

STEEL ~~STEAMER~~ OR MOTORSHIP.

Received at London Office.

Shull

State if Report has been sent on the Freeboard of the Vessel. YESState if Report is sent on the Machinery of the Vessel. YESDate of completion of report 11th June 1952Port of SUNDERLANDNo. 35815Survey held at SUNDERLANDDate First Survey 9th April 1951Last Survey 11.6.52

1952

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

MOTOR TANKER "CALTEX TANGANYIKA"MACH^y AFT.

SINGLE SCREW.

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

FULL SCANTLING.

State Type of Erections POOP: BRIDGE: FCL.

AGE under } 7474-63
age Deck ... }Space or spaces }
Tonnage Dk. }
Upper Dk. }Tonnage 8523.12Tonnage 4809.18

REGISTERED DIMENSIONS.

FEET

470.662.0536.15CLASS 100AL CARRYING PET. IN BULK State if with freeboard as condition of Class } No.
LONG FRAMING, 87M Q.D.KS. } FEETLength from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) } L 465.0Breadth (greatest moulded) } B 61.75Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) } D 34.81st Longitudinal Number (L x D) = 16,1822nd Numeral L x (B + D) = 44,896Framing Depth "d," at middle of length. See Sec. 3 (1d) } ✓Proportions—Depth to Length—Uppermost continuous deck to top of keel } 12.82Do. Long Bridge to top of keel } ✓Draught Moulded } 28'-1"Built at SUNDERLANDLaunched 31st Oct. 1951 Yard No. 787Builders W^m DOXFORD & SONS LTD.Owners OVERSEAS TANKSHIP (U.K.) LTD.Managers ✓
(Where necessary to be entered in Reg. Book)Residence ✓Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

DURING CONSTRUCTION AND 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.
OIL TANKS.					
AMES, Spacing <u>amidships in MOTOR RM.</u>	<u>32 1/2</u>	<u>✓</u>	Bracket Floors, Frame	<u>NONE FITTED.</u>	
" " <u>IN FORW. OF DEEP TANK</u>	<u>30"</u>	<u>✓</u>	" " Reversed Frame	<u>✓</u>	
" " <u>from 1/2 long amidships to Collision bulkhead</u>	<u>27"</u>	<u>✓</u>	" " Vertical Struts	<u>✓</u>	
" " in peaks	<u>24"</u>	<u>✓</u>	Centre Girder, depth and thickness amidships	<u>66" x 54" - 46"</u>	
E FRAMING.			" " top Angles	<u>WELDED TO T.T.</u>	
Frame Amidships, Angle, E or [(IN OIL TANK) <u>11" 3 1/2" 43"</u>	<u>11" 3 1/2" 43"</u>	<u>✓</u>	" " bottom Angles	<u>WELDED TO KEEL.</u>	
" " Extends up to <u>UPPER DK.</u>	<u>UPPER DK.</u>	<u>✓</u>	Side Girders, No. each side and thickness	<u>TWO 62"</u>	
Reversed Frame Amidships, Angle	<u>✓</u>	<u>✓</u>	Margin Plate depth (excl. of flange) and thickness	<u>FLAT TANK TOP.</u>	
" " Extends up to	<u>✓</u>	<u>✓</u>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<u>✓</u>	
Depth of Framing Girder	<u>11"</u>	<u>✓</u>	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	<u>✓</u>	
Frames in <u>ENGINE ROOM.</u>			" " Gussets, spacing and scantling abaft 1/2 len. from stem	<u>✓</u>	
Uppermost Continuous <u>Deck, Angle, E or [</u>	<u>10" 3 1/2" 40"</u>	<u>✓</u>	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<u>✓</u>	
<u>MAIN DK TO FCL DK.</u>	<u>8" 3" 40"</u>	<u>✓</u>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>8'-0" x 44"</u>	
" " <u>Second 'tween Decks, Angle, E or [</u>	<u>8" 3" 40"</u>	<u>✓</u>	INNER BOTTOM PLATING (AFT.)		
" " <u>FORW. CARGO HOLD, [</u>	<u>9" 3 1/2" 47"</u>	<u>✓</u>	Breadth and thickness of Middle Line Strake	<u>42" x 52"</u>	
<u>IN WAY OF P.F. BUNKER FW.</u>	<u>12" 3 1/2" 45"</u>	<u>✓</u>	Thickness of remainder in Hold	<u>1-25" AND 52"</u>	
" " <u>from 1/2 len. for d. to 15% len. from Stem</u>	<u>9" 3 1/2" 44"</u>	<u>✓</u>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <u>space and framing in Bunkers and Boiler Room</u>	<u>MOTOR VESSEL.</u>	
" " in Peaks, Angle or [	<u>9" 3 1/2" 44"</u>	<u>✓</u>	BEAMS.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>7/8" R @ 5 1/2" DIA.</u>	<u>✓</u>	Uppermost Continuous Deck, amidships in Wells, Angle, E or [	<u>SEE PAGE 5</u>	
State if Frame Joggled	<u>YES.</u>	<u>✓</u>	" " in way of Bridge, Angle, E or [<u>"</u>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>YES.</u>	<u>✓</u>	Spacing	<u>"</u>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>YES.</u>	<u>✓</u>	UPPER DK. BEAMS IN WAY OF FCL.		
DOUBLE BOTTOM.			Second Deck, amidships, Angle, E or [	<u>8" 3" 40"</u>	
Floors, Depth and thickness at midline in Holds	<u>LONGITUDINAL</u>	<u>✓</u>	Spacing	<u>24"</u>	
Height of Brackets at side above base line at toe of frame	<u>FRAMING ON BOTTOM</u>	<u>✓</u>	W.T. FLAT BEAMS IN WAY OF F. PEAK.		
Middle Line Keelson, on floors, Angles, E or [	<u>IN WAY OF CARGO TANKS.</u>	<u>✓</u>	Third Deck, amidships, Angle, E or [	<u>8" 3" 40"</u>	
" " Through Plate or Inter-costal Plate	<u>48" x 44"</u>	<u>✓</u>	Spacing	<u>24"</u>	
" " Foundation Plate on Floor <u>FARE RATH.</u>	<u>9" x 50"</u>	<u>✓</u>	BEAMS IN WAY OF STEERING GEAR FLAT.		
" " Flat Plate Keel Angles	<u>C.G. WELDED TO KEEL.</u>	<u>✓</u>	Fourth Deck, amidships, Angle, E or [	<u>8" 3 1/2" x 44" 9" x 44" APP.</u>	
Side Keelsons, No. each side	<u>✓</u>	<u>✓</u>	Spacing	<u>24"</u>	
" " thickness of intercostal Plate	<u>✓</u>	<u>✓</u>	Spacing	<u>8" 3" 35"</u>	
" " Angles	<u>✓</u>	<u>✓</u>	Poop Deck, Angle, E or [	<u>8" 3" 40"</u>	
DOUBLE BOTTOM. (AFT.)	<u>62" AND AS APP.</u>	<u>✓</u>	Spacing	<u>30" AND 24"</u>	
Solid Floors, thickness and spacing	<u>EVERY FRAME.</u>	<u>✓</u>	Bridge Deck, Angle, E or [	<u>SEE PAGE 5</u>	
" " Are Framing and Reversed Frame joggled? <u>NO.</u>	<u>FLOORS WELDED TO T.T. & SHELL.</u>	<u>✓</u>	Spacing	<u>"</u>	
Bracket Floors, breadth and thickness at middle line	<u>✓</u>	<u>✓</u>	Forecastle Deck, Angle, E or [	<u>8" 3" 40"</u>	
" " breadth and thickness at margin plate	<u>✓</u>	<u>✓</u>	Spacing	<u>27" AND 24"</u>	

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.
CENTRE LINE OK. GIRDER.					
PILLARS, No. of Rows	DEPTH & THKS.	66" x 40"	FACE PLATE 8" x 40"	Stringer Plate, breadth and thickness in way of Bridge	31" x 40" FL 4"
DECK CONN.		WELDED.		AT LONG. END.	
DECK TRANSVERSE (CR. TANKS)		32" x 42"	FACE PLATE 8" x 42"	Thickness of Plating abreast Deck openings in way of Wells	32" x 44" FL 4"
"		32" x 42"	FACE PLATE 8" x 42"	Thickness of Plating abreast Deck openings in way of Bridge	32" x 42" FL 4"
"	Holds (WING TANKS)	32" x 42"	FACE PLATE 8" x 42"	Thickness of Plating within line of openings	32" x 42" FL 4"
2 LONG				If Sheathed, material and thickness	
Centre Line Bulkheads.	Stiffeners and Spacing	32" x 42"	10" x 42" B.P.	Third Deck. W.T. FLAT IN WAY OF F. PEAK	36"
Plating, thickness of		42" - 53"		Stringer Plate, breadth and thickness	34"
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	IN WAY OF POOP.	89 1/2" x 70"		Fourth Deck. STEERING GEAR FLAT.	36"
"	"	80"		Stringer Plate, breadth and thickness	34"
"	"	80"		If Plated, state thickness	34"
"	Angle in Wells	6" x 6" x 70" AND AS APP.		Poop Deck.	38"
Thickness of Plating abreast Deck openings in way of Wells		70" AND AS APP.		Stringer Plate, breadth and thickness	30"
Thickness of Plating abreast Deck openings in way of Bridge		80"		Plating, Sheathing, material and thickness	30"
Thickness of Plating within line of openings		70"		Bridge Deck.	44"
If Sheathed, material and thickness		NOT SHEATHED.		Stringer Plate, breadth and thickness	34"
Second Deck. UPPER STRINGER.				Plating, Sheathing, material and thickness	34"
Stringer Plate, breadth and thickness in Wells	AT SHELL.	31" x 42" FL 4"		Forecastle Deck.	36"
				Stringer Plate, breadth and thickness	36"
				Plating, Sheathing, material and thickness	36" NOT SHEATHED.

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAPPED LAPPE
	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.....	50"	1.02	.80	.80	/	WELDED	/			WELDED.	/		
A		.67	.50	.52	/		/						
" Bilg (if any)	B	.67	.80	.52	/	"	/			"			
C		.67	.50	.59	/		/						
Bottom Plating, No. of Strakes .. 4.....	D	.67	.59	.53	/	"	/			"			
E					/		/						
Bilge Plating, No. of Strakes 1.....	F	.70	.67	.70	/	DOUBLE	7/8	3 1/2	/	"			
G		.66	.48	.52	/		/						
Side Plating, No. of Strakes	G	.66	.48	.48	/	"	"	"	/	"			
H					/		/						
Upper Deck, Sheer-strake in Wells.....	H	.66	.48	.48	/	"	"	"	/	"			
K					/		/						
Upper Deck, Sheer-strake in Bridge ...	K	.69	.92	.48	.48	/	"	1	4	/	"		
J					/		/						
Strake below Sheer-strake in Wells	J	.90	.75	.48	.48	/	"	1	4	/	"		
L					/		/						
M					/		/						
N					/		/						
O					/		/						
P					/		/						
Strake below Sheer-strake in Bridge ...	P				/		/						
Q					/		/						
R					/		/						
S					/		/						
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GJ					/		/						

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	15
Extending to Upper Deck (Sec. 3 c)	15
Deck next below	
As per Rule	AS APPROVED.

FORGINGS AND CASTINGS.

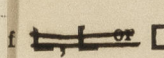
	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, FLAT PLATE		50" x 1.02 - .80"		
STEM ROLLED STEEL PLATE		50" - .69" AND 102" x 3 B.		
STERN FRAME	Propeller Post	AS PER APP. PLAN.		
	Rudder	"		
Speed of Vessel		13 1/2 KNOTS.		
RUDDER-Type		SIMPLEX.		
" A x D.		407.75		
" Diam. of head		11"		
" Mainpiece at top pintle		AS PER APP. PLAN.		
" heel		"		
" how constructed		FORGED STEEL WELDED PLAT		
" double or single plate coupling, vertical or horizontal		DOUBLE .60"		
		HORIZONTAL.		

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
IN CR. TANKS.									
MIDSHIP BULKH'D, Upper		42" x 32"	10"	42" B.P.	30"	25 STRINGERS.			
IN WING TANKS.		42" x 52"	10"	42" B.P.	30"	25 STRINGERS.			
"									
" Third									
" Holds									
COLLISION	(in Hold) (16.9)	28" x 42"	AND AS APP.	30"	25 STRINGERS.				
AFTER PEAK	(9)	30" x 75"	AND AS APP.	20"	25 STRINGERS.				

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	Siemens & Hartmann.
	Appleby & Co. Ltd. L. Smith. Long & Co. Ltd. Dorman & Co. Skinningrove. South & Co. Steel Co. of Scotland. L. Smith. R. Smith. R. Smith.	
	Has the Steel been tested as required by the Rules?	Yes.

" CALTEX TANGANYIKA " SUNDERLAND RPT. NO. 35815
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.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Spang. Ins.	
										
Bridge Deck ...										
Upper Continuous No. 1	17" x 4" x .56"									
" 2	17" x 4" x .56"									
" 3	17" x 4" x .56"									
" 4	17" x 4" x .56"									
" 5	17" x 4" x .56"									
" 6	Long. B.H.									
" 7	17" x 4" x .56"									
" 8	17" x 4" x .56"									
" 9	17" x 4" x .56"									
" 10	17" x 4" x .56"									
" 11	CENTRE GIRDER.									
" 12										
" 13										
" 14										
" 15										
" 16										
CENTRE TANKS.	30"									
WING TANKS.	30"									
Tank Top Longitudinals										
Bottom " Amidships										
Longitudinals At ends...										
Transverses.										
TANKS.										
Depth and Thickness	48" x .48"									
FACE FLAT.	12" x .70"									
Lugs to Shell*.....	WELDED.									
Depth and Thickness	48" x .48"									
FACE FLAT.	6" x .48"									
Lugs to Shell*.....	WELDED.									
Depth and Thickness	✓									
Face Angles	✓									
Lugs to Shell*.....	✓									
" " Back Bars	✓									
Brackets	✓									
of Transverse Frames...	✓									
if joggled or liners.										
Bridge Deck	6"	3"	.34"				Spacing. 30"			
IN CR. TANKS.	9"	3 1/2"	.38"	9"	3 1/2"	.38"	30"	32" x .42"	8" x .42"	
Upper "	9"	3 1/2"	.38"	9"	3 1/2"	.38"	30"	32" x .42"	8" x .42"	
IN WINGS.	9"	3 1/2"	.38"	9"	3 1/2"	.38"	30"	32" x .42"	8" x .42"	
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.

ANCHORS.

HAWSERS AND WARPS.

STAND BY MOTOR

For and on behalf of
WILLIAM DOXFORD & SONS. LIMITED

Builder's Signature

Shipyard General Manager.

vessel has been built under Special Survey in conformity with the Society's Rules and Regulations and the scantlings are as given in the report and as shown and amended on the approved plans forwarded. All modifications or additions to the original approved arrangement made during construction have been indicated on the plans and have been approved as being in accordance with it, by standards equivalent to, the Rule requirements. The Plans of hull ship Section and Profile and Decks showing the ship as built are now forwarded herewith. The material and workmanship are good. The stowage spaces assigned have been marked on the ship's sides verified and cut in. The main Cargo Tanks, Bunkers, Peakers, Fresh Water tanks, Cypher drums, Dettling Tank, Double Bottom Tanks have been tested in accordance with the Rules and found satisfactory. The Windlass, Steering Gear and Auxiliary means of raising Pumps have been tried under working conditions and found satisfactory. Oil fuel is carried in U.F. tanks in Dettling Tank and in Double Bottom Tanks under machinery space F.P. at about 150° F.

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

I am of opinion the Vessel should be Classed **+ 100 A1**

Causing Pet in Bulb

Signature Carl F. H. Duncan
Surveyor to Lloyd's Register of Shipping.

ate to be sent to Sunderland. Date of issue 11/8/52

mittee's Minute TUE. 8 JUL 1952

Character assigned

Character assigned 7100A1 Carrying Petroleum in bulk

652 Sld.

Lloyds A+C P

C.L. Smith

2 DB(WT) 220lb
DB 100lb

0159 313

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 the Plans should be embodied.)

DRY DOCKING:—

Vessel placed in Waterside Slipway dry dock 3.6.52 undocked 5.6.52
Bottom and Rudder cleaned examined and re-coated.

Lifting Reports etc. and plans enclosed herewith.

Transverse Bulkhead Web & Horizontal Girders.

Openings in Long. Bld., in way of Pump Rm.

Modification to Pillars in Engine Room.

Waterboxes in Main Pump Rooms.

Cruiser Stern.

Modification to Bottom Shell.

Detail of Break in Poop Side.

In and Off End Pumping

Section thro main large Tanks

Midship Deckhouses.

Stern Frame and Rudder.

Plate Stern.

Aft. Oil Fuel Bunkers.

Casings and Side Runners.

Framing in nos 1 & 2 Wing Tanks

Modification to Stern Frame post

Midship Section (Equipment)

Midship Section

Profile and Decks.

Fore End Section

Midship Sections (As fitted)

Profile and Decks (As fitted)

Shell Expansion

Framing in nos 7 & 8 Wing Tanks

Off End Section

Tank Top plating and E.R. Girders.

For Particulars of Longitudinal Framing See Rpt 1^x

SISTER SHIP TO "CALTEX KENYA"
SUNDERLAND RPT. NO 35774

PARTICULARS OF ELECTRIC WELDING (if employed)

KEEL AND BOTTOM SHELL BUTTS AND SEAMS: SIDE SHELL BUTTS: FORE BODY AND AFTER BODY SIDE SHELL BUTTS AND SEAMS: MAIN BULKHEADS: STRINGERS AND DECK BUTTS: TANK TOP PLATING AND GIRDERS AND FLOORS IN WING TANKS: AUX. DECKS: RUDDER PLATES:

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

PART WELDED: OIL ENGINE: CRUISER STERN: MACH. AFT.:

LONGITUDINAL FRAMING AT BOTTOM AND DECKS: ECHO SOUNDING:

D.F.: RADAR: CYRO: AUTOMATIC PILOT:

RADAR Equipment (State if fitted) **YES**

State Type or Pattern No. **RADIOLOCATOR IV**

State Name } Maker **MARCONI**

of } and/or Supplier

(SER. NO. 158)

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

1st Bower	52.1.7	A.E.G.	2910	21.12.51
2nd "	52.0.14	A.E.G.	2693	16.10.51
3rd "	45.0.21	A.E.G.	2466	20.7.51
STREAM:-	19.0.14	A.E.G.	4979	26.4.51

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop **110' 0"**, R.Q.D. ☒ ft., Bridge **41' 6 1/2"**, Forecastle **38'**

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

Official No. **184642** Signal Letters **MPBX** Extreme Breadth over Belting **62' 0 3/8"** Over-all Length **490' 6"**
(Circ. 1611) (Circ. 1703)

No. and Material of Decks **ONE DECK STEEL (UPPER)**

Parts of Bottom of Vessel coated with cement or approved composition **CEMENT IN DOUBLE BOTTOM AFT AND IN PEAK.**

Particulars of composition (if fitted) and of approval **CEMENT.**

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,	27-0 1/2	15
Double bottom, under Engines and Boilers,	87-6	230	After peak tank,	18-0	9
Double bottom, if under Engines only,	✓		Deep tank, aft, O.F. BUNKER	10-0	29
Double bottom, if under Boilers only,	✓ 80		Deep tank, forward,	40-6	61
Double bottom, forward,	✓		Other tanks, if fitted, FORWD. COFFERDAM	3-6	11
Total length (if continuous) and Capacity	✓		(If necessary furnish further information by sketch.) AFT. COFFERDAM.	3-6	2

Order for Special Survey No. **6500**
Date **4-1-49**

Dates of Surveys held while building

1951 Apr 9. 10. 11. 24. 27. 30 May 3. 4. 7. 9. 15. 17. 18. 23. 28 Jun 4. 12. 28 Jul 4. 5. 9. 11. 13. 17. 19. 25. 28 Sep 4. 6. 10. 13. 21. 24. 28 Oct 1. 2. 3. 4. 5. 8. 9. 10. 11. 12. 15. 16. 17. 18. 19. 22. 23. 24. 25. 26. 28 31 Nov 1. 1951 Jan 3. 5. 17. 24 Feb 6. 21. 26 Mar 4. 13. 31 Apr 9. 14. 15. 16. 22. 25. 28. 29. 30 May 1. 7. 12. 13. 14. 16. 19. 20. 23. 24. 26. 27. 28. 29. 30 Jun 3. 9. 11

Lloyd's Register Foundation

Total No. of Visits