

STEEL STEAMER OR MOTORSHIP

DISCLOSED SECTION

Received at London office

6-JUL-1955

No. 858 B

State if Report has been sent on the Freeboard of the Vessel *No.*

State if Report is sent on the Machinery of the Vessel *Yes*

Date of completion of report *23rd June 1955*

Port of *Tokohama*

No. *1693*

Survey held at *Tokohama*

Date First Survey *November 8th 1954* Last Survey *June 15th 1955*

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

Steel Single Screw Motorship "VIRGINIA MARU" Machinery Amidships

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

Full Scantling

State Type of Erections *Forecastle*

TONNAGE under Tonnage Deck

CLASS *+100A1*

State if with freeboard as condition of Class *No.*

Built at *Tokohama*

space or spaces in Tonnage Dk. Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

FEET *L 419.94' (128.000m)*

Launched *21st April 1955* Yard No. *802*

Breadth (greatest moulded)

B 60.37' (18.400m)

Builders *Mitsubishi Nippon Heavy Industries Ltd.*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 37.40' (11.400m)

Owners *Messrs. Mitsubishi Kaisha K.K.*

Tonnage *7633.48*

Tonnage *4371.82*

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry *Tokyo*

If surveyed while building, afloat, or in dry dock *Yes Undocked 30.5.55.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP. M/Ms.	Any Departure from Approved Plans to be Noted.		IN SHIP. M/Ms.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	800	-	Bracket Floors, Frame	<i>rough</i> 200x90x8x13.5 (Sp. 825)	-
" " from 1/2 length amidships to Collision bulkhead	685	-	" " Reversed Frame	<i>rough</i> 200x90x8x13.5 (Sp. 825)	-
" " in peaks	610	-	" " Vertical Struts	<i>CHAN</i> 250x90x9x13	-
DE FRAMING.			Centre Girder, depth and thickness amidships	1135 x 13.5	-
Frame Amidships, Angle <i>E or F</i> 1.0.A.	345x100x10.5x16	-	" " top Angles	<i>welded direct</i>	-
" " Extends up to	<i>2nd deck</i>	-	" " bottom Angles	<i>welded direct</i>	-
Reversed Frame Amidships, Angle	<i>None</i>	-	Side Girders, No. each side and thickness	<i>Mc</i> x 9.5	-
" " Extends up to	<i>✓</i>	-	Margin Plate depth (excl. of flange) and thickness	965 x 13	-
Depth of Framing Girder	345	-	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>welded direct</i>	-
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or F</i> 1.0.A.	200x90x8x13.5	-	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	<i>welded direct</i>	-
" " Second 'tween Decks, Angle <i>E or F</i>	<i>✓</i>	-	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>Every frame x 12</i>	-
" " Third " " "	<i>✓</i>	-	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<i>Every frame x 12</i>	-
" " from 1/2 len. for'd. to 15% len. from Stem 1.0.A.	380x100x10.5x16	-	Tank Side Brackets, height above base line at toe of Frame and thickness	2200 x 12	-
" " in peaks, Angle or <i>B.P.</i>	230 x 11	-	INNER BOTTOM PLATING.		
meter and Spacing of Rivets through Frame and Shell Plating amidships	<i>welded</i>	-	Breadth and thickness of Middle Line Strake	1325 x 13	-
State if Frame Joggled	<i>No</i>	-	Thickness of remainder in Holds	11.5	-
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</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>Yes</i>	-
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</i>	-	BEAMS, Longitudinal Framing		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle <i>E or F</i>	350 x 11 with 250k (Sp. 3200)	-
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle <i>E or F</i>	<i>No</i>	-
Height of Brackets at side above base line at toe of frame			Spacing	250	-
Middle Line Keelson, on Floors, Angles <i>E or F</i>	200 x 12 B.P.	-	Second Deck, amidships, Angle <i>E or F</i>	200 x 90 x 8 x 13.5 1.0.A.	-
" " Through Plate or Inter-costal Plate		-	Spacing	<i>Every frame</i>	-
" " Foundation Plate on Floors		-	Third Deck, amidships, Angle <i>E or F</i>	<i>✓</i>	-
" " Flat Plate Keel Angles		-	Spacing	<i>✓</i>	-
Side Keelsons, No. each side		-	Fourth Deck, amidships, Angle <i>E or F</i>	<i>✓</i>	-
" " thickness of Inter-costal Plate		-	Spacing	<i>✓</i>	-
" " Angles		-	Poop Deck, Angle <i>E or F</i>	<i>✓</i>	-
DOUBLE BOTTOM.			Spacing	<i>✓</i>	-
Solid Floors, thickness and spacing	11.5 x 2400	-	Bridge Deck, Angle <i>E or F</i>	<i>✓</i>	-
" " Are Frame and Reversed Frame joggled?	<i>None</i>	-	Spacing	<i>✓</i>	-
Bracket Floors, breadth and thickness at middle line	825 x 10.5	-	Forecastle Deck, Angle <i>E or F</i> B.P.	200 x 10	-
" " breadth and thickness at margin plate	650 x 10.5	-	Spacing	<i>Every frame</i>	-

PILLARS AND DECKS.					
	IN SHIP. 17/10/5.	Any Departure from Approved Plans to be Noted.		IN SHIP. 17/10/5.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	One		Stringer Plate, breadth and thickness in way of Bridge	2100 x 11.5 325 x 15 (Clock plate)	
" in 'tween Decks, Size and Spacing	Rows		Thickness of Plating abreast Deck openings in way of Wells	9 & 10	
" " " " "	widely spaced		Thickness of Plating abreast Deck openings in way of Bridge	10, 11.5, & 12.5	
" in Holds " " "	as		Thickness of Plating within line of openings	7.5 & 9.5	
" " " " "	Approved.		If Sheathed, material and thickness	Not Sheathed.	
Centre Line Bulkhead. (Partial)			Third Deck.		
Stiffeners and Spacing	100 x 75 x 7 10A. Every ft.		Stringer Plate, breadth and thickness	✓	
Plating, thickness of	6.5		If Plated, state thickness	✓	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness	✓	
Stringer Plate, breadth and thickness in Wells	2100 x 19.5	P 403.	If Plated, state thickness	✓	
Bridge "Deckhouse" " in way of Wells	2100 x 19.5	P 403.	Poop Deck.		
" Angle in Wells	175 x 175 x 20	✓	Stringer Plate, breadth and thickness	✓	
Thickness of Plating abreast Deck openings in way of Wells	19	P 403.	Plating, Sheathing, material and thickness	✓	
Thickness of Plating abreast Deck openings in way of Bridge Deckhouse	17	✓	Bridge Deck.		
Thickness of Plating within line of openings	9	✓	Stringer Plate, breadth and thickness	✓	
If Sheathed, material and thickness	Not Sheathed.	✓	Plating, Sheathing, material and thickness	✓	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells	2100 x 9 370 x 13 (Clock plate)	✓	Stringer Plate, breadth and thickness	Various x 8.	✓
			Plating, Sheathing, material and thickness	8, Not Sheathed.	✓

STAKINGS.						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 LAPPED.
	Breadth between strakes.	Thickness of plates.	Thickness of strake.	Thickness of strake.			Diam.	Spacing or. to cr.	Diam.		Spacing or. to cr.		
Flat Plate Keel	19 1/2	21	21	21		Double	22	99					
" Dblg. (if any)	✓	See letter dated 9/1/55	✓	✓	Side plating amidships	✓	✓	✓					
Bottom Plating, No. of Strakes	3	✓	16	16	Rule 16.5 mm	Welded	✓	✓					
Bilge Plating, No. of Strakes	2	✓	16.5	16	16.24 to 16.45	Welded	✓	✓					
Side Plating, No. of Strakes	4	✓	16.5	11.5	accepted. See letter dated 6/10/54.	Double	22	99					
Upper Deck, Sheerstrake in Wells	15 1/2	✓	20.5	11.5	13.	Double	22	99					
Upper Deck, Sheerstrake in Bridge	15 1/2	✓	20.5	✓	✓	Double	22	99					
Strake below Sheerstrake in Wells	✓	✓	16.5	11.5	12.	Welded	✓	✓					
Strake below Sheerstrake in Bridge	✓	✓	16.5	✓	✓	Welded	✓	✓					
Poop side Plating	✓	✓	✓	✓									
Bridge Side Plating	✓	✓	✓	✓									
Forecastle Side Plating	✓	✓	10.5	✓		Welded	✓	✓					

WATERTIGHT BULKHEADS.		FORGINGS AND CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel—			Casting or Forging.	Scantling.	Maker's Name.	Any Defect from Apprais to be noted.
Extending to Upper Deck (Sec. 3c)	7		KEEL, Bar	None.		
Deck next below	1		STEM	fashioned } as from plate } appl.		
As per Rule	7		STERN X Propeller Post	C. S. appl.	Scantling	Iron work
			FRAME { Rudder	None.		

		Plating Thickness.	STIFFENERS.				Speed of Vessel	14.25 Knts.				
			VERTICAL.		HORIZONTAL.							
			Spacing in ft.	Spacing in ft.	Spacing in ft.	Spacing in ft.						
MIDSHIP BULK'D,	FR. 82.	Upper 'tween decks	7-6.5	125x75x7.100.	750				RUDDER—Type	Balanced Reaction type		
"	"	Second "						"	--- Total Area	175.893 sq. ft.		
"	"	Third "						"	Diam. of head	280 in ft.		
"	"	Holds	FR. 84	250x1200	10	910x11 web. 80x25 F.B. face	4125	625x9.5 (one)	"	Mainpiece at top pintle	CS. } as CS. } Appl. (Sumitomo Iron Works)	
"	"	"	corrugated.					210x25 F.B. face.	"	"	heel	CS. } welded & bolt riveted
"	"	"	"						"	how constructed		
"	"	"	"						"	double or single plate	Double plate.	
"	"	"	"						"	coupling, vertical or horizontal	Horizontal.	
COLLISION	"	(in Hold)	FR. 159.	7.5-15	150x90x9.100.	750	✓	✓	"			
AFTER PEAK	"	"	FR. 10.	7.5-12	150x90x9.100.	700	✓	✓	"			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Basic Of*
Hearth :- Plates :- Tsurumi Iron works. (N.K.K.)
Sections :- Yawata Iron works, Tsurumi Iron works (N.K.K.)
 Has the Steel been tested as required by the Rules? *Yes.*

EQUIMENT NO.										LETTER	ANCHORS.						
Number of Riffling.		Anchors.		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.	Cwts.					
-6335	1st Bower	70	1	11	Stockless			54	5	0	0		Improved Hall's	Fotoyo Steel			TOKYO - 1. 3. 55
-6336	2nd "	70	0	6	do			54	5	0	0		Type C.S. Head.	Easting Co. Ltd.			T. NOMURA
-6334	3rd "	69	3	23	do			53	15	0	0		do	do			TOKYO - 3. 55
	Collective weight	210	1	12									do	do			T. NOMURA
✓	Stream	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	208.50 cwt		do			TOKYO - 1. 3. 55
														do			T. NOMURA

CHAIN CABLES.										HAWSERS AND WARPS.											
Number of Certificate.	Length and size supplied.		Type 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.	Status.	Break- ing.	Cwts.	qrs.	lbs.	Cwts.					Length.	Diam.		Fathoms.	Ins.	Length.	Cir.	Fathoms.	Ins.
22370	31-68	2 1/16	147 1/2	107-10	713-0-14		637-50	300	2 1/16	Special C.S. Koyatsu Mfg. Co Ltd.	KOMATSU 15-3-55 M. MATSUMOTO.	FOWLINE Hawser & Warps	120	5	10-9	120	5				
														(6x24)		(6x24)					
														100	7	(Hawse)	100	7			
														100	7	do	100	7			
														100	7	do	100	7			
													100	7	do	100	7				

Steering Gear, Type (Power or hand) *Electro Hydraulic*
 Steering Chains (Size and Test) *✓*
 Windlass *Steam*
 Alternative Means of Steering *Two Motors*
1-8530 x 2720 x 1160 - 55 ft (wooden) Hand pump
Beats 1-8530 x 2730 x 1160 - 55 ft (wooden) Hand pump
 lings in Holds, thickness and material *65 mms Soft Wood (Close) on battens*
 Cargo Battens, thickness, material and spacing *50 x 230 mms Soft wood*
 Hatchways. - (Upper Deck) *Steel Coamings Adequately Supported.*
 Thickness of Hatches *{ Steel pontoon 8 mms thick*
wood covers 70 mms thick
 e of Hatchways No. 1 (Fwd) *8220 x 6000* No. 2 *12000 x 7000* No. 3 *11200 x 7000* No. 4 *12000 x 7000* No. 5 *10400 x 7000* No. 6 *✓*
 mber of Shifting Beams *Pontoon* *7* *7* *7* *Pontoon*
 nd/or Fore and Afters

No. of Affiche.	Length and also 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.			
	Fathoms.	Diam.	Sta.	Break- ing.	Supplied.	Per Rate.	Length, Fathoms.	Diam, In.	Length, Cir.	Cir.					Fathoms.	In.	Fathoms.	In.	Fathoms.	Cir.	Fathoms.	Cir.
22370	311.68	2 1/4	499.6	107.10	713-0-14	637.50	300	2 1/4	Special C.S. Struck	Komatsu Mfg. Co. Ltd.	KOMATSU 15-3-55	M. MATSUMOTO.	TOWLINE	120	5	109	120	5	(6x24)	(6x24)		
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Hawser & Warps	100	7	(Hawser)	100	7			
															100	7	do	100	7			
															100	7	do	100	7			
															100	7	do	100	7			

Steering Gear, Type (Power or hand) *Electro Hydraulic*
 Steering Chains (Size and Test) *✓*
 Windlass *Steam*
 Alternative Means of Steering *Two Motors*
1-8530 x 2720 x 1160 - 55 ft (wooden) Hand pump
Beats 1-8530 x 2730 x 1160 - 55 ft (wooden) Hand pump
 lings in Holds, thickness and material *65 mms Soft Wood (Close) on battens*
 Cargo Battens, thickness, material and spacing *50 x 230 mms Soft wood*
 Hatchways. - (Upper Deck) *Steel Coamings Adequately Supported.*
 Thickness of Hatches *{ Steel pontoon 8 mms thick*
wood covers 70 mms thick
 e of Hatchways No. 1 (Fwd) *8220 x 6000* No. 2 *12000 x 7000* No. 3 *11200 x 7000* No. 4 *12000 x 7000* No. 5 *10400 x 7000* No. 6 *✓*
 mber of Shifting Beams *Pontoon* *7* *7* *7* *Pontoon*
 nd/or Fore and Afters

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No. 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 ship has been built under Special Survey in conformity with the Society's Rules & Regulations and Secretary's Letter. Details of scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, Rule requirements. The plans of midship section and profile of deck showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. The quality of materials and workmanship is good. The ship is designed to carry fresh water or water ballast in the fore & after peak tanks & fresh water only in No. 1 Double bottom tank & boiler feed water in No. 4 double bottom tank, oil fuel or water ballast in Nos. 1, 2, 3 & 6 double bottom tanks & tanks in way of the tunnel and oil fuel only in No. 5 double bottom tank, and dry cargo or water ballast in the midship deep tanks. The peak tanks, deep tanks, tanks in way of tunnel & double bottom tanks have been pressure tested & decks, bulkheads, shaft tunnel & watertight door have been hose tested in accordance with the Rules. The steering gear & windlass have been tested under working conditions & found satisfactory.

Amount of Entry Fee First Entry \$1,804.00 Fees applied for, JUL 1 1956
Special Survey Fee £ : : Received by me, _____
Travelling Expenses, if any \$15,000.00 19 _____

I am of opinion the Vessel should be Classed + 100A1
Longitudinal Framing at Bottom and at Deck
S.S. Thompson Inspector
Signature _____
Surveyor to Lloyd's Register of Shipping.

Whether the Vessel has been built under Special Survey Yes
Certificate to be sent to Yka. in triplicate Date of issue 25/10/55

Committee's Minute
Character assigned
+100 A1
5.55 yka.
Llych A & CP.

7 LMC 6.55 (With Torsional End^{ts})
2 DB 145 lb.
CL.

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 the Plans should be embodied).

The following plans are forwarded herewith.

As Built

Midship Section

General Construction Sheet I.

do

Sheet 2.

Sternframe & Rudder.

Shell Expansion & Framing

Note:- Location of P403 material

has been indicated on the

General Construction Sheet I &

the Shell Expansion & Framing plans.

As approved

Midship Section.

General Construction Sheet I

do

Sheet 2

Upper Deck Sheets 1, 2 &

Second Deck Sheets 1, 2 &

Third Deck

Forecastle Deck.

Location of P403 Material - See Gen. Construction Sheet I & Shell Expansion & Framing

The following parts of the vessel have been constructed of material in accordance with P403 of the Rules. i.e. Upper Deck plating outside openings from ft. 47 1/2 - 120 1/2 except within midship house from ft. 60 1/2 - 86 1/2, Hatch covers of upper deck at Nos 2, 3 & 4 hatches & covers of Machinery of

Note:- Lloyd's P403 material not fitted at above corners but AB tested material (B) & (C) in lieu due to difficulty in supply of P403 material. Keel plate from ft. 46 1/2 - 116 1/2 & sheerstrake from ft. 50 1/2 - Casting & Forging certificates of Rudder Frames (Upper & Lower), Sternframe, Rudder Stock, Rudder pintles & Tiller.

This vessel is also classed with Nippon Kaiji Kyokai. Freeboards have been assigned by the Japanese Government viz:- 2851 mms to top of steel upper deck. - Partial flush deck correction has not been considered by the Japanese Government when assigning these freeboards.

PARTICULARS OF ELECTRIC WELDING (if employed) All parts electrically welded except the following which are rivetted:- Upper & Lower seams of sheerstrake & both seams of keel plate. Outboard seam of upper deck stringer plate. Upper deck stringer angle. Bridge front casing boundary and at after corner of bridge deckhouse. Machinery casing boundary bar to upper deck bridge deck.

Also bilge strake

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

Longitudinal framing at bottom and at deck, P4 Elec. welded, E.S.D., D.F., Gyro C, Lloyds A & Cp.

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. Decca N°1596

State Maker Decca

Name and/or of Supplier Decca (England).

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

1st Bower	45 cwt 1 gr. 1 lb.	K.N.	Y-6332	23.2.55
2nd "	45 cwt 0 gr 7 lbs	K.N.	Y-6333	23.2.55
3rd "	44 cwt 3 gr 24 lbs	K.N.	Y-6331	23.2.55

PARTICULARS FOR RECORD in the REGISTER BOOK. - Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 40.05

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

Official No. 73743 (Japan) RISE of floor 3 5/32" Signal Towers Extreme Breadth over Bulwark 60' - 7 3/8" Over all Length 449' (Circ. 1703)

No. and Material of Decks Two Decks (Steel)

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.	SALT. Water Capacity.	Where Fitted	Length.	SALT. Water Capacity.
Double bottom, aft, FR. 49-61.	✓	154.30	Fore peak tank,	✓	99.16
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	✓	146.16
Double bottom, if under Engines only,	✓	✓	Deep tanks aft, IN. WAY OF TUNNEL, FR 20-34	✓	261.8
Double bottom, if under Boilers only,	✓	✓	Deep tank, AMIDSHIPS, FR. 84-95	✓	1226.4
Double bottom, forward, FR 84-158.	✓	714.70	Other tanks, if fitted, FRO - AFT. (Transom)	✓	35.16
Total length (if continuous) and Capacity	✓	929.00	(If necessary furnish further information by sketch)	✓	✓

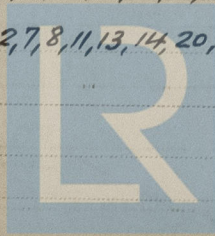
Order for Special Survey No.

Date

Dates of Surveys held while building

L.D.P. 1954 Nov-8, 1955 JAN.-7, 20, FEB.-4, 8, 9, 10, 12, 14, 15, 16, 18, 21, 22, 23, 24, 25, MAR.-1, 3, 4, 10, 11, 12, 14, 15, 16, 17, 18, 19, 24, 25, 30, 31, APRIL-2, 7, 8, 11, 13, 14, 20, 21, 25, 28, KM.-1955 FEB.-3, 17, APRIL-26, MAY-18, RT-1955 MAR.-29, APRIL-16, JUN. 15, H.T.-1955 JUNE-11, I.S.-1955 MAY-13, 21.

no S.S.O.F. available.



Lloyd's Register Foundation