

No. 1712

RENNVOYLE*

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1872 No. in Register Book 3186

S.S.

"Glenledi"

Makers of Engines

N.E. Marnie & Co.
Hull and on type

Works No.

2608

Makers of Main Boilers

N.E. Marnie

Works No.

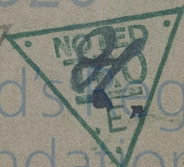
2608

Makers of Donkey Boiler

None fitted

Works No.

MACHINERY.



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005118-005131-0127

No.

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. *1872* No. in Register Book *3186*

Received at Head Office *23rd September 1925*

Surveyor's Report on the New Engines, Boilers, and Auxiliary
Machinery of the *Single Triple Screw*
Twin Quadruple

Official No. *148133* Port of Registry *Ontario*

Registered Owners *J. P. Lafford*

Engines Built by *N.E. Marine Eng'g Co.*

at *Wallsend-on-Tyne*

Main Boilers Built by *N.E. Marine Eng'g Co.*

at *Wallsend-on-Tyne*

Donkey " "

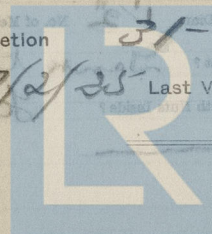
at *Wallsend-on-Tyne*

Date of Completion *31-7-25*

First Visit *7/2/25*

Last Visit *31/7/25*

Total Visits *40*



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RECIPROCATING ENGINES.

Works No. 2608 No. of Sets One Description Triple expansion Marine Type

No. of Cylinders each Engine 3 No. of Cranks 3
 Diars of Cylinders 22½"-37"-62" Stroke 42"
 Cubic feet in each L.P. Cylinder 73.328
 Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cyl.? Yes
 " " " each Receiver? Top of M + L.P. chests
 Type of H.P. Valves, Piston type
 " L.P. " Heat type
 " " Double ported
 " L.P. " Link motion
 " Valve Gear
 " Condenser Pear Shape Type Cooling Surface 2000 sq. ft.
 Diameter of Piston Rods (plain part) 6" Screwed part (bottom of thread) 4.18"
 Material " Ingot steel Best scrap
 Diar. of Connecting Rods (smallest part) 6" Material iron
 " Crosshead Gudgeons 6" Length of Bearing 6" Material Ingot steel
 No. of Crosshead Bolts (each) 4 Diar. over Thrd. 2½" Thrds. per inch 6 Material Steel
 " Crank Pin " " 2 " 3¼ " 6 " "
 " Main Bearings 6 Lengths H.P. & M.P. 11½" L.P. 1'-0¾"
 " Bolts in each 2 Diar. over Thread 2¾" Threads per inch 6 Material Steel
 " Holding Down Bolts, each Engine 60 Diar. 1½" No. of Metal Chocks 60.
 Are the Engines bolted to the Tank Top or to a Built Seat? Tank top
 Are the Bolts tapped through the Tank Top and fitted with Nuts Inside? Yes
 If not, how are they fitted? _____

Connecting Rods, Forged by Smiths Forge Co.
 Piston " " Wallsend-on-Tyne
 Crossheads, " " D. Colville & Sons
 Connecting Rods, Finished by J. Spence & Sons
 Piston " " Newcastle-on-Tyne
 Crossheads, " " H.E.M. Eng. Co Wallsend-on-Tyne
 Date of Harbour Trial 8/7/25
 " Trial Trip 31/7/25
 Trials run at Off. R. Lyne
 Were the Engines tested to full power under Sea-going conditions? Yes
 If so, what was the L.H.P.? 1942
 Pressure in H.P. Receiver, 186 lbs., M.P. 75 lbs., L.P., 11 lbs., Vacuum, 25½ ins.
 Speed on Trial 12.167 Knots
 If the Conditions on Trial were such that full power records were not obtained give the following estimated
 data:—
 Builders' estimated L.H.P. _____
 Estimated Speed _____
 Revols. per min. 87



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TURBINE ENGINES.

Works No. Type of Turbines
 No. of H.P. Turbines No. of L.P. No. of L.P. No. of Astern

Are the Propeller Shafts driven direct by the Turbines or through Gearing?

Is Single or Double Reduction Gear employed?

Diam. of 1st Reduction Pinion

" 1st " Wheel

Width

Pitch of Teeth

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

" 2nd " Wheel

Width

Pitch of Teeth

Estimated Pressure per lineal inch

Revs. per min. of H.P. Turbines at Full Power

S.H.P.

" " I.P. " "

" " L.P. " "

" " 1st Reduction Shaft

" " 2nd " "

" " Propeller Shaft

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial

Knots. Propeller Revs. per min.

S.H.P.

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

DESCRIPTION OF INSTALLATION.

Capacity of each

No. of Turbine Generating Sets

Type of Turbines employed

Description of Connection

No. of Motors driving Propeller Shafts

Are the Propeller Shafts driven direct by the Motors or through Gearing?

Is Single or Double Reduction Gear employed?

Description of Motors

Diam. of 1st Reduction Pinion

" 1st " Wheel

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

" 2nd " Wheel

Estimated Pressure per lineal inch

Revs. per min. of Generators at Full Power

" Motors

" 1st Reduction Shaft

" 2nd " "

" Propeller or Main Shaft

Total Shaft Horse Power

Date of Harbour Trial



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TURBO-ELECTRIC PROPELLING MACHINERY.

No. of Turbo-Generating Sets

Capacity of each

Type of Turbines employed

Description of Generators

No. of Motors driving Propeller Shafting

Are the Propeller Shafts driven direct by the Motors or through Gearing?

Is Single or Double Reduction Gear employed?

Description of Motors

Diam. of 1st Reduction Pinion

Width

Pitch of Teeth

" 1st " Wheel

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

Width

Pitch of Teeth

" 2nd " Wheel

Estimated Pressure per lineal inch

Revs. per min. of Generators at Full Power

" Motors "

" " 1st Reduction Shaft

" " 2nd "

" " Propellers at Full Power

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial

Knots. Propeller Revs. per min.

S.H.P.

Makers of Turbines

" Generators

" Motors

" Reduction Gear

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

DESCRIPTION OF INSTALLATION.

Type of Turbine No. of Turbine

Diam. of Turbine at bottom of Coupling No. of Coupling

Diam. of Propeller Shaft at Full Power No. of Coupling

Diam. of Propeller Shaft at Full Power No. of Coupling

Diam. of Propeller Shaft at Full Power No. of Coupling

Diam. of Propeller Shaft at Full Power No. of Coupling

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Material of Blades	Cast Iron	Boss	Cast steel
Dia. of Propellers	15'-6"	Pitch	15'-0"
		Surface	68.
			S. ft.

Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth

Crank Shafts Forged by

J. Spencer & Son, Material Ingot steel
Newbuan on Tyne

„ Pins „

“ Webs ”

Thrust Shafts "

Intermed. " "

Propeller „ „

Crank „ Finished by

Thrust "

Intermed. ,

Propeller „

STAMP MARKS ON SHAFTS.

B.C. 9306	IN. 20/5/25
B.C. 9307	IN. 25/5/25
B.C. 9308	IN. 3/6/25

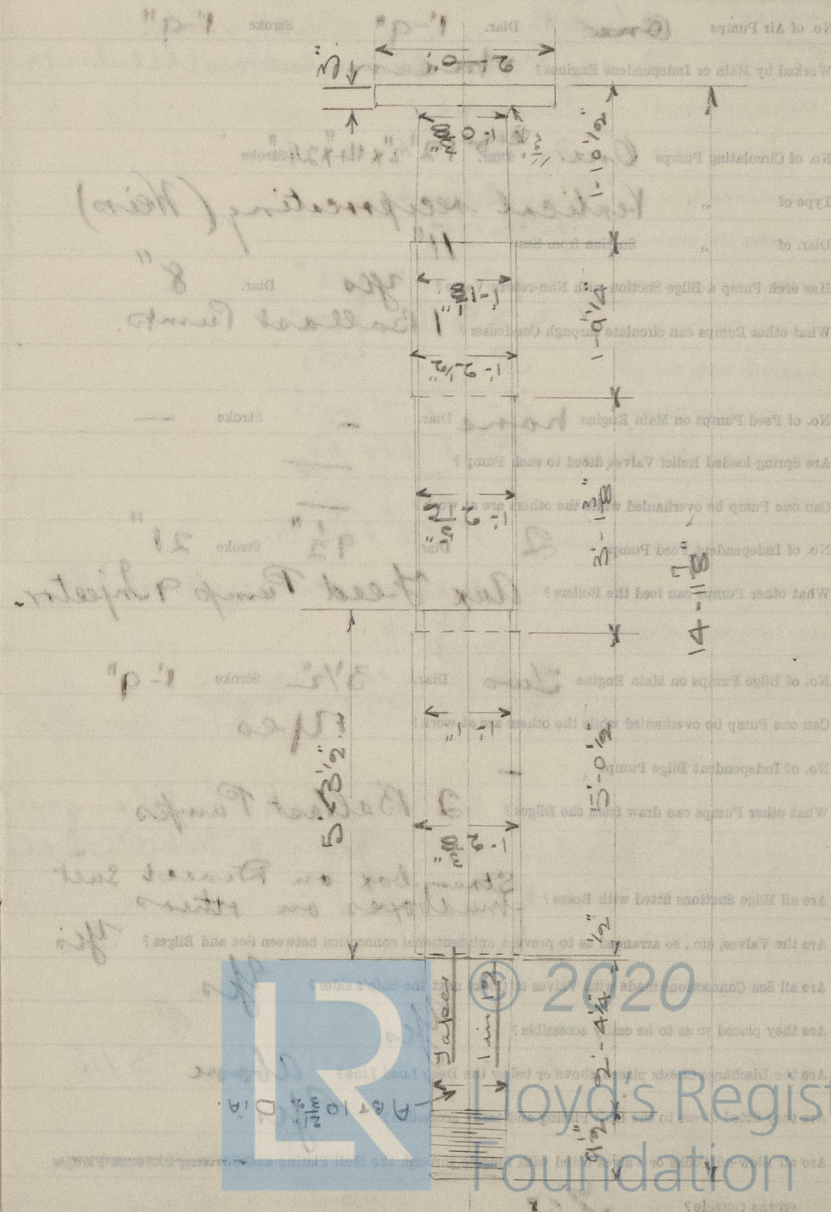
TAMP MARKS ON SHAFTS.

Propeller shaft

Crank shaft.

Thrust shaft

Short length



on the Outside?

Thickness of End Plates in Steam Space Approved

 $\frac{113}{32}$ Pillars
Pipes

" " " " in Boilers

Pitch of Steam Space Stays

 $1'-10\frac{3}{4}" \times 1'-9\frac{3}{8}"$

Diar. " " " " Approved

 $3\frac{1}{4}"$ Threads per Inch 6 threads

" " " " in Boilers

Material of " " "

Steel

How are Stays Secured?

Nuts, inside & outside

Diar. and Thickness of Loose Washers on End Plates

" " " " Riveted " " "

Width " " Doubling Strips " "

Thickness of Middle Back End Plates Approved

" " " " in Boilers

Thickness of Doublings in Wide Spaces between Fireboxes

Pitch of Stays at " " " "

Diar. of Stays Approved

Threads per Inch

" " " " in Boilers

Material "

Are Stays fitted with Nuts outside?

Thickness of Back End Plates at Bottom Approved

 $\frac{7}{8}"$

" " " " in Boilers

Pitch of Stays at Wide Spaces between Fireboxes

 $1'-2\frac{1}{2}" \times 9"$

Thickness of Doublings in " "

Thickness of Front End Plates at Bottom Approved

 $\frac{31}{32}"$

" " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces

Three

Dist. of stays approved

in Boilers

Material

Thickness of Front End Plates Approved

in Boilers

Pitch of Stay Tubes at Space between Stacks of Tubes

Thickness of Doublings in

Stay Tubes at

Are Stay Tubes fitted with Nuts at Front End?

Thickness of Back End Plates Approved

in Boilers

Pitch of Stay Tubes in Back Tube Space

Pitch

Thickness of Stay Tubes

Pitch

External Dist. of Tubes

Material

Thickness of Furnace Plates Approved

in Boilers

Smallest outside dist. of Furnaces

Length between Tubes

Width of Combustion Chambers (Front to Back)

Thickness of Tubes

in Boilers

Pitch of stay tubes in front tube



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Diar. of Stays Approved

 $2\frac{1}{4}"$

Threads per Inch

6 threads

" " in Boilers

Material "

Steel

Thickness of Front Tube Plates Approved

 $\frac{31}{32}"$

" " " in Boilers

Pitch of Stay Tubes at Spaces between Stacks of Tubes

 $1'-2\frac{1}{4}" \times 8\frac{1}{4}"$

Thickness of Doublings in

" " "

" Stay Tubes at

" " "

 $\frac{5}{16}"$

Are Stay Tubes fitted with Nuts at Front End?

Stay Tubes at W.W. Space only

Thickness of Back Tube Plates Approved

 $\frac{3}{4}"$

" " " in Boilers

Pitch of Stay Tubes in Back Tube Plates

 $8\frac{1}{2}" \times 8\frac{1}{4}"$

" Plain "

 $4\frac{1}{4}" \times 4\frac{1}{8}"$

Thickness of Stay Tubes

 $\frac{5}{16}" \times \frac{1}{4}"$

" Plain "

8 L.S.G.

External Diar. of Tubes

3"

Material "

Wrought Iron

Thickness of Furnace Plates Approved

 $\frac{19}{32}"$

" " " in Boilers

Smallest outside Diar. of Furnaces

 $3'-8\frac{7}{16}"$

Length between Tube Plates

 $7'-11\frac{9}{32}"$

Width of Combustion Chambers (Front to Back)

 $2'-9"$

Thickness of " " Tops Approved

 $\frac{3}{4}"$

" " " in Boilers

Pitch of Screwed Stays in C.O. Tops

 $10\frac{1}{2}" \times 9\frac{7}{8}"$ 

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Diam. of Screwed Stays Approved $1\frac{7}{8}$ " Threads per Inch 9

" " " in Boilers

Material " " Steel

Thickness of Combustion Chamber Sides Approved $\frac{3}{4}$ "

" " " in Boilers

Pitch of Screwed Stays in C.O. Sides $10\frac{1}{2} \times 9\frac{7}{8}$ "

Diam. " " Approved $1\frac{3}{4}$ " Threads per Inch 9

" " " in Boilers

Material " " Steel

Thickness of Combustion Chamber Backs Approved $\frac{23}{32}$ "

" " " in Boilers

Pitch of Screwed Stays in C.O. Backs $9\frac{1}{2} \times 9$ "

Diam. " " Approved $1\frac{3}{4}$ " Threads per Inch 6

" " " in Boilers

Material " " Steel

Are all Screwed Stays fitted with Nuts inside C.O.?

Yes
 $\frac{15}{16}$ "

Thickness of Combustion Chamber Bottoms

No. of Girders over each Wing Chamber

Three

" " " Centre "

Two

Depth and Thickness of Girders

$8\frac{5}{8}$ " x $1\frac{3}{4}$ "

Material of Girders

Steel

No. of Stays in each

Two

No. of Tubes, each Boiler

342

Size of Lower Manholes

16 " x 12 "

VERTICAL DONKEY BOILERS

No. of Boilers	Type
Greatest Lat. Diam.	Height
Height of Boiler Crown above Fire Grate	Height of Boiler Crown from Fire Grate
Are Boiler Crowns Flat or Dished?	Internal Radius of Dished Ends
Thickness of Plates	Dimensions of Stays in Boiler Crowns
Width of Overlap	Dist. of Stays from Top
Height of Firebox Crown above Fire Grate	Are Firebox Crown Ends Flat or Dished?
External Radius of Dished Crowns	Thickness of Plates
No. of Crown Stays	Diam.
External Dist. of Firebox at Top	Bottom
No. of Water Tubes	Thickness
Material of Water Tubes	Dist. of Water Tubes
Size of Flange in Shell	Thickness of Flange
Dimensions of Compressing Ring	Dist. of Flange from Top
Working Pressure, each Boiler	Clearance between

SUPERHEATERS



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VERTICAL DONKEY BOILERS.

No. of Boilers	Type		
Greatest Int. Diar.		Height	
Height of Boiler Crown above Fire Grate			
Are Boiler Crowns Flat or Dished?			
Internal Radius of Dished Ends		Thickness of Plates	
Description of Seams in Boiler Crowns			
Diarm. of Rivet Holes	Pitch	Width of Overlap	
Height of Firebox Crowns above Fire Grate			
Are Firebox Crowns Flat or Dished?			
External Radius of Dished Crowns		Thickness of Plates	
No. of Crown Stays	Diarm.	Material	
External Diarm. of Firebox at Top		Bottom	Thickness of Plates
No. of Water Tubes	Ext. Diarm.	Thickness	
Material of Water Tubes			
Size of Manhole in Shell			
Dimensions of Compensating Ring			
Heating Surface, each Boiler		Grate Surface	

SUPERHEATERS.

Description of Superheaters

Where situated?

Which Boilers are connected to Superheaters?

Can Superheaters be shut off while Boilers are working?

No. of Safety Valves on each Superheater

Diarm.

Are " " fitted with Easing Gear?

Date of Hydraulic Test

Test Pressure

Date when Safety Valves set

Pressure on Valves

MAIN STEAM PIPES



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EVAPORATORS.

No.	Type	Tons per Day
Makers		
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

FEED WATER HEATERS.

No.	Type	Makers	Working Pressure	Test Pressure	Date of Test
1	Exhaust Steam	Griscom Russell & Co. U.S.A.	5 lb/p		

FEED WATER FILTERS.

No.	Type	Makers	Working Pressure	Test Pressure	Date of Test
1	Pressure	Davie & Horne Ltd	190 lb/p		

LIST OF DONKEY PUMPS.

2 Ballast Pumps	14" x 12 1/2" x 24"
1 Aux & Ash Ejector Pump	10" x 6" x 12"
2 Independent Feed Pumps	7" x 9 1/2" x 21"
1 Circulating Pump	14" x 12 1/2" x 24"
1 Sanitary Pump	4 1/2" x 2 3/4" x 4"
1 Fresh Water Pump	4 1/2" x 2 3/4" x 4"

2 Ballast Pumps
1 Aux & Ash Ejector Pump
2 Independent Feed Pumps
1 Circulating Pump
1 Sanitary Pump
1 Fresh Water Pump



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SPARE GEAR

No. of Top End Bolts. 2	No. of Bot. End Bolts. 2	No. of Cylinder Cover Studs 12
" Coupling Bolts 6	" Main Bearing Bolts 2	" Valve Chest 2
" Piston Ring Bolts	" Feed Pump Valves	" Bilge Pump Valves 12
" H.P. Piston Rings	" I.P. Piston Rings	" I.P. Piston Rings
" " Springs	" " Springs	" " Springs 1/2 Set
" Safety Valve 2	" Fire Bars 1/2 Set	" Feed Check Valves
" Piston Rods	" Connecting Rods	" Valve Spindles
" Air Pump Rods	" Air Pump Buckets	" Air Pump Valves
" Cir. "	" Cir. "	" Cir. "
" Crank Shafts	" Crank Pin Bushes	" Crosshead Bushes
" Propeller Shafts	" Propellers	" Propeller Blades 2
" Boiler Tubes	" Condenser Tubes 6	" Condenser Ferrules 50

OTHER ARTICLES OF SPARE GEAR:—

2 cwt of Iron Plate
 2 cwt of Iron Bars
 50 Bolts & nuts assorted
 2 Aux^r. Feed Pump Valves
 2 Sanitary Pump Valves
 1 Set Ballast Pump Valves
 1 Main & Dky Feed Check Valve Lid

REFRIGERATORS



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REFRIGERATORS.

No. of Machines

Capacity of each

Makers

Description

No. of Steam Cylinders, each Machine

No. of Compressors

No. of Cranks

Particulars of Pumps in connection with Refrigerating Plant and whether worked by Refrigerating Machines
or Independently

System of Refrigeration

Insulation

Are Brine and other Regulating Valves placed so as to be accessible without entering the Insulated Spaces?

Are all Pipes, Air Trunks, &c., well secured and protected from risk of damage?

Are all Bilge, Sounding, and Air Pipes in Insulated Spaces properly insulated?

Are Thermometer Tubes so arranged that Water cannot enter and freeze in them?

Date of Test under Working Conditions

RESULTS OF TRIALS.

Articles of Spare Gear for Refrigerating Plant carried on board:—

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ELECTRIC LIGHTING.

Installation Fitted by *Swan & Hornby & Co.*
 No. and Description of Dynamos *2 10K.W. 110 Volt. {Enclosed engine, Comp. Wind Dynamo}*
 Makers of Dynamos *Clark Chapman & Co. Gateshead.*
 Capacity " *91* Amperes, at *110* Volts, *560* Revols. per Min.
 Current Alternating or Continuous *Continuous.*
 Single or Double Wire System *Double*
 Position of Dynamos *Engine Room Flat.*
 " Main Switch Board *Engine Room Flat.*
 No. of Circuits to which Switches are provided on Main Switch Board *Six (6).*

Particulars of these Circuits:—

Circuit.	Number of Lights.	Candle Power.	Current Required. Amps.	Size of Conductor.	Current Density.	Conductivity of Conductor.	Insulation Resistance per Mile.
ENG. & B.R. RMS.	21	30W					
	3	16 C.P.	7.25	7/029	I.E.E. Rules.		1.250 MEG.
AFT. ACCMOD.	35	30W					
	4	16 C.P.	11.6	7/029	"		" "
FORD. "	34	30W.					
	7	16 C.P.	12.8	7/044	"		900 "
CARGO & T.W. DR. LT.	52	30W.					
	50	16 C.P.	40.5	19/052	"		750 "
NAVIGATION	4	60W.					
	2	30W	2.1	7/029	"		1250 "
WIRELESS	-	-	-	7/064	"		900 "

Total No. of Lights *212* No. of Motors driving Fans, &c. *1* No. of Heaters *1*

Current required for Motors and Heaters *110*

Have

Yes.

None

Yes.

4100

Yes

Yes

Yes

Yes.

1/044 S.W.G. Largest No. 19/042 S.W.G.

Lead Covered & Armoured Cables fitted

"Cable Clipped to Structure

Lead Covered & Armoured Cable Fitted

Telegraph Casings

W.T. Glandorp & W.T. Deerp Lube

Engineer, Surgeon to the British Corporation for the

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GENERAL CONSTRUCTION

Have the Machinery and Boilers been constructed in accordance with the requirements of the Rules and the

Approved Plans? *Yes*

If not, give details of the points of difference, and state when these were sanctioned by the Chief

Surveyor.

Have Test been made to prove that the condition has been satisfactorily fulfilled?

Has the Installation Resistance over the whole system been tested?

What does the Resistance amount to?

Is the Installation supplied with a Voltmeter?

as a standard Meter?

Date of Trial of complete Installation 12th Aug 1922 Duration of Trial

Have all the requirements of Section 42 been satisfactorily carried out?

Are the Materials used in the Construction of Engines and Boilers, so far as could be seen, sound and

trustworthy? *Yes*

Is the Workmanship throughout thoroughly satisfactory? *Yes*

Are they fitted so as to be always and easily accessible?

Has the above been checked, No.

The above correctly describes the Machinery of the S.S.

as ascertained by *me* from personal examination

What special provision is provided for the

(1) Conductors exposed to heat or damp

(2) Conductors exposed to heat or damp

(3) Conductors exposed to heat or damp

Engineer Surveyor to the British Corporation for the
Survey and Registry of Shipping.

Fees—

MAIN BOILERS.

H.S. *5380* Sq. ft.

G.S. — „

DONKEY BOILERS.

H.S. — Sq. ft.

G.S. — „

	£	s.	d.
H.S. <i>5380</i> Sq. ft.	:	:	:
G.S. — „	:	:	:
<i>110</i> DONKEY BOILERS.	:	:	:
H.S. — Sq. ft.	:	:	:
G.S. — „	:	:	:
	£	:	:

ENGINES.

L.P.C. *73.328* Cub. ft.

Testing, &c.

Expenses

Total ...

	£	s.	d.
L.P.C. <i>73.328</i> Cub. ft.	:	:	:
Testing, &c.	:	:	:
Expenses	:	:	:
Total ...	£	:	:

It is submitted that this Report be approved,

Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the

Fees advised

Fees paid



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Secretary.

GENERAL CONDITIONS

THE UNDERSIGNED HEREBY CERTIFY THAT THE ABOVE IS A TRUE AND CORRECT STATEMENT OF THE FACTS AND CIRCUMSTANCES AS FAR AS THEY ARE KNOWN TO HIM.

Approved: _____

H.B. 2280

THE UNDERSIGNED HEREBY CERTIFY THAT THE ABOVE IS A TRUE AND CORRECT STATEMENT OF THE FACTS AND CIRCUMSTANCES AS FAR AS THEY ARE KNOWN TO HIM.

W.D. DORRIS

H.B. 2280

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H.B. 2280

It is submitted that this Report be approved.

THE UNDERSIGNED HEREBY CERTIFY THAT THE ABOVE IS A TRUE AND CORRECT STATEMENT OF THE FACTS AND CIRCUMSTANCES AS FAR AS THEY ARE KNOWN TO HIM.

Approved: _____

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Approved: _____

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Approved: _____



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