

RECEIVED

Rpt. 1.

6 APR 1949

STEEL STEAMER or MOTORSHIP.

Received at London Office

2- APR 1949

IN D.O.

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 *10th March 1949* Port of *New York* No. *49000*Survey held at *Brooklyn* Date First Survey *11th Oct* Last Survey *26th Feb.* 1949On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *"LUCIA" ex L.S.T. 319* *Twin screw machinery fitted aft*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Converted L.S.T.* State Type of Erections *none*TONNAGE under Tonnage Deck... CLASS *A1* State if with freeboard as condition of Class *Yes* Built at *Philadelphia*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) *L 309.0* Launched in *1943* Yard No. *✓*Breadth (greatest moulded) *B 50.0* Builders *Navy Yard*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 25.02* Owners *Shell Caribbean Petroleum Co.*1st Longitudinal Number (L x D) *7731* Managers (Where necessary to be entered in Reg. Book.)2nd Numeral L x (P + D) *23181* ResidenceFraming Depth "d," at middle of length. See Sec. 3 (1d) *12.3* Intended Port of Registry *Maracaibo*

Proportions—Depth to Length — Uppermost continuous deck to top of keel Do. Long Bridge to top of keel If surveyed while building, afloat, or in dry dock

Draught Moulded *both, during conversion.*

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 | | | Bracket Floors, Frame | | |
| " " from 3/8 length amidships to Collision bulkhead | | | " " Reversed Frame | | |
| " " in peaks | | | " " Vertical Struts | | |
| IDE FRAMING. | | | Centre Girder, depth and thickness amidships | | |
| Frame Amidships, Angle, [or [| | | " " top Angles | | |
| " " Extends up to | | | " " bottom Angles | | |
| Reversed Frame Amidships, Angle | | | Side Girders, No. each side and thickness | | |
| " " Extends up to | | | Margin Plate depth (excl. of flange) and thickness | | |
| Depth of Framing Girder | | | " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem | | |
| Frames in Uppermost Continuous 'tween Decks, Angle [or [| | | " " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area | | |
| " " Second 'tween Decks, Angle, [or [| | | " " Gussets, spacing and scantling abaft 1/4 len. from stem | | |
| " " Third " " " " | | | " " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area | | |
| " " from 1/2 len. for'd. to 15% len. from Stem | | | Tank Side Brackets, height above base line at toe of Frame and thickness | | |
| " " in Peaks, Angle or [| | | INNER BOTTOM PLATING. | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | | | Breadth and thickness of Middle Line Strake | | |
| State if Frame Joggled | | | Thickness of remainder in Holds | | |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | | | 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? | | |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | | | BEAMS. | | |
| ANGLE BOTTOM. | | | Uppermost Continuous Deck, amidships | | |
| Floors, Depth and thickness at mid-line in Holds | | | " " in Wells, Angle [or [| | |
| Height of Brackets at side above base line at toe of frame | | | " " in way of Bridge, Angle, [or [| | |
| Middle Line Keelson, on Floors, Angles, [or [| | | Spacing | | |
| " " Through Plate or Intercoastal Plate | | | Second Deck, amidships, Angle, [or [| | |
| " " Foundation Plate on Floors | | | Spacing | | |
| " " Flat Plate Keel Angles | | | Third Deck, amidships, Angle, [or [| | |
| Side Keelsons, No. each side | | | Spacing | | |
| " " thickness of Intercoastal Plate | | | Fourth Deck, amidships, Angle, [or [| | |
| " " Angles | | | Spacing | | |
| DOUBLE BOTTOM. | | | Poop Deck, Angle, [or [| | |
| Solid Floors, thickness and spacing | | | Spacing | | |
| " " Are Frame and Reversed Frame joggled? | | | Bridge Deck, Angle, [or [| | |
| Bracket Floors, breadth and thickness at middle line | | | Spacing | | |
| " " breadth and thickness at margin plate | | | Forecastle Deck, Angle, [or [| | |
| | | | Spacing | | |

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..... | | | | | Stringer Plate, breadth and thickness in way of Bridge | | | | |
| " in 'tween Decks, Size and Spacing..... | | | | | Thickness of Plating abreast Deck openings in way of Wells | | | | |
| " " " " " " | | | | | Thickness of Plating abreast Deck openings in way of Bridge | | | | |
| " in Holds " " | | | | | Thickness of Plating within line of openings.. | | | | |
| " " " " " | | | | | If Sheathed, material and thickness..... | | | | |
| Centre Line Bulkhead. | | | | | Third Deck. | | | | |
| Stiffeners and Spacing..... | | | | | Stringer Plate, breadth and thickness..... | | | | |
| Plating, thickness of..... | | | | | If Plated, state thickness..... | | | | |
| STRINGERS AND DECKS. | | | | | Fourth Deck. | | | | |
| Uppermost Continuous Deck. | | | | | Stringer Plate, breadth and thickness..... | | | | |
| Stringer Plate, breadth and thickness in Wells | | | | | If plated, state thickness..... | | | | |
| " " " " in way of Bridge | | | | | Poop Deck. | | | | |
| " Angle in Wells | | | | | Stringer Plate, breadth and thickness..... | | | | |
| Thickness of Plating abreast Deck openings } in way of Wells | | | | | Plating, Sheathing, material and thickness..... | | | | |
| Thickness of Plating abreast Deck openings } in way of Bridge | | | | | Bridge Deck. | | | | |
| Thickness of Plating within line of openings.. | | | | | Stringer Plate, breadth and thickness..... | | | | |
| If Sheathed, material and thickness | | | | | Plating, Sheathing, material and thickness..... | | | | |
| Second Deck. | | | | | Forecastle Deck. | | | | |
| Stringer Plate, breadth and thickness in Wells | | | | | Stringer Plate, breadth and thickness..... | | | | |
| | | | | | Plating, Sheathing, material and thickness..... | | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | | RIVETING. | | | | | | | |
|---|---------------|------------|------------|------------|--|-------------------------|----------------------|---------|------------------------|--------------------------|---------|------------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if joggled? | SINGLE OR DOUBLE. | RIVETS. | | No. OF ROWS OF RIVETS | RIVETS. | | STRAPPED OR LAPPED. |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | | Diam. | Spacing. cr. to cr. | | Diam. | Spacing. cr. to cr. | |
| | Inches. | Inches. | Inches. | Inches. | | | | Inches. | Inches. | | Inches. | Inches. | |
| FLAT PLATE KEEL | | | | | | | | | | | | | |
| " DBLG. (if any) | | | | | | | | | | | | | |
| BOTTOM PLATING, No. } of Strakes | | | | | | | | | | | | | |
| BILGE PLATING, No. of } Strakes | | | | | | | | | | | | | |
| SIDE PLATING, No. of } Strakes | | | | | | | | | | | | | |
| UPPER DECK, Sheer- } strake in Wells | | | | | | | | | | | | | |
| UPPER DECK, Sheer- } strake in Bridge..... | | | | | | | | | | | | | |
| STRAKE BELOW Sheer- } strake in Wells | | | | | | | | | | | | | |
| STRAKE BELOW Sheer- } strake in Bridge | | | | | | | | | | | | | |
| POOP SIDE PLATING | | | | | | | | | | | | | |
| BRIDGE SIDE PLATING..... | | | | | | | | | | | | | |
| FOREC'TLE SIDE PLATING | | | | | | | | | | | | | |

WATERTIGHT BULKHEADS.

| Total No. of W.T. BULKHEADS in Vessel— Extending to Upper Deck (Sec. 3 c) " Deck next below As per Rule | | | | | | Casting or Forging. Scantlings. Maker's Name. Any Depa from Appr Plans to be | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------|----------|-------------|----------|--|---|-----------|--|-------------|--|-------------|----------|-------------|----------|------------------------------------|--|--|--|--|--------------|--|--|--|--|-------------|--|--|--|--|-----------|--|--|--|--|-----------------------|--|--|--|--|----------------|--|--|--|--|---|--|
| STIFFENERS. <table border="1"> <thead> <tr> <th rowspan="2">Plating Thickness.</th> <th colspan="2">VERTICAL.</th> <th colspan="2">HORIZONTAL.</th> </tr> <tr> <th>Scantlings.</th> <th>Spacing.</th> <th>Scantlings.</th> <th>Spacing.</th> </tr> </thead> <tbody> <tr> <td>MIDSHIP BULKH'D, Upper tween decks</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>" " Second "</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>" " Third "</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>" " Holds</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>COLLISION " (in Hold)</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>AFTER PEAK " "</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | Plating Thickness. | VERTICAL. | | HORIZONTAL. | | Scantlings. | Spacing. | Scantlings. | Spacing. | MIDSHIP BULKH'D, Upper tween decks | | | | | " " Second " | | | | | " " Third " | | | | | " " Holds | | | | | COLLISION " (in Hold) | | | | | AFTER PEAK " " | | | | | KEEL, Bar STEM STERN FRAME <div> Propeller Post Rudder </div> Speed of Vessel RUDDER—Type " A × D " Diam. of head " Mainpiece at top pintle " " heel " how constructed " double or single plate coupling, vertical or horizontal | |
| Plating Thickness. | VERTICAL. | | HORIZONTAL. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Scantlings. | Spacing. | Scantlings. | Spacing. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MIDSHIP BULKH'D, Upper tween decks | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " Second " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " Third " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " " Holds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COLLISION " (in Hold) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AFTER PEAK " " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 required by the Rules? | | | | | | Lloyd's Register Foundation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Rpt. 1*. M.V. 'LUCIA' ex. L.S.T. 319
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 Inches. | Rivets in Brackets to Bulkheads. | | | |
| | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | | Diam. Ins. | Speng. Ins. | | Number. | Diameter. Inches. | | |
| ing of L, C or C | | | | | | | | | | | | | | |
| es in Bridge 'tween Decks | | | | | | | | | | | | | | |
| es from Uppermost Continuous Deck No. 1 | | | | | | | | | | | | | | |
| " 2 | | | | | | | | | | | | | | |
| " 3 | | | | | | | | | | | | | | |
| " 4 | | | | | | | | | | | | | | |
| " 5 | | | | | | | | | | | | | | |
| " 6 | | | | | | | | | | | | | | |
| " 7 | | | | | | | | | | | | | | |
| " 8 | | | | | | | | | | | | | | |
| " 9 | | | | | | | | | | | | | | |
| " 10 | | | | | | | | | | | | | | |
| " 11 | | | | | | | | | | | | | | |
| " 12 | | | | | | | | | | | | | | |
| " 13 | | | | | | | | | | | | | | |
| " 14 | | | | | | | | | | | | | | |
| " 15 | | | | | | | | | | | | | | |
| " 16 | | | | | | | | | | | | | | |
| ing of longitudinal ies } Amidships } At Ends | | | | | | | | | | | | | | |
| le } Tank Top Longitudinals ns } Bottom " | | | | | | | | | | | | | | |
| C } of Longitudinals { Amidships { At Ends | | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | |
| (Depth and Thickness | | | | | | | | | | | | | | |
| Decks) Face Angles | | | | | | | | | | | | | | |
| Lugs to Shell* | | | | | | | | | | | | | | |
| (Depth and Thickness | | | | | | | | | | | | | | |
| old) Face Angles | | | | | | | | | | | | | | |
| Lugs to Shell* | | | | | | | | | | | | | | |
| (Depth and Thickness | | | | | | | | | | | | | | |
| Face Angles | | | | | | | | | | | | | | |
| Lugs to Shell* | | | | | | | | | | | | | | |
| " " Back Bars | | | | | | | | | | | | | | |
| Brackets | | | | | | | | | | | | | | |
| of Transverse Frames | | | | | | | | | | | | | | |
| * State if joggled or liners. | | | | | | | | | | | | | | |
| Final of C | | | | | | | | | | | | | | |
| Bridge Deck | | | | | | | | | | | | | | |
| Upper " | | | | | | | | | | | | | | |
| Second " | | | | | | | | | | | | | | |
| Third " | | | | | | | | | | | | | | |

Similar to M.V. LUISA n.y.k. Rpt. No 48958

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. 23436 | | | | | | | | | | LETTER u | | 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. | | | | |
| 15696 | 1st Bower..... | 46 | 3 | 24 | ✓ | | | 40 | 19 | - | ✓ | 45 | Baldt Stockless | Baldt Anchor | Chester PA. 5-11-48 |
| | 2nd " | 46 | 2 | 12 | | | | | | | | 45 | chain & Forgy | | J. K. H. |
| | 3rd " | | | | | | | | | | | 38 | | | |
| | Collective Weight. | | | | | | | | | | | 128 | | | |
| | Stream | | | | | | | | | | | 12 | | | |

| CHAIN CABLES. | | | | | | | | | | HAWSEERS 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. | Cir. | | Length. | Cir. |
| 3824 | 300 | 1 1/4 | 41 | 53 | 254 0 12 | | | | 270 | 1 1/16 | DI-LOK | Baldt Anchor Cham & Forgy 60 | Chester PA. 8-11-48 J.K.H. | TOWLINE | 8 @ 60 | 7 | | 100 | 4 |
| | | | | | | | | | | | | | | HAWSEERS & WARPS | 120 | 3 | | 2 @ 90 | 6 1/2 |
| | | | | | | | | | | | | | | | 60 | 2 | | 2 @ 90 | 2 1/4 |
| | 4 @ | Cir. | | | | | | | 90 | 4 1/4 | F.S.W.R. | | | | 6 1/2 | | | 6 1/2 | |
| Iron Stream Chain or Steel Wire | 90 | 2 1/4 | | | | | | | | | | | | | | | | | |
| | | 6/24 | | | | | | | | | | | | | | | | | |

Steering Gear, Type (Power or hand) *Electric made by J. P. Morris, Philadelphia.* Alternative Means of Steering *Steel wire ropes from quadrants thro' sheaves and blocks to manual operated drum*

Steering Chains (Size and Test) *none* *Capstans* *Electric made by Webster-Brinkley, Seattle* *Boats 24' x 7.75' x 3.33' - 2 off.*

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

Cargo Hatchways.—(Upper Deck) *Steel plates E.W.* Thickness of Hatches *C.S. siltight hinged lids, 1/2" thick.*

Size of Hatchways No. 1 (Fwd.) *48" x 36" (oval)* No. 2 ☒ No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☒

Number of Shifting Beams and/or Fore and Afters ☒

Builder's Signature _____

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 ☒

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ☒ 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 originally built as an L.S.T. under the supervision of the Bureau of Ships in the U.S.A. and has been converted at this time to a bulk oil carrier for the carriage of petroleum with limitations of service.

The main scantlings have been verified from the vessel and found to be in agreement with or equivalent to those shown on the approved drawings.

The special survey for classification has been completed (see Rpt. 8) and the vessels condition and standard of workmanship and welding is considered satisfactory.

In view of the special circumstances and limited service of the vessel, it is considered that the equipment now on board is such as would entitle the Fig. 1 to be assigned - see London letter to Anglo-Saxon Petroleum Co. dated 23rd July 1948 and New York letter dated 26th Nov. 1948.

The vessel has now 300 fhm. of 1 1/4 chain cable and 2 bower anchors.

Amount of Entry Fee £ : : Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee..... £ *See Rpt 8* 19

Travelling Expense, if any £ : : Received by me, 19

Whether the Vessel has been built under Special Survey ☒

Certificate to be sent to *N.Y.N.* Date of issue *10/10/48*

Signature *M. S. Keller & J. Todd.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *NEW YORK MAR 16 1949* *HP*

Character assigned *A1-2 49 N.Y.N. with freeboard subject.*

On service between Curacao and Maracaibo Gulf and Lakes

Classed 2, 49 *Carrying Petroleum in bulk*

S. S. N.Y.N. 2, 49. LMC-2, 49

D.B.S. 2, 49. T.S.N. 1, 49

Converted 49

NOTE-ELEC. WELDED CRUISER STERN. MCHY AFT-GY C. 1 D.B. (70 lbs) ELEC. LIGHT.

Lloyd's Register Foundation

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.)

This vessel is similar to m.v. "LUISA" New York Rpt. 48958 for which plans have already been forwarded.

Reference in N.Y. Rpt. 48958 under General Remarks relating to Collision Bulkhead, equipment, tonnage particulars etc. also apply to this vessel.

PARTICULARS OF ELECTRIC WELDING (if employed)

Similar to New York Rpt. 48958

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

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

1st Bower

2nd "

3rd "

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

Official No. Signal Letters Extreme Breadth over Belting 50' 3 3/4" Over-all Length 327' 75" (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 continuous steel upper deck, 2nd deck of steel in way of machinery space.

Parts of Bottom of Vessel coated with cement or approved composition

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. Feet. | Water Capacity. Tons. | Where Fitted. | Length. Feet. | Water Capacity. Tons. |
|---|------------------|--------------------------|--|------------------|--------------------------|
| Double bottom, aft, | | | Fore peak tank, | | |
| Double bottom, under Engines and Boilers, | | | After peak tank, | | |
| Double bottom, if under Engines only, | | | Deep tank, aft, | | |
| Double bottom, if under Boilers only, | | | Deep tank, forward, | | |
| Double bottom, forward, | | | Other tanks, if fitted, | | |
| Total length (if continuous) and Capacity | | | (If necessary, furnish further information by sketch.) | | |

Order for Special Survey No.

Date

Dates of Surveys held while building



© 2021

Lloyd's Register Foundation
Total No. of Visits