

by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

L'S NAME ..... PACASITIKOS ..... Rpt. .... P.El ..... No. .... 499

marks 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 subjectly to slightly deformed stem and stem plating being permanently repaired at the first opportunity.

The 2nd S.S. No. 3, due 3.39, has been partly held, and a notation of "Examined 5.41", valid for 12 months, has been assigned.

Collision damage repairs are required to poop sheerstrake plate at the first opportunity. 60 fathoms of chain cable require to be verified with certificates at the first opportunity (and a bower anchor and 45 fathoms of chain cable require to be supplied).

Repairs are required to thin plating in lower 'tween deck bunkers and lower bunkers (p.s), air and sounding pipes to fore peak tank, buckled frames in fore peak tank, thin tank top plating in Nos. 1 & 5 holds, ship's side frames in Nos. 2, 3, 4 & 5 'tween decks and fore part of bridge space, also to the Downton pump at the first opportunity.

The PORT ELIZABETH Surveyor reports (10.41) the vessel afloat and a shell plate (s.s.f), where worn, repaired by a riveted doubling.

It is submitted action be deferred.

Lloyd's Register  
Foundation

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