

Rpt. 4b

Date of writing report 13th April, 1957.

Received London

Port of ROTTERDAM.

No.

Survey held at Slikkerveen

No. of visits

In shops 5

First date

2-10-1956

29-1-1957

On vessel 6

Last date

25-3-1957

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. 9/92652 Name "BERN" Gross tons 499.99

Owners F. Feestra & T. de Groot Managers -- Port of Registry Dordrecht Year Month

Hull built at Slikkerveen By N.V. De Groot & van Vliet Yard No. 317 When 1956

Main Engines made at Alphen a.d. Rijn By N.V. Machinefabriek "De Industrie" Eng. No. 4149 When 1957

Gearing made at -- By --

Donkey boilers made at -- By -- Blr. Nos. -- When --

Machinery installed at Slikkerveen By N.V. De Groot & van Vliet When 1957

Particulars of restricted service of ship, if limited for classification unrestricted service

Particulars of vegetable or similar cargo oil notation, if required not required

Is ship to be classed for navigation in ice? no Is ship intended to carry petroleum in bulk? no

Is refrigerating machinery fitted? no If so, is it for cargo purposes? -- Type of refrigerant --

Is the refrigerating machinery compartment isolated from the propelling machinery space? -- Is the refrigerated cargo installation intended to be classed? --

The following particulars should be given as fully and as clearly as possible. Where the answer is "No" or "None", say so! Ticks and other signs of doubtful meaning are not to be used. Where the wording is not applicable to the installation, a black line may be inserted. If the main engines have been constructed at another port and are covered by a separate report, the particulars given in that report need not be repeated below, but the port and report number should be stated.

No. of main engines 1 No. of propellers 1 Brief description of propulsion system Direct reversible heavy oil engine

MAIN RECIPROCATING ENGINES. Licence Name and Type No. "De Industrie" 8 D 70 See Ams. Rpt. 21306

No. of cylinders per engine Dia. of cylinders stroke(s) 2 or 4 stroke cycle Single or double acting

Maximum approved BHP per engine at RPM of engine and RPM of propeller.

Corresponding MIP (For DA engines give MIP top & bottom) Maximum cylinder pressure Machinery numeral

Are the cylinders arranged in Vee or other special formation? If so, number of crankshafts per engine

TWO STROKE ENGINES. Is the engine of opposed piston type? If so, how are upper pistons connected to crankshaft?

Is the exhaust discharged through ports in the cylinders or through valve(s) in the cylinder covers? No. and type of mechanically driven scavenge pumps or blowers per engine and how driven

No. of exhaust gas driven scavenge blowers per engine Where exhaust gas driven blowers only are fitted, can the engine operate with one blower out of action?

If a stand-by or emergency pump or blower is fitted, state how driven No. of scavenge air coolers Scavenge air pressure at full power

Are scavenge manifold explosion relief valves fitted?

FOUR STROKE ENGINES. Is the engine supercharged? Are the undersides of the pistons arranged as supercharge pumps? No. of exhaust gas driven blowers per engine

No. of supercharge air coolers per engine Supercharge air pressure Can engine operate without supercharger?

TWO & FOUR STROKE ENGINES—GENERAL. No. of valves per cylinder: Fuel Inlet Exhaust Starting Safety

Material of cylinder covers Material of piston crowns Is the engine equipped to operate on heavy fuel oil?

Cooling medium for:—Cylinders Pistons Fuel valves Overall diameter of piston rod for double acting engines

Is the rod fitted with a sleeve? Is welded construction employed for: Bedplate? Frames? Entablature? Is the crankcase separated from the underside of pistons?

Is the engine of crosshead or trunk piston type? Total internal volume of crankcase No. and total area of explosion relief devices

Are flame guards or traps fitted to relief devices? Is the crankcase readily accessible? If not, must the engine be removed for overhaul of bearings, etc?

Is the engine secured directly to the tank top or to a built-up seating? How is the engine started?

Can the engine be directly reversed? If not, how is reversing obtained?

Has the engine been tested working in the shop? How long at full power?

CRANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system State barred speed range(s), if imposed

for working propeller For spare propeller Is a governor fitted? Is a torsional vibration damper or detuner fitted to the shafting?

Where positioned? Type No. of main bearings Are main bearings of ball or roller

type? Distance between inner edges of bearings in way of crank(s) Distance between centre lines of side cranks or eccentrics of opposed piston engines

Crankshaft type: Built, semi-built, solid. (State which)

Diameter of journals Diameter of crankpins Centre Breadth of webs at mid-throw Axial thickness of webs

Side Pins Minimum

If shrunk, radial thickness around eyeholes Are dowel pins fitted? Crankshaft material Journals Approved

Webs Tensile strength

Diameter of flywheel Weight Are balance weights fitted? Total weight Radius of gyration

Diameter of flywheel shaft Material Minimum approved tensile strength

Flywheel shaft: separate, integral with crankshaft, integral with thrustshaft. (State which)

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MAIN GAS TURBINES. Name and Type No.

No. of sets of turbines _____ Open or closed cycle _____ BHP per set _____ at _____ RPM of output shaft _____

How is drive transmitted to propeller shaft? _____

ARRANGEMENT OF TURBINES. HP drives _____ at _____ RPM HP gas inlet temperature _____ pressure _____

(A small diagram should be attached showing gas cycle.) IP drives _____ at _____ RPM IP gas inlet temperature _____ pressure _____

LP drives _____ at _____ RPM LP gas inlet temperature _____ pressure _____

No. of air compressors per set _____ Centrifugal or axial flow type? _____ Material of turbine blades _____ Material of compressor blades _____

No. of air coolers per set _____ No. of heat exchangers per set _____ How are turbines started? _____

How is reversing effected? _____ Are the turbines operated in conjunction with free piston gas generators? _____

Total No. of free piston gas generators _____ Diameter of working pistons _____ Diameter of compressor pistons _____ No. of double strokes per minute at full power _____

Gas delivery pressure _____ Gas delivery temperature _____ Have the turbines and attached equipment been tested working in the shop? _____ How long at full power? _____

ELECTRIC PROPULSION (Reciprocating engines or gas turbines. Electrical particulars to be reported on Form 4d.)

No. of generators _____ KW per generator _____ at _____ RPM AC or DC? _____ Position _____

No. of propulsion motors _____ SHP per motor _____ at _____ RPM Position _____

How is power obtained for excitation of generators? _____ Motors? _____

REDUCTION GEARING (Reciprocating engines or gas turbines. A small line sketch should be attached showing arrangement of gearing.)

Is gearing of single or double helical type? _____ If single, position of gear thrust bearing _____ Is gearing of epicyclic type? _____

PCD of pinions: First reduction _____ Second reduction _____ PCD of wheels: First reduction _____ Main _____

Material of pinions _____ Tensile strength _____ Material of wheel rims _____ Tensile strength _____

Are gear teeth surface hardened? _____ How are teeth finished? _____ Diameter of pinion journals _____ Wheel shaft journals _____

Are the wheels of welded construction? _____ Is gearcase of welded construction? _____ Has the wheel/gearcase been heat treated on completion of welding? _____ Where is the propeller thrust bearing located? _____ Are gear bearings of ball or roller type? _____

CLUTCHES, FLEXIBLE COUPLINGS, ETC. If a clutch or other flexible connection is fitted between engine/turbine and gearing or between engine and line shafting give brief description and, for clutches, state how operated

Can the main engine be used for purposes other than propulsion when declutched? _____ If so, what? _____

STRAIGHT SHAFTING. Diameter of thrustshaft _____ 190 mm. Material _____ S.M. steel Minimum approved tensile strength _____ 47.5 Kg/mm²

Shaft separate or integral with crank or wheel shaft? _____ separate Diameter of intermediate shaft _____ Material _____

Minimum approved tensile strength _____ Diameter of screwshaft cone at large end _____ 195 mm. Is screwshaft fitted with a continuous liner? _____ no

Diameter of tube shaft. (If these are separate shafts) _____ Is tube shaft fitted with a continuous liner in way of stern tube _____ Thickness of screw/tube shaft liner at bearings _____

Is an approved oil gland fitted? _____ yes If so, state type _____ Hollow Rubber ring Length of bearing next to and supporting propeller _____ 720 mm.

Material of bearing _____ cast iron In multiple screw vessels is the liner between stern tube and A bracket continuous? _____ If not, is the exposed length of shafting between liners readily visible in dry dock? _____

PROPELLER. Diameter of propeller _____ 1870 mm. Pitch _____ 1270 mm. Built up or solid _____ solid Total developed surface _____ 47.5%

No. of blades _____ 4 Blade thickness at top of root fillet _____ Blade material _____ bronze Moment of inertia of dry propeller _____ 292 Kg/M²

If propeller is of special design, state type _____ Is propeller of reversible pitch type? _____ If so, is it of approved design? _____

State method of control _____ Material of spare propeller _____ cast iron Moment of inertia _____ 292 Kg/M²

AIR COMPRESSORS & RECEIVERS. No. of main engine driven compressors per engine _____ one Can they be declutched? _____ yes

No. of independently driven air compressors. (State capacity, prime mover, position in ship, and Port and No. of certificate) _____ One 37 M³/hour at 30 Atm. driven by

Star aux. motor through clutch. Cert. No. Rotterdam No. 24637

No. of starting air receivers. (Main and Aux. State capacity of each, position in ship and Port and No. of Certificate) _____ Two main air receivers 500 l. each

Stbd. forward Cert. No. Kln. C.56/1440 and Kln. C.56/1441

How are receivers first charged? _____ by means of hand started Maximum working pressure of starting air system _____ 30 Kg/cm² Are the safety devices in accordance with the Rules? _____ yes

Has the starting of the main engines been tested and found satisfactory? _____ yes

COOLERS. No. of main engine fresh water coolers _____ 1 No. of main engine lubricating oil coolers _____ 1

OIL FUEL TANKS. No. and position of oil fuel settling or service tanks not forming part of hull structure _____ One daily service tank, in top of E.R.

MAIN ENGINE DRIVEN PUMPS (No. and Purpose) _____ One bilge pump, one coolingwaterpump, one lubricating oil pump

INDEPENDENT PUMPS Name below essential pumps, state position and how driven. Give capacity of bilge pumps.	Service for which each pump is connected to be marked thus X													
	SUCTION							DELIVERY						
	Bilge Main	Bilge Direct	Ballast Main	Oil Fuel	Fresh Water Cooling	Sea	Feed Tanks	Lub. Oil	Boiler Feed	Salt Water Cooling	Fresh Water Cooling	Oil Fuel Tanks	Fire Main	Lub. Oil
Bilge-Ballast port forw.	X	X	X			X				X		X		X
Cap.: 45 M ³ /h.														
Bilge-Ballast SB aft	X	X	X			X				X		X		X
Cap.: 45 M ³ /h.														
Fresh coolingwaterpump					X						X			
Cap.: 20 M ³ /h.														
Fuel transferpump				X								X		
Spare lub. oil pump								X					X	

BILGE SUCTIONS. No. and size in each hold, deep tank or pump room _____ 4 à 64 mm. in one hold

No. and size connected to main bilge line in main engine room _____ 1 à 64 mm.

In aux. engine room _____ Size and position of direct bilge suction in machinery spaces _____ 1 forw. à 100 mm.

Size and position of emergency bilge suction in machinery spaces _____ 1 aft à 100 mm.

Is the bilge or ballast system fitted with means for separating oily water on the overboard discharge side? _____ no

Do the piping arrangements comply with the Rules including special requirements for ships carrying petroleum in bulk, cargo oil of Class A or B or Class C or D or Class E or Class F or Class G or Class H or Class I or Class J or Class K or Class L or Class M or Class N or Class O or Class P or Class Q or Class R or Class S or Class T or Class U or Class V or Class W or Class X or Class Y or Class Z or Class AA or Class AB or Class AC or Class AD or Class AE or Class AF or Class AG or Class AH or Class AI or Class AJ or Class AK or Class AL or Class AM or Class AN or Class AO or Class AP or Class AQ or Class AR or Class AS or Class AT or Class AU or Class AV or Class AW or Class AX or Class AY or Class AZ or Class BA or Class BB or Class BC or Class BD or Class BE or Class BF or Class BG or Class BH or Class BI or Class BJ or Class BK or Class BL or Class BM or Class BN or Class BO or Class BP or Class BQ or Class BR or Class BS or Class BT or Class BU or Class BV or Class BW or Class BX or Class BY or Class BZ or Class CA or Class CB or Class CC or Class CD or Class CE or Class CF or Class CG or Class CH or Class CI or Class CJ or Class CK or Class CL or Class CM or Class CN or Class CO or Class CP or Class CQ or Class CR or Class CS or Class CT or Class CU or Class CV or Class CW or Class CX or Class CY or Class CZ or Class DA or Class DB or Class DC or Class DD or Class DE or Class DF or Class DG or Class DH or Class DI or Class DJ or Class DK or Class DL or Class DM or Class DN or Class DO or Class DP or Class DQ or Class DR or Class DS or Class DT or Class DU or Class DV or Class DW or Class DX or Class DY or Class DZ or Class EA or Class EB or Class EC or Class ED or Class EE or Class EF or Class EG or Class EH or Class EI or Class EJ or Class EK or Class EL or Class EM or Class EN or Class EO or Class EP or Class EQ or Class ER or Class ES or Class ET or Class EU or Class EV or Class EW or Class EX or Class EY or Class EZ or Class FA or Class FB or Class FC or Class FD or Class FE or Class FF or Class FG or Class FH or Class FI or Class FJ or Class FK or Class FL or Class FM or Class FN or Class FO or Class FP or Class FQ or Class FR or Class FS or Class FT or Class FU or Class FV or Class FW or Class FX or Class FY or Class FZ or Class GA or Class GB or Class GC or Class GD or Class GE or Class GF or Class GG or Class GH or Class GI or Class GJ or Class GK or Class GL or Class GM or Class GN or Class GO or Class GP or Class GQ or Class GR or Class GS or Class GT or Class GU or Class GV or Class GW or Class GX or Class GY or Class GZ or Class HA or Class HB or Class HC or Class HD or Class HE or Class HF or Class HG or Class HH or Class HI or Class HJ or Class HK or Class HL or Class HM or Class HN or Class HO or Class HP or Class HQ or Class HR or Class HS or Class HT or Class HU or Class HV or Class HW or Class HX or Class HY or Class HZ or Class IA or Class IB or Class IC or Class ID or Class IE or Class IF or Class IG or Class IH or Class II or Class IJ or Class IK or Class IL or Class IM or Class IN or Class IO or Class IP or Class IQ or Class IR or Class IS or Class IT or Class IU or Class IV or Class IW or Class IX or Class IY or Class IZ or Class JA or Class JB or Class JC or Class JD or Class JE or Class JF or Class JG or Class JH or Class JI or Class JJ or Class JK or Class JL or Class JM or Class JN or Class JO or Class JP or Class JQ or Class JR or Class JS or Class JT or Class JU or Class JV or Class JW or Class JX or Class JY or Class JZ or Class KA or Class KB or Class KC or Class KD or Class KE or Class KF or Class KG or Class KH or Class KI or Class KJ or Class KK or Class KL or Class KM or Class KN or Class KO or Class KP or Class KQ or Class KR or Class KS or Class KT or Class KU or Class KV or Class KW or Class KX or Class KY or Class KZ or Class LA or Class LB or Class LC or Class LD or Class LE or Class LF or Class LG or Class LH or Class LI or Class LJ or Class LK or Class LL or Class LM or Class LN or Class LO or Class LP or Class LQ or Class LR or Class LS or Class LT or Class LU or Class LV or Class LW or Class LX or Class LY or Class LZ or Class MA or Class MB or Class MC or Class MD or Class ME or Class MF or Class MG or Class MH or Class MI or Class MJ or Class MK or Class ML or Class MM or Class MN or Class MO or Class MP or Class MQ or Class MR or Class MS or Class MT or Class MU or Class MV or Class MW or Class MX or Class MY or Class MZ or Class NA or Class NB or Class NC or Class ND or Class NE or Class NF or Class NG or Class NH or Class NI or Class NJ or Class NK or Class NL or Class NM or Class NO or Class NP or Class NQ or Class NR or Class NS or Class NT or Class NU or Class NV or Class NW or Class NX or Class NY or Class NZ or Class OA or Class OB or Class OC or Class OD or Class OE or Class OF or Class OG or Class OH or Class OI or Class OJ or Class OK or Class OL or Class OM or Class ON or Class OO or Class OP or Class OQ or Class OR or Class OS or Class OT or Class OU or Class OV or Class OW or Class OX or Class OY or Class OZ or Class PA or Class PB or Class PC or Class PD or Class PE or Class PF or Class PG or Class PH or Class PI or Class PJ or Class PK or Class PL or Class PM or Class PN or Class PO or Class PP or Class PQ or Class PR or Class PS or Class PT or Class PU or Class PV or Class PW or Class PX or Class PY or Class PZ or Class QA or Class QB or Class QC or Class QD or Class QE or Class QF or Class QG or Class QH or Class QI or Class QJ or Class QK or Class QL or Class QM or Class QN or Class QO or Class QP or Class QQ or Class QR or Class QS or Class QT or Class QU or Class QV or Class QW or Class QX or Class QY or Class QZ or Class RA or Class RB or Class RC or Class RD or Class RE or Class RF or Class RG or Class RH or Class RI or Class RJ or Class RK or Class RL or Class RM or Class RN or Class RO or Class RP or Class RQ or Class RR or Class RS or Class RT or Class RU or Class RV or Class RW or Class RX or Class RY or Class RZ or Class SA or Class SB or Class SC or Class SD or Class SE or Class SF or Class SG or Class SH or Class SI or Class SJ or Class SK or Class SL or Class SM or Class SN or Class SO or Class SP or Class SQ or Class SR or Class SS or Class ST or Class SU or Class SV or Class SW or Class SX or Class SY or Class SZ or Class TA or Class TB or Class TC or Class TD or Class TE or Class TF or Class TG or Class TH or Class TI or Class TJ or Class TK or Class TL or Class TM or Class TN or Class TO or Class TP or Class TQ or Class TR or Class TS or Class TT or Class TU or Class TV or Class TW or Class TX or Class TY or Class TZ or Class UA or Class UB or Class UC or Class UD or Class UE or Class UF or Class UG or Class UH or Class UI or Class UJ or Class UK or Class UL or Class UM or Class UN or Class UO or Class UP or Class UQ or Class UR or Class US or Class UT or Class UY or Class UZ or Class VA or Class VB or Class VC or Class VD or Class VE or Class VF or Class VG or Class VH or Class VI or Class VJ or Class VK or Class VL or Class VM or Class VN or Class VO or Class VP or Class VQ or Class VR or Class VS or Class VT or Class VU or Class VV or Class VW or Class VX or Class VY or Class VZ or Class WA or Class WB or Class WC or Class WD or Class WE or Class WF or Class WG or Class WH or Class WI or Class WJ or Class WK or Class WL or Class WM or Class WN or Class WO or Class WP or Class WQ or Class WR or Class WS or Class WT or Class WU or Class WV or Class WW or Class WX or Class WY or Class WZ or Class XA or Class XB or Class XC or Class XD or Class XE or Class XF or Class XG or Class XH or Class XI or Class XJ or Class XK or Class XL or Class XM or Class XN or Class XO or Class XP or Class XQ or Class XR or Class XS or Class XT or Class XU or Class XV or Class XW or Class XX or Class XY or Class XZ or Class YA or Class YB or Class YC or Class YD or Class YE or Class YF or Class YG or Class YH or Class YI or Class YJ or Class YK or Class YL or Class YM or Class YN or Class YO or Class YP or Class YQ or Class YR or Class YS or Class YT or Class YU or Class YV or Class YW or Class YX or Class YY or Class YZ or Class ZA or Class ZB or Class ZC or Class ZD or Class ZE or Class ZF or Class ZG or Class ZH or Class ZI or Class ZJ or Class ZK or Class ZL or Class ZM or Class ZN or Class ZO or Class ZP or Class ZQ or Class ZR or Class ZS or Class ZT or Class ZU or Class ZV or Class ZW or Class ZX or Class ZY or Class ZZ

STEAM & OIL ENGINE AUXILIARIES

Position of each	Type	Made by	Port and No. of Rpt. or Cert.	Driven Machinery (For electric generators, state output)
Portside	3 V.S.H.Z.	Ruston Hornsby	Nottingham C.21501	Ballast-Bilge pump aux. lub. oil pump Generator 10 K.W.
S.B. side	3 V.S.H.Z.	Ruston Hornsby	Nottingham C.21500	Ballast-Bilge Compressor
Emergency generator Foreship	A.V.A.	Petter Ltd.	London D.50679	Generator 4.4 K.W.

Is electric current used for essential services at sea? _____ yes

If so, state the minimum No. and capacity of generators required in order that the ship may operate at sea _____ 1

Is an electric generator driven by Main Engine? _____ yes

STEAM INSTALLATION. No. of donkey boilers burning oil fuel _____ W.P. _____ Type _____

Position _____

Is a superheater fitted? _____ Are these boilers also heated by exhaust gas? _____ No. of donkey boilers heated by exhaust gas only? _____ W.P. _____

Type _____ Position _____ Can the exhaust heated boilers deliver steam directly to the steam range or do they operate only as economisers in conjunction with oil fired boilers? _____ Port and No. of report on donkey

boilers _____ Is steam essential for operation of the ship at sea? _____ Are any steam pipes over 3 ins. bore? _____ If so, what is their

material? _____ For oil fired boilers is the arrangement of pipes, valves, controls, etc., in accordance with the Rules? _____ No. of oil burning pressure

units _____ No. of steam condensers _____ No. of Evaporators _____

STEERING GEAR. (State No. and Type of Steam Engines, Electric Motors, Hydraulic Pumps and other particulars) _____ Hand steering gear

Have the Rule Requirements for fire extinguishing arrangements been complied with? _____ yes Brief description of arrangements _____ One 2 Kg. CO2 extinguisher

near switchboard, 1 Waterhose connection with spray nozzle, 3 foam extinguishers à 2 gallon

Has the spare gear required by the Rules been supplied? _____ yes Has all the machinery been tried under full working conditions and found satisfactory? _____ yes Date and duration of full-

power sea trials of main engines _____ 25-3-57 for 6 hours Does this machinery installation contain any features of a novel or experimental nature? (Give particulars) _____ none

The foregoing description of the main engine and installation is correct and the particulars are as approved for torsional vibration characteristics (strike out words not applicable).

GENERAL REMARKS

State if the machinery has been constructed and/or installed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship and give recommendations for classification, including any special notation to be assigned. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

The machinery has been made and fitted under Special Survey in accordance with approved plans, Society's Rules and Secretarial letters and the workmanship found good. The materials used have been tested as required. Full power and manoeuvring trials have been carried out during seatrials and found satisfactory.

The installation merits in our opinion the approval of the Committee to be classed in the Register Book with record + L.M.C. 3-57 and notation "Oil Eng." and "O.G."

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

PARTICULARS OF IDENTIFICATION MARKS ((Including Port of origin) of important Forgings and Castings. (Copies of certificates should be forwarded with report.)

RODS See Amsterdam Report 21306

CRANKSHAFT OR ROTOR SHAFT See Amsterdam Report 21306

FLYWHEEL SHAFT --

THRUST SHAFT & thrust block Rotterdam Cert. No. 29659

GEARING not fitted

INTERMEDIATE SHAFTS not fitted

SCREW AND TUBE SHAFTS Rotterdam Cert. No. 31701

PROPELLERS Rotterdam Cert. No. 25188 (working) and Rotterdam Cert. No. 26487 (Spare)

OTHER IMPORTANT ITEMS

Stern tube Rotterdam Cert. No. 31703

Is the installation a duplicate of a previous case? yes If so, state name of vessel m.s. "LUBOX"

Date of approval of plans for crankshaft 6-6-56 Straight shafting 11-4-56 Gearing -- Clutch --

Separate oil fuel tanks 12-9-56 (Rott) Pumping arrangements 29-10-56 Oil fuel arrangements --

Cargo oil pumping arrangements -- Air receivers -- Donkey boilers --

Dates of examination of principal parts:—

Fitting of stern tube 18-1-57 Fitting of propeller 15-1-57 Completion of sea connections 15-1-57 Alignment of crank shaft in main bearings 20-2-57

Engine chocks & bolts 20-2-57 Alignment of gearing -- Alignment of straight shafting 20-2-57 Testing of pumping arrangements 25-3-

Oil fuel lines 25-3-57 Donkey boiler supports -- Steering machinery 25-3-57 Windlass 25-3-57

Date of Committee FRIDAY 12 JUL 1957 Special Survey Fee Fl. 264,-

Decision + LMC
ES
O.G. } 3.57

Expenses Fl. 44.-

Date when A/c rendered



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