

STEEL STEAMER OR MOTORSHIP.

Received at London Office.

State if Report has been sent on the Freeboard of the Vessel *Yes* No/3050State if Report is sent on the Machinery of the Vessel *Renewal*Date of completion of report *25.8.1947*Port of *Trieste*No. *13091*Survey held at *MONFALCONE*Date First Survey *26/9/1945*Last Survey *9/8/1947*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *SINGLE SCREW MOTOR TANKER "JANUS" MACHINERY FITTED AFT.*

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

*FULL SCANTLING*State Type of Erections *POOP, BRIDGE & FORECASTLE.*TONNAGE under Tonnage Deck ... *5559*CLASS *100A1*State if with freeboard as condition of Class *No.*Built at *MONFALCONE*

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) *132.28 METRES*Launched *8.5.44.* Yard No. *1384*Breadth (greatest moulded) *B 16.54*Builders *CANTIERE RIUNITI DELL'ADRIATICO.*

Total

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 9.45*Owners *WESTERN CHARTERING CO. S.A.*Gross Tonnage *6273*1st Longitudinal Number (L x D) *1249.57*Managers *(Where necessary to be entered in Reg. Book)*Register Tonnage *3701*2nd Numeral L x (B + D) *3436.66*Residence *PANAMA CITY*

REGISTERED DIMENSIONS.

METRES FEET

Length *140.21 = 442.8*Breadth *16.54 = 54.3*Depth *9.45 = 31.0*

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel *14*

Do. Long Bridge to top of keel

Draught Moulded *4.993*Port of Registry *PANAMA CITY*

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT AND IN DRY DOCK.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	m/m INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	m/m INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships <i>85-6 and 113-114</i>	<i>1162</i>			
FROM FR 152 TO FR 153	<i>806</i>			
from 1/4 length amidships to Collision bulkhead	<i>667</i>			
45-46	<i>775</i>			
in peaks	<i>686</i>			
	<i>914</i>			
	<i>610</i>			
SIDE FRAMING.				
Frame Amidships, Angle <i>E or C</i>	<i>230 90 11</i>			
Extends up to	<i>UPPER DECK</i>			
Reversed Frame Amidships, Angle				
Extends up to				
Depth of Framing Girder	<i>230</i>			
Frames in Uppermost Continuous 'tween Decks, Angle, <i>C</i> or <i>E</i>				
Second 'tween Decks, Angle, <i>C</i> or <i>E</i>				
Third				
from 1/4 len. for'd. to 15% len. from Stem	<i>250 90 11</i>			
in Peaks, Angle or <i>C</i>	<i>200 75 9.5</i>			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>22 @ 12</i>			
State if Frame Joggled	<i>YES</i>			
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>YES</i>			
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>AS APPROVED</i>			
SINGLE BOTTOM.				
Floors, Depth and thickness at mid-line in Holds	<i>LONGIT. FRAMING</i>			
Height of Brackets at side above base line at toe of frame	<i>1930</i>			
Middle Line Keelson, on Floor, Angles	<i>220 16</i>			
Through Plate or Inter-costal Plate	<i>1031 10.5</i>			
Foundation Plate on Floors				
Flat Plate Keel Angles	<i>100 100 13</i>			
Side Keelsons, No. each side				
thickness of Inter-costal Plate				
Angles				
DOUBLE BOTTOM. IN MOTOR SPACE IN WAY OF MOTOR	<i>14 AT EVERY</i>			
Solid Floors, thickness and spacing	<i>12</i>			
Are Frame and Reversed Frame joggled?	<i>FRAMES JOGGED</i>			
Bracket Floors, breadth and thickness at middle line	<i>NO REV. FRAMES FITTED</i>			
breadth and thickness at margin plate	<i>FLOORS WIDENED TO 7.7</i>			
Bracket Floors, Frame				
Reversed Frame				
Vertical Struts				
Centre Girder, depth and thickness amidships	<i>1480</i>			
top Angles	<i>1070 14</i>			
bottom Angles	<i>WELDED</i>			
Side Girders, No. each side and thickness	<i>100 100 14</i>			
Margin Plate depth (excl. of flange) and thickness	<i>2 16</i>			
Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>13</i>			
Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	<i>TANK SIDE BRGTS.</i>			
Gussets, spacing and scantling abaft 1/4 len. from stem	<i>E.W. TO HORIZ. MARGIN PLATE</i>			
Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area				
Tank Side Brackets, height above base line at toe of Frame and thickness				
INNER BOTTOM PLATING.				
Breadth and thickness of Middle Line Strake	<i>1280x34-13</i>			
Thickness of remainder in Holds	<i>13</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?				
BEAMS.				
Uppermost Continuous Deck, amidships in	<i>LONGIT. BEAMS</i>			
Walls, Angle, <i>E</i> or <i>C</i>	<i>FRD. 130x65x8.5</i>			
CLEAR OF CARGO TANKS	<i>180x75x9</i>			
in way of Bridge, Angle, <i>E</i> or <i>C</i>	<i>AFT. 200x75x12</i>			
Spacing	<i>180x75x10</i>			
Second Deck, amidships, Angle, <i>E</i> or <i>C</i>	<i>180x75x8</i>			
Spacing	<i>180x75x9</i>			
Third Deck, amidships, Angle, <i>E</i> or <i>C</i>	<i>150x75x10.5</i>			
Spacing	<i>130x65x8</i>			
Fourth Deck, amidships, Angle, <i>C</i> or <i>E</i>	<i>150x75x10.5</i>			
Spacing	<i>150x75x9.5</i>			
POOP DECK, Angle, <i>E</i> or <i>C</i>	<i>180 45 10</i>			
Spacing	<i>180 45 8</i>			
Bridge Deck, Angle, <i>E</i> or <i>C</i>	<i>180 45 8</i>			
Spacing	<i>AT EVERY</i>			
Forecastle Deck, Angle, <i>E</i> or <i>C</i>	<i>180 45 10</i>			
Spacing	<i>180 45 8</i>			

PILLARS AND DECKS.

		Inches in Ship.	Any Departure from Approved Plans to be Noted.			Inches in Ship.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows		ONE		Stringer Plate, breadth and thickness in way of Bridge		1500	10-8.5
in 'tween Decks, Size and Spacing		178x100/178x9		Thickness of Plating abreast Deck openings in way of Wells			9-8.5
in Hold		ABOVE DEEP TANK 264x11.5x264x10		Thickness of Plating abreast Deck openings in way of Bridge			
Longitudinal Centre Line Bulkhead.		230x90 11/2" x 11/2" x 11/2"		Thickness of Plating within line of openings...			
Stiffeners and Spacing		806		If Sheathed, material and thickness.....			
2 HORIZ. GIRDERS LOWER PLATE 715x10.5		800x10		Third Deck.			
UPPER 230x90x11.5		5" x 100		Stringer Plate, breadth and thickness.....			
Plating, thickness of		2510		If Plated, state thickness			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells		2200	18	If Plated, state thickness.....			
in way of Bridge		18		Poop Deck.		1950	
Angle in Wells		150	150	Stringer Plate, breadth and thickness.....		70	9
Thickness of Plating abreast Deck openings in way of Wells		16		Plating, Sheathing, material and thickness		4.5	UNSHEATHED
Thickness of Plating abreast Deck openings in way of Bridge		16		Bridge Deck.		1860	10
Thickness of Plating within line of openings...		12		Stringer Plate, breadth and thickness.....		8	UNSHEATHED
If Sheathed, material and thickness.....		UNSHEATHED		Plating, Sheathing, material and thickness		8	UNSHEATHED
Second Deck.				Forecastle Deck.		1000	9
Stringer Plate, breadth and thickness in Wells		7.5		Stringer Plate, breadth and thickness.....		8.5	UNSHEATHED
THICKNESS OF PLTG.				Plating, Sheathing, material and thickness...		8.5	UNSHEATHED

SHELL PLATING.

SCANTLINGS.				RIVETING.			
STRAKES.	AS IN VESSEL.			EDGES.		BUTTS.	
	AMIDSHIPS.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.
	Breadth.	Thickness.					
Flat Plate Keel.....	1400	24	19	DOUBLE	25	100	
Dbg. (if any)							
Bottom Plating, No. of Strakes	B	17	C 15	DOUBLE	22	88	
Bilge Plating, No. of Strakes	E	16.5	12.5	DOUBLE	22	88	
Side Plating, No. of Strakes	F 15.5	12	12	DOUBLE	22	88	
Upper Deck, Sheer-strake in Wells.....	1445	26	11.5	DOUBLE	25	100	
Upper Deck, Sheer-strake in Bridge ...	1600	28.5	AT BREAK	DOUBLE	25	100	
Strake below Sheer-strake in Wells.....	2150	18	11.5	DOUBLE	22	88	
Strake below Sheer-strake in Bridge ...	"	18		DOUBLE	22	88	
Poop Side Plating.....		10.5	10.5	SINGLE	19	76	
Bridge Side Plating.....		10.5	11	SINGLE AND DOUBLE	19	76	
Forecastle Side Plating		9.5		SINGLE	19	76	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	SIXTEEN
Deck next below	NONE
As per Rule	SEVEN

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	PLATE KEEL			
STEM	PLATE STEM			
STERN FRAME	Propeller Post	PLATE 11/2" DIA.	LOVERE	
	Rudder	CAST STEEL 11/2" DIA.	LOVERE	
Speed of Vessel	14 1/2 KNOTS			
RUDDER—Type	BALANCED, SIMPLEX			
A x D.....	1170			
Diam. of head	FORGING 290mm			
Mainpiece at top pintle				
heel				
how constructed	BUILT UP ROLLED PLATES			
double or single plate coupling, vertical or horizontal	DOUBLE			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " Second					
" " Third					
" " Holds		12.5-10.5	230x90x11	8.25	2510
COLLISION (in Hold)		12-8	150x45x10.5	610	1800
AFTER PEAK		12-8	150x45x10.5	610	1800

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Has the Steel been tested as by the Rules?

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.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Speng.	Number.		Diameter.	
aming of L, L or C	m/m							m/m	m/m	m/m		m/m
Bridge 'tween Decks ...												
m Uppermost Continuous												
No. 1												
" 2												
" 3												
" 4												
" 5												
" 6												
" 7												
" 8												
" 9												
" 10												
" 11												
" 12												
" 13												
" 14												
" 15												
" 16												
g of (Amidships ...												
dinal { At Ends ...												
Top Longitudinals												
Bottom	LONGITUDINAL	400	114	18/8				22	132	11 RIVS @ 22	SPACE 77	18 22
Longitudinals { Amidships		825										
{ At ends...												
Transverses.												
Side { Depth and Thickness												
Face Angles												
Lugs to Shell*												
Bottom { Depth and Thickness		915	10.5									
Face Angles PLATE		180	12									
Lugs to Shell	90	150	11									
Depth and Thickness		1015	11									
Face Angles PLATE		320	16									
Lugs to Shell	90	150	11									
Back Bars	90	90	11									
Brackets	1680	1370	11									
Spacing of Transverse Frames...		3224										
* State if joggled or liners.												
Longitudinal Beams of												
Bridge Deck ...												
Upper "	200	90	13									
Second "												
Third "												

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

EQUIPMENT No.				LETTER <i>a71</i>				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
15181D	1st Bower	35	44	495	✓			54	900	KGS	✓
15182D	2nd "	35	45	495	✓			54	900	KGS	✓
15183D	3rd "	35	45	495	✓			54	900	KGS	✓
	Collective weight	104	24	KGS	✓				9880	KGS	✓
15139D	Stream	108	4	KGS	✓	295	KGS	22	700	KGS	✓
									965	KGS. EX STK	✓
											ADAMIRALTY TYPE
											DITTO
											DITTO

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.		Remarks.
	Length.	Diam.	Stations.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
888	495	59	✓	✓	39816	KGS	36400	495	58.5	STUD LINK	PIGNONE SOC. PER AZIONI	LIVORNO 4.43. R.I.	TOWLINE	220	113	62800	226	360	220"
														2x	STEEL				121.
														175	66	22200	2x175	190	22165
														2x	HAWSERS & WARPS				70
														175	180	HAWSERS & WARPS			178
Iron Stream Chain or Steel Wire	170	119	✓	✓	119	162000				6x12 GALV.	S.A. INDUSTRIA METALLICA PIEMONTESE SUSA.	SUSA 8/1/43 R.I.							

Steering Gear, Type (Power or hand) *STEAM-HYDRAULIC TOSI-C.R.D.A.* Alternative Means of Steering *SCREW GEAR WITH HAND WHEEL IN S.C. HOUSE.*

Steering Chains (Size and Test) *NONE* Windlass *STEAM. CANT. NAVALE OFFICINA. MECC. VENEZIA.* Boats *4 BOATS & 1 DINGHY.*

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

Cargo Hatchways. (Upper Deck) *760x11* *FORE HOLD 610x10 STIFFENED* Thickness of Hatches *CARGO HATCHES STEEL 12-5*

Size of Hatchways No. 1 (Fwd.) *24 @ 1400 x 950* No. 2 *2 x 54 x 3.05* No. 3 *FORE HOLD.* No. 4 *-* No. 5 *-* No. 6 *-*

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

Builder's Signature *Cantieri Riuniti Dell'Adriatico CANTIERE MONFALCONE*

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 *MOTORSHIP* (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).

This vessel was built under the survey of the Registro Italiano, acting for the Germanischer Lloyd and all material tested by that Society.

She was bombed while fitting out and badly damaged. The bomb damage has been repaired by the Cant. Riuniti Dell Adriatico under the supervision of the Surveyor to Lloyd's Register. For particulars of damage repairs please see attached sheet. ✓

Plans of the vessel as built, were submitted and approved by the Committee. The vessel was examined throughout for workmanship and found satisfactory. ✓

Special core has been taken in the examination of the riveting and electric welding and check tests have been made with satisfactory results ✓

The scantlings have been checked and found to be in accordance with the approved plans. ✓

The amount of Entry Fee *Advance* *1568167* Fees applied for, *28/1/47* 19 *2071847*

Special Survey Fee *Balance* *706713* Received by me, *24/3/47* 19 *2000*

Travelling Expenses, if any *2000*

State whether the Vessel has been built under Special Survey *SEE GENERAL DECLARATION*

Certificate to be sent to *Trade Office* Date of issue *4/2/48*

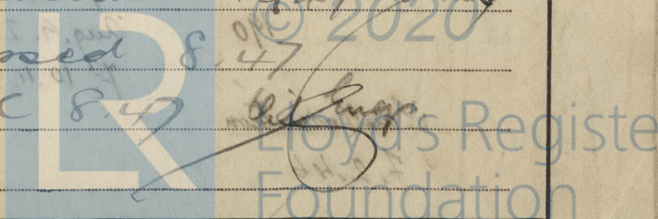
Committee's Minute *FRI. 9 JAN 1948*

Character assigned *100171 Carrying petroleum in bulk 8.47 Ver.* Launched *1944* Commissioned *1947* Classed *8.47* LMC *8.47*

White Ice *S(CL) 7.47*

Signature FOR M. MICALI & S. J. 80. Rumsden Surveyor to Lloyd's Register of Shipping.

The Surveyors are requested not to write below the Committee's Minutes



0127 3/4

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 whole of the cargo tanks, cofferdams, oil fuel bunkers, Fore and After peak tanks, Deep tanks, Double bottom tanks, weather decks and bulkheads, have been tested in accordance with Rule Requirements and found satisfactory.

The scuttlings and arrangements of the fore and after ends clear of the oil tanks are in accordance with the approved plans.

The Inboard markings have been cut in, on Vessel's sides and verified. Storing Gen and bondless tank under working condition and found satisfactory.

The following plans as built are enclosed herewith.

- 1/ Inboard Section
- 2/ Profile and Decks
- 3/ Double bottom in way of motor space

87 1/2

PARTICULARS OF ELECTRIC WELDING (if employed)

The Butts of Shell and Decks, together with the seams of oil tight bulkheads have been electrically welded. The builders state that the welding has been carried out by experienced operators, using 'Perfecta' Rods. These electrodes were subsequently tested by the Society's Surveyors and approval has been given by the Committee with Secy's letter dated 8. 11. 1946.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.

LONGITUDINAL FRAMING AT BOTTOM AND DECK, CRUISER STERN, SHELL AND DECK BUTTS ELECTRICALLY WELDED.
E.S.O. AND D.F. FITTED

Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower WEIGHT. 2349 KGS. TESTED BY. GERM. Lloyd. G.L. CERT NO 14413 16/0. 1, 43.
2nd " " 2361 KGS. DITTO " " NO 14413 17/0. 1, 43.	
3rd " " 2368 KGS. DITTO " " NO 14413 18/0. 1, 43.	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92.1 ft., R.Q.D. 41.0 ft., Bridge 41.0 ft., Forecastle 57.0 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 996 N.Y. Signal Letters H.D.E.F. Extreme Breadth over Belting 460.5' Over-all Length 460.5' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK STEEL. 2ND DECK STEEL. CLEAR OF CARGO TANKS.

Parts of Bottom of Vessel coated with cement or approved composition CEMENT LAID IN PEAK TANKS AND WATER D.B. TANKS.

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	-	-	Fore peak tank,	22	72
Double bottom, under Engines and Boilers,	-	-	After peak tank,	18	44
Double bottom, if under Engines only,	68	143	Deep tank, aft,	29	365
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	3	116
Double bottom, forward,	-	-	Other tanks, if fitted,	3	184
Total length (if continuous) and Capacity	-	143	(If necessary furnish further information by sketch.)	-	-

Order for Special Survey No. 190
Date of authorization 7.2.46
Dates of Surveys held while building 1945 Sep. 26, Oct. 3, 24, 30, Nov. 2, 8, 26, 29, 1946 Jan. 11, Feb. 13, 25, Mar. 4, 7, 25, 29, Apr. 5, 19, June 24, Aug. 9, 28, Oct. 19, 1947 Apr. 14, 23, 24, 26, 29, May, 2, 5, 6, 7, 12, 14, 15, 23, 24, 26, June 3, 6, 7, 10, 11, 12, July 28, 31, Aug. 2, 22, 3, 4, 7, 9.

Total No. of Visits 52

M. V. JANUS C. R. D. A. YARD N°1384.

REPORT ON BOMB DAMAGE REPAIRS, COMMENCED AFLOAT AT MIDNEAIONE AND COMPLETED IN DRY DOCK AT VENICE.

SHELL, STARB. SIDE PLATES NUMBERED FROM AFT.

B' STRAKE no 8 plate removed, faired and refitted.
nos 7 and 9 plates faired in place.

C' STRAKE no 10 plate renewed.
no 9 plate removed, faired and refitted.
no 11 plate faired in place.

PORT SIDE.

A' STRAKE no 12 plate renewed
no 13 plate faired in place.

B' STRAKE nos 10 and 11 plates renewed.

C' STRAKE nos 12 and 13 plates renewed.

D' STRAKE nos 8 and 9 plates renewed.
no 6 plate removed, faired and refitted.

E' STRAKE nos 12, 14 and 15 plates renewed.

F' STRAKE nos 9, 10, 12 and 13 plates renewed.

G' STRAKE nos 10 and 11 plates renewed.

INTERNAL REPAIRS

NO 5 TANK STARB. Transverse nos 102, 106 and 110 renewed.

Frames nos 100-110 faired in place.

2 Bottom Longitudinals renewed.

NO 5 TANK PORT Transverse no 102 renewed.

Frames nos 99-105 renewed, and nos 106-108 faired in place.

2 Side stringers renewed entirely.

2 Side stringer beams renewed.

NO 4 TANK PORT Transverse nos 130 and 134 renewed.

Bottom plate of transverse bulkhead renewed

Frames nos 124-134 cropped below top stringer and bottom portion renewed.

Lower Side stringer from Frames nos 126-138 renewed.

2 Lower Side stringer beams renewed.

Bottom plate of Longitudinal bulkhead renewed

9 Longitudinal bulkhead stiffeners cropped a part renewed.

NO 7 TANK CENTRE no 130 Transverse faired in place

3 Bulkhead brackets to no 138 bulkhead renewed

Centre keelson faired in place

A few minor repairs carried out.



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