

STEEL STEAMER or MOTORSHIP.

Received at London Office

100-5229

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 *4/8/39*Port of *Newcastle-upon-Tyne*No. *97701*Survey held at *Hallend-on-Tyne*Date First Survey *21st April 1938*Last Survey *27 July*19 *39*On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screw)*Single Screw Motorship**TORINIA*State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)*Full Scantling*

State Type of Erections

*Poop bridge & Forecastle*TONNAGE under
Tonnage Deck...*9348.19*CLASS *100 A*

State if with freeboard

Yes

Carrying petroleum in bulk as condition of Class

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

Total

Gross Tonnage

10363.91

Register Tonnage

*6178.19*Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)*L 500*

Breadth (greatest moulded)

*B 64.25*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)*D 37*1st Longitudinal Number (L x D) = *18500*2nd Numeral L x (B + D) = *50625*Framing Depth "d," at middle of length. See
Sec. 3 (1d)Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel*13.51*

Draught Moulded

*29' 5"*Built at *Hallend-on-Tyne*Launched *4 May 1939* Yard No. *1561*Builders *Swan Hunter & Wigham Richardson*Owners *Anglo Saxon Petroleum Co. Ltd.*

Managers

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

Residence

Port of Registry

London

If surveyed while building, afloat, or in dry dock

While building & in dry dock

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 in main tanks	<i>30 1/4</i>	<i>✓</i>	Bracket Floors, Frame	<i>-</i>	
<i>forward cofferdam</i>			" " Reversed Frame	<i>-</i>	
" " from 1/2 length amidships to Collision bulkhead	<i>28</i>	<i>✓</i>	" " Vertical Struts	<i>-</i>	
" " in M.S.	<i>31</i>	<i>✓</i>	Centre Girder, depth and thickness amidships	<i>48 1/2</i>	<i>✓</i>
" " in peaks	<i>24</i>	<i>✓</i>	" " top Angles <i>Double</i>	<i>3 1/2 3 1/2 44</i>	<i>✓</i>
SIDE FRAMING.			" " bottom Angles <i>Double</i>	<i>4 4 60</i>	<i>✓</i>
Frame Amidships, Angle, <i>E or [</i>	<i>main tanks 9 3 1/2 45</i>	<i>✓</i>	Side Girders, No. each side and thickness		
" " Extends up to	<i>upper deck</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>Tank top straight</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>-</i>		" " Vertical Angle to Tank side	<i>across in closely space</i>	<i>✓</i>
" " Extends up to	<i>-</i>		" " Bracket abaft 1/2 len. from stem		
Depth of Framing Girder	<i>9</i>	<i>✓</i>	" " Vertical Angle to Tank side		
Frames in Uppermost Continuous tween Decks, Angle, [or [	<i>-</i>		" " Bracket from forward 1/2 len. from stem to Panting Area		
" " Second tween Decks, Angle, [or [	<i>-</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third	<i>-</i>		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " from 1/2 len. for'd. to 15% len. from Stem	<i>10 3 1/2 42</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>5' 9" x 42 to wing tanks clear of transverse</i>	<i>✓</i>
" " in Peaks, Angle or [	<i>10 3 1/2 44</i>	<i>✓</i>	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>7/8 4 1/8</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>71 .56</i>	<i>✓</i>
State if Frame Joggled	<i>Yes</i>	<i>✓</i>	" " under engine	<i>1.125</i>	<i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</i>	<i>✓</i>	Thickness of remainder in Holds	<i>.56</i>	<i>✓</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>3 strakes, plating increased</i>	<i>✓</i>	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?	<i>Yes</i>	<i>✓</i>
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>-</i>		Uppermost Continuous Deck, amidships	<i>Long.</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>-</i>		" " in Wells, Angle, [or [	<i>see aft 1*</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, [or [	<i>-</i>		" " in way of Bridge, Angle, [or [
" " Through Plate or Intercostal Plate	<i>-</i>		Spacing		
" " Foundation Plate on Floors	<i>-</i>		Second Deck, amidships, Angle, [or [<i>-</i>	
" " Flat Plate Keel Angles	<i>-</i>		Spacing		
Side Keelsons, No. each side	<i>-</i>		Third Deck, amidships, Angle, [or [<i>-</i>	
" " thickness of Intercostal Plate	<i>-</i>		Spacing		
" " Angles	<i>-</i>		Fourth Deck, amidships, Angle, [or [<i>-</i>	
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	<i>Chocky space 50 31"</i>	<i>✓</i>	Poop Deck, Angle, E or [	<i>8 3 40 31"</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>✓</i>	Spacing	<i>9 3 1/2 40 31"</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>-</i>		Bridge Deck, Angle, E or [	<i>8 3 45</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>-</i>		Spacing	<i>30 1/4</i>	<i>✓</i>
			Forecastle Deck, Angle, E or [	<i>8 3 48</i>	<i>✓</i>
			Spacing	<i>7 3 36</i>	<i>✓</i>

PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
at ends							
in 'tween Decks, Size and Spacing.....							
" " " " " "							
in Holds " " " "							
Two longl. Centre Line Bulkheads							
Stiffeners and Spacing.....	Every fr.	9	3 1/2	43			
Plating, thickness of	43 vertical						
in one length							
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	46	84					
at bridge ends & post front	1.06						
" " " " in way of Bridge							
" Angle in Wells	8	8	.64				
Thickness of Plating abreast Deck openings in way of Wells.....	.80	NEXT STRINGER POS					
Thickness of Plating abreast Deck openings in way of Bridge .....	.60	P+S					
Thickness of Plating within line of openings...	.80	P+S					
If Sheathed, material and thickness .....	.80	P					
Second Deck. Plating at ends	.36		.34				
Stringer Plate, breadth and thickness in Wells...							
Stringer Plate, breadth and thickness in way of Bridge							
Thickness of Plating within line of openings...							
If Sheathed, material and thickness							
Third Deck.							
Stringer Plate, breadth and thickness.....							
If Plated, state thickness.....							
Fourth Deck.							
Stringer Plate, breadth and thickness.....							
If Plated, state thickness							
Poop Deck.							
Stringer Plate, breadth and thickness	39	.38					
Plating, Sheathing, material and thickness .....	.30	.26					
Bridge Deck.							
Stringer Plate, breadth and thickness.....	43	.44					
Plating, Sheathing, material and thickness .....	.36						
Forecastle Deck.							
Stringer Plate, breadth and thickness.....	.38						
Plating, Sheathing, material and thickness .....	.36	.50	UNDER WINDLASS				

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>NO</i>	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.								Inches.	Inches.
FLAT PLATE KEEL	<i>55</i>	<i>1.08</i> ✓	<i>.83</i> ✓	<i>.83</i> ✓		<i>Double</i> ✓	<i>1 1/8</i>	<i>4 1/2</i> ✓	<i>5-4</i>	<i>1 1/8</i>	<i>5</i>	<i>Lapped</i>
<i>A B & C strakes</i>	<i>.78 to .82 from 1/4 to C B HD</i>											
<i>" DELG. (if any)</i>	<i>Doubling plates A & C strakes in way of transverse b'leeds</i>											
BOTTOM PLATING, No. of Strakes <i>H</i>	<i>A 7</i> <i>B 6</i> <i>C 5</i> <i>D</i>	<i>.71</i> ✓	<i>.55</i> ✓	<i>.58</i> ✓		<i>Double</i> ✓	<i>7/8</i>	<i>3 3/4</i> ✓	<i>5-3</i>	<i>7/8</i> ✓	<i>4</i> ✓	<i>"</i>
BILGE PLATING, No. of Strakes <i>H</i>		<i>.71</i> ✓	<i>.67</i> ✓	<i>.70</i> <i>off end.</i>		<i>Double</i> ✓	<i>7/8</i>	<i>3 13/36</i> ✓	<i>5-3</i>	<i>7/8</i>	<i>4</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>H</i>		<i>.69</i> ✓	<i>.52</i> ✓	<i>.52</i> ✓		<i>F TOP Treble</i> <i>G " "</i> <i>H " "</i> <i>J " "</i> <i>L Sheer "</i>	<i>7/8</i> <i>7/8</i> <i>7/8</i> <i>7/8</i> <i>1"</i>	<i>3 13/16</i> <i>3 1/4</i> <i>3 1/4</i> <i>3 1/4</i> <i>3 25/32</i>	<i>4-3</i>	<i>7/8</i>	<i>3 3/4</i> ✓	<i>"</i>
UPPER DECK, Sheer- strake in Wells.....	<i>7 1/2</i>	<i>1.06</i> ✓	<i>.52</i> ✓	<i>.52</i> ✓					<i>5-3</i>	<i>1 1/8</i>	<i>5</i>	<i>"</i>
UPPER DECK, Sheer- strake in Bridge & <i>poop front</i>		<i>1.30</i>										
STRAKE BELOW Sheer- strake in Wells.....	<i>42</i>	<i>.82</i> ✓	<i>.52</i> ✓	<i>.52</i> ✓		<i>K TOP Treble</i>	<i>1 1/8</i>	<i>4 9/28</i>	<i>4-3</i> ✓	<i>1</i>	<i>4</i>	<i>"</i>
STRAKE BELOW Sheer- strake in Bridge ...		<i>.82</i> ✓										
POOP SIDE PLATING			<i>.50 BREAK</i> ✓ <i>.42</i> ✓			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>2-1</i>	<i>3/4</i> ✓	<i>2 5/8</i> ✓	<i>"</i>
BRIDGE SIDE PLATING ...		<i>.44</i> ✓				<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>2-1</i>	<i>3/4</i>	<i>2 5/8</i> ✓	<i>"</i>
FOREC'TLE SIDE PLATING			<i>.44</i> ✓			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>1</i>	<i>3/4</i>	<i>2 5/8</i> ✓	<i>"</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	16 O.T. & 1 W.T. all
Extending to Upper Deck (Sec. 3 c)	extending to upper deck
" Deck next below	after lead & head
As per Rule	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	Flat plate			
STEM	Roller bar	10 3/4 x 2 1/8		
STERN FRAME	Propeller Post	Castings	Shannon	
Rudder				
Speed of Vessel.....		13 knots		
RUDDER—Type.....		Simple		
" A x D		520		
" Diam. of head		13		
" Mainpiece at top pintle		13 3/4		
" " heel ...		11 1/2		
" how constructed		In accordance with approved plan		
" double or single plate		(Deutsche Reich)		
" coupling, vertical or horizontal.....		Horizontal		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
 Collingwood & Co. Ltd. Appleby Frodingham & Co. Consett Iron Co. Dorman Long & Co.
 Skinningrove Iron Co. South Durham. Leamington St. Co.
 Has the Steel been tested as required by the Rules? Yes.

Rpt. **Newcastle-on-Tyne**
No. 97701Motorship **TORINIA**.
PARTICULARS OF LONGITUDINAL FRAMING.

Lawn Hunter & Wigham Richardson Hull No 1561

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.	Speng.		Number.	Diameter.
Framing of L, C or E													
Frames in Bridge 'tween Decks ...		Transverse side framing											
Frames from Uppermost Continuous Deck No. 1		see report 1											
Side shell " 2													
Upper stringer " 3		24 x .42			Face angle 3 1/2 x 3 1/2 x .44		✓						
Middle " 4		27 x .42			" " "		✓						
Lower " 5		30 x .42			" " "		✓						
Longitudinal B'head " 6													
Upper stringer " 7		24 x .40			3 1/2 3 1/2 .44		✓						
Middle stringer " 8		27 x .40			" " "		✓						
Lower " 9		30 x .40			" " "		✓						
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
Bottom Longitudinals [" 16		17 x 4 x 4 x .58			32" spacing		✓	7/8	5 1/4	3 1/8 for 10 rivets	18	7/8	
Back bar		3 1/2 x 3 1/2 x .44 in d'bo			9 x 10 tanks.				4" in 9 x 10 tanks				
Spacing of Longitudinal Frames		Amidships											
At Ends													
Double Bottoms L, C or E		Tank Top Longitudinals											
Bottom "													
Spacing of Longitudinals		Amidships											
At Ends...													
Transverses.													
Side (in 'tween Decks)		Depth and Thickness			Struts in each wing tank to upper middle & lower stringers								
Face Angles		30 x .42			6"								
Lugs to Shell*		15 x 4 x 4 x 50/62											
Side (in Hold)		Depth and Thickness											
Face Angles													
Lugs to Shell*		Centre 48 x .46											
Depth and Thickness		Rings 38 x .44											
Face Angles		Centre 6 x 4 x .64 Double											
Lugs to Shell*		Rings 6 x 3 1/2 x .50											
Bottom		6 .6 .44											
Lugs to Shell*		joggled											
" " Back Bars ...		3 1/2 3 1/2 .44											
Brackets		5'9" x .42 clear of transverses											
Spacing of Transverse Frames		44 to 1st stringer at transverses.											
* State if joggled or liners.		10'1"											
Longitudinal Beams of L, C or E		Bridge Deck ...											
Upper "		9	3 1/2	.43									
Second "													
Third "													

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 52624 ✓

LETTER *ft* ✓

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.	Cwts.	lbs.			
38752	1st Bower ...	86	2	0	Stockless			61	17	2	0	90		Byon improved		Swansea 11/4/39 J. H. Butler
38753	2nd " ...	86	1	14				61	17	2	0	90				" " " "
38741	3rd " ...	86	1	14				61	17	2	0	90				" " " "
	Collective weight.	259	1	-								259				3/4/39 " " "
51747	Stream	26	3	4	6	3	7	26	3	3	0	26 1/2		Rodgers & Proulx		Bradley Head 6/7/38 R. C. Paul

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.	Ins.		Length.	Ins.
39941	300	2 5/8	120	169 1/4	1048.3	14		300	2 5/8	Std link		Cardiff 26.12.38 & L. Wright	TOWLINE	130	5 1/2	84.4	130	5 1/2
													HAWSERS & WARPS	4	3 1/4	21.7	4	3 1/4
														100			100	
Stream Chain or Steel Wire	120	5		70.9				120	5									

Steering Gear, Type (Power or hand) *Steam - Hydraulic* ✓Alternative Means of Steering *Tiller operated by blocks & tackle to wind* ✓Steering Chains (Size and Test) *None*Windlass *Steam efficient by Emerson & Hall*Boats *4 lifeboats 26'6" x 7'8" x 3'3" 1 dully 18 ft.*Ceiling in Holds, thickness and material *None*Cargo Batts., thickness, material and spacing *fore hold & tween dks 9' apart* ✓Cargo Hatchways.-(Upper Deck) *Steel plates and angles* ✓Thickness of Hatches *.60 plate to oil cargo tank* ✓Size of Hatchways No. 1 (Fwd.) *8' x 10'*No. 2 *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

FOR

SWAN, HUNTER WIGHAM RICHARDSON, LTD.

*Wm J. Zuck*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 *motor vessel*(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *oil tanker*

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).

The vessel has been constructed in accordance with the approved plan, the Secretary's letter and generally conforms with the Society's rules for the class contemplated. ✓*The workmanship and materials are good. The weather decks clear of the oil tanks and w.t. bulkhead above fore peak tank, oil fuel bunkers, cofferdams, cargo oil, D.B., peak & deep tanks have been water tested as required by the rules and found satisfactory.* ✓*The requirements of section 20 of the Rules for steel ships, where applicable, for the carriage of oil fuel having a flash point above 150° F have been carried out.* ✓*The assigned freeboards have been marked on the vessels sides verified and cut in.* ✓

The amount of Entry Fee £ 12 : 0 : 0

Fees applied for,

-4 AUG 1939

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

Special Survey Fee.... £ 681 : 16 : 6

Freeboard amount £ 20 : 0 : 0

Travelling Expenses, if any £

Received by me,

*11. 8 1939 14/5*I am of opinion the Vessel should be Classed *100A1* carrying *petroleum in bulk*State whether the Vessel has been built under Special Survey *Yes*

Signature

A. McShane

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

NEWCASTLE-on-TYNE

Date of issue

TUE 15 AUG 1939

Committee's Minute

Character assigned

*+ 100 A1**Carrying petroleum in bulk
Lloyd's Register**Wm J. Zuck**+ LMC 7 39
Oil Eng
205 120 11*

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Lloyd's Register Foundation

W1150-0140 3/3

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.)

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book 100A1 carrying petroleum in bulk
Cruiser stern. Machinery aft. Longitudinal framing at bottom and at deck.

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

1st Bower	49.3.4	J. D.	1821	8.9.38
2nd "	49.1.21	"	1790	18.7.38
3rd "	49.0.0	"	1491	7.7.38

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 101.9 ft., R.Q.D. 103' ft., Bridge 42.2 ft., Forecastle 56.8 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 167312

Signal Letters

Extreme Breadth over Belting 64.9.4

Over-all Length 525.4" (Circ. 1708)

No. and Material of Decks 1 deck & 2nd deck clear of cargo tanks.

Parts of Bottom of Vessel coated with cement or approved composition 60% cement except peaks and engine room well cemented.

Particulars of composition (if fitted) and of approval none

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,	28'	250
Double bottom, under Engines and Boilers,			After peak tank,	18'	135
Double bottom, if under Engines only,	77' 6"	199	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,			Deep tank, forward,	28'	395
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	77' 6"	199	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 5569

Date.

7-3-38

Dates of Surveys held while building

1938
Apr. 21. 25. 26. May 9. 25. 31. June 8. 14. 16. 28. July 4. 6. 8. 13. 18. 20. 22. 25. 28. Aug. 2. 5. 8. 10. 15. 17. 22. Sep. 2. 12. 13. 14. 15. 19. 23. 27. 28. 30. Oct. 6. 10. 12. 14. 20. 21. 26. 31. Nov. 3. 4. 7. 11. 18. 22. 24. 29. Dec. 5. 13. 20. 23. 1939
Feb. 2. 6. 9. 10. 14. 15. 16. 20. 22. 24. Mar. 1. 3. 5. 10. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 27. 28. 29. 30. 31. Apr. 3. 4. 5. 6. 11. 12. 13. 14. 19. 20. 25. 26. 27. 28. May 4. 5. 9. June 1. 2. 9. 30. July 3. 12. 18. 19. 20. 24. 27.

Lloyd's Register
Foundation
Total No. of Visits 117