

V  
8  
No. 914

## STEEL STEAMER or MOTORSHIP.

Received at London Office

26 MAY 1943

State if Report has been sent on the Freeboard of the Vessel YES

State if Report is sent on the Machinery of the Vessel

Date of completion of report

12<sup>th</sup> MAY 1943

Port of GLASGOW

No. 67070

Survey held at GLASGOW

Date First Survey 17<sup>th</sup> Sept 1941Last Survey 12<sup>th</sup> MAY 1943

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

STEEL SINGLE SCREW MOTORSHIP "NINELLA".

(MACHINERY AFT.)

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

FULL SCANTLING.

State Type of Erections. POOP, BRIDGE &amp; FUNNEL

TONNAGE under Tonnage Deck...

7221.37

CLASS + 100 A-1.

State if with freeboard as condition of Class

No.

Built at GLASGOW

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

Length from fore part of stem to after part of stern }  
post on summer L.W.L. See Sec. 3 (1a) }

L 460.0

Launched 9<sup>th</sup> MARCH 1943. Yard No. 70

Total

7221.37

Breadth (greatest moulded)

B 59.0

Builders BLYTHSWOOD S. B. &amp; CO. LTD.

Gross Tonnage

8134.30

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 34.0

Owners ANGLO-SAXON PETROLEUM CO. LTD.

Register Tonnage

4745.07

1st Longitudinal Number (L x D) = 15640

Managers

(Where necessary to be entered in Reg. Book.)

## REGISTERED DIMENSIONS.

FEET.

Length

464.9

Framing Depth "d," at middle of length. See Sec. 3 (1d)

13.52

Residence

LONDON

Breadth

59.5

Proportions—Depth to Length—Uppermost continuous deck to top of keel

Do. Long Bridge to top of keel

Port of Registry

LONDON

Depth

33.9

Draught Moulded 27' 4 1/2"

BUILDING AND AFLOAT.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGITUDINAL FRAMING, AS PER PAGE 5		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		3 1/2	AND AS APPD	✓		Bracket Floors, Frame			
" " from 1/2 length amidships to Collision bulkhead		3 1/2	27	✓		" " Reversed Frame			
" " in peaks		24		✓		" " Vertical Struts			
SIDE FRAMING.						Centre Girder, depth and thickness amidships		6 5/8	54
Frame Amidships, Angle, E or F		10	3 1/2	44	✓	" " top Angles		4	4
" " Extends FROM TOP OF RIGGE TO UPPER DECK. WITH 2 SIDE STRINGERS AND STRUTS AS APPROVED.				✓		" " bottom Angles		5	5
Reversed Frame Amidships, Angle		10	3 1/2	44	✓	Side Girders, No. each side and thickness		3	2
" " Extends up to... 3 3/4				✓		Margin Plate depth (excl. of flange) and thickness			54
Depth of Framing Girder		1	SIDE STRINGER AS APPD	✓		" " Vertical Angle to Tank side		6	6
Frames in Uppermost Continuous Tween Decks, Angle, E or F		11	3 1/2	44	✓	" " Bracket abaft 1/2 len. from stem			
" " Second Tween Decks, Angle, E or F		10	27		✓	" " Vertical Angle to Tank side			
" " Third		10	27		✓	" " Bracket from forward 1/2 len. from stem to Panting Area			
" " From 1/2 len. for'd. to 15% len. from Stem		8	3 1/2	47	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem			
" " in Peaks, Angle or F		8	3 1/2	47	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		7/8	4 1/8		✓	Tank Side Brackets, height above base line at toe of Frame and thickness		96	46
State if Frame Joggled		YES		✓		INNER BOTTOM PLATING.			
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?		AS APPROVED		✓		Breadth and thickness of Middle Line Strake		52	54
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?		AS APPROVED		✓		Thickness of remainder in Holds		1 1/8	PLATING
SINGLE BOTTOM. IN DEEP TANK FORWARD						Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room?		YES	
Floors, Depth and thickness at mid-line in Holds		46	40	✓		BEAMS.			
Height of Brackets at side above base line at toe of frame		82		✓		Uppermost Continuous Deck, amidships in Wells, Angle, E or F		8	3 1/2
Middle Line Keelson, on Floors, Angles, E or F		40	PLATING	✓		" " in way of Bridge, Angle, E or F		8	3
" " Through Plate or Intercoastal Plate		11	3 1/2	44	✓	" " Spacing		EVERY FRAME	
" " Foundation Plate on Floors		11	3 1/2	44	✓	Second Deck, amidships, Angle, E or F		8	3
" " Flat Plate, Keel Angles		4	4	50	✓	" " Spacing		EVERY FRAME	
Side Keelsons, No. each side		ONE		✓		Third Deck, amidships, Angle, E or F		8	3
" " thickness of Intercoastal Plate		42		✓		" " Spacing		EVERY FRAME	
" " Angles		8	3	46	✓	Fourth Deck, amidships, Angle, E or F		8	3
DOUBLE BOTTOM. IN ENGINE SPACE ONLY.						" " Spacing		EVERY FRAME	
Solid Floors, thickness and spacing		50	EVERY FRAME	✓		Poop Deck, Angle, E or F		8	3
" " Are Frame and Reversed Frame joggled?		YES		✓		" " Spacing		EVERY FRAME	
Bracket Floors, breadth and thickness at middle line						Bridge Deck, Angle, E or F		7	3
" " breadth and thickness at margin plate						" " Spacing		EVERY FRAME	
						Forecastle Deck, Angle, E or F		10	3 1/2
						" " Spacing		9	3
								EVERY FRAME	



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FORGINGS and CASTINGS.




	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
<b>KEEL, Bar</b> .....		FLAT PLATE KHEL		
<b>STEM</b> .....		ROLLED Steel	10 1/4 x 2 3/4	
<b>STERN FRAME</b> {	Propeller Post .....	CASTING	AS PER	W <sup>2</sup> BEARDMORE & CO LTD
	Rudder " .....	CASTING	PLAN	
<b>Speed of Vessel</b> .....		12 KNOTS		
<b>RUDDER—Type</b> .....		SIMPLEX	BALANCED	
" A x D .....			38T	
" Diam. of head .....			11	
" Mainpiece at top pintle	FORGING	10		W <sup>2</sup> BEARDMORE & CO LTD
" " heel ...	"	10		
" how constructed .....	GO DOUBLE PLATES	AS PER	APPE PLAN.	
" double or single plate	BUILT AND WELDED	AS PER	APPE PLAN	
" coupling, vertical or		HORIZONTAL		
" horizontal .....				

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Lloyd's Register  
Foundation



## 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. Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
Framing of 													
Frames in Bridge 'tween Decks ...	TRANSVERSE FRAMING IN POOP, BRIDGE & FORECASTLE								7/8	5/4	3/8 FOR 11 R	18	7/8
Frames from <del>Centre Girder</del> Uppermost Continuous Deck	17 x 4 x 4 x .52/.68				17 x 4 x 4 x .52/.68				"	"	"	"	"
No. 1													
" 2													
" 3													
" 4	LONGITUDINAL O.T. BULKHEAD (P.S.)								7/8	5/4	3/8 FOR 11 R	18	7/8
" 5	17 x 4 x 4 x .52/.68				17 x 4 x 4 x .52/.68				"	"	"	"	"
" 6									"	"	"	"	"
" 7									"	"	"	"	"
" 8									"	"	"	"	"
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames	Amidships	2'-9"	CENTRE TANKS		2'-9"	CENTRE TANKS							
	At Ends	2'-6"	SIDE TANKS		2'-6"	SIDE TANKS							
Double Bottoms  or 	Tank Top Longitudinals												
	Bottom												
Spacing of Longitudinals	Amidships												
	At Ends												
Transverses.													
Side (in 'tween Decks)	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	37	.44		37	.44			7/8	3 1/4			
	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
	Depth and Thickness	40	.40		40	.40							
	Face Angles	6	4	.60	6	4	.60		7/8	4-4 3/8			
	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							
	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							
	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							
	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							
	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
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	Lugs to Shell*	6	6	.44	6	6	.44						
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	Lugs to Shell*	6	6	.44	6	6	.44						
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	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
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	Lugs to Shell*	6	6	.44	6	6	.44						
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	Lugs to Shell*	6	6	.44	6	6	.44						
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	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							
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	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							
	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							
	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							
	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							
	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							
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	Face Angles	6	4	.60	6	4	.60						
	Lugs to Shell*	6	6	.44	6	6	.44						
BOTTOM Side (in Hold) WING TANKS	Depth and Thickness	40	.40		40	.40							



EQUIPMENT No 44613										LETTER C7	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.					
42054	1st Bower ...	74	1	0	✓			56	0	0	0	73½	BYERS IMPROVED STOCKLESS	✓	S. 16-6-42 W.Y.H.	
42064	2nd „ ...	73	1	7	✓			55	10	0	0	73½	DO	✓	S. 19-6-42 W.Y.H.	
	3rd „ ...											72½				
	Collective weight.											219½				
54810	Stream .....	22	0	7	5	2	16	22	9	1	14	✓	22	ORDINARY FORGED ANCHOR	✓	C.H. 20-2-42 L.C.P.

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.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
3075	240	2 1/16	106 9/10	149 5/8	715-3-21		890 1/4		300	2 1/16	STEEL LINK	N. 24-8-42. J.A.R.	TOWLINE...	130	5 1/4	77 1/2	130	5 1/4
													HAWSERS & WARPS	100	3 1/4	21 1/10	100	2 3/4
													"	100	3 1/4	21 1/10	100	2 3/4
													"	100	3 1/4	21 1/10	100	2 3/4
													"	100	3 1/4	21 1/10	100	2 3/4
													"	100	3 1/4	21 1/10	100	2 3/4
													"	100	3 1/4	21 1/10	100	2 3/4
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													"	100	3 1/4	21 1/10	100	2 3/4
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													"	100	3 1/4	21 1/10	100	2 3/4
													"	100	3 1/4	21 1/10	100	2 3/4
													"	100	3			

Steering Gear, Type (Power or hand) *HYDRO-CLEC BY HASTIE & CO LTD* Alternative Means of Steering *BLACK TACKLE TO WHICH ON POOP DECK*

Steering Chains (Size and Test) *NONE* Windlass *STEAM BY EMERSON-WALKER LTD* Boats *1 MOTOR & 3 ROWING LIFEBOATS*

Ceiling in Holds, thickness and material *NONE* Cargo Battens, thickness, material and spacing *NONE*

Cargo Hatchways.—(Upper Deck) *STEEL COAMINGS* Thickness of Hatches *HINGED STEEL COVERS*

Size of Hatchways No. 1 (Fwd.) *CARGO HATCH 8'-0" x 10'-0"* No. 2 *OIL HATCHES 4'-6" x 3'-6"* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *NONE*

Builder's Signature

BLYTHWOOD SHIPBUILDING CO., LTD.

*Sydney D. Brown*  
SECRETARY

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 vessel has been built in accordance with the approved plans, the Secretary's letters of various dates and in conformity with the Rules for the Class contemplated.*

*The workmanship and materials are good.*

*The cargo tanks, oil fuel tankers, settling tanks, copperdams, lubricating oil tanks, fuel peak tank, deep tank forward, after peak tank & the double bottom tanks in machinery space were tested as required with satisfactory results.*

*Flash point of the oil fuel is above 150°F and the requirements of Section 20 of the Rules have been complied with.*

*Weather decks and collision bulkhead were tested and found in order.*

*Steering gear and windlass tried under working conditions and found satisfactory.*

*Firebrand verified and marks cut in.*

*Anchors and cables supplied in accordance with the emergency regulations.*

*oil fuel is carried in the deep tank forward, oil fuel tankers & in the double bottom in the machinery space.*

*This vessel is similar to M/S NASSA & NARANIO the Builders No 68 & 69.*

The amount of Entry Fee ..... £ 11 : 0 : 0

Special Survey Fee.... £ 605 : 0 : 6

FREEBOARD £ 191 : 0 : 0

Travelling Expenses, if any £ : ✓ : 19

DAMAGE £ 101 : 10 : 0

State whether the Vessel has been built under Special Survey *YES*

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed *+ 100A1*

*CARRYING PETROLEUM IN BULK  
WITH THE SPECIAL NOTATION  
LONGITUDINAL FRAMING AT BOTTOM & DECK*

Signature

*H. J. Thorne*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *GLASGOW* Date of issue *22/6/43*

Committee's Minute *GLASGOW 25 MAY 1943*

Character assigned *-1- 100A1 5.43*

*Carrying Petroleum in Bulk.*

*-1- LMC 5.43 Acc Eng DB 180 lb.  
Longitudinal Framing at Bottom and at Deck.*

*Lloyd's Assoc*

*Note: - Egypt.*

Lloyd's Register Foundation

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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.)

The following plans and reports are forwarded herewith: viz, (26 plans & 5 reports)

Vessel as built  
Midships section.

Approved plans

- 1 Midships section
- 2 Profile and decks
- 3 Fore end framing.
- 4 Aft end framing.
- 5 Strengthening of bottom forward
- 6 Tank top and engine seating
- 7 Transverse oiltight bulkheads
- 8 Cofferdam bulkheads.
- 9 Forward cofferdam bulkheads
- 10 Detail of upper & lower stringer brackets
- 11 Stringer A.D. at bulkhead 159
- 12 Web frames & side stringers in Machinery space
- 13 Peak bulkheads
- 14 Shell at break of poop & bridge.
- 15 Rivington cut

Reports

- 16 Prepared welding.
- 17 Reservoir for sea intake
- 18 Main cargo pump seats
- 19 Tiller.
- 20 Emergency tiller.
- 21 Bridge & ballast pumping.
- 22 House on poop deck
- 23 Bridge house & houses on bridge deck
- 24 Upper bridge deck & houses on same.
- 25 Port deck plating.
- 26 Navigating bridge.

Stem frame

Rudder

Rudder stock

Main tiller

Emergency tiller.

Copy of Internat Certificate is forwarded herewith.

PARTICULARS OF ELECTRIC WELDING (if employed) Simplex balanced method.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Carrying petroleum in tank, "Lloyd's A.C.P.", longitudinal framing at bottom & at deck, "oil engine", "machinery aft", "lowest stem", "ice rounding", "diamond funnel", "1 deck & 2nd deck clear of oil tanks", "Ego. compass"

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	INCLUDING P.H.S.			
	1st Bower	2nd "	3rd "	
	48-2-7	49-3-0		J.D. 3957 26-1-42 K.L. 4603 17-2-42

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92.45 ft., R.Q.D. ft., Bridge 47.22 ft., Forecastle 51.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 168426 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1708) 432'-9"  
No. and Material of Decks 1 DK (STL) & 2nd DK (STL) clear of OIL TANKS  
Parts of Bottom of Vessel coated with cement or approved composition PORTLAND CEMENT IN FORE PEAK & AFTER PEAK

Particulars of composition (if fitted) and of approval

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	23.3	144.5
Double bottom, under Engines and Boilers,			After peak tank,	16.0	39.0
Double bottom, if under Engines only,			Deep tank, aft,	89	
Double bottom, if under Boilers only,			Deep tank, forward,	24.7	296.0
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 603

Date 10.9.41

Dates of Surveys held while building

1941 Sep 17, 26, Oct 22, Nov 10, 11, 20, Dec 9, 26, 1942 Jan 29, Feb 3, 16, 17, 24, 25, 26, 27, Mar 3, 19, 23, 24, 31  
Apr 9, 13, 17, 20, 22, 23, May 1, 4, 5, 7, 8, 15, 19, 21, 22, 24, Jun 2, 3, 4, 8, 12, 16, 18, 21, 23, July 1, 20, 21, 23, 28, Aug 3, 6, 10, 18  
24, 27, Sep 22, 23, Oct 6, 9, 16, 19, 20, 23, 28, 30, Nov 3, 6, 11, 16, 17, 23, 24, Dec 3, 7, 17, 18, 23, 24, 28, 30, 1943 Jan 4, 5, 9, 13, 15, 18  
20, 23, 25, 26, 28, 29, Feb 1, 8, 11, 13, 15, 16, 18, 19, 21, 22, 23, 25, 26, Mar 1, 3, 4, 5, 9, 22, Apr 19, May 3, 5, 10, 11, 12.

Total No. of Visits 119.

Rpt. 9a.

Port of GLASGOW.

Continuation of Report No.

dated

on the

M. V. "NINELLA"

DAMAGE ①

stated to have been sustained by vessel striking quay wall while berthing at Lothway Dock, Glasgow, on the 9th March, 1943

On examination of vessel afloat found, shell plate N°5 from aft (P. side) "H" strake slightly indented, Web Frame N°32 (from aft) slightly set in and buckled.

NOW DONE :-

Shell plate N°5 from aft (P. side) "H" strake, fairied in place and rivets and caulking in vicinity overhauled.

Web Frame N°32 (from aft) fairied in place.

On completion of repair disturbed work cleaned and painted.

Damage Report issued by Mr. W. Guffie for underwriters.

DAMAGE ②

stated to have been sustained by vessel striking entrance of James Watt Dock, Greenock while proceeding to berth on the 11th March, 1943.

On examination of vessel afloat found, shell plates N°17 and N°18 from aft (S. side) "F" strake indented. Frame N°160 set in, Deep tank beam N°160 buckled, beam knee buckled.

NOW DONE :-

Shell plate N°17 from aft (S. side) "F" strake removed, fairied & refitted.

Shell plate N°18 from aft (S. side) "F" strake fairied in place.

Frame N°160 cropped at stringer, approx 8'-0" removed and E.N. at built.

Deep tank beam N°160 fairied in place.

Deep tank beam knee removed, fairied and refitted.

A few rivets above and below indented shell plate removed for access and riveted, caulking overhauled as necessary.

On completion of repairs Deep Tank, Forward Cofferdam and N°9 Cargo Oil Tank (S. side) tested and found satisfactory. This and disturbed work cleaned and painted.

Damage Report issued by Mr. W. Guffie for underwriters.

Alexander P. Moore.



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