

With or Without  
Disconnected Erections.

STEEL STEAMER.

MON. DEC. 22. 1913  
Received at London Office.

State if Report is also sent on the Machinery of the Vessel

Date of completion of report  
Survey held at

Port of Newcastle-on-Tyne  
Date, First Survey 18th Nov. 1912 Last Survey 12th December 1913

No. 65301

On the (State if Single, Twin, or Triple Screw) Single Screw Steamer

"SAN VALERIO"

Rig Johnson

TONNAGE under

CLASS + 100 A.1.

FEET.

Master E. E. CADOU

Year of appointment 1907

Tonnage Deck...

"CARRYING PETROLEUM IN BULK"

Breadth (greatest moulded) 54.29

Built at Hebburn-on-Tyne

When built 1913 Launched 14th Dec. 1913

By whom built Falmer & Co. Ltd.

Owners Anglo-Bel Transport Co. Ltd.

Managers

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

Residence London

Port belonging to London

Do. of Poop 264.87

Do. of R.Q. Dk. 88.08

Do. of Bridge House 13.82

Do. of Forecastle 59.86

Do. of Houses on Dk. 59.86

Do. of excess of Hatchways

Do. above Crown of

Engine Room 6433.04

Gross Tonnage 176.44

Less Crew Space

Less above Crown of

Engine Room 6256.60

TONNAGE FOR FEES 2058.57

Room 144.18

ation Spaces

Tonnage

Beam 4053.85

Destined Voyage London

If Surveyed while Building, Afloat, or in Dry Dock Special

On Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
Rule	420	0	Moulded	54	3 1/2	Do. do. do. do.	Second Dk. Beams	32	5	Two

Moulded depth, ft. 40 ins. 2 1/2 To Bridge Dk. Round of Upper 13 1/2 ins.  
Moulded depth, ft. 32 ins. 8 1/2 To Upper Dk. Dk. Beam, Actual

FRAMING.				PILLARS.			
Inches in Ship.				Inches in Ship.			
E. Angles, on <u>Centre</u> <u>amidships</u>				PILLARS, In 'tween Deck, size and spacing			
<u>Longitudinal framing</u>				<u>Trunk sides</u>			
<u>7 1/2 3 1/2 44 7 1/2 3 1/2 44</u>				<u>Centre line Bulkhead</u>			
<u>3 1/2 3 1/2 42 3 1/2 3 1/2 42</u>				<u>Quarter 'tween Dks.</u>			
<u>at intermdt. Blks.</u>				<u>in Hold</u>			
<u>of Frames from centre to centre amidships</u>				KEELSONS & STRINGERS.			
<u>length to Collision bulkhead</u>				<u>Centre line KEELSON, Vertical Plates above</u>			
<u>in peaks</u>				<u>floors, Through Plate, or Intercostal Plate</u>			
<u>2 1/4</u>				<u>Rider Plate</u>			
USED FRAME, Angles				<u>Flat Plate Keel Angles</u>			
<u>3 1/2 3 1/2 42 5/8 3 1/2 3 1/2 42 5/8</u>				<u>Horizontal Plates on Floors</u>			
<u>at intermdt. Blks.</u>				<u>Angles or Bulb Angles</u>			
<u>INC, depth of girder</u>				<u>SIDE KEELSONS, Number</u>			
<u>RS, depth and thickness of Floor Plate</u>				<u>Angles or Bulb Angles</u>			
<u>at mid-line for 1/2 length amidships</u>				<u>Plate above floors, for length</u>			
<u>in way of Engine and Boiler Spaces</u>				<u>Intercostal Plate, for length</u>			
<u>thickness at the ends of vessel</u>				<u>Attached to outside Plating with Angle</u>			
<u>depth at 1/2 the half breadth, as per Rule</u>				<u>BILGE KEELSON, Angles</u>			
<u>height extended at the Bilges</u>				<u>Intercostal Plate for length</u>			
<u>RS in Cell, Double Bottoms</u>				<u>Attached to outside Plating with Angle</u>			
<u>state if flanged (top &amp; bottom)</u>				<u>SIDE STRINGERS, Number</u>			
<u>Spacing of Solid floors</u>				<u>Angle</u>			
<u>48 52.62 48 52.62</u>				<u>Intercostal Plate, for length</u>			
<u>LE GIRDER, in Dbl. bottom, dpth. &amp; thcknss.</u>				<u>Attached to outside plating with Angle</u>			
<u>Angles, Top</u>				Upper Deck Stringer Plate, br'dth & thickness			
<u>Bottom</u>				<u>(clear of Bridge)</u>			
<u>to Floors</u>				<u>br'dth &amp; thickness</u>			
<u>3 1/2 3 1/2 42 3 1/2 3 1/2 42</u>				<u>(in way of Bridge)</u>			
<u>Brackets at intermdt. frmg., width &amp; thcknss</u>				<u>Angle (clear of Bridge)</u>			
<u>GIRDERS, number on each side &amp; thickness</u>				<u>Tie Plate at sides of Hatchways</u>			
<u>state if flanged (top and bottom)</u>				<u>Deck * <u>Iron or Steel</u>, for <u>full</u> lng.</u>			
<u>Angles (top and bottom)</u>				<u>Thickness (clear of Bridge)</u>			
<u>to Floors</u>				<u>(in way of Bridge)</u>			
<u>3 3 40 3 3 40</u>				<u>Wood Deck, Material &amp; thickness</u>			
<u>IN PLATE, depth (exclusive of flange)</u>				<u>Second Deck Stringer Plate, br'dth &amp; thickness</u>			
<u>and thickness</u>				<u>Angles on ditto, No. <u>ONE</u></u>			
<u>Angles to Outside Plating</u>				<u>Tie Plates outside Hatchways</u>			
<u>Floors</u>				<u>Deck * <u>Iron or Steel</u>, for <u>full</u> lng.</u>			
<u>3 1/2 3 1/2 42 3 1/2 3 1/2 42</u>				<u>Wood Deck, Material &amp; thickness</u>			
<u>Brackets at intermdt. frmg., width &amp; thcknss</u>				<u>Third Deck Stringer Plate, br'dth &amp; thickness</u>			
<u>Height of Outside Brackets above at bilge</u>				<u>Angles on ditto, No.</u>			
<u>BOTTOM PLATING, breadth and</u>				<u>Tie Plates, outside Hatchways</u>			
<u>thickness of Middle Line Strake</u>				<u>Deck * Material and thickness</u>			
<u>in Engine and Boiler space</u>				<u>Fourth and Fifth Deck Stringer Plate, } breadth &amp; thickness</u>			
<u>Remainder in Holds</u>				<u>Angles on ditto, No.</u>			
<u>Upper Deck, Single Angle, Bulb</u>				<u>Tie Plates outside Hatchways</u>			
<u>Angle, Plate, Tee Bulb, or Channel</u>				<u>Deck, Material &amp; thickness</u>			
<u>In way of Long Bridge</u>				<u>Poop Deck Stringer Plate, breadth &amp; thickness</u>			
<u>Spacing</u>				<u>Angle on ditto</u>			
<u>Second Deck, Single Angle, Bulb</u>				<u>Tie Plates</u>			
<u>Angle, Plate, Tee Bulb, or Channel</u>				<u>Deck, Material and thickness</u>			
<u>Spacing</u>				<u>Bridge Deck Stringer Plate, br'dth &amp; thickness</u>			
<u>Third and Fourth Deck, Single Angle, } Bulb Angle, Plate, Tee Bulb, or Channel</u>				<u>Angle on ditto</u>			
<u>Angles on upper edge</u>				<u>Tie Plates</u>			
<u>Spacing</u>				<u>Deck, Material and thickness</u>			
<u>BEAMS, Poop Deck, Angle, Bulb Angle, Plate, } Tee Bulb, or Channel</u>				<u>Forecastle Deck Stringer Plate, br'dth &amp; th'kns</u>			
<u>Angles on upper edge</u>				<u>Angle on ditto</u>			
<u>Spacing</u>				<u>Tie Plates</u>			
<u>BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, } Tee Bulb, or Channel</u>				<u>Deck, Material and thickness</u>			
<u>Angles on upper edge</u>				<u>Forecastle Deck Stringer Plate, br'dth &amp; th'kns</u>			
<u>Spacing</u>				<u>Angle on ditto</u>			
<u>BEAMS, Forecastle Deck, Angle, Bulb Angle, } Plate, Tee Bulb, or Channel</u>				<u>Tie Plates</u>			
<u>Angles on upper edge</u>				<u>Deck, Material and thickness</u>			
<u>Spacing</u>							



WEB FRAMES. Inches in Ship. Inches in Ship. Inches per Rule. Inches per Rule. FORGINGS or CASTINGS. Inches in Ship. Inches per Rule. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. for Propeller. RUDDER-AxD\* Table 22. Speed. Main-Piece, diameter at head. at heel.

BULKHEADS. Number. Thickness. STIFFENERS. Single or Double Frames. Height up, state deck. W.T.BULKHEADS TO UPPER DECK. COLLISION. LONGITUDINAL. Are the outside Plates doubled two spaces of Frames in length? Are the Stairs Valves and Watertight Doors in efficient working order?

RUDDER, how constructed. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? Has the Steel been tested as required by the Rules?

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. RIVETING. EDGES. BUTTS. SHEER. THICKNESS OF SHEER STRAKE. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DELEG. of Flat Plate Keel. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES.

Upper Deck Stringer Plate. Second Deck Stringer Plate. Butts. Straps. Rivets. Inner Bottom Plating, riveting of Edges. Centre Girder Butts. Frames, riveted through Plates with. Rivets, state whether Iron or Steel.

FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. State if ordinary or joggled.

MASTS, SPARS, &c. LOWER MASTS. Fore. Main. Mizzen. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. Suit of. Stays. Sails, and the following spare sails.

Form No. 1A.



# PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			IN POOL COMPARTMENTS			AMIDSHIPS.			ENDS.			RIVETING.				
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Rivets in Brackets to Bulkheads.		
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads.	Number.	Diameter.	
															Ins.	Ins.	Inches.	Inches.	
Framing of <b>L</b> <b>E</b> .....																			
Frames in Bridge 'tween Decks ...			7	3	40				7	3	40								
Frames from Uppermost Continuous Deck			7 1/2	3 1/2	40	7 1/2	3 1/2	40	7 1/2	3 1/2	40	7 1/2	3 1/2	40	7/8	5/16	5/4" throughout	8	7/8
Framing from <b>Awning Shelter</b> or <b>Upper Deck</b> to <b>Margin Plate</b> <b>CENTRE LINE</b> <b>CHANNELS</b>			No. 1	7 1/2	3 1/2	40	7 1/2	3 1/2	40	7 1/2	3 1/2	40	7 1/2	3 1/2	40	"	"	"	"
			" 2	7 1/2	3 1/2	40	7 1/2	3 1/2	40	7 1/2	3 1/2	40	7 1/2	3 1/2	40	"	"	"	"
			" 3	8 1/2	3 1/2	48	8 1/2	3 1/2	44	8 1/2	3 1/2	48	8 1/2	3 1/2	44	"	"	"	12
			" 4	9	3 1/2	48	9	3 1/2	44	9	3 1/2	48	9	3 1/2	44	"	"	"	11
			" 5	10	3 1/2	44	9 1/2	3 1/2	44	10	3 1/2	44	9 1/2	3 1/2	44	"	"	"	"
			" 6	10	3 1/2	50	10	3 1/2	46	10	3 1/2	50	10	3 1/2	46	"	"	"	"
			" 7	11	3 1/2	50	11	3 1/2	46	10 1/2	3 1/2	52	10 1/2	3 1/2	48	"	"	"	12
			" 8	11	3 1/2	52	11	3 1/2	48	11	3 1/2	52	11	3 1/2	48	"	"	"	"
			" 9	11	3 1/2	58	11	3 1/2	54	11	3 1/2	58	11	3 1/2	54	"	"	"	"
			" 10	12 x 4 x 4 x 5/16			12 x 4 x 4 x 5/16			12 x 4 x 4 x 5/16			12 x 4 x 4 x 5/16			"	"	"	"
			" 11	12 x 4 x 4 x 5/16			12 x 4 x 4 x 5/16			12 x 4 x 4 x 5/16			12 x 4 x 4 x 5/16			"	"	"	"
			" 12	15 x 4 x 4 x 5/16			15 x 4 x 4 x 5/16			15 x 4 x 4 x 5/16			15 x 4 x 4 x 5/16			"	"	"	"
			" 13	Plate 17 x 40			Plate 17 x 36			Plate 17 x 40			Plate 17 x 36			"	"	"	"
			" 14	Normals			Normals			Normals			Normals			"	"	"	"
			" 15	3 1/2 x 3 1/2 x 40			3 1/2 x 3 1/2 x 36			3 1/2 x 3 1/2 x 40			3 1/2 x 3 1/2 x 36			"	"	"	"
			Spacing of Longitudinal Frames			3 1/2	3 1/2	40	3 1/2	3 1/2	40	3 1/2	3 1/2	40	3 1/2	3 1/2	40	"	"
Amidships			30	6	27	30	6	27	30	6	27	30	6	27	"	"	"	"	
At Ends																			
Double Bottoms			Tank Top Longitudinals			Bottom			Bottom			Bottom			Bottom				
Spacing of Longitudinals			Amidships			At Ends			Amidships			At Ends			Amidships				
Transverses.			In Bridge			Depth and Thickness			In Bridge			Depth and Thickness			In Bridge				
Face Angles			4 3/2			40			4 3/2			40			4 3/2				
Lugs to Shell			3 1/2			3 1/2			3 1/2			3 1/2			3 1/2				
In Awning, Shelter or Upper 'tween Decks.			Depth and Thickness			18			18			18			18				
Face Angles			4 3/2			44			4 3/2			44			4 3/2				
Lugs to Shell			3 1/2			3 1/2			3 1/2			3 1/2			3 1/2				
Depth and Thickness			28			46			28			46			28				
Face Angles			9 3/2			60			9 3/2			60			9 3/2				
Lugs to Shell			3 1/2			3 1/2			3 1/2			3 1/2			3 1/2				
Brackets			11-9" apart			11-9" apart			11-9" apart			11-9" apart			11-9" apart				
Spacing of Transverse Frames			11-9" apart			11-9" apart			11-9" apart			11-9" apart			11-9" apart				
State if joggled or liners.																			
Longitudinal Beams of <b>L</b> <b>E</b>			Bridge Deck			6			6			6			6				
Upper			7 1/2			3			7 1/2			3			7 1/2				
Second			8			3			8			3			8				
Third																			
Transverse Beams.			12 x 40			4 x 3 1/2 x 66			12 x 40			4 x 3 1/2 x 66			12 x 40				
20 x 40			9 x 3 1/2 x 60			20 x 40			9 x 3 1/2 x 60			20 x 40			9 x 3 1/2 x 60				

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., 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, etc., on the first page.



EQUIPMENT No. 37751				LETTER A+				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE S1.			Description of Anchor.		Makers.		Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.							
16985	1st Bower	68	3	0	Stockless				53	1	3	14	68	0	0	Byers	Not given	Std. 17/5/13.			
16972	2nd "	68	2	0	"				52	18	3	0	68	0	0	"	"	" 14/5/13.			
16948	3rd "	59	0	14	"				47	16	2	7	58	2	0	"	"	" 6/5/13.			
	4th "															"	"	" 9/5/13.			
	Collective weight	196	1	14								194	2	0				Sgd. L. Haffner			
14660	Stream	19	0	6	4	2	10	19	17	2	0	19	0	0	Rodgers	Not given	Cradley Heath 31/7/13.				
39689	Kedge	8	0	21	2	0	7	10	5	0	0	8	0	0	"	Not given	Std. 11/6/13.				

If Patent state Name of Patentee.

Books state Mechanical Tests.

CHAIN CABLES.											
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 31.		Description.		Makers of Cables.
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
42424	270	2 5/16	96 1/4	34 3/4	721 1	22 20 3 4	270	2 5/16	Stud	H. Parker & Co.	Lipton 30/7/13.
Iron Stream Chain or Steel Wire	90	5	59 1/2	✓	✓	✓	90	5	S.S.W. Galvanized	Robt. & Co.	Sgt. E. C. Perrins 28/10/13.

**Boats** 5 Boats  
**Pumps, Number** 2  
**Windlass is** Clark Chapman & Co. Patent steam direct Capstan actin  
**Engine Room Skylights.**—How constructed? Steel plate & angles. What arrangements for deadlights in bad weather? Bull's eyes.  
**Coal Bunker Openings.**—How constructed? Steel coverings. How are lids secured? Carpaullins & bolts. Height above deck? 18".  
**Number of Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** 8 scuppers & 10 freeing ports each side.  
**Ceiling in Holds,** thickness and material. 7/16".  
**Cargo Hatchways.**—How formed? 10" tight hatchways with diamond coverings.  
**Cargo Battens,** thickness and material. 6x2 W.P.  
**State size No. 1 Hatch (Forward)** 9'0" x 12'0" **No. 2 Hatch** ✓ **No. 3 Hatch** ✓ **No. 4 Hatch** ✓  
**Number of Web Plates, Shifting Beams and Fore and Afters** to each Hatch. Me web & no fore & afters.  
**Bulwarks,** height above deck and description. 12' Steel.  
**The foregoing is a correct description.**  
**Builder's Signature (here only)** J. Swaddell  
**Surveyor's Signature** M. Sweeney & L. J. Lumbell  
Surveyor to Lloyd's Register of British and Foreign Shipping.

**Correspondence.**—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)  
29/4/12-9/5/12-22/5/12-20/7/12-25/7/12-24/7/12-24/8/12-30/8/12-25/9/12-27/10/12-14/11/12-24/11/12-25/11/12-5/12/12-10/12/12  
**Workmanship.** Are the butts of plating planed or otherwise fitted? Planed 24/12/12-25/12/12-29/12/12-1/1/13-10/1/13-15/1/13-20/1/13-27/1/13  
**Is the riveted work properly closed?** Yes.  
**Are the liners between the frames and plates solid single pieces?** longitudinal framing **Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?** Yes.  
**Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?** Yes.  
**Do any rivets break into or through the seams or butts of the plating?** A few.  
**Are the butts of Plating, Stringers, &c., properly shifted and strapped?** Yes.  
**Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?** Yes. State results of tests Satisfactory  
**Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?** Yes. State results of tests Satisfactory  
**General Remarks (State quality of workmanship, &c.)**  
This vessel has been built in accordance with the approved plans provided herewith (7 in No), the Secretary's letter & in general conformity with the Rules for the 100 A1 Class "Carrying Petroleum in bulk".  
The Freeboard assigned by the Committee have been marked on the vessel's sides & verified.  
All the oil compartments, Cofferdams & oil fuel compartments have been tested to Rule requirements & found satisfactory.  
This vessel has been fitted with Marelli wireless Telegraphy Installation.  
Please return the plans for dealing with Sister vessel now building.

The Surveyor should state the Number of Report and Name of any Sister Vessel.  
The amount of Entry Fee ..... £ 5 : 0 : 0  
Special Survey Fee.... £ 181 : 8 : 6  
Travelling Expenses, if any £ : :  
Fees applied for, DEC 20 1913  
Received by me, 22/12/13  
Certificate to be sent to NEWCASTLE-ON-TYNE Date of issue 24/12/13  
State whether the Vessel has been built under Special Survey Yes.  
I am of opinion this Vessel should be Classed + 100 A1 Carrying Petroleum in bulk  
With, or without Freeboard, as condition of Class without  
Surveyor to Lloyd's Register of British and Foreign Shipping.

**Committee's Minute** TUE DEC. 23 1913  
**Character assigned** 100 A1  
Carrying petroleum in bulk  
Fitted for low flash oil fuel 12/13  
Lloyd's at 11.13  
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GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 102 ft., R.O.D. ft. Bridge 25 ft., Forecastle 42 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *The Poop & Bridge decks are separate erections*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *2 Decks (etc) & web frame. Longitudinal framing.*

Official No. 135201 : Signal Letters

State if Machinery is fitted aft *Yes*

How are the surfaces preserved from oxidation? Inside *Portland cement & paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cellular*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		110
Double bottom, under Engines and Boilers,	74	184	After peak tank,		28
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	39	445
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		184	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. *Yes*

Order for Special Survey No. 4366

Date 17.8.1912

No. 830 in builder's yard.

Dates of Surveys held while building

1912 Nov. 18. Jan. 6. 16. Feb. 4. 11. 22. 27. Mar. 3. 5. 7. 11. 27. Apr. 7. 9. 14. 22. May. 1. 8. 26. Jun. 9. 20. July 3. 8. 10. 14. 18. 24. 25. 28. 31. Aug. 6. 7. 11. 28. Sep. 1. 5. 8. 11. 15. 17. 18. 22. 23. 25. 29. Oct. 1. 2. 3. 9. 13. 17. 20. 21. 22. 23. 24. 27. 28. 29. 30. 31. Nov. 1. 3. 4. 5. 6. 7. 8. 10. 11. 12. 13. 15. 19. 20. 22. 24. 25. 26. 28. 29. Dec. 2. 8. 9. 11. 12

Total No. of Visits 87

Surveyor's Signature

*M. S. Suddan*

*Lloyd's Register Foundation*