

20 JUL 1950

State if Report has been sent on the Freeboard of the Vessel.....yes

State if Report is sent on the Machinery of the Vessel..... *yes*

Date of completion of report

26/6/50

Port of Liverpool

No. 131213

Survey held at

Date First Survey.

7 K 2m. 0 1/4

19th June 1950

On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screen)

Steel Single Screw "BRITISH TRUST"

Machinery Aft.

State Type (Full Scantling, Complete Superstructure
with or without Tonnage Overage)

Full Scantling

State Type of Erections Poop, Bridge & Fish.

TONNAGE under

7498.83

Longl. Framing at
CLASS Bottom and at Deck.

State if with freeboard

No

Built at *Birkenhead*

Do. of space or spaces
between Tonnage Dk.
and Upper Dk.

Length from fore part of stem to after part of stern } L 463.46

Launched 5/4/50 Yard No. 1200

Total

Gross Tonnage

Register Tonnage

Breadth (greatest moulded) _____ B 61.75 ✓

Depth, at middle of length from top of keel to top

Builders *Messrs. Cammell Laird & Co. Ltd.*

Owners *The British Tanker Co. Ltd.*

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry London

If surveyed while building, afloat, ^{and} ~~in~~ in dry dock

yes. Undocked 21/6/50.

FRAMES. DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	30 ✓		Bracket Floors, Frame	✓	
<i>Cofferdams F. and A.</i>	42 ✓		" " Reversed Frame.....	✓	
" " from 2 length amidships to Collision bulkhead.....	30 and 27 ✓		" " Vertical Struts	✓	
<i>E.Rm. and Pump Rms. For. & Aft</i>	30 ✓		<i>In E.Rm.</i>	60 x 54 - 46 ✓	
" " in peaks	24 ✓		Centre Girder, depth and thickness amidships	54 x 42 ✓	
SIDE FRAMING.			<i>In cargo tanks</i>	5 1/2 x 5 1/2 x 48 - 44 ✓	
Frame Amidships, Angle, <i>E or C</i> ✓	10 3 1/2 40 ✓		" " top Angles	5 1/2 x 5 1/2 x 50 ✓	
" " Extends up to.....	<i>upper OK.</i> ✓		<i>Double in E.Rm.</i>	5 x 5 x 54 - 50 ✓	
Reversed Frame Amidships, Angle	✓		" " bottom Angles	5 x 5 x 54 - 50 ✓	
" " Extends up to	✓		<i>in E.Rm.</i>	2 each side of 2 under Engine	
Depth of Framing Girder.....	10 ✓		Side Girders / No. each side and thickness	2 @ 75, 1 @ 92 ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>C or C</i>	✓		Margin Plate depth (each of beam) and thickness <i>Tank Top Flat</i>	54 varying width ✓	
" " Second 'tween Decks, Angle, <i>C or C</i>	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
" " Third	✓		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓	
<i>In way of deep tank forward</i>	11 3 1/2 42 ✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	✓	
<i>from 1/2 len. to 1/2 len. from Stem</i>	8 3 1/2 46 ✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
" " in Peaks, Angle <i>C</i>	7/8 @ 4 7/8 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	5" each kg. 1/4" at Tank Top depending on shape - .44 ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1" @ 5 1/2 ✓		INNER BOTTOM PLATING. <i>Strakes each side</i>	width to suit bedplate - 1/8" ✓	
State if Frame Joggled.....	yes ✓		Breadth and thickness of Middle Line Strake.....	✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved ?	yes ✓		Thickness of remainder in <i>Holds E.Rm.</i>	.54 ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved ?	yes ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room ?.....	✓	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....	Longitudinal Framing		Uppermost Continuous Deck, amidships in Wells, Angle, <i>C or C</i>	Longl. beams at upper OK. ✓	
Height of Brackets at side above base line at toe of frame.....			" " in way of Bridge, Angle, <i>C or C</i>	✓	
Middle Line Keelson, on Floors, Angles, <i>C or C</i>			Spacing	For. 7 x 5 1/2 x 38 1/2 A to 5 x 5 x 34 1/2 A ✓	
" " Through Plate or Inter-costal Plate			Second Deck, amidships, Angle, <i>E or C</i>	Aft 7 x 5 x 38 1/2 A to 7 x 3 x 45 1/2 A ✓	
" " Foundation Plate on Floors			Spacing	For. 27 and 24 ✓	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <i>C or C</i>	30 ✓	
Side Keelsons, No. each side.....			Spacing	✓	
" " thickness of Inter-costal Plate.....			Fourth Deck, amidships, Angle, <i>C or C</i>	✓	
" " Angles			Spacing	✓	
DOUBLE BOTTOM. <i>In E.Rm. Aft</i> ✓			Poop Deck, Angle, <i>E or C</i>	8 x 3 x 50 - 36 ✓	
Solid Floors, thickness and spacing	42 - 625, 30 ✓		Spacing	30 and 24 ✓	
" " Are Frame and Reversed Frame joggled ?	yes ✓		Bridge Deck, Angle, <i>E or C</i>	7 3 35 ✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	30 ✓	
" " breadth and thickness at margin plate.....	✓		Forecastle Deck, Angle, <i>E or C</i>	8 3 35 ✓	
			Spacing	27 and 24 ✓	

PILLARS AND DECKS.

[illegible]

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jagged?	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel.....	A	53	.99	.82	.82	D.R.	✓	1	4	✓	✓	✓	Butt welded
„ Dblg. (if any)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bottom Plating, No. of	B	68	.65	.60	.54					✓	✓	✓	
Strakes	C	64½	.65	.51	.54								
	D	92	.68	.65	.54								
	E	71½	.68	.51	.51	D.R.	✓	7/8	3½	✓	✓	✓	Butt welded
Bilge Plating, No. of	F	81	.65	.52	.56					✓	✓	✓	
Strakes	G	84	.65	.52	.56	„	✓	„	„	✓	✓	✓	„
Side Plating, No. of	H	82½	.63	.48	.48	„	✓	„	„	✓	✓	✓	„
Strakes	I	87	.63	.48	.48	„	✓	„	„	✓	✓	✓	„
Upper Deck, Sheer- strake in Wells.....	J	63	.98	.48	.48	„	✓	1	4	✓	✓	✓	„
			1.18 at break of bridge and poop			„	✓	1½	4½	✓	✓	✓	„
Upper Deck, Sheer- strake in Bridge ...	K	63	.98	✓	✓	„	✓	1	4	✓	✓	✓	„
Strake below Sheer- strake in Wells.....	L	81	.82	.48	.48	„	✓	„	„	✓	✓	✓	„
Strake below Sheer- strake in Bridge ...	M	81	.82	.48	.48	„	✓	„	„	✓	✓	✓	„
Poop Side Plating.....		✓	✓	✓	.40	S.R.	✓	7/8	3½	✓	✓	✓	„
Bridge Side Plating....		✓	.44	✓	✓	D.R.	✓	¾	2½	✓	✓	✓	„
Forecastle Side Plating		✓	✓	.44	✓	S.R.	✓	¾	2½	✓	✓	✓	„

WATERTIGHT BULKHEADS.

FORGINGS AND CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
		17	including F.H. Tank Bkd. above A.P. Bkd.	17		7	

		STIFFENERS.					
		VERTICAL.		HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.		
MIDSHIP BULKH'D, Upper	Stiffs. Bkd. ply. and Hor. Girders, all welded to Bkd.	4x8x40 Tec	30" centre	25x50 upper, 40" from ap. OK. 30x50 lower, 22'6" OK. For centre tanks—see plan.			
	Second	✓	✓	✓	✓		
	Third	✓	✓	✓	✓		
	Holds	✓	✓	✓	✓		
COLLISION	(in Hold)	26-50	4x5x50 to 44" H.K. 5x3x56 " 22" 5x0x40 Tec 4x0x40 Flat for welded.	22½"	Non Stringers 6'-0" and Plats 8'-0"		
AFTER PEAK		30-46	5x3x40 to 22½" 2x3x38 1/2 D.	22½"	1st OK. and Boiler Flat 7'-6"		

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Note
KEEL, Bar	✓	✓	✓	✓
STEM	Head Forging Rolled bar	As plan	CL & Co	✓
STERN FRAME	Propeller Post	Casting made in accordance with approved plans	Darlington	✓
	Rudder	✓	Forge	✓
Speed of Vessel	11½ Knots	✓		✓
RUDDER—Type	Double Plate			✓
A × D.	8'0"	fabricated rudder, part welded and part riveted.	Darlington	✓
Diam. of head	13¾"	Gudgeons of Cast steel, stock forged steel in accordance with approved plans.	Forge	✓
Mainpiece at top pintle				✓
heel				✓
how constructed				✓
double or single plate coupling, vertical or horizontal				✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Basic Open Hearth

Quart Keen Baldwins, Consett, Skinningrove, Steel Co. of Wales, Rotherby Frodingham Steel Co. Ltd.

Aluminium for Compass Platform - The British Aluminium Co. Ltd.

Has the Steel been tested as required by the Rules? Yes.

Rpt. 1st.

"BRITISH TRUST" C.L. & Co., N^o 1200. Exp. Rpt. N^o. 131213

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.		RIVETING.					
			In Ship.			In Ship.					Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.	
Framing of L, L or C																
Frames in Bridge 'tween Decks ...																
Frames from Uppermost Continuous Deck No. 1																
" 2																
" 3																
" 4																
" 5																
" 6																
" 7																
" 8																
" 9																
" 10																
" 11																
" 12																
" 13																
" 14																
" 15																
" 16																
Spacing of Longitudinal Frames			Amidships			At Ends										
Cargo Tanks			Tank Top Longitudinals													
" Bottom																
Framing of Longitudinals			Amidships and At ends...													
			17x4x4x48/58 No back bars fitted at ends. Ends of longls. continuously welded to shell all round ends. 30" centre tanks 31 1/4" wing tanks.													
Transverses.																
Upper DK.			Depth and Thickness			28x42										
Side (between Decks)			Face Angles			6x3 1/2 x 48 O.P.										
Keel and Wing			Lugs to Shell DK.			3 1/2 x 3 1/2 x 42										
Side (Hohl)			Depth and Thickness			54x48										
" (Hohl)			Face Angles Double			10x3 1/2 x 62 B.P.										
" (Hohl)			Lugs to Shell Single			6x6 x 48										
" (Hohl)			Depth and Thickness			36x44										
" (Hohl)			Face Angles Single			3 1/2 x 3 1/2 x 42										
" (Hohl)			Lugs to Shell Single			6x6 x 44										
" (Hohl)			" " Back Bars			Nil										
" (Hohl)			Brackets			8'0" x 2'0" x 44										
" (Hohl)			" " Back Bars			Nil										
" (Hohl)			Brackets			5" flange at shell and longl. blds.										
" (Hohl)			" " Back Bars			Nil										
" (Hohl)			Brackets			10'0" in all cargo tanks.										
" (Hohl)			" " Back Bars			Nil										
" (Hohl)			Brackets			5" flange at shell and longl. blds.										
" (Hohl)			" " Back Bars			Nil										

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

47. T.

Lloyd's Register
page.
Foundation

0078 2/3

EQUIPMENT No. 46767

LETTER H

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
30349	1st Bower	82	1	0	✓	✓	✓	60	0	0	0	81 1/4	W.L. Byers & Co. Ltd. Improved Type (C.S. Head)	W.L. Byers & Co. Ltd.	L.P.H. - L.W., 25/10/49, Yogan
30470	2nd "	82	0	0	✓	✓	✓	59	10	0	0	81 1/4		"	" - " 15/12/49, "
30452	3rd "	69	3	14	✓	✓	✓	53	15	0	0	69 1/2		"	" - " 8/12/49, "
	Collective weight	234	0	14								232			
30351	Stream anchor	23	3	0	✓	✓	✓	23	13	3	0	23c 29r. 0lb.	Rodgers E.W. Type	W.L. Byers & Co.	" - " 28/10/49, "

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire.	Length and size per Table 53.	
	Fathoms.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.		Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
12712	150 1/2	2 1/2	✓	✓	482-2-21	470		150	2 1/2	W.L. Stud Link	N. Hingley & Sons	L.P.H. - N., 31/12/49, Murphy	LOWLINE	130	5 1/2	84.4	130	5 1/2
12713	150 1/2	2 1/2	✓	✓	476-2-21	470		150	2 1/2	"	"	" - " 17/4/50, "	HAWSERS & WARPS	20/100	3	25.7	20/100	2 3/4
14982	1 1/8	3/4	✓	✓	0-1-10	✓		✓	✓	End forelock shackles for stream wire	"	" - " 17/4/50, "	"	20/100	3 1/2	35.2	20/100	2 3/4
Iron Stream Steel Wire	120	4 3/4	✓	✓	64.5			120	4 3/4	"	"	"	"					

Steering Gear, Type (Power or hand) Hastic Steam Hydraulic Alternative Means of Steering Block and tackle to tiller.Steering Chains (Size and Test) ✓ Windlass Emerson & Walker Boats 26'0" x 8'5" x 3'6" Motor Boats 25'0" x 8'5" x 3'6"Ceiling in Holds, thickness and material ✓ Cargo Battens, thickness, material and spacing iron sp. 10" apart.Cargo Hatchways. (Upper Deck) Hatch to Fore Hold, 10'0" x 6'9", coaming 30" x 50" Thickness of Hatches steel hinged covers 4 1/2" 1 panel resting on portable centre line beam, stiffened by 6x50 welded F.B., clipped and jointed q.t.Size of Hatchways No. 1 (Fwd.) 27'0" x 4'0" diam. No. 2 O.T. Hatches No. 3 to cargo oil tanks, 50" cover No. 4 tanks, 50" cover No. 5 No. 6 Number of Shifting Beams and/or Fore and Afters ✓

Builder's Signature

FOR AND ON BEHALF OF
CAMMELL LAIRD & CO. LIMITED.TECHNICAL MANAGER
SHIPBUILDING DEPT

28 JUN 1950

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. ✓(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans forwarded for the sister ship, the "British Triumph". All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, the Rule requirements.

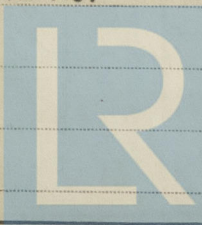
The plans of Midship Section and Profile and Upper D.K. showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. ✓

The materials and workmanship are good. ✓

All main cargo oil tanks, cofferdams, oil fuel bunkers and settling tanks, fore deep tank, fore and after peak tanks, F.W. Tanks, D.B. Tanks, inlets and discharge boxes on ship's sides, cofferdams in E.Rm., decks, casings, and bldgs. have been satisfactorily tested. ✓

A freeboard of 6'7 1/4" has been assigned, the markings cut in on the vessel's sides and verified. ✓

The amount of Entry Fee..... £	✓ : ✓ : ✓	Fees applied for, 12 JUL 1950	(Special notations, where part of class, to be stated.)
Special Survey Fee..... £	1242 0 0	Received by me,	We are
Freeboard	34 0 0	19	of opinion the Vessel should be Classed *100A1 - "Carrying Petroleum in Bulk" - Longitudinal framing at bottom and at deck. "Part elect. welded"
Travelling Expenses, if any	£ : ✓ :		

State whether the Vessel has been built under Special Survey YesCertificate to be sent to LIVERPOOL Date of issue 30/8/50Committee's Minute 18 JUL 1950Character assigned +100A1 Carrying Petroleum in Bulk.Loyds A.C.P. 6.50 BKN. + L.M.C. 6.50. C.L.Oil Engines. 2 D.B. 150 lb. D.F. E.S.D. G.Y.C. RADAR.

© 2020

Lloyd's Register
Foundation

00783/3

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

This vessel is similar to the same Builder's "BRITISH TRIUMPH" Lin. F.E. No. 130218 ✓

General Declaration Contd:-

Forging and casting reports (8 in number) for stem forging, stern frame (4), rudder stock and coupling, bearing bushes and tiller, also certificates for steering engine, derricks and aluminium rivets for Nos 1199-1200.

A copy of the Interim Certificate herewith.

Steering arrangements and windlass tried under working conditions and found satisfactory. ✓

The fore deep tank has been fitted for O.F. - F.P. above 150°F. ✓

PARTICULARS OF ELECTRIC WELDING (if employed) Flat plate keel, side + bottom shell plating butts only, butts and seams of poop, bridge and fore deck plating together with lower deck flats forward and aft, upper deck plating butts, transverse and long. bld. ptg. bld. stiffening including upper and lower horizontal girders, centre line webs of riveted construction welded to 6"x50" flat strips welded to transverse bulkheads, centre girder of riveted construction welded to 6"x50" flat strips welded to trans. bld's, bottom longls. welded at to bottom shell ptg. in lieu of riveted back bars, brackets at ends of bottom longls. welded to bld's direct on plain side and to vertical stiffen flanges on other side, deck longls. bld's welded on both edges to vert. stiff. on trans. bld's and to longls. bottom and deck transverses, diagonal and transverse stays in wing tanks pt. riveted and part welded, hatch and vent coamings, samson posts on upper dk., pump room entrances.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

1 deck (steel), 2nd DK. clear of cargo tanks, D.F., E.S. O., cruiser stern, mchy. aft, long. framing at bottom and at deck, pt. electrically welded, gyro-compass, wireless, radar. ✓

RADAR Equipment (State if fitted) yes

State Type or Pattern No. 1098, Mark 1A, 4 Range.

State } Maker Cossor Marine Radar Co. Ltd.
Name } and/or
of } Supplier W. H. Smith & Co. ✓

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 47c. 0grs. 3lbs., A.E.G., No. 1052, 9/8/49. ✓

2nd " 46c. 3grs. 14lbs., A.E.G., No. 1207, 4/10/49. ✓

3rd " 40c. 0grs. 8lbs., A.E.G., No. 3129, 27/10/49. ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 99.14 ft., R.Q.D. ✓ ft., Bridge 51.5 ft., Forecastle 45 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 183265

Signal Letters

Extreme Breadth over Belting ✓

Over-all Length 489'-11" ✓

(Circ. 1611)

(Circ. 1703)

No. and Material of Decks 1 DK. (steel), 2nd DK. clear of cargo tanks.

Parts of Bottom of Vessel coated with cement or approved composition Bottom of fore and after peak tanks and after well in E.R. cemented, cement fillets in main cargo oil tanks to seams and butts. ✓

Particulars of composition (if fitted) and of approval International. Anti-corrosive and anti-fouling. Apexior at A.E. ✓

PARTICULARS OF WATER BALLAST:—

(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)

Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	✓	153.1
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	✓	77.5
Double bottom, if under Engines only, <u>aft</u>	65.0	159.5	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	29.25	423.4
Double bottom, forward,	✓	✓	Other tanks, if fitted, <u>O.F. Double and settling tanks 10.00</u>	10.00	540.3
Total length (if continuous) and Capacity	✓	✓	(If necessary furnish further information by sketch.)	12.00	103.5

Order for Special Survey No. 1383

Date 21/10/49.

Dates of Surveys held while building

7/3/49 to 19/6/50



© 2020

Lloyd's Register Foundation
Total No. of Visits 13