

COPY.

11 4 JUL 1952

# Lloyd's Register of Shipping.



Port DUNEDIN, N.Z.

28th JUNE, 1952.

**This is to Certify** that

I, George Winnington Martin

the undersigned Surveyor to this Society did at the request of

Patrick & Chalmer, Lloyd's Agents, Dunedin, and with the consent of the owners, attend the M.V. "HOLMDALE", (579 Tons, G.R.), of DUNEDIN, in the Society's Register Book, on the 27th FEBRUARY and 28th MARCH, 1952, in order to examine for DAMAGE to all Plating, Floors, Frames &c., on account of Damage sustained by Grounding off Taiaroa Heads, Entrance to Otago Harbour on the 24th FEBRUARY, 1952, and to subsequently examine for Permanent Repairs, to the vessel to similar or equivalent condition as before Damage was done.

The Vessel during the above mentioned dates, lying in Port Chalmers Dock, Port Chalmers, and subsequently afloat at Port Chalmers.

**REMARKS:** For particulars of Grounding, see Ship's Log and extracts from same herewith attached.

EXAMINATION FOUND.

RECOMMENDED.

REMARKS:

Forehead Bulkhead = Frame No. 86.  
Between No. 1 & No. 2 D.B. Tanks = Frame No. 55.  
Between No. 2 D.B. & Engine-room = Frame No. 28.

Keel from between Frames 43/44 to after end of No. 2 Double Bottom plating forward end, between Frames 58/59, found to be generally in good condition, shell rivets in way of Stbd. Seams and internal intercostal angles, loose and seams sprung and leaking freely. In Keel Strake varying from

Keel Strake Plating to be renewed from between Frames 58/59 to extreme Forward End, between Frames 92/93.

(Contd.)

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—  
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed and to be understood that neither the Society nor any Member of any of its Committees is under any circumstances held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Members thereof, or the Surveyors, or other Officers or Agents of the Society.

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OF DAMAGE SURVEY REPORT, P.V. "HOLMDALE", BIRMINGHAM, 28th, JUNE, 52.

(Contd.)

ANIMATIONS FOUND.RECOMMENDED.

**1:** From Between Frames 45/46 after end of No.2 Double Bottom Tank to between Frames 78/79 at of No.1 Double Bottom Tank, generally buckled and set several small perforations in positions, All Rivets in this and started, in way of seams, internal angles, and leaking

" A " Strake Plating to be renewed from between Frames 45/46 forward to between Frames 78/79. Plating between Frames 43/45 and between 79/84 to be faired in place.

**2:** From Between Frames 45/46 after end of No.2 D.B. Tank, and between Frames 88/89, in way of Tank, found to be generally set up and indented, with small perforations in isolated All Rivets in this area, loose and seams sprung and leaking

" B " Strake Plating to be renewed from between Frames 47/48, forward to between Frames 88/89. Plating between Frames 45/46 and 47/48 and between Frames 88/89 to between Frames 90/91 which was slightly indented to be faired in place.

**3:** From Between Frames 43/44 in after end of No.2 D.B. Tank, forward frames 84/85, at after end of Tank, found to be generally set up and indented, seams and rivets sea sprung and leaking, with perforation late between Frames 75/71.

" C " Strake Plating to be renewed from between Frames 45/46 forward to between frames 76/77. Section to be cropped and renewed between frames 81/82 to 84/85. Plating between Frames 43/44 to between 45/46 and from between 76/77 to 81/82 to be faired in place.

**4:** Found to be buckled and shell angle rivets loose and from between Frames 44/45 forward forward end between frames 74/75.

Port Bilge Keel to be renewed from between frames 44/45 forward to forward end frames 74/75.

**5:** From Between Frames 42/43 in after end of No.2 Double Bottom Tank, between frames 89/90 in way of Tank, found to be generally set up and indented, with several perforations, All seams and rivets loose and started and only.

" A " Strake Plating to be renewed from between Frames 45/46 forward to between frames 91/92. Plating to be faired in place between frames 42/43 to 45/46 and 91/92.

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OF DAMAGE SURVEY REPORT, N.Y. "HOLMDALE", DUNEDIN, 28th JUNE, 52.

(Contd):

EXAMINATION FOUND.RECOMMENDED.NO (Contd): STARBOARD SIDE:

From Between Frames 44/45  
to r end of No.2 D.B. Tank,  
between Frames 83/84 at fwd.  
D.B. Tank, plating found to  
buckled, set up and indented,  
small isolated perforations in  
Seams generally sprung in this  
rivets in seams, frames and  
loose and started, and  
y.

" B " Strake Plating to be  
Renewed from between frames  
47/48 forward to between  
frames 80/81. Plating to be  
faired in place between  
frames 44/45 to 47/48 and  
between frames 80/81 to  
83/84.

From Between Frames 41/42  
to r end of No.2 D.B. Tank,  
between frames 82/83 at fwd.  
D.B. Tank, plating found to  
buckled, set up and indented,  
generally sprung, rivets in  
and internal angles loose  
and leaking freely.

" C " Strake Plating to be  
Renewed from between Frames  
45/46 forward to between  
Frames 76 /77. Plating to  
be faired in place, between  
Frames 41/42 to 45/46 and  
between frames 76/77 to 82/83

BILGE KEEL: Found to be buckled and twisted  
rivets started and leaking,  
Frames 44/45 to extreme forward and  
74/75.

Starbd. Bilge Keel to be  
Renewed from between frames  
44/45 forward to forward end  
between frames 74/75.

PLATING: All Close Ceiling over  
Plating in Hold Lifted for the  
of Inner Bottom Plating for  
set up. No evidence of Damage  
found, except Tank Margin Plate  
starbd. Side in way of No.1 D.B.  
Frames 83/84 and 84/85 buckled,  
Tank Margin Angle, and bottom of  
buckled, and adjacent rivets loose  
into bilge.

Section of Tank Margin Plate  
to be cropped and section  
renewed between Frames 83/84  
and 84/85, also section of  
Tank Margin Angle to be  
cropped and renewed, 4'-3"  
long, also 3'-6" section of  
bottom of Frame 84 to be  
cropped and renewed.

HELL: Fore Peak Tank, No.1 and  
Bottom Tanks examined internally.  
Intercostals generally in way  
shell Plates found to be buckled  
over half depth of same, and Frame  
d, and shell rivets and  
ets started and loose.

In Way of No.2 D.B. Tanks:

Frame No. 49: Floor and frame  
angle to be renewed.  
Frame No. 50: Floor and frame  
angle to be renewed.  
Frame No. 51: Floor and frame  
angle to be renewed.  
Frame No. 52: Floor, 6'-6"  
Inboard Pair in Place, out-  
board section crop and renew.

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OF DAMAGE SURVEY REPORT, N.Y. "HOLMDALE", DUNEDIN, 28th JUNE, 52.

(Contd:

EXAMINATION FOUND.

RECOMMENDED.

ALLY (Contd: PORT SIDE:

way of No.2 D.B. Tanks:

Frame No.53. Floor 6'-0" outboard section including frame angle to crop and renew.

Frame No.54: Floor outer half, to fair in place, 3'-0" of inner half crop and renew, including frame angle in way of same.

Frame No.55: Floor 7'-0" inner half to be cropped and renewed. Complete new frame angle to be fitted.

Frame No.56: Floor inboard 7'-6" section to fair in place, outboard section to crop and renew, including 9'-0" of Frame angle.

Frame No.57: Floor inboard 6'-0" section fair in place, outboard section crop and renew, including 7'-0" of Frame angle.

Frame No.58: Floor and Frame angle to be renewed.

Frame No.59: Floor to be removed faired and replaced and new frame angle fitted.

Frame No.60: Floor inboard section to fair in place, 9'-0" outboard section to crop and renew, new frame angle to be fitted.

Frame No.61: Floor and Frame angle to be renewed.

Frame No.62: Floor and Frame angle to be renewed.

Frame No.63: Floor and Frame angle to be renewed.

Frame No.64: Floor inboard section to fair in place, 6'-6" section outboard to crop and renew, 8'-6" of frame angle to crop and renew.

Frame No.65: Floor to be faired in place and 7'-0" of frame angle to crop and renew.

Frame No.66: Floor inboard section to fair in place and 9'-0" of frame angle to crop and renew.

Frame No.67: Floor inboard section to fair in place, 6'-0" outboard section to crop and renew and 7'-6" frame angle to crop and renew.

Frame No.68: Floor inboard section to fair in place, 6'-6" outboard section to crop and renew & 9'-0" frame angle to crop and renew.

Frame No.69: Floor inboard section to fair in place, 6'-0" outboard section to crop and renew, 7'-0" frame angle to crop and renew.

Frame No.70: Floor inboard section to fair in place, 6'-9" outboard section to crop and renew, 7'-6" frame angle to crop and renew.

Frame No.71: Floor and frame angle to be renewed.

Frame No.72: Floor to be removed faired and replaced, new frame angle to be fitted.

Division between No.1 & No.2 D.B. Tanks:

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SECTION OF DAMAGE SURVEY REPORT, M.V. "HOLMDALE", DUNEDIN, 28th, June 52.

ION (Contd):

ON EXAMINATION FOUND.

RECOMMENDED.

TERNALLY (Contd: PORT SIDE:

way of No.1 D.B. Tank:

Frame No.73; Floor inboard section faired in place, 3'-0" X 1'-6" of outboard section cropped and renewed, 6'-5" of frame angle cropped and renewed.

Frame No.74; Inboard section faired in place, 5'-6" section outboard cropped and renewed, 8'-6" double frame angle cropped and to be renewed.

al Plate and Angles, Port

Between Frames and Floors:

48/49; Plate and two angles to be renewed.

49/50; Plate and three angles to be renewed.

50/51; Plate and three angles to be renewed.

51/52; Plate and two angles to be renewed.

54/55; Plate to fair in place and one angle to renew.

in between No.1 & No.2 D.B.

55/56; Plate to fair in place and one angle to renew.

56/57; Plate to fair in place and two angles to be renewed.

57/58; Plate to fair in place and one angle to be renewed.

58/59; Plate remove fair and replace, and two angle to renew.

59/60; Plate and three angles to be renewed.

60/61; Plate and three angles to be renewed.

61/62; Plate and three angles to be renewed.

62/63; Plate and three angles to be renewed.

63/64; Plate and three angles to be renewed.

64/65; Plate to fair in place and one angle to be renewed.

65/66; Plate to fair in place and re-rivet.

66/67; Plate to fair in place and one angle to renew.

67/68; Plate to fair in place and one angle to renew.

68/69; Plate at bottom to fair and bottom angle to re-rivet, one renew.

69/70; Plate to fair in place, Two angles to renew.

70/71; Plate to fair in place, Two angles to renew.

71/72; Plate to fair in place and two angles to renew.

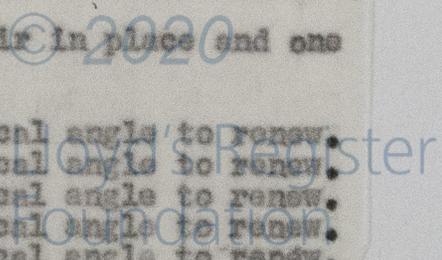
72/73; Plate to renew and one angle to renew.

73/74; Plate to fair in place and one angle to renew.

der:

- Frame No.49; Vertical angle to renew.
- Frame No.51; Vertical angle to renew.
- Frame No.53; Vertical angle to renew.
- Frame No.60; Vertical angle to renew.
- Frame No.61; Vertical angle to renew.

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ON OF DAMAGE SURVEY REPORT, H.M. "HOLMDALE", DUNEDIN, 28th JUNE, 52.

(Contd:

EXAMINATION FOUND.RECOMMENDED.ALLY (Contd: PORT SIDE:

r (Contd:

Frame No. 62: Vertical angle to renew.  
Frame No. 63: Vertical angle to renew.  
Frame No. 64: Vertical angle to re-rivet.  
Frame No. 65: Vertical angle to re-rivet.  
Frame No. 66: Vertical angle to re-rivet.  
Frame No. 67: Vertical angle to re-rivet.  
Frame No. 70: Vertical and bottom angle to re-rivet.  
Frame No. 71: Vertical and bottom angle to renew.  
Frame No. 72: Vertical and bottom angle to renew.

Frames 70/72: 4'-6" X 18" of bottom section of centre girder plate to be cropped and renewed, and 9'-0" of bottom angle on Port side and 4'-6" on starbd. side, to be cropped and renewed.

Angle:

Between Frames 46/55: 16'-0" of tank margin angle to be cropped and renewed.

ALLY STARBOARD SIDE:

angles:

y of No. 2 D.B. Tank)

Frame No. 49: Floor outboard section to fair in place and bottom angle to re-rivet.  
Frame No. 50: Floor inboard section to fair in place, 8'-6" outboard section to crop and renew, 7'-6" frame angle to crop and renew.  
Frame No. 51: Floor inboard section to fair in place, 7'-0" outboard section to crop and renew, also 6'-6" frame-angle to crop and renew.  
Frame No. 52: Floor and frame angle to renew.  
Frame No. 53: Floor and frame angle to renew.  
Frame No. 54: Floor and frame angle to renew.  
Frame No. 55: Outboard section to fair in place, 5'-0" X 2'-5" Inboard section to crop and renew, 6'-0" of frame boundary angle to crop and renew.  
Frame No. 56: Floor outboard section to fair in place, 3'-6" X 1'-6" of inboard section to crop and renew, 5'-6" of frame angle to crop and renew.  
Frame No. 57: Floor outboard section to fair in place, 7'-0" of inboard section to crop and renew, 8'-0" of frame angle to crop and renew.  
Frame No. 58: Floor outboard section to fair in place, 9'-0" of inboard section to crop and renew, 7'-0" of frame angle to crop and renew.

etween No. 1 and No. 2 D.B.)

y of No. 1 D.B. Tank)

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IN OF DAMAGE SURVEY REPORT, N.V. "HOLMDALE", DUNEDIN, 28th JUNE, 52.

(Contd.)

EXAMINATION FOUND:RECOMMENDED.ALLY STARBOARD SIDE;nd angles:y of No.1 D.B. Tank:)

- Frame No. 59; Floor to remove fair and replace, new frame angle to fit.
- Frame No. 60; Floor to remove fair and replace, new frame angle to fit.
- Frame No. 61; Floor to remove fair and replace, new frame angle to fit.
- Frame No. 62; Floor to remove fair and replace, new frame angle to fit.
- Frame No. 63; Floor to remove fair and replace, new frame angle to fit.
- Frame No. 64; Floor and frame angle to be renewed.
- Frame No. 65; Outboard section floor to fair in place, 6'-0" inboard section to crop and renew, 8'-0" of frame angle to crop and renew.
- Frame No. 66; Outboard section remove fair and replace, 6'-0" inboard section to crop and renew and 4'-6" of frame angle to crop and renew.
- Frame No. 67; Floor outboard section to fair in place and 4'-0" inboard section to crop and renew, 3'-0" of frame angle to crop and renew.
- Frame No. 68; Floor Outboard section to fair in place, 3'-6" X 1'-6" of inboard section to crop and renew, 5'-6" of frame angle to crop and renew.
- Frame No. 69; Floor Outboard section to fair in place, 3'-6" X 1'-6" of inboard section to crop and renew, and 7'-0" of frame angle to crop and renew.
- Frame No. 70; Floor outboard section to remove fair and replace, 6'-6" of inboard section to crop and renew and 3'-0" of frame angle to crop and renew.
- Frame No. 71; Floor and frame angle to renew.
- Frame No. 72; Floor fair in place, 3'-0" frame angle to crop and renew.
- Frame No. 73; Floor 3'-0" X 2'-0" of outboard section to crop and renew, 3'-6" of frame angle to crop and renew.
- Frame No. 74; Floor to fair in place, 4'-0" and 3'-0" of fwd. and aft. double frame angle to crop and renew.
- Frame No. 75; Floor to fair in place, 4'-2" and 3'-0" of double frame angles to crop and renew.
- Frame No. 76; Floor to fair in place, 3'-0" and 4'-0" of aft and fwd. double frame angles to crop and renew.
- Frame No. 77; Floor to fair in place, 3'-0" X 1'-9" section to crop and renew, 3'-0" and 4'-0" of aft. and fwd. double frame angle to crop and renew.
- Frame No. 78; Floor outboard section to fair in place, 2'-6" of fwd. and aft. double frame angles to fair & re-rivet.
- Frame No. 79; Floor Outboard section to fair in place, both frame angles to fair in place and re-rivet.
- Frame No. 80; Floor outboard section to fair in place, 9'-6" and 3'-0" of aft. and fwd. frame angles to crop & renew.

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OF DAMAGE SURVEY REPORT, M.V. "HOLMIDALE", DUMEDIN, 28th June, 52.

(Contd):

EXAMINATION FOUND.

RECOMMENDED.

WALLY, STARBOARD SIDE:

Plates and Angles:

Between Frames and Floors:

- 50/51: Plate and three angles to be renewed.
- 51/52: Plate and three angles to be renewed.
- 52/53: Plate and three angles to be renewed.
- 53/54: Plate and three angles to be renewed.
- 54/55: Plate and three angles to be renewed.
- 55/56: Plate and three angles to be renewed.
- 56/57: Plate to remove fair and replace, three angles to be renewed.
- 57/58: Plate to remove fair and replace, two angles to be renewed.
- 58/59: Plate to remove fair and replace, one angle to renew.
- 59/60: Plate to remove fair and replace, one angle to renew.
- 60/61: Plate to fair in place, one angle to renew.
- 61/62: Plate to remove fair and replace, Two angle to renew.
- 62/63: Plate to remove fair and replace, Two angle to renew.
- 63/64: Plate to remove fair and replace, two angles to renew.
- 64/65: Plate to fair in place, one angle to renew.
- 66/67: Plate to fair in place.
- 67/68: Plate to fair in place.
- 68/69: Plate to fair in place.
- 69/70: Plate to fair in place.
- 70/71: Plate to remove fair and replace, three angles to renew.
- 71/72: Plate to fair in place, one angle to renew.
- 72/73: Plate to fair in place.
- 73/74: Plate to fair in place.
- 74/75: Plate to fair in place.
- 75/76: Plate to fair in place.

Margin Plates & Margin Angles:  
(in bilge in hold)

Starboard Side:

Between Frames 83/84: 18" X 12" section of tank margining plate cropped and renewed, adjacent area to fair in place. 4'-3" of Tank margin angle between frames 83/85 to crop and renew.

Frame No. 84, Stbd. side, 3'-6" of bottom of frame above bilge, to crop and renew.

In Hold:

ALL WORK AS PREVIOUSLY RECOMMENDED AND STATED IN THIS REPORT WAS CARRIED OUT UNDER THE SURVEYOR'S SUPERVISION AND TO HIS SATISFACTION.

General Recommendations:

- Fore Peak Tank, No. 1 Double
- Double Bottom Tank, No. 2 Double
- Bottom Tank, Forward part of Engine

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(Contd):

General Recommendations (Contd):

RECOMMENDED:

Room Bilge, Port and Starbd. Hold Bilges to be cleaned out on completion of Repairs.

Fore Peak Tank, No.1 Double Bottom Tank and No.2 Double Bottom Tank to be filled to a Head with water as per Rules and Tanks tested. On completion of Tests, Fore Peak Tank, No.1 D.B. Tank and No.2 D.B. Tank to be drained and all internal surfaces recoated, cement wash. Port and Starbd. Hold Bilges which were cleared of cement for Damage Repairs to be recoated.

All Cement Chocks between frames in Port and Starbd. sides of Hold, which were removed for Damage survey and Repairs to be replaced.

Inner Bottom upper surface in way of hold to be cleaned and recoated, and Close Ceiling which was removed for Damage Survey and Repairs to be relaid.

All Hull Repairs above Double Bottom Tank Top level to be Hose Tested on completion of repairs, and recoated in way of same.

Bottom Repairs: Bottom Shell Plating in way of All New Work or Repairs to be recoated on completion, including Port and Starbd. Bilge Keels.

Pumping Arrangement, All Pipe Lines in way of Fore Peak Tank, No.1 D.B. Tank and No.2 D.B. Tank, which were removed on account of being Damaged or to allow access for Repairs to be Renewed and replaced in original position on the the completion of Repairs and same tested as per Rules.

All of the above Recommendations Now Completed to the Surveyor's satisfaction.

Bottom Shell Plates Renewed: (From Forward)

STRAKE:	No.1 Plate	=	10'-4"	X	3'-3"	X	9/16"
"	No.2 Plate	=	12'-0"	X	3'-4 1/2"	X	"
"	No.3 Plate	=	30'-0"	X	3'-4 1/2"	X	"
"	No.4 Plate	=	32'-0"	X	3'-4 1/2"	X	"
" STRAKE	No.2 Plate	=	12'-3"	X	4'-6"	X	"
"	No.3 Plate	=	15'-3"	X	4'-6"	X	"
"	No.4 Plate	=	18'-0"	X	4'-6"	X	"
"	No.5 Plate	=	20'-0"	X	4'-6"	X	"
"	No.6 Plate	=	24'-0"	X	4'-6"	X	"
" STRAKE	No.4 Plate	=	15'-0"	X	4'-7"	X	"
"	No.5 Plate	=	23'-6"	X	4'-7"	X	7/16"
"	No.6 Plate	=	24'-0"	X	4'-7"	X	7/16"
" STRAKE	No.5 Plate	=	12'-3"	X	6'-0"	X	"
"	No.6 Plate	=	11'-6"	X	6'-0"	X	"
"	No.7 Plate	=	15'-3"	X	6'-0"	X	"
"	No.8 Plate	=	8'-6"	X	6'-0"	X	"
"	No.9 Plate	=	12'-8"	X	6'-0"	X	"
" STRAKE	No.4 Plate	=	21'-6"	X	4'-6"	X	"
"	No.5 Plate	=	20'-0"	X	4'-6"	X	"
"	No.6 Plate	=	24'-0"	X	4'-6"	X	"
" STRAKE	No.3 Plate	=	14'-0"	X	4'-0"	X	"
"	No.4 Plate	=	13'-0"	X	4'-4"	X	"

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ON OF DAMAGE SURVEY REPORT, M.V. "HOLMDALE", DUNEDIN, 23th JUNE, 52.

Bottom Shell Plates Renewed. (Contd):

DE (Contd.)	" B " STRAKE,	No.5 Plate = 24'-6" X 4'-6" X 7/16"
	" "	No.6 Plate = 25'-0" X 4'-6" X 7/16"
	" C " STRAKE,	No.3 & No.4 Plates, section cropped and renewed, 4'-0" X 20" X 3/8"
	" "	No.5 Plate = 12'-0" X 6'-0" X 3/8"
	" "	No.6 Plate = 11'-6" X 6'-0" X 3/8"
	" "	No.7 Plate = 15'-3" X 6'-0" X 3/8"
	" "	No.8 Plate = 8'-6" X 6'-0" X 3/8"
	" "	No.9 Plate = 12'-6" X 6'-0" X 3/8"

The afore mentioned Recommendations were made for Permanent in my opinion necessary to put the Vessel in the same condition sustaining Damage.

During the period the Vessel was in Dry Dock and Afloat under Survey and Repairs, the Vessel was surveyed for Society's Survey, the whole of the underwater area of the Hull being cleaned. No work or Repairs in connection with the Special Survey Undocking of the Vessel or conflicted, or delayed the Damage Repairs.

The only work done on the Hull, in way of Keel Strake, No.1 Plate, which was part Wear and Tear Repairs and Part Damage Repairs, assessment, and in the opinion of the Undersigned Surveyor, the repairs to this particular Plate, could reasonably assessed as 30% of Wear & Tear, and 70% on Account of Damage Repairs, the Repair were advised to keep this item in respect to accounts separate.

The following Items which include Damage Survey work and Repairs as part required for Special Survey Work, has been assessed as Damage Survey Work and Special Survey Work.

<u>DAMAGE SURVEY ACCOUNT</u>		<u>For Special Survey.</u>
Dry Docking from 27th February to 16th June 1952, including dock items.	less	Three Days.
Cleaning and Painting of Underwater Area of Hull, account.	less	60%
Cleaning and recoating of Fore Peak Tank; No.1 D.B. Tank, No.2 D.B. Tank and Engine-room Bilge.	less	15%
Lifting Close Ceiling in Hold, Cement Checks, recoating Tank Top, replacing Cement Checks & Ceiling.	less	15%

*W. W. Martin*

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING,  
DUNEDIN, N.Z.

Taxes AccountSurvey Report:

Total Damage Survey Fee:

£225. 0. 0.

Less:

15. 15. 0.

£240. 15. 0.

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Foundation

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