

No. 1983

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. *1733* No. in Register Book *3019*

S.S. "*SETTZU*"

Makers of Engines *Smith's Dock Co. Ltd.*

Works No. *264*

Makers of Main Boilers *Blair & Co. Ltd.*

Works No. *A43*

Makers of Donkey Boiler *✓*

Works No. *✓*

MACHINERY.



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No.

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1733 No. in Register Book 3019

Received at Head Office 1st May 1921

Surveyor's Report on the New Engines, Boilers, and Auxiliary
Machinery of the ^{Single Triple} ~~Twin Quadruple~~ Screw Severn (Trawler)

Official No.

Port of Registry Cardiff

Registered Owners Reale Trust Ltd.

Engines Built by Smiths & Co. Ltd.

at South Bank-on-Tees.

Main Boilers Built by Blair & Co. Ltd.

at Stockton-on-Tees.

Donkey " " "

at

Date of Completion 3-4-24

First Visit 26-11-23

Last Visit 1-4-24

Total Visits 35

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RECIPROCATING ENGINES.

Works No.

261

No. of Sets

1

Description

Triple expansion.
S.P. Berkes.

No. of Cylinders each Engine

3

No. of Cranks

3

Diars. of Cylinders

13 $\frac{1}{4}$ " - 23" - 34"

Stroke 27.

Cubic feet in each L.P. Cylinder

16.8

Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr.?

yfs.

" " " each Receiver?

yfs.

Type of H.P. Valves,

- Piston.

" 1st I.P. "

" 2nd I.P. "

" L.P. "

" Valve Gear

" Condenser

Slide
Stephenson Link.
Surface.

Cooling Surface 700 sq. ft.

Diameter of Piston Rods (plain part)

4

Screwed part (bottom of thread) 2.5-3"

Material

Steel

Diar. of Connecting Rods (smallest part)

3 $\frac{1}{4}$ "

Material

W.G.

" Crosshead Gudgeons

3 $\frac{3}{4}$ "

Length of Bearing

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

Material

No. of Crosshead Bolts (each)

4

Diar. over Thrd.

1 $\frac{3}{4}$ "

Thrds. per inch

7

Material Steel.

" Crank Pin " "

2

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

" 6

" "

" "

" Main Bearings

6

Lengths

8"

" Bolts in each

2

Diar. over Thread

2"

Threads per inch

7

Material Steel.

" Holding Down Bolts, each Engine

43

Diar.

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

No. of Metal Chocks

43.

Are the Engines bolted to the Tank Top or to a Built Seat?

Built seat.

Are the Bolts tapped through the Tank Top and fitted with Nuts Inside?

If not, how are they fitted?

Connecting Rods, Forged by

Smiths Walsend Forge.

Piston

Crossheads,

Connecting Rods, Finished by

Smiths Sps Co. Ltd.

Piston

Crossheads,

Date of Harbour Trial

31-3-24.

" Trial Trip

3-4-24

Trials run at

Between Yess. Lane.

Were the Engines tested to full power under Sea-going conditions?

yfs.

If so, what was the I.H.P.?

540

Revs. per min. 104.

Pressure in 1st I.P. Receiver,

5.8

lbs., 2nd I.P.,

-

lbs., L.P.,

10

lbs., Vacuum, 25.5 ins.

Speed on Trial

no speed taken.

If the Conditions on Trial were such that full power records were not obtained give the following estimated

data:—

Builders' estimated I.H.P.

Revs. per min.

Estimated Speed



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TURBINE ENGINES.

Works No. *100* Type of Turbines *Vertical*

No. of H.P. Turbines *1* No. of L.P. *1* No. of L.P. *1* No. of Astern *1*

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

Is Single or Double Reduction Gear employed? *Single*

Diar. of 1st Reduction Pinion *81-8-5* } Width *8-4-5* Pitch of Teeth *1 1/2*

" 1st " Wheel *81-8-5* } *8-4-5* *1 1/2*

Estimated Pressure per lineal inch *Between 100 and 150 lbs.*

Diar. of 2nd Reduction Pinion *10 1/2* } Width *10 1/2* Pitch of Teeth *1 1/2*

" 2nd " Wheel *10 1/2* } *10 1/2* *1 1/2*

Estimated Pressure per lineal inch *Between 100 and 150 lbs.*

Revs. per min. of H.P. Turbines at Full Power *1000* S.H.P. *1000*

If the Conditions on Trial were such that full power records were not obtained give the following estimated

" " L.P. " " *1000*

" " 1st Reduction Shaft *1000*

" " 2nd " *1000*

" " Propeller Shaft *1000*

Total Shaft Horse Power *1000*

Date of Harbour Trial *1911*

" Trial Trip *1911*

Trials run at *1911*

Speed on Trial *10* Knots. Propeller Revs. per min. *1000* S.H.P. *1000*

Turbine Spindles forged by *Wheeler*

" Wheels forged or cast by *Wheeler*

Reduction Gear Shafts forged by *Wheeler*

" Wheels forged or cast by *Wheeler*

TURBO-ELECTRIC MACHINERY DESCRIPTION OF INSTALLATION.

No. of Turbo-Generators *1* Capacity of each *1000*

Type of Turbines employed *Vertical*

Description of Generators *Vertical*

No. of Motors driving Propeller Shafts *1*

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

Is Single or Double Reduction Gear employed? *Single*

Description of Motors *Vertical*

Diar. of 1st Reduction Pinion *81-8-5* } Width *8-4-5* Pitch of Teeth *1 1/2*

" 1st " Wheel *81-8-5* } *8-4-5* *1 1/2*

Estimated Pressure per lineal inch *Between 100 and 150 lbs.*

Diar. of 2nd Reduction Pinion *10 1/2* } Width *10 1/2* Pitch of Teeth *1 1/2*

" 2nd " Wheel *10 1/2* } *10 1/2* *1 1/2*

Estimated Pressure per lineal inch *Between 100 and 150 lbs.*

Revs. per min. of Generators at Full Power *1000*

Total Shaft Horse Power *1000*

Date of Harbour Trial *1911*

" Trial Trip *1911*

Trials run at *1911*

Speed on Trial *10* Knots. Propeller Revs. per min. *1000* S.H.P. *1000*

Turbine Spindles forged by *Wheeler*

" Wheels forged or cast by *Wheeler*

Reduction Gear Shafts forged by *Wheeler*

" Wheels forged or cast by *Wheeler*



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SHAFTING.

Are the Crank Shafts Built or Solid?

Built.

No. of Lengths in each

4

Angle of Cranks

120°

Diar. by Rule

6.9

Actual

7 3/8"

In Way of Webs

7 3/8"

„ of Crank Pins

7 3/8"

Length between Webs

8"

Greatest Width of Crank Webs

14 1/2"

Thickness

4 5/8"

Least „ „

11

„

Diar. of Keys in Crank Webs

1 1/4"

Length

3 3/8"

„ Dowels in Crank Pins

1"

Length

3 1/2"

Screwed or Plain

plain.

No. of Bolts each Coupling

4

Diar. at Mid Length

2 1/8"

Diar. of Pitch Circle

11 3/4"

Greatest Distance from Edge of Main Bearing to Crank Web

1/8"

Type of Thrust Blocks

Horseshoe Type.

No. „ Rings

4

Diar. of Thrust Shafts at bottom of Collars

2 3/8"

No. of Collars

4

„ „ Forward Coupling

2"

At Aft Coupling

2"

Diar. of Intermediate Shafting by Rule

Actual

No. of Lengths

No. of Bolts, each Coupling

Diar. at Mid Length

Diar. of Pitch Circle

Diar. of Propeller Shafts by Rule

7.38
7.16

Actual

8"

At Couplings

7"

Are Propeller Shafts fitted with Continuous Brass Liners?

yes.

Diar. over Liners

9"

Length of After Bearings

3'-0 1/2"

Of what Material are the After Bearings composed?

Siquum Pitas.

Are Means provided for lubricating the After Bearings with Oil?

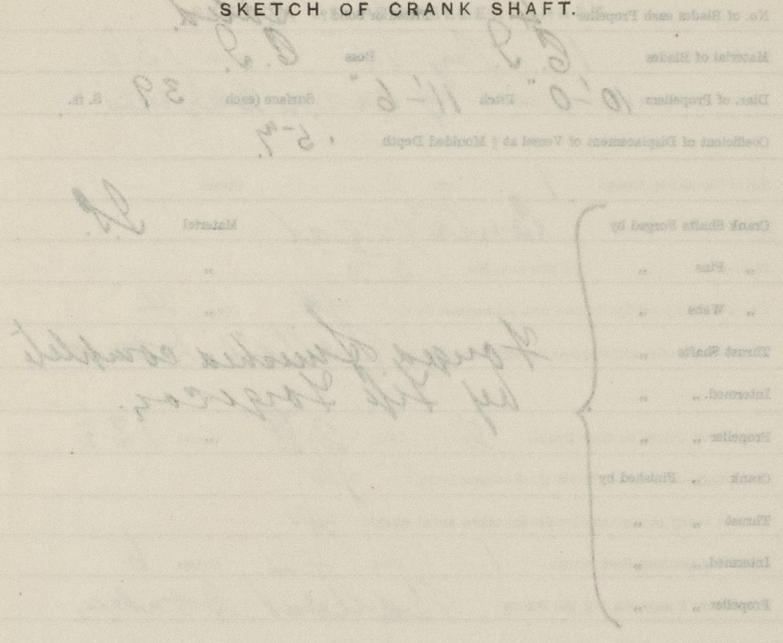
no

„ „ to prevent Sea Water entering the Stern Tubes?

no

If so, what Type is adopted?

SKETCH OF CRANK SHAFT.



STAMP MARKS ON SHAFTS
Handwritten notes and stamps on the shafts.

Handwritten box containing:
B.C.
No. 8888
21-1-24
R. 2



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PUMPS, ETC.

No. of Air Pumps 13 1/2 Diar. 14" Stroke 13 1/2"

Worked by Main or Independent Engines? *by main engines.*

No. of Circulating Pumps 1 Diar. — Stroke —

Type of " *Centrifugal*

Diar. of " Suction from Sea 5 1/2"

Has each Pump a Bilge Suction with Non-return Valve? *ylo.* Diar. 4"

What other Pumps can circulate through Condenser? *Ballast Donkey.*

No. of Feed Pumps on Main Engine 2 Diar. 2 7/8" Stroke 13 1/2"

Are Spring-loaded Relief Valves fitted to each Pump? *ylo.*

Can one Pump be overhauled while the others are at work? *ylo.*

No. of Independent Feed Pumps 1 Diar. 4 1/4" Stroke 6"

What other Pumps can feed the Boilers? *Ballast Donkey.*

No. of Bilge Pumps on Main Engine 2 Diar. 2 7/8" Stroke 13 1/2"

Can one Pump be overhauled while the others are at work? *ylo.*

No. of Independent Bilge Pumps 1
What other Pumps can draw from the Bilges? *Bilge ejector Ballast Donkey.*

Are all Bilge Suctions fitted with Roses? *ylo.*

Are the Valves, etc., so arranged as to prevent unintentional connection between Sea and Bilges? *ylo.*

Are all Sea Connections made with Valves or Cocks next the Ship's sides? *ylo.*

Are they placed so as to be easily accessible? *ylo.*

Are the Discharge Chests placed above or below the Deep Load Line? *Above.*

Are they fitted direct to the Hull Plating and easily accessible? *ylo.*

Are all Blow-off Cocks or Valves fitted with Spigots through the Hull Plating and Covering Plates or Flanges

on the Outside? *ylo.*



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Thickness of End Plates in Steam Space Approved

" " " " " " in Boilers

Pitch of Steam Space Stays

Diar. " " " " Approved Threads per Inch

" " " " " in Boilers

Material of " " "

How are Stays Secured? Approved

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 of " " "

Are Stays fitted with Nuts outside?

Thickness of Back End Plates at Bottom Approved

" " " " in Boilers

Pitch of Stays at Wide Spaces between Fireboxes

Thickness of Doublings in " "

Thickness of Front End Plates at Bottom Approved

" " " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces

Same as Sp. Samura

Thickness per Inch

Thickness of Stays Approved

in Boilers

Thickness of Front End Plates Approved

in Boilers

Pitch of Stay Tubes at Spaces between Stacks of Tubes

Thickness of Doublings in

Stay Tubes at

are Stay Tubes fitted with Nuts at their Ends?

Thickness of Back End Plates Approved

in Boilers

Pitch of Stay Tubes in Back End Plates

" " " " " " " "

Thickness of Stay Tubes

" " " " " " " "

External Diam. of Tubes

Material

Thickness of Furnace Plates Approved

in Boilers

Thickness of Outside Plate of Furnaces

are fitted outside Plate of Furnaces

Length between Top



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Handwritten notes and a large diagonal line across the page.

Diar. of Stays Approved Threads per Inch

" " in Boilers

Material "

Thickness of Front Tube Plates Approved

" " " " in Boilers

Pitch of Stay Tubes at Spaces between Stacks of Tubes

Thickness of Doublings in " " "

" Stay Tubes at " " "

Are Stay Tubes fitted with Nuts at Front End?

Thickness of Back Tube Plates Approved

" " " in Boilers

Pitch of Stay Tubes in Back Tube Plates

" Plain "

Thickness of Stay Tubes

" Plain "

External Diar. of Tubes

Material "

Thickness of Furnace Plates Approved

" " " in Boilers

Smallest outside Diar. of Furnaces

Length between Tube Plates

Width of Combustion Chambers (Front to Back)

Thickness of " " Tops Approved

" " " in Boilers

Pitch of Screwed Stays in C.O. Tops

Done as per Samura

Diar. of Screwed Stays Approved Threads per Inch

" " in Boilers

Material "

Thickness of Combustion Chamber Plates Approved

" " " " in Boilers

Pitch of screw stays in C.O. tops

Diar. " Approved Threads per Inch

" " in Boilers

Material "

Thickness of Combustion Chamber Plates Approved

" " " in Boilers

Pitch of Screwed Stays in C.O. tops

Diar. " Approved Threads per Inch

" " in Boilers

Material "

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

Thickness of Combustion Chamber Plates

" of them over the W.P. Chamber

Centre

Depth and thickness of

Material in Boiler



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Done as per Samura

Diar. of Screwed Stays Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Sides Approved

" " " " in Boilers

Pitch of Screwed Stays in C.C. Sides

Diar. " " Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Backs Approved

" " " in Boilers

Pitch of Screwed Stays in C.C. Backs

Diar. " " Approved Threads per Inch

" " " in Boilers

Material " "

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

Thickness of Combustion Chamber Bottoms

No. of Girders over each Wing Chamber

" " " Centre "

Depth and Thickness of Girders

Material of Girders

No. of Stays in each

No. of Tubes, each Boiler

Size of Lower Manholes

Same as per Samura

VERTICAL DONKEY BOILERS

No. of Boilers
Type
Greatest In. Diam.
Height
Height of Boiler Crown above Fire Grate
Are Boiler Crowns Flat or Dished?
Internal Radius of Dished Ends
Thickness of Plates
Description of Gears in Boiler Crowns
Pitch of Gears
Width of Overlap
Height of Firebox Crown above Fire Grate
Are Firebox Crowns Flat or Dished?
Internal Radius of Dished Crowns
Thickness of Plates
No. of Crown Stays
Diam.
Internal Diam. of Firebox at Top
Bottom
Thickness of Plates
No. of Water Tubes
Fire Diam.
Thickness
Material of Water Tubes
Size of Manholes in Shell
Dimensions of Compression Ring
Internal Diam. of each Boiler

SUPERHEATERS

Description of Superheaters
Where situated?
Which boiler are connected to superheaters?
Can superheaters be shut off while boiler are working?
No. of Safety Valves on each superheater
Date of Installation
Pressure on Valves
Date when Safety Valves set



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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

Diar. 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 Diar. Material

External Diar. of Firebox at Top Bottom Thickness of Plates

No. of Water Tubes Ext. Diar. 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 Diar.

Are " " fitted with Lasing Gear?

Date of Hydraulic Test Test Pressure

Date when Safety Valves set Pressure on Valves

MAIN STEAM PIPES

No. of Lengths

Material

Heads, Welded or Flanged

Internal Diar.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Lengths

Material

Heads, Welded or Flanged

Internal Diar.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Lengths

Material

Heads, Welded or Flanged

Internal Diar.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

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MAIN STEAM PIPES.

No. of Lengths
 Material
 Brazed, Welded or Seamless
 Internal Diar.
 Thickness
 How are Flanges secured?
 Date of Hydraulic Test
 Test Pressure

1
 Copper.
 S. D.
 4"
 6 W.S.
 Brazed.
 26-3-24
 400 lbs.

No. of Lengths
 Material
 Brazed, Welded or Seamless
 Internal Diar.
 Thickness
 How are Flanges secured?
 Date of Hydraulic Test
 Test Pressure

No. of Lengths
 Material
 Brazed, Welded or Seamless
 Internal Diar.
 Thickness
 How are Flanges secured?
 Date of Hydraulic Test
 Test Pressure

FEED WATER HEATERS.

FEED WATER FILTERS.



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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.

COMPARTMENT.	Temp. at beginning of Trial.	Temp. at end of Trial.	Time required to obtain this Result.	Rise of Temp. after hours.
No. of Compartments	45	35.0		
Capacity				
Current Alternating or Continuous				
Single or Double Wire System				
Position of Operation				
No. of Circuits in which Perils are provided or				
Particulars of these Circuits				

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



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No. of Dynamos
 To each
 Lamp
 and
 other
 lights
 Description
 Temp. at
 junction
 of
 cable
 to
 lamp
 Temp. at
 junction
 of
 cable
 to
 lamp
 Temp. at
 junction
 of
 cable
 to
 lamp
 Temp. at
 junction
 of
 cable
 to
 lamp

No. of Dynamos
 No. of Dynamos
 No. of Dynamos

Description of Dynamos
 Description of Dynamos
 Description of Dynamos

Description of Dynamos

ELECTRIC LIGHTING.

Installation Fitted by

R. Pickersgill Son.

No. and Description of Dynamos

One compound wound

Makers of Dynamos

Sunderland Forge Eng. Co. Ltd.

Capacity

45 Amperes, at *100* Volts, *350* Revols. per Min.

Current Alternating or Continuous

Continuous

Single or Double Wire System

Double

Position of Dynamos

Starboard side of Starting Platform

Main Switch Board

"

"

"

No. of Circuits to which Switches are provided on Main Switch Board

Four.

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.
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Came as per chip

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Total No. of Lights

No. of Motors driving Fans, &c.

No. of Heaters

Current required for Motors and Heaters

Positions of Auxiliary Switch Boards, with No. of Switches on each

Installation fitted by
No. and Description of Dynamos
Capacity
Current Alternating or Continuous
Single or Double Wire System
Location of Dynamos
Main Switch Board
No. of Circuits to which Switches are provided on Main Switch Board
Characteristics of these Circuits

Location	Number of Lamps	Number of Motors	Number of Fans	Number of Pumps	Number of Other Appliances
----------	-----------------	------------------	----------------	-----------------	----------------------------

Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

On Aux. " " each Auxiliary Circuit

Wherever a Cable is reduced in size

To each Lamp Circuit

To both Flow and Return Wires of all Circuits when the Double-Wire System is adopted

Are the Fuses of Standard Sizes?

Are all Switches and Out-outs constructed of Non-inflammable Material?

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

Smallest Single Wire used, No. S.W.G., Largest, No. S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

" Saloons, State Rooms, &c., " ?

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp

(2) " " passing through Bunkers or Cargo Spaces

(3) " " Deck Beams or Bulkheads

Make as ship

Are all Joints in Cables properly soldered and thoroughly Insulated so that the efficiency of the Cables is unimpaired?

Are all Joints in accessible positions, none being made in Bunkers or Cargo Spaces?

Are all Hull Connections for Single-Wire Systems made with Screws of large Surface?

Are the Dynamos, Motors, Main and Branch Cables, so placed that the Compasses are not injuriously affected by them?

Have Tests been made to prove that this condition has been satisfactorily fulfilled?

Has the Insulation Resistance over the whole system been tested?

What does the Resistance amount to?

Ohms.

Is the Installation supplied with a Voltmeter?

" " an Ampere Meter?

Date of Trial of complete Installation *3-4-24* Duration of Trial *6 hours*

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

It is submitted that this Report be approved.

are the materials used in the Construction of Engines and Boilers so far as could be seen, sound and satisfactory

is the Workmanship throughout thoroughly satisfactory?



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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 Tests been made to prove that this condition has been satisfactorily fulfilled?

Has the Installation Resisted over the whole system been tested?

Has the Installation Resisted over the whole system been tested?

Has the Installation Resisted over the whole system been tested?

Has the Installation Resisted over the whole system been tested?

Has the Installation Resisted over the whole system been tested?

Has the Installation Resisted over the whole system been tested?

Has the Installation Resisted over the whole system been tested?

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.*

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

"SETTZU"

as ascertained by ^{us}me from personal examination

J. D. Stephenson

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

Fees—

MAIN BOILERS.

		£	s.	d.
H.S.	1980	Sq. ft.	:	:
G.S.	55.4	"	:	:

DONKEY BOILERS.

H.S.	✓	Sq. ft.	:	:
G.S.	✓	"	:	:
		£	:	:

ENGINES.

L.P.C.	16.8	Cub. ft.	:	:
		£	:	:

Testing, &c. ...	:	:
		£

Expenses ...	:	:
		£
Total ...	£	:

It is submitted that this Report be approved,

Joe Bass for Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the *14th May 1924*

Fees advised

Fees paid



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Secretary

GENERAL CONSTRUCTION

Foot

MAIR DOLLER

H.S. 1980

G.S. 2544

DORSEY BOARD

H.S. 1980

G.S. 2544

BOARD

L.B.C. 1980

G.S. 2544

Testing fee

2

Expenses

Total

It is submitted that this Report be approved.

Approved by the Committee for the Class of M.E.S. on the

SETTZO

Now advised

1 set held



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