

quent repairs. Repairs on account of damage (the cause of which must be stated) should be separated from repairs due to
ies; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the
nt of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form.
the dates and initials of any letters respecting this case.

THE 3RD S.S. No.1 BECAME DUE 1.42

17 NOV 1942

Received from Chief Surveyors.....
ef Surveyors.....

S NAME "CITY OF MARSEILLES" REPORT Liv. No. 118625

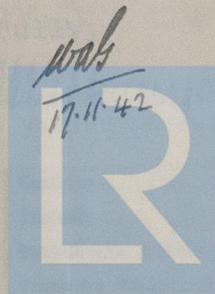
For the CHIEF SHIP SURVEYOR ~~and CHIEF ENGINEER SURVEYOR~~

(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.)

Survey Docking ~~Wear and~~

Subject to indented bilge shell plating (s.s.), shell plating (p & s) and E.R. Bulkheads, frames and plating being dealt with and to permanent repairs to indented shell plates Nos.4 & 5 from aft in sheerstrake, and Nos.9 & 10 in strake above etc. (p.s.) at the first convenient opportunity also to (a bower anchor and 30 fathoms of chain cable being supplied).

(DOCKING DATE)
10-42



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Lloyd's Register
Foundation

Plating examined and found efficient? Yes at other places
Stringers, Clamps & Shelves

Chain Locker.....
Hawsers & Warps.....
Stanchions and Running Rigging.....