

STEEL STEAMER or MOTORSHIP.

27 MAR 1931

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *Yes No 9106*State if Report is sent on the Machinery of the Vessel *Yes herewith*Date of completion of report *23rd March 1931*Port of *Trieste*No. *9129*Survey held at *Monfalcone*Date First Survey *16th Dec. 1929*Last Survey *11th March 1931*

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

Single Screw Motorship "CORTELLAZZO"

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

Complete Superstructure

State Type of Erections

Forecastle

TONNAGE under Tonnage Deck

*6082.04*CLASS *100 A 1*

State if with freeboard as condition of Class

Yes

Built at

Monfalcone

Do. of space or spaces between Tonnage Dk. and Upper Dk.

✓

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

*L 420*Launched *28 June 1930* Yard No. *223**"CANTIERI RIUNITI DELL'ADRIATICO"*

Builders

CANTIERI MONFALCONE

Owners

Societa' Veneziana di Navigazione

Managers

(Where necessary to be entered in Reg. Book.)

Residence

Venice

Port of Registry

Venice

If surveyed while building, afloat, or in dry dock

*While building*Total *6082.04*Gross Tonnage *7022.73*Net Tonnage *4223.63*

REGISTERED DIMENSIONS.

FEET. BRITISH METHOD

Length *134.30* *423.1*Breadth *17.13* *56.20*Depth *10.13* *33.22*

Breadth (greatest moulded)

B 56.0

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

*D 35.16*1st Longitudinal Number (L x D) = *14767*2nd Numeral L x (B + D) = *38287*

Framing Depth "d," at middle of length. See Sec. 3 (1d)

23.58

Proportions—Depth to Length—Uppermost continuous deck to top of keel

11.76

Do. Long Bridge to top of keel

✓

Draught Moulded

23 - 11 7/8

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>735</i> | | Bracket Floors, Frame | <i>150 75 8.5</i> | |
| " from $\frac{3}{4}$ length to Collision bulkhead | <i>685</i> | | " " Reversed Frame | <i>150 75 7.5</i> | |
| " in peaks | <i>610</i> | | " " Vertical Struts | <i>260 90 10.5 15.5</i> | |
| FRAMING. | | | Centre Girder, depth and thickness amidships | <i>1090 14</i> | |
| Frame Amidships, Angle, \square or \square | <i>300 90 13</i> | | " " top Angles | <i>90 90 13.5</i> | |
| " Extends up to | <i>2nd deck</i> | | " " bottom Angles | <i>100 100 15</i> | |
| Reversed Frame Amidships, Angle | <i>✓</i> | | Side Girders, No. each side and thickness | <i>ONE 11.5</i> | |
| " " Extends up to | <i>✓</i> | | Margin Plate depth (excl. of flange) and thickness | <i>1120 13.5</i> | |
| Thickness of Framing Girder | <i>300</i> | | " " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem | <i>1150 150 11.5</i> | |
| Frames in Uppermost Continuous 'tween Decks, Angle, \square or \square | <i>180 90 8.5</i> | | " " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem | <i>1150 150 11.5</i> | |
| " Second 'tween Decks, Angle, \square or \square | <i>✓</i> | | " " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem | <i>Continuous plate</i> | |
| " Third " " " " | <i>✓</i> | | " " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem | <i>Continuous plate</i> | |
| Spacing in Peaks, Angle, \square or \square | <i>180 90 10.5</i> | | Tank Side Brackets, height above base line at toe of Frame and thickness | <i>2100 11.5 17.05</i> | |
| Number and Spacing of Rivets through Frame and Shell Plating amidships | <i>22 150</i> | | INNER BOTTOM PLATING. | | |
| Is Frame Joggled | <i>NO.</i> | | Breadth and thickness of Middle Line Strake | <i>360 13</i> | |
| FRAMING ARRANGEMENTS (Sec. 7), state system and particulars | <i>DEEP FRAMING, ONE SIDE STR. + 2 STRAKES OF SIDE PLATING INCREASED 0.4</i> | | Thickness of remainder in Holds | <i>11</i> | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | <i>SOLID FLOORS AT EVERY FRAME. DOUBLE RIVETED FRAMES, ONE EXTRA FULL DEPTH INTERCOSTAL, STRAKES OF PLATING NEXT TO KEEL MAINTAIN MIDSHIP THICK. TO COLL. END.</i> | | Are Rule requirements complied with regarding increases of scantlings in way of double bottom in \square & \square space and framing in Bunkers and Boiler Room? | <i>YES.</i> | |
| DOUBLE BOTTOM. | | | BEAMS. | | |
| Frames, Depth and thickness at mid-line in Holds | <i>✓</i> | | Uppermost Continuous Deck, amidships in Wells, Angle, \square or \square | <i>200 90 10 200x75x9</i> | |
| Height of Brackets at side above base line at toe of frame | <i>✓</i> | | " " in way of Bridge, Angle, \square or \square | <i>✓</i> | |
| Middle Line Keelson, on Floors, Angles, \square or \square | <i>✓</i> | | Spacing | <i>Every</i> | |
| " " Through Plate or Intercostal Plate | <i>✓</i> | | Second Deck, amidships, Angle, \square or \square | <i>200 90 10 200x75x9.5</i> | |
| " " Foundation Plate on Floors | <i>✓</i> | | Spacing | <i>Every</i> | |
| " " Flat Plate Keel Angles | <i>✓</i> | | Third Deck, amidships, Angle, \square or \square | <i>200 90 10 190x85x10</i> | |
| Keelsons, No. each side | <i>✓</i> | | Spacing | <i>Every</i> | |
| " thickness of Intercostal Plate | <i>✓</i> | | Fourth Deck, amidships, Angle, \square or \square | <i>✓</i> | |
| " Angles | <i>✓</i> | | Spacing | <i>✓</i> | |
| DOUBLE BOTTOM. | | | Poop Deck, Angle, \square or \square | <i>✓</i> | |
| Solid Floors, thickness and spacing | <i>10.5 EVERY 32</i> | | Spacing | <i>✓</i> | |
| " " Are Frame and Reversed Frame joggled? | <i>NO</i> | | Bridge Deck, Angle, \square or \square | <i>✓</i> | |
| Bracket Floors, breadth and thickness at middle line | <i>8.5 10.5</i> | | Spacing | <i>✓</i> | |
| " " breadth and thickness at margin plate | <i>8.5 10.5</i> | | Forecastle Deck, Angle, \square or \square | <i>200 90 10 200x75x9</i> | |
| | | | Spacing | <i>Every</i> | |

| PILLARS AND DECKS. | | | | | | | | | | | |
|---|--|----------------------------|--|--|--|----|--|---------------------------|--|--|--|
| | | Three Pillars IN SHIP. | | Any Departure from Approved Plans to be Noted. | | | | Three Pillars IN SHIP. | | Any Departure from Approved Plans to be Noted. | |
| PILLARS, No. of Rows..... | | THREE | | | | | | | | | |
| " in 'tween Decks, Size and Spacing..... | | 65 EVERY 2' 0" AT CENTRE. | | | | | | | | | |
| " " " " " | | | | | | | | | | | |
| " in Holds " " | | 125 EVERY 2' 0" AT CENTRE. | | | | | | | | | |
| " WIDELY SPACED PILLARS AND GIRDERS AT SPACS. AS PER APP. PLAN. | | | | | | | | | | | |
| Centre Line Bulkhead. | | | | | | | | | | | |
| Stiffeners and Spacing..... | | | | ✓ | | | | | | | |
| Plating, thickness of | | | | ✓ | | | | | | | |
| STRINGERS AND DECKS. | | | | | | | | | | | |
| Uppermost Continuous Deck. | | | | | | | | | | | |
| Stringer Plate, breadth and thickness in Wells | | 150 | | 15.5 | | | | | | | |
| " " " " in way of Bridge | | | | ✓ | | | | | | | |
| " Angle in Wells | | 160 | | 160 | | 16 | | | | | |
| Thickness of Plating abreast Deck openings in way of Wells | | | | ✓ | | | | | | | |
| Thickness of Plating abreast Deck openings in way of Bridge | | | | 13.5 | | | | | | | |
| Thickness of Plating within line of openings... | | | | 10 | | | | | | | |
| If Sheathed, material and thickness | | | | 2" OREGON PINE. | | | | | | | |
| Second Deck, | | | | | | | | | | | |
| Stringer Plate, breadth and thickness in Wells .. | | 120 | | 10 | | | | | | | |
| Stringer Plate, breadth and thickness in way of Bridge | | | | | | | | ✓ | | | |
| Thickness of Plating abreast Deck openings) in way of Wells | | | | | | | | 9.5 | | | |
| Thickness of Plating abreast Deck openings) in way of Bridge | | | | | | | | ✓ | | | |
| Thickness of Plating within line of openings... | | | | | | | | 8.5 | | | |
| If Sheathed, material and thickness | | | | | | | | ✓ | | | |
| Third Deck, IN WAY HOLD ONLY | | | | | | | | | | | |
| Stringer Plate, breadth and thickness..... | | | | | | | | 9.5 | | 8.5 | |
| If Plated, state thickness..... | | | | | | | | 7.5 | | | |
| Fourth Deck. | | | | | | | | | | | |
| Stringer Plate, breadth and thickness..... | | | | | | | | ✓ | | | |
| If Plated, state thickness | | | | | | | | | | | |
| Poop Deck. | | | | | | | | | | | |
| Stringer Plate, breadth and thickness | | | | | | | | ✓ | | | |
| Plating, Sheathing, material and thickness ... | | | | | | | | | | | |
| Bridge Deck. | | | | | | | | | | | |
| Stringer Plate, breadth and thickness..... | | | | | | | | ✓ | | | |
| Plating, Sheathing, material and thickness ... | | | | | | | | | | | |
| Forecastle Deck. | | | | | | | | | | | |
| Stringer Plate, breadth and thickness..... | | | | | | | | 9.90 | | 9 8.90 | |
| Plating, Sheathing, material and thickness ... | | | | | | | | 8.5 | | | |

| SHELL PLATING. | | | | | | | | | |
|-------------------------------------|---------------|----------|--------|--------|--|-------------------|----|---------|-------|
| SCANTLINGS. | | | | | RIVETING. | | | | |
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | |
| | AMIDSHIPS. | FORWARD. | AFT. | | | SINGLE OR DOUBLE. | | RIVETS. | |
| | Breadth. | Thick. | Thick. | Thick. | | | | | |
| FLAT PLATE KEEL | 1810 | 19.5 | 17 | 17 | | DOUBLE | 25 | 92 | FOUR |
| " DBLG. (if any) | - | - | - | - | | - | - | - | - |
| BOTTOM PLATING, No. of Strakes | 2000 | 14.5 | 12.5 | 13.0 | | DOUBLE | 22 | 82 | THREE |
| BILGE PLATING, No. of Strakes | 1801 | 14.5 | 12.5 | 13.0 | | " | " | " | " |
| SIDE PLATING, No. of Strakes | 1806 | 14.5 | 11.5 | 12.5 | | " | " | " | " |
| UPPER DECK, Sheer-strake in Wells | 1420 | 17.5 | 11.5 | 11.5 | | " | " | " | FOUR |
| UPPER DECK, Sheer-strake in Bridge | - | - | - | - | | - | - | - | - |
| STRAKE BELOW SHEER-strake in Wells | 1420 | 16.5 | 11.5 | 11.5 | | DOUBLE | 22 | 82 | FOUR |
| STRAKE BELOW SHEER-strake in Bridge | - | - | - | - | | - | - | - | - |
| POOP SIDE PLATING | - | - | - | - | | - | - | - | - |
| BRIDGE SIDE PLATING | - | - | - | - | | - | - | - | - |
| FORECASTLE SIDE PLATING | - | - | 10.5 | - | | SINGLE | 19 | 76 | TWO |

| WATERTIGHT BULKHEADS. | | | | | FORGINGS and CASTINGS. | | | | |
|---------------------------------------|---|---------|-----------|-----|---|----------|---------|--|--|
| Total No. of W.T. BULKHEADS in Vessel | | | | | Casting or Forging. | | | | |
| Extending to Upper Deck (Sec. 3 c) | Collision Bld. | | | | KEEL, Bar | | | | |
| " Deck next below | Seven | | | | STEM | CASTING | 260x68 | | |
| As per Rule | See to 2nd Coll. to Upper | | | | STERN FRAME | CASTING | 267x198 | | |
| | | | | | Rudder | CASTING | 250x198 | | |
| | | | | | RUDDER-A&D | 478x94 | | | |
| | | | | | Speed of Vessel | 13 1/4 | | | |
| | | | | | RUDDER mainpiece at head | FORGING | 268 | | |
| | | | | | " " heel | | 204 | | |
| | | | | | " " how constructed | BUILT UP | | | |
| | | | | | " double or single plate coupling, vertical or horizontal | SINGLE | 28 | | |
| | | | | | | HORIZ. | | | |
| MIDSHIP BULKHD, Upper 'tween decks | | | | | | | | | |
| " " Second | | | | | | | | | |
| " " Third | | | | | | | | | |
| " " Holds | 10-7 | 1300x12 | 800 | | | | | | |
| COLLISION | (in Hold) | 2-75 | 120x90x2 | 610 | | | | | |
| AFTER PEAK | | 18-75 | 140x70x10 | 610 | | | | | |
| STEEL. | Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Scanians Martin process. Wilmonts Baybar is Eisenhutter gen. Oder. Alpine Monted forellschaff. | | | | | | | | |
| | Has the Steel been tested as required by the Rules? yes. | | | | | | | | |

| EQUIPMENT No. 40110.13 | | | | | | | | | | | | LETTER 27 | | | | ANCHORS. | | | |
|------------------------|--------------------|--------------------|------|------|------------------|------|------|------------------------|-------|------|------------------------------|-----------|------------------------|-----------|---|----------|-----------------|------|--|
| Number of Certificate. | Anchors. | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST, PER CERTIFICATE. | | | WEIGHT REQUIRED BY TABLE 53. | | Description of Anchor. | Makers. | Where and when tested and Superintendent. | | | | |
| | | Owts. | qrs. | lbs. | Owts. | qrs. | lbs. | Tons. | owts. | qrs. | lbs. | Owts. | | | | | qrs. | lbs. | |
| 2178 | 1st Bower | 70 | 3 | 14 | - | - | - | 54 | 5 | 0 | 0 | 68 | Grouse Headless | G. Jenson | C. Hayward | 22/30 | M. B. B. | | |
| 2179 | 2nd " | 70 | 3 | 14 | - | - | - | 54 | 5 | 0 | 0 | 68 | " | " | " | " | " | | |
| 2177 | 3rd " | 69 | 3 | 18 | - | - | - | 53 | 15 | 0 | 0 | 58 1/2 | " | " | " | " | " | | |
| | Collective weight. | 211 | 2 | 18 | | | | | | | | 194 1/2 | | | | | | | |
| 2214 | Stream | 20 | 3 | 11 | 6 | 0 | 1 | 21 | 10 | 1 | 17 | 19 | Stock ordinary | " | " | " | 7/5/30 K. W. B. | | |

| 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. | | | | | | |
| | | | | Supplied. | Per Rule. | Length. | Diam. | | | | | | | Length. | Cir. | | Length. | Cir. | | | | | |
| | Fathoms. | Ins. | Tons. | qrs. | lbs. | Owts. | Fathoms. | Ins. | | | | | | Fathoms. | Ins. | Tons. | Fathoms. | Ins. | | | | | |
| 85978 | 135 | 2 1/4 | 362.1.19 | 720 3/4 | 270 | 2 1/4 | 11 | | H. GREEN. | 20/6/30 | TOWLINE | 120 | 5 1/4 | 77.5 | 120 | 5 1/4 | | | | | | | |
| 85950 | 135 | 2 1/4 | 362.1.19 | 720 3/4 | 270 | 2 1/4 | 11 | | " | 20/6/30 | HAWSERS & WARPS | 2x90 | 3 1/2 | 35.2 | 2x90 | 2 3/4 | | | | | | | |
| | 270 | | 725.3.10 | | | | | | | | | 2x90 | 2 1/4 | 20.1 | 2x90 | 2 1/4 | | | | | | | |
| | | Cir. | | | | | | | | | | | | | | | | | | | | | |
| Iron Stream Chain or Steel Wire | 90 | 5 | 70.9 | | | | | | | | | | | | | | | | | | | | |

Steering Gear, Steam

HYDRO ELECTRIC J. HASTIE & CO LD.

Steering Gear, Hand

J. HASTIE & CO LD.

Boats

2 lifeboats. 2 dinghies

Steering Chains, Size and Test.

✓

Windlass

Grouse Walker

Ceiling in Holds, thickness and material

2 1/2 W.P

Cargo Battens, thickness, material and spacing

6 x 2 @ 9".

Cargo Hatchways.-(Upper Deck).

1065 x 112.

Thickness of Hatches

75 L.

Size of No. 1 Hatchway (Forward)

26'-6" x 19'-8"

No. 2

26'-6" x 19'-8"

No. 3

19'-3 1/2" x 19'-5"

No. 4

13'-9" x 19'-5"

No. 5

26'-6" x 19'-8"

No. 6

26'-6" x 19'-8"

Number of Shifting Beams and/or Fore and Afters

Three to bow 1, 2, 5 & 6" hollowways, two to stern 2 & 3.

DUAL CLASS

Cantieri Riuniti Dell'Adriatico

CANTIERE MONFALCONE

Builder's Signature

Mrs. Carlo Montanaro

| | | | |
|--|--|--|---------------------|
| Steering Gear, Steam | HYDRO ELECTRIC. J. HASTIE & CO. LD. | Steering Gear, Hand | J. HASTIE & CO. LD. |
| Boats | 2 Lifeboats, 2 dinghies | Steering Chains, Size and Test | Windlass |
| Ceiling in Holds, thickness and material | 2 1/2 W.P. | Cargo Battens, thickness, material and spacing | 6 x 2 @ 9" |
| Cargo Hatchways. (Upper Deck) | 1065 x 112. | Thickness of Hatches | 7.5 Z. |
| Size of No. 1 Hatchway (Forward) | 26'6" x 19'5" | No. 2 | 26'6" x 19'5" |
| No. 3 | 19'3 1/2" x 19'5" | No. 4 | 13'9" x 19'5" |
| No. 5 | 26'6" x 19'5" | No. 6 | 26'6" x 19'5" |
| Number of Shifting Beams and/or Fore and Afters | Three to No. 1, 2, 5 & 6 holdways, two to No. 3, 4, 5. | | |
| DUAL CLASS | | | |
| L.R. & R.I. | | | |
| GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point. | | | |
| This vessel has been built in accordance with the Rules and the approved plans. The workmanship and the materials are good. The double bottom tanks, fuel, deep tanks, weather decks, bulkheads have been tested in accordance with the Rules requirements with satisfactory results. The forepeak markings have been cut in the vessel sides and verified. Oil fuel having flash point above 150°F may be carried in all the double bottom tanks. Oil or cargo (F.P. above 150°F) may be carried in the deep tanks. The requirements of Section 20 A of the Rules have been complied with and the assignment of the notation 'Fitted for carrying oil F.P. above 150°F in deep tanks' is deemed by the surveyors. | | | |
| P.T.O. | | | |

| | | | |
|--|----------|-------------------|-----------|
| The amount of Entry Fee | £930- | Fees applied for, | 18/3/1931 |
| Special Survey Fee | £34.928- | Received by me, | 9.4.1931 |
| Travelling Expenses, if any | £1.884- | | |
| I am of opinion the Vessel should be Classed #100A1. | | | |
| Signature | | | |
| Surveyor to Lloyd's Register of Shipping. | | | |
| Committee's Minute TUE. 31 MAR '31 | | | |
| Character assigned +100A1 with fbd. | | | |
| Fitted for carrying oil (3,31) F.P. above 150°F in deep tank | | | |
| + L. No. 3.31 C.L. Oil Eng. 200lb. | | | |
| Wrote G. Lloyd's A. & C. R. B. | | | |

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 of the Plans should be embodied.)

All the approved plans have been sent to London together with our F.E. Report on 8952 on the ship "Barbarigo".

6 Test Certificates for forgings, castings - hammerhead tube masts are enclosed herewith.

DUAL CLASS

L.R. & R.I.

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

| | | | | | | | | |
|-----------|--------|---------|---------|-----|------------|------|-------------|---------|
| 1st Bower | Weight | 45:1:26 | Sur. In | K.H | Imp. Cent. | 7595 | Inter. test | 13.2.30 |
| 2nd " | " | 45:0:14 | " | K.H | " | 7637 | " | 13.2.30 |
| 3rd " | " | 44:2:21 | " | K.H | " | 7594 | " | 13.2.30 |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft. (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) * 2 DKS. (1st) 3rd deck in MI hold.

* See Trustee letter dated 22/8/30 on M.S. BARBARIGO.

Official No. ☒ ; Signal Letters ☒ Is bottom of Vessel coated with cement ☒ if not give particulars of composition ☒

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | Length. | | Water Capacity. | Where Fitted. | Length. | | Water Capacity. |
|---|---------|-------|-----------------|--|---------|-------|-----------------|
| | Feet. | Tons. | | | Feet. | Tons. | |
| Double bottom, aft, | 132.5 | 386 | | Fore peak tank, | 27.5 | 133 | |
| Double bottom, under Engines and Boilers, | ✓ | ✓ | | After peak tank, | 22.0 | 107 | |
| Double bottom, if under Engines only, | 48.2 | 243 | | Deep tank, aft, | 41.0 | 1155 | |
| Double bottom, if under Boilers only, | — | — | | Deep tank, forward, | ✓ | ✓ | |
| Double bottom, forward, | 109.3 | 530 | | Other tanks, if fitted, | ✓ | ✓ | |
| Total capacity of double bottom | 1159 | | | (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. 151

Date 10th June 1929

Dates of Surveys held while building

1929 Dec 16, 1930 Jan 3, Feb 5, 14, 25, 27, Mar 13, 25, Apr 9, 15, 17, 28, May 2, 7, 12, 14, 16, 23, 26, 28, 30, June 5, 9, 12, 13, 17, 18, 24, 25, 26, 28, 28, Aug 5, Oct 22, 1931 Jan 9, 20, 29, Feb 26, 28, Mar 2, 6, 6, 9, 10, 11.

Total No. of Visits

45

L

Lloyd's Register Foundation