTHERS REQUIRING RECOMMENDED PATCHING PORTSIDE D THREE D SIX D ELEVEN STARBOARD SIDE D FIVE D SIX ALSO EXTENSIVE REPAIRS TO RUDDER STOCK STOP ESTIMATE COST UNDER WATER LEVEL WORK INCLUDING DRAWING SCREWSHAFT AND ENGINE REPAIRS BETWEEN FOUR FIVE THOUSAND FIJIAN POUNDS ESTIMATED TIME FOUR WEEKS TOPSIDE HULL REPAIRS COSTS YET UNCALCULABLE."

Yours faithfully,

The Assistant Treasurer,
London Missionary Society,
Livingstone House,
42, Broadway, Westminster, S.W.1.

Clerk to the

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Lloyd's Register
Foundation

ARBOARDSIDE DFIVE DSIX ALSO EXTENSIVE

gratis for the amount of the damage. Any reply respecting this Telegram should be accompanied by this form. Mark Your Reply VIA IMPERIAL