

should be separated from Repair due to other causes; 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

Fitted for oil fuel

by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

15 APR 1941

'S NAME "HARPAGUS" Rpt. Nwc No. 99318

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 shell and deck plating etc. on port side abreast engineers deckhouse and main mast, at the first convenient opportunity.

The NEWCASTLE Surveyors report the vessel afloat and the temporary repairs to above examined on account of some reported leakage. Additional temporary repairs effected to shell and deck plating on port side abreast engineers deckhouse. Temporary repairs in way of main mast examined and found efficient. (Collision)

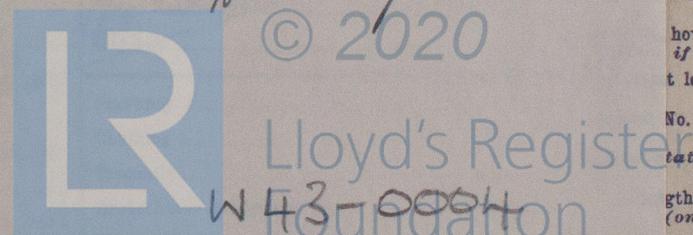
The Surveyors recommend permanent repairs at the first convenient opportunity.

It is submitted the vessel is worthy to remain as classed without record of survey, subject as above.

As Now, Subject, etc.

was 10.4.41

[Signature]



ons	efficient? .....	Transoms, Pointers & Crutches .....	Rule length
gers	Have Ventilators and their Coamings been examined	Timbers of Frame at openings.....	Chain Locker .....
Bottom Plating	and found efficient? .....	" " at other places .....	Hawsers & Warps
		Stairways, Cleats & Shelves	