

STEEL STEAMER ~~or MOTORSHIP~~

23 AUG 1927

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *Y/S*State if Report is sent on the Machinery of the Vessel *Y/S*Date of completion of report *22nd August, 1927* Port of *Doncaster* No. *13012*Survey held at *Harston, Dec. 1927* Date First Survey *9th March 1927* Last Survey *12th August 1927*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Steamer "OTTERHOUND" (Machinery fitted aft)*State Type (Full Scantling Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *Forecastle, Poop*TONNAGE under Tonnage Deck... *654.40* CLASS *A100 A1* State if with freeboard *Y/S* Carrying Petroleum in Bulk *Y/S* Condition of Class *Y/S*Do. of space or spaces between Tonnage Dk. and Upper (Dk.) *Y/S* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 190.0*Total *654.40* Breadth (greatest moulded) *B 32.25*Gross Tonnage *859.77* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 15.0*Register Tonnage *409.0* 1st Longitudinal Number (L x D) *= 2850.0* 2nd Numeral L x (B + D) *= 8977.0*REGISTERED DIMENSIONS. FEET. Framing Depth "d" at middle of length. See Sec. 3 (1d) *12.75*Length *190.5* Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.66*Breadth *32.5* Do. Long Bridge to top of keel *14.05*Depth *14.6* Draught Moulded *14.05* Built at *Harston, Dec. 1927*Launched *12th July, 1927* Yard No. *121*Builders *Messrs. Furness, Shipbuilding Co. Ltd.*Owners *Messrs. Crockett & Jackson, Ltd.*Managers *Y/S* (Where necessary to be entered in Reg. Book.)Residence *London*Port of Registry *London*

If surveyed while building, afloat, or in dry dock

While Building and Afloat

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	<i>23</i>		Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead.....	<i>23</i>		" " Reversed Frame.....		
" " in peaks.....	<i>23</i>		" " Vertical Struts.....		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>50 x 25</i>	
Frame Amidships, <i>BA⁵ 5 1/2 x 3 3/8</i>			" " top Angles.....	<i>3 x 3 x 35</i>	
" " Extends up to.....	<i>Upper Deck</i>		" " bottom Angles.....	<i>3 x 3 x 39</i>	
Reversed Frame Amidships, Angle.....	<i>Bulk. Angle Frames</i>		Side Girders, No. each side and thickness	<i>Y/S</i>	
" " Extends up to.....	<i>Y/S</i>		Margin Plate depth (excl. of flange) and thickness.....	<i>Dark 1 1/2" flat</i>	
Depth of Framing Girder.....	<i>Y/S</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem.....		
Frames in Uppermost Continuous 'tween Decks, Angle, [or].....	<i>Y/S</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem.....		
" " Second 'tween Decks, Angle, [or].....	<i>Y/S</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....		
" " Third " " " ".....	<i>Y/S</i>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem.....		
Framing in Peaks, <i>BA⁵ 5 1/2 x 3 3/8</i>			Tank Side Brackets, height above base line at toe of Frame and thickness	<i>3 1/2" flanged (angle/angle)</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	<i>3/4" - 4 1/2" 6/8" - 3 1/4"</i>		INNER BOTTOM PLATING. Engine Space		
State if Frame Joggled.....	<i>Y/S</i>		Breadth and thickness of Middle Line Strake.....	<i>1 1/2" x 3/8" under engine bed plate</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars.....	<i>H.T. Flat. Strangers and Div. of Beams in Fore Peak</i>		Thickness of remainder in Holds.....	<i>3/4" channel</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars.....	<i>On ship! thickness (41) of 4 x 13 strake. Mainline in 1st 10 ft. of mainline. 140 in way of mainline. Drawing additional intermediate 5' 6" bottom beams</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?.....	<i>Y/S</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in <i>BA⁵ 5 1/2 x 3 3/8</i>	<i>24 x 43</i>		Uppermost Continuous Deck, amidships in Wells, Angle, [or].....	<i>Longitudinal Beams</i>	
Height of Brackets at side above base line at toe of frame.....	<i>Level floor</i>		" " in way of Bridge, Angle, [or].....	<i>Y/S</i>	
Middle Line Keelson, on Floors, Angles.....	<i>3 1/2 x 3 1/2 x 5 1/2 x 10 1/2 angle BS. 9 x 3 1/2 x 5 1/2 x 10 1/2 in 1st 22 ft.</i>		Spacing.....	<i>Y/S</i>	
" " Through Plate or Intercoastal Plate.....	<i>32 x 41 102 Dark 28 x 50 Boiler Space</i>		Second Deck, amidships, Angle, [or]	<i>Y/S</i>	
" " Foundation Plate on Floors.....	<i>12 x 50 in Boiler Space</i>		Spacing.....	<i>Y/S</i>	
" " Flat Plate Keel Angles.....	<i>3 x 3 x 39 angle</i>		Third Deck, amidships, Angle, [or]	<i>Y/S</i>	
Side Keelsons, No. each side <i>BA⁵ 5 1/2 x 3 3/8</i>	<i>43</i>		Spacing.....	<i>Y/S</i>	
" " thickness of Intercoastal Plate.....	<i>43</i>		Fourth Deck, amidships, Angle, [or]	<i>Y/S</i>	
" " Angles.....	<i>7 x 3 1/2 x 60</i>		Spacing.....	<i>Y/S</i>	
DOUBLE BOTTOM. in Engine Space			Poop Deck, Angle, [or]	<i>5 1/2 x 3 x 30 1/2</i>	
Solid Floors, thickness and spacing.....	<i>30, 23</i>		Spacing.....	<i>46</i>	
" " Are Frame and Reversed Frame joggled?.....	<i>Y/S</i>		Bridge Deck, Angle, [or]	<i>Y/S</i>	
Bracket Floors, breadth and thickness at middle line.....	<i>Y/S</i>		Spacing.....	<i>Y/S</i>	
" " breadth and thickness at margin plate.....	<i>Y/S</i>		Forecastle Deck, Angle, [or]	<i>6 1/2 x 3 x 44 6 x 3 x 35</i>	
			Spacing.....	<i>46</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.....	Longitudinal Bulkheads			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. + every 2nd Stiffeners and Spacing.....	h ⁹ 2nd Bulk with 22 stringers 18" x 3/4" and 2nd 24" x 3/4" spaced 23" apart	52" x 30"		Third Deck.	✓		
Plating, thickness of	24" x 3/4"			Stringer Plate, breadth and thickness.....			
				If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.	✓		
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	52" x 40"			If Plated, state thickness			
" " " " in way of Bridge	✓			Poop Deck.			
" Angle in Wells	5" x 5" x 38"			Stringer Plate, breadth and thickness		502" x 34"	
Thickness of Plating abreast Deck openings in way of Wells	3/16"			Plating, Sheathing, material and thickness		3/4" plate sheathed 2 1/2" P.P.	
Thickness of Plating abreast Deck openings in way of Bridge	3/16"			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.....		34"	
				Plating, Sheathing, material and thickness		34" under keel	

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <u>no</u> .			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		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	<u>39½</u>	<u>.75</u>	<u>.75</u>	<u>.75</u>	<u>41" x .59</u>	<u>Double</u>	<u>¾"</u>	<u>2½"</u>	<u>Double</u>	<u>⅞"</u>	<u>2¾"</u>	<u>Lapped</u>	
" DBLG. (if any) ✓													
BOTTOM PLATING, No. of Strakes <u>2 no.</u>	<u>65½"</u>	<u>.41</u>	<u>.42-38</u>	<u>.42-38</u>	<u>.36</u>	<u>Double</u>	<u>¾"</u>	<u>2½"</u>	<u>Double</u>	<u>¾"</u>	<u>2½"</u>	<u>"</u>	
BILGE PLATING, No. of Strakes <u>fine</u>	<u>80</u>	<u>.41</u>	<u>.42-38</u>	<u>.42-38</u>	<u>increased in transverse framing</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	
SIDE PLATING, No. of Strakes <u>.....</u>	<u>82½</u>	<u>.36</u>	<u>.42-38</u>	<u>.42-38</u>	<u>transverse framing</u>	<u>"</u>	<u>⅝"</u>	<u>2½"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	
UPPER DECK, Sheer-strake in Wells.....	<u>70</u>	<u>.36</u>	<u>.42-38</u>	<u>.42-38</u>		<u>"</u>	<u>⅝"</u>	<u>2½"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	
UPPER DECK, Sheer-strake in Bridge ...	✓					<u>A + D strakes doubled in way of Transverse bulkhead</u>							
STRAKE BELOW SHEER-strake in Wells.....	✓					<u>embracing both bulkheads in way of After Cofferdam & Pump room</u>							
STRAKE BELOW SHEER-strake in Bridge ...	✓					<u>B strake filled with Long nailing in way of Transverse bulkhead embracing both bulkheads in way of Cofferdam & Pump room</u>							
POOP SIDE PLATING					<u>.26</u>	<u>Single Double</u>	<u>⅝"</u>	<u>2½"</u>	<u>Double</u>	<u>⅝"</u>	<u>2¼"</u>	<u>Capped</u>	
BRIDGE SIDE PLATING ...													
FOREO'TLE SIDE PLATING					<u>.27</u>	<u>Single</u>	<u>⅝"</u>	<u>2½"</u>	<u>Single</u>	<u>⅝"</u>	<u>2¼"</u>	<u>"</u>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		6	
Extending to Upper Deck (Sec. 3 c)		6	
Deck next below		0	
As per Rule		Approved plan	
		Right	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	✓				
" " Second "	✓				
" " Third "	✓				
" " Holds	✓	41-34	8 1/2 x 3 x 40	5 1/2 x 3 x 30	21-24
COLLISION	✓	42-34	8 1/2 x 3 x 40	5 1/2 x 3 x 30	21-24
AFTER PEAK		62-32	4 x 3 x 28	24	W.T. 24

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat 9 plates Keel		
STEM	Rolls Steel Iron	6 x 1 3/16	Manufactured by	
STERN FRAME {	Propeller Post	Forging	6 1/2 x 4 1/2	T. S. Foster
	Rudder "	"	6 1/2 x 4 1/2	Sunderland.
RUDDER—A x D	10 knots			
Speed of Vessel	103.			
RUDDER mainpiece at head	Forging	5 1/2	T. S. Foster	Sunderland.
" " heel	"	4 1/2		
" how constructed	Forged mainpiece, arms chrome plated on			
" double single plate	40			
" coupling, vertical or	Forging			
" horizontal				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Heart. Bore rails.
Cargo Steel. South. Durham, Ltd., Donman, Long Co., Campbell Iron & Co. Ltd.
Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. 9953										LETTER C.	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
60170	1st Bower	22	0	14	13	1	14	22	9	1	14
60169	2nd "	22	1	0	12	0	7	21	16	1	0
60168	3rd "	18	3	0	11	1	14	19	13	0	14
	Collective weight	63	0	14							
42526	Stream	5	3	0	1	2	4	8	0	2	14

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.	
	Length.	Diam.	Stations.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
40261	Fathoms.	Inch.	Tons.	Tons.	Cwts.	grs.	lbs.	Cwts.	Fathoms.	Inch.	2nd Link	J. B. Brown & Co. Cradock	26/5/27.	TOWLINE ... HAWSERS & WARPS } " } "	Fathoms.	Inch.	Tons.	Fathoms.	Inch.
	210	1 1/8	34	57	203-0-21			203-0-0	210	1 1/8					90	3	18	90	3
															90	2 1/4	9.5	90	2 1/4
															90	1 3/4	6	90	1 3/4
Iron Stream Chain or Steel Wire	60	3/4	22	1m					60	3/4									

Steering Gear, Steam by Donkin 60 Steering Gear, Hand true rope Tackle. led. to extended ends of steering engine

Boats 2 No. 1 boats 1. Dugby Steering Chains, Size and Test 13/16 - 7-18-0-0 Windlass Steam. Clarke. Chapman 60

Ceiling in Holds, thickness and material Cargo Battens, thickness, material and spacing

Cargo Hatchways. (Deck) 6' angle Coaming 50' even. Thickness of Hatches 3' no hatch on foredeck

Size of No. 1 Hatchway (Forward) 4-9-7-0 No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters

FOR FURNESS SHIPBUILDING CO. LIMITED
 Builder's Signature *John Mc Govern*
 DIRECTOR

GENERAL DECLARATION This vessel has been built in accordance with the approved plans of the Secretary of the Society from 7. December 1927 to 6 August 1927, and in general conformity with the Society's Rules and Regulations for the class contemplated.

Transverse framing on sides, Longitudinal framing bottom deck - Bracketless System. The materials and workmanship throughout are good.

No. 1 & 2 Centre oil Tanks have been tested with head of water 5' 0" above tank top and No. 2 trans Tanks with head 5' 0" above upper deck. The fore, rafter, peak, tank, oil fuel Tank, Cofferdams, and double bottom tank in engine space, have been tested to Rule requirements. The Prop. Ducts, Deck tested by hose all with satisfactory results. The Steam Steering gear and Windlass have been tested under steam and the Auxiliary means of steering tested & found in good working condition.

The assigned freeboard has been marked on the vessel's side and verified. Required of Section 35 filled for oil fuel F.P. above 150°F Complied with.

The amount of Entry Fee £ 4 : 0 : 0	Fees applied for, 22.8.1927	I am of opinion the Vessel should be Classed A1 Carrying Petroleum in bulk. Longitudinal framing, Bottom & Deck. Bracketless System. Fitted for oil fuel F.P. above 150°F
Special Survey Fee.... £ 129 : 0 : 0	Received by me, 2.9.27	
Freight Travelling Expenses, if any £ 3 : 13 : 4	Yes	

State whether the Vessel has been built under Special Survey _____

Certificate to be sent to *Onadenburg* Date of issue *5/9/27*

Signature *W. Phipps*
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI 2 SEP 1927**

Character assigned **100-171**
Carrying petroleum in bulk
Lloyd's A.S.C.P. Thine 8.27 J.D. C.L.
Fitted for oil fuel 8.27 J.P. above 150°F

Longitudinal framing at Bottom and at deck "Bracketless"
see special memo. 5/9/27

The Surveyors are requested not to write on or below the Committee's Minute.

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.)

Copies of The Plans of Proper Deck Plan, and Midship Section, as built, together with the following approved plans and Darguin reports are forwarded: Midship Section, O.T. Transverse Bulkhead, Proper Deck Plans, After Peak 2 Stern Frame Rudder, Alternating Scantlings with Flanged Transverse, Oil Fuel Tank, and Section, After End Section, Connection of Transverse to Middle Line B, Arrangement of Stingers in Middle Line B, Midship section showing alternation Scantlings with Flanged Transverse, Proper Deck Plans (amended) Quadrant Steering Gear, Spacing of Longitudinals at Deck and Tank Top, Riffening at bottom forward, brackets to longitudinal in lieu of doublers, Brackets to longitudinal to Copperdam Bhd.

Darguin Reports: Stern Frame, Rudder, Stenters

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

1st Bower

2nd "

3rd "

Forged Anchor heads.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 78.6 ft., ^{Drunk} 86.55 ft., Bridge ft., Forecastle (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 D^o steel

Official No. 149879 : Signal Letters

Is bottom of Vessel coated with cement in parts.

particulars of composition Belmours Channel, by Bagg's Dunder on floors at bottom plating in Boiler space, on per Scantlings filled of cement in Engine Room Tank.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.
Double bottom, aft,	✓		Fore peak tank,	25.0
Double bottom, under Engines and Boilers,	✓		After peak tank,	15.4
Double bottom, if under Engines only, ^{2nd water}	19.2	30 tons	Deep tank, aft,	
Double bottom, if under Boilers only,	✓		Deep tank, forward,	
Double bottom, forward,	✓		Other tanks, if fitted,	
		Total capacity of double bottom 30 tons	(If necessary, furnish further information by sketch.)	

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 1424

Date 12 February 1927

Dates of Surveys held while building

Mar 9.10.11. Apr 6.12.13.25.26.28. May 2.4.9.10.12.16.18.20.23.25.27.30.31. Jun 2.3.4.8.10.13.14.16. 23.24.27.28.29.30. Jul 1.2.4.5.6.7.8.9.11.12.13.14.15.18.24.28. Aug 2.3.9.10.12.

Sections. After End Sections, Middle Line Bld, On Deck sections showing
 with Flanged Transverse, Proper Deck Plans. (amended)

Rpt. 1*.

S.S. OTTERHOUND

PARTICULARS OF LONGITUDINAL FRAMING.

R

Framing of L, L or C
 Frames in Bridge 'tween Decks...
 Frames from Uppermost Continuous Deck

Framing from Awning, Shelter or Upper Deck to Margin Plate.

Spacing of Longitudinal Frames

Amidships
 At Ends

Double Bottoms

Tank Top Longitudinals
 Bottom

Spacing of Longitudinals

Amidships
 At Ends...

Transverses.

Slip Side In Bridge
 'tween Decks
 Trunk Side In Awning, Shelter or Upper 'tween Decks.

Depth and Thickness
 Face Angles
 Lugs to Shell*
 Depth and Thickness
 Face Angles
 Lugs to Shell*
 Depth and Thickness
 Face Angles
 Lugs to Shell*
 Brackets

In Hold.
 Bottom

Spacing of Transverse Frames
 * State if joggled or liners.

Longitudinal Beams of

Bridge Deck ...
 Awg.or Shltr.Dk.
 Upper
 Trunk Top "
 Second
 Third

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to 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 of composition.

PARTICULARS OF V

See 270.—T.

Where Fitted.

*Length.
 Feet.
 Water Capacity.
 Tons.

Fore peak tank,

Where Fitted.

Transverse Beams.
 Upper
 Trunk Top
 Second
 Third

*Length.
 Feet.
 25-0
 15-4

No. of sets of Engines.	One
No. of Shafts.	One
No. of Rigs.	One
No. of Masts.	One
No. of Booms.	One
No. of Decks.	One
No. of Hulls.	One
No. of Stays.	One
No. of Ropes.	One
No. of Chains.	One
No. of Blocks.	One
No. of Pulleys.	One
No. of Sails.	One
No. of Anchors.	One
No. of Buoys.	One
No. of Lights.	One
No. of Signals.	One
No. of Horns.	One
No. of Gongs.	One
No. of Bells.	One
No. of Whistles.	One
No. of Sirens.	One
No. of Alarms.	One
No. of Signals.	One
No. of Lights.	One
No. of Buoys.	One
No. of Boats.	One
No. of Crew.	One
No. of Passengers.	One
No. of Cargo.	One
No. of Fuel.	One
No. of Water.	One
No. of Air.	One
No. of Fire.	One
No. of Steam.	One
No. of Electricity.	One
No. of Gas.	One
No. of Oil.	One
No. of Coal.	One
No. of Wood.	One
No. of Iron.	One
No. of Steel.	One
No. of Copper.	One
No. of Lead.	One
No. of Zinc.	One
No. of Tin.	One
No. of Silver.	One
No. of Gold.	One
No. of Platinum.	One
No. of Palladium.	One
No. of Rhodium.	One
No. of Rhenium.	One
No. of Ruthenium.	One
No. of Selenium.	One
No. of Tellurium.	One
No. of Vanadium.	One
No. of Niobium.	One
No. of Manganese.	One
No. of Chromium.	One
No. of Iron.	One
No. of Cobalt.	One
No. of Nickel.	One
No. of Copper.	One
No. of Zinc.	One
No. of Magnesium.	One
No. of Aluminum.	One
No. of Silicon.	One
No. of Boron.	One
No. of Carbon.	One
No. of Nitrogen.	One
No. of Oxygen.	One
No. of Fluorine.	One
No. of Chlorine.	One
No. of Sulfur.	One
No. of Phosphorus.	One
No. of Arsenic.	One
No. of Selenium.	One
No. of Tellurium.	One
No. of Vanadium.	One
No. of Niobium.	One
No. of Manganese.	One
No. of Chromium.	One
No. of Iron.	One
No. of Cobalt.	One
No. of Nickel.	One
No. of Copper.	One
No. of Zinc.	One
No. of Magnesium.	One
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