

79 NOV 1942

2m, 3.42.

Received by Chief Ship Surveyor.....

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ESSEL'S NAME "CERINTHUS" REPORT Lon. No. 110706.

The 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, 24/5/92.)

The class is subject to permanent repairs to indented bottom plating (p & s.f) and to set up port bilge keel at the first convenient opportunity.

The LONDON Surveyors report this tanker afloat and in dry dock on account of the propeller striking a submerged object but no structural damage found.

Owing to extensive damage to part of the machinery advantage was taken of the opportunity to carry out the requirements of the 1st S.S. No.3 due 9.42.

It was not considered necessary to drill the shell plating at this time.

Minor repairs effected.

Shell plate F.2 (p.s.) found fractured in 4 places has been repaired by electric welding. The Surveyors recommend the E.W. 10.42 repairs be specially examined at the next dry docking.

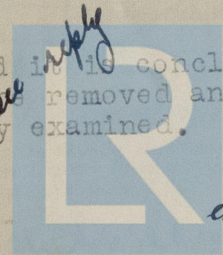
The outstanding items, as above, continue efficient.

It is submitted the vessel appears worthy to remain as classed with record of docking survey 10.42 and notation of S.S. No.3 - 10.42 subject as recommended and as above,

100A1
10.42 Lon. ✓
S.S. Lon. No.3-10.42 ✓
Carrying Petroleum
Fitted for oil fuel etc.) subject etc.

69/116
9.11.42.

The Surveyors should be informed in 10 concluded the strums of the cargo suction pipes were removed and the shell plating and bulkheads in the vicinity examined.



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Endorsed for deeper loading.

W154-0078

Survey 10-42 and the notation. S.S. LON. NO3-10.42, subject to be specially examined at next docking and to be