

side) and extending from after end of No. 8 Main Tank to forward end of No. 8 Main Tank had been fabricated from the damaged shell plating and bolted and welded in place.

This was stiffened by a box girder fabricated of 12"x3" channels welded and bolted through deck of Summer Tank and fabricated shell plating.

in bulk
- fuel 12, 24
signed) as }
no verified }

2m, 5, 42

5 OCT 1942

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME "BRITISH CONSUL" REPORT Port of Spain No. 8619

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.)

(2nd S.S.No.1 due 12.39)

Examiné 6.41

Repairs are required to shell fracture at fore end of forward deep tank (p.s.)

The vessel has been badly damaged (Enemy action).

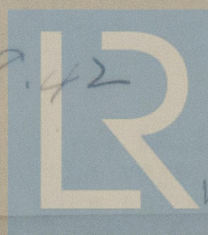
The Trinidad L. Agents' Surveyor reports (7.42) the temporary repair to above damage examined and in the Surveyor's opinion the vessel is fit to proceed to a U.S.A. port for dry docking and permanent repairs.

It is submitted action be deferred for repairs.

5.10.42

5.10.42

(2) 5.8.42

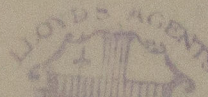


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Lloyd's Register
Foundation

sea.

No.2 Main Tank full.
No.4 -do-



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