

STEEL STEAMER OF MOTORSHIP.

OCT 13 1938

Received at London Office

State if Report has been sent on the Freeboard of the Vessel **YES**State if Report is sent on the Machinery of the Vessel **YES**

Date of completion of report

Port of **MIDDLESBROUGH**No. **16438**Survey held at **HAVERTON HILL-ON-TEES**Date First Survey **1st July 1937**Last Survey **30th September 1938**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **SINGLE SCREW MOTOR TANKER SAN DELFINO (MACHINERY FITTED AFT)**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING**State Type of Erections **POOP, BRIDGE + FLE**TONNAGE under Tonnage Deck... **7235.69**CLASS **+100 A.I.**State if with freeboard as condition of Class **NO**Built at **HAVERTON HILL-ON-TEES**

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 460'-0"**Launched **28th JUNE 1938** Yard No. **283**

Total

Breadth (greatest moulded) **B 61'-0"**Builders **FURNESS S.B. C. L^o**Gross Tonnage **8072.04**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 33'-3"**Owners **EAGLE OIL + SHIPPING C. L^o**Register Tonnage **4770.63**1st Longitudinal Number (L x D) **= 15295**

Managers

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

REGISTERED DIMENSIONS.

Length **463**

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

Residence **LONDON**Breadth **61.2**Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.83**Port of Registry **LONDON**Depth **33.1**

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Draught Moulded **26'-10 1/2"****WHILE BUILDING**

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	31"	✓	Bracket Floors, Frame	✓	
" " from 3/8 length to Collision bulkhead	31" + 26"	✓	" " Reversed Frame	✓	
" " in peaks	24"		" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	60" x 54 to 49	✓
Frame Amidships, Angle, E or C	10" x 3 1/2" x 4 B.A. ✓		" " top Angles DOUBLE	4" x 3 1/2" x 52 to 48	✓
" " Extends up to	UPPER DK ✓		" " bottom Angles DOUBLE	5" x 5" x 5	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	3 6" x 42	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	ONE 1/2" HEIGHT 15	✓
Depth of Framing Girder	10"	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	TANK TOP STRAIGHT ACROSS	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	8" x 3" x 36 B.A. ✓		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" " Second 'tween Decks, Angle, E or C	ALTERNATE FRG TO POOP DK.		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Third " " " "	INTERMEDIATE FRG 5" x 3" x 42 ANGLE SCARFED 12" ✓		" " Gussets, spacing and scantling forward 1/4 len. from stem		
Framing in Peaks, Angle, E or C	8" x 3 1/2" x 42 B.A. ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	8' 3" x 45 3" FLANGE	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" 4/8	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	FRG. JOGGLED ✓		Breadth and thickness of Middle Line Strake	76 1/2" x 1/8" EACH SIDE OF CENTRE 18" x 1/8" STRAP	✓
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	THREE PAINTING STRINGERS PAINTING BEAMS, WEB FRG 2 DEEP FLOORS FITTED AS APPROVED ✓		Thickness of remainder in Holds	54 to 52	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	THREE STRAKES OF SHELL PLATING NEXT TO KEEL 77 FROM 1/4 LEN. FROM TO COLLISION BULK ✓		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?	YES	✓
DOUBLE BOTTOM. AT FORE END			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	4'-0" x 38	✓	Uppermost Continuous Deck, amidships in Wells, Angle, E or C	8" x 3" x 48 B.A. ✓	
Height of Brackets at side above base line at toe of frame	7'-0" x 4 8" FLANGE	✓	" " in way of Bridge, Angle, E or C	TO 8" x 3" x 38 B.A. ✓	
Middle Line Keelson, on Floors, Angles, E or C	✓		Spacing	IN WAY OF OIL TANKS LONGITUDINAL BEAMS (SEE SEPARATE REPORT) ✓	
CENTRE 'VISION' BULK? Through Plate or Intercostal Plate	1/4 PLATING ✓		Second Deck, amidships, Angle, E or C	8" x 3" x 42 B.A. ✓	
" " STIFFENERS Foundation Plate on Floors	10" x 3 1/2" x 54 B.A. ✓		Spacing	HALF BEAMS 8" x 3" x 36 B.A. ✓	
" " Flat Plate Keel Angles	26" APART		Third Deck, amidships, Angle, E or C	✓	
Keel Keelsons, No. each side	4" x 4" x 52 DOUBLE ✓		Spacing	✓	
" " thickness of Intercostal Plate	42	✓	Fourth Deck, amidships, Angle, E or C	✓	
" " Angles	TOP (SINGLE) 6" x 3 1/2" x 5 (3 1/2" VERT) ✓		Spacing	✓	
" " BOTTOM (SINGLE) VERTICAL	6" x 6" x 44		Poop Deck, Angle, E or C	8" x 3" x 45 B.A. ✓	
DOUBLE BOTTOM. IN MACH. SPACE	3 1/2" x 3 1/2" x 4		Spacing	TO 8" x 3" x 38 B.A. ✓	
Solid Floors, thickness and spacing	5 30 3/4 APART ✓		Bridge Deck, Angle, E or C	EVERY FRAME ✓	
" " Are Frame and Reversed Frame joggled?	FRG + REV FRG JOGGLED ✓		Forecastle Deck, Angle, E or C	LONGITUDINAL (SEE SEPARATE REPORT) ✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	✓	
" " breadth and thickness at margin plate	✓				

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.....						PILLARS IN POOP TWEEN DECKS					
" in 'tween Decks, Size and Spacing						* IN TWEEN DECKS. BELOW					
" " " " " "						3 1/2" DIA. SOLID					
" in Holds						SPACED AS APPROVED ✓					
" " " " " "						PILLARS IN FLEET TWEEN DECKS.					
" " " " " "						4 IN FORE PEAK SPACES					
" " " " " "						2 3/4" DIA. SOLID SPACED					
" " " " " "						AS APPROVED ✓					
" " " " " "						PILLARS IN BRIDGE TWEEN DECKS					
" " " " " "						2 3/4" DIA. SOLID					
" " " " " "						SPACED AS APPROVED ✓					
LONGITUDINAL											
Centre-line Bulkheads. P-S.											
Stiffeners and Spacing.....						10 x 3 1/2 x 42 B.P. ✓					
Plating, thickness of						31" APART ✓					
						52 TO 4 ✓					
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells						90" x 74 ✓					
" " " " " in way of Bridge						88 AT BREAK ✓					
" " " " " " "						OF POOP + BRIDGE ✓					
" Angle in Wells						8 x 8 x 7 ✓					
Thickness of Plating abreast Deck openings in way of Wells						72 x 6 ✓					
Thickness of Plating abreast Deck openings in way of Bridge						✓					
Thickness of Plating within line of openings...						✓					
If Sheathed, material and thickness						✓					
Second Deck. FROM 42 FRAME AFT											
Stringer Plate, breadth and thickness in Wells...						4 TO 36 ✓					

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>NO</i>	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		Inches.	
FLAT PLATE KEEL	<i>53</i>	<i>.97</i> ✓	<i>.80</i> ✓	<i>.82</i>	<i>SHELL PTS. CONNECTED TO FRAME .66</i>	<i>DOUBLE</i>	<i>1"</i>	<i>4"</i> ✓	<i>QUINTUPLE FOR 1/2 LEN. TO QUAD</i>	<i>1"</i>	<i>4"</i> ✓	<i>LAPPED</i>		
" <i>Date (if any)</i>	<i>THREE STRAKES NEXT TO KEEL INCREASED FROM 1/2 LEN. FOR 70 COLL. BULK. TO .77</i>													
BOTTOM PLATING, No. of Strakes <i>THREE</i>	<i>A 80</i>	<i>.7</i> ✓	<i>.5</i> ✓	<i>.52</i>		<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2"</i> ✓	<i>QUAD. FOR 1/2 LEN. TO TR.</i>	<i>7/8</i>	<i>3 1/8"</i> ✓	<i>"</i>		
BILGE PLATING, No. of Strakes <i>THREE</i>	<i>B 85 1/2</i>	<i>.7</i> ✓	<i>.5</i> ✓	<i>.55</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>		
"	<i>C 90 1/2</i>	<i>.7</i> ✓	<i>.68</i> ✓	<i>.64</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>		
"	<i>D 82 1/2</i>	<i>.7</i> ✓	<i>.5</i> ✓	<i>.53</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>		
"	<i>E 75 1/2</i>	<i>.64</i> ✓	<i>.5</i> ✓	<i>.52</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>		
"	<i>F 77</i>	<i>.63</i> ✓	<i>.46</i> ✓	<i>.48</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>		
"	<i>G 71</i>	<i>.63</i> ✓	<i>.46</i> ✓	<i>.46</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>		
"	<i>H 71 1/2</i>	<i>.63</i> ✓	<i>.46</i> ✓	<i>.46</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>		
UPPER DECK, Sheer-strake in Wells	<i>K 72 1/2</i>	<i>.94</i> ✓	<i>.46</i> ✓	<i>.46</i> ✓		<i>"</i>	<i>1"</i>	<i>3 1/8"</i> ✓	<i>QUIN. TO TR.</i>	<i>1"</i>	<i>4 1/2"</i> ✓	<i>"</i>		
UPPER DECK, Sheer-strake in Bridge	<i>K 72 1/2</i>	<i>1 1/2</i> ✓				<i>"</i>	<i>1"</i>	<i>3 1/8"</i> ✓	<i>QUINTUPLE</i>	<i>1 1/8</i>	<i>5 1/2"</i> ✓	<i>"</i>		
STRAKE BELOW Sheer-strake in Wells	<i>L 72</i>	<i>.78</i> ✓	<i>.46</i> ✓	<i>.46</i> ✓		<i>DOUBLE</i>	<i>1"</i>	<i>3 1/8"</i> ✓	<i>QUAD TO TR.</i>	<i>1"</i>	<i>4 1/2"</i> ✓	<i>"</i>		
STRAKE BELOW Sheer-strake in Bridge														
POOP SIDE PLATING				<i>.4</i>		<i>SINGLE PT.</i>			<i>DOUBLE</i>	<i>3/4</i>	<i>2 5/8"</i> ✓	<i>LAPPED</i>		
BRIDGE SIDE PLATING		<i>.57</i> ✓	<i>.44</i> ✓			<i>SINGLE PT.</i>			<i>DOUBLE</i>	<i>3/4</i>	<i>2 5/8"</i> ✓	<i>"</i>		
FOREC'TLE SIDE PLATING			<i>.43</i> ✓			<i>SINGLE RIV.</i>	<i>3/4</i>	<i>3</i> ✓	<i>SINGLE</i>	<i>3/4</i>	<i>2 5/8"</i> ✓	<i>"</i>		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	15 OILTIGHT BULKHEADS
Extending to Upper Deck (Sec. 3 c)	2 WATERTIGHT
" Deck next below	ALL EXTENDING TO UPPER DECK 175H
As per Rule	

STIFFENERS.

	Plating Thickness.				
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper-tween-decks	54	10 x 3 1/2 x 4 B.P.	36		
" " Second	41	IN GEN. TANKS INCREASED ON BULKHEAD			
" " Third	54	10 x 3 1/2 x 4 B.P.	36		
" " Holds	41	IN WING TANKS			
COLLISION (in Hold)	172	52 x 26 11 x 3 1/2 x 5 B.P.	24 TO N.T. PLAT.		
AFTER PEAK	8	50 x 26 9 x 3 1/2 x 375 B.P.	24		
		IN WAY TO 70-30 34 B.P. 24 4 x 3 x 3 B.P.			

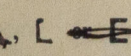
FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT PLATE			
STEM ROLLED STEEL	10 x 2 1/4			
STERN FRAME	Propeller Post	C.S. AS APP. BOCHUMER		
" Rudder	"	C.S. " YAREIN AG		
Speed of Vessel	12 1/4 KNOTS			
RUDDER-Type				
" A x D	660			
" Diam. of head	FORGING 13 DIA. BOCHUMER YAREIN AG			
" Mainpiece at top pintle	CAST 14 x 11 7/8			
" heel	STEEL 10 x 11 to 10			
" how constructed	RUDDER MAIN PIECE + ARMS			
" double or single plate coupling, vertical or horizontal	DOUBLE 5			
	HORIZONTAL			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	BASIC OPEN HEARTH
STEEL	DORMAN LONG & CO. L. C. C. L. SOUTH DURHAM ST. L. C. L. SKINNINGGROVE IRON CO. COLVILLES L. CONSETT IRON CO. STEEL CO. OF SCOTLAND.
Has the Steel been tested as required by the Rules?	YES

Rp 1*.

MOTOR TANKER "SAN DELFINO" FURNESS S.B. C² YARD N: 283
 PARTICULARS OF LONGITUDINAL FRAMING. Indb Rpt. No. 16438

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
Framing of 																			
Frames in Bridge 'tween Decks ...		7x3x.4 B.A.			✓			7x3x.4 B.A.			✓			3/4	4 1/2	✓	7	2 1/8	
Frames from Uppermost Continuous Deck No. 1		30' APART						30' APART											
" 2																			
" 3																			
" 4																			
" 5																			
" 6																			
" 7																			
" 8																			
" 9																			
" 10																			
" 11																			
" 12																			
" 13																			
" 14																			
" 15																			
" 16																			
Spacing of Longitudinal Frames		Amidships																	
		At Ends																	
Double Bottoms		Tank Top Longitudinals																	
		Bottom																	
Spacing of Longitudinals		Amidships																	
		At Ends...																	
Transverses.																			
In Bridge		Depth and Thickness																	
tween Decks		Face Angles																	
AT SIDES		Lugs to Shell* SEAMS																	
		15"x.38 PLATE			✓			15"x.38 PLATE			✓								
		3x3x.4 SINGLE			✓			3x3x.4 SINGLE			✓								
		3 1/2 x 3 1/2 x .38			✓			3 1/2 x 3 1/2 x .38			✓			7/8 5 1/4 7/8 DIA. RIVETS SPACED 3 1/8 APART FOR 9 SPACES EACH SIDE OF TRANSVERSALS & BULKHEADS					
In Upper 'tween Decks.		Depth and Thickness																	
		Face Angles																	
		Lugs to Shell*.....																	
BOTTOM TRANSVERSES		Depth and Thickness																	
		Face Angles																	
In Hold.		Lugs to Shell*.....																	
		Back Bars ...																	
		Brackets																	
Spacing of Transverse Frames		SPACED AS APPROVED.																	
		* State if jogged or liners.																	
Longitudinal Beams of		Bridge Deck																	
DL-E		Upper																	
		Second																	
		Third																	
Transverse Beams.																			
		12"x.35x3 1/2x3 1/2x.55			✓			12"x.35x3 1/2x3 1/2x.55			✓			7/8 3 1/2 1" RIVS. THRO KEEL PLATE SPACED AS APPROVED					
		28"x.42x6x4x.56 L AT CEN. 0°						28"x.42x6x4x.56 L AT CEN. 0°											
		PLATE 6"x.4x.54 L AT SIDES 0°						PLATE 6"x.4x.54 L AT SIDES 0°											

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

Lloyd's Register
 Foundation

10120-0088 (2/3)
 10120-0088 (2/3)

Write next (2)

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.)

No. of Cert.	LEN. & SIZE SUPPLIED		TEST PER CERT.		WEIGHT OF CABLE		LEN. & SIZE PER TABLE 53		DESCRIPTION MAKERS	WHERE & WHEN TESTED & SUPPLIED
	LEN.	DIA.	STAT.	BREAK	SUPPLIED	PER RULE	LEN.	DIA.		
88860	15 FMS	2 1/8	113 1/2	159 1/2	37-2-13				STUD LINK STAYLOR & SONS NETHERTON TAYCO (ORIENTAL HULLS)	18-3-38 U.A.R.
61	"	"	"	"	36-3-12				"	"
62	"	"	"	"	36-3-6				"	"
63	"	"	"	"	36-2-20				"	"
64	"	"	"	"	36-2-20				"	"
65	"	"	"	"	36-2-20				"	"
66	"	"	"	"	36-2-15				"	"
67	"	"	"	"	37-0-1				"	"
68	"	"	"	"	36-2-16				"	"
69	"	"	"	"	36-2-27				"	"
70	"	"	"	"	36-2-12				"	"
71	"	"	"	"	36-2-13				"	"
72	"	"	"	"	36-2-12				"	"
73	"	"	"	"	36-1-25				"	"
74	"	"	"	"	37-2-3				"	"
75	"	"	"	"	36-2-27				"	"
76	"	"	"	"	35-3-16				"	"
77	"	"	"	"	36-0-4				"	"
78	"	"	"	"	36-0-23				"	"
79	"	"	"	"	35-3-18				"	"
300 FMS. ✓					732-3-23 ✓					

NOTE. ALL CABLES ARE STUD LINK TAYCO ✓

OVERALL LENGTH 479' 0" ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book +100 P.I. CARRYING PETROLEUM IN BULK
LONGITUDINAL FRAMING AT BOTTOM & AT DECK ✓ CRUISER STERN

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	44 CWTs.	3 qrs.	18 LBS.	N.H.	6969	3-12-37
	2nd "	46 "	0 "	17 "	N.H.	6946	26-11-37
	3rd "	44 "	3 "	27 "	N.H.	6966	3-12-37

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97' 25" ft., R.Q.D. ✓ ft., Bridge 44' 5" ft., Forecastle 45' 08" ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks 1st DK STL. 2nd DK STL. CLEAR OF CARGO TANKS ✓

Official No. 166580 ; Signal Letters Is bottom of vessel coated with cement AS BELOW. if not give particulars of composition FORE & AFTER PEAK TANKS, COOLING WATER TANK IN ENG. ROOM DB. PUMP ROOMS INCLUDING WING SPACES CEMENTED. REMAINDER OF BOTTOM INCLUDING CARGO TANKS LEFT BARE.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,				Fore peak tank,	23	129.	✓
Double bottom, under Engines and Boilers,				After peak tank,	16	95.	✓
Double bottom, if under Engines only,	66.3	159	✓	Deep tank, aft,			
Double bottom, if under Boilers only,				Deep tank, forward,	21.6	248.	✓
Double bottom, forward,				Other tanks, if fitted,			
	Total capacity of double bottom		159	(If necessary, furnish further information by sketch.)			

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 1517
Date 16 April 1937
Dates of Surveys held while building
1937. Sep. 1. 5. 7. 14. Aug. 13. 31. Sep. 1. 14. 16. 29. Oct. 12. 13. 18. 22. Nov. 3. 10. 22. 23. 25. 26. 30. Dec. 2. 6. 9. 13. 17. 20. 1938. Jan. 10. 17. 19. 25. Feb. 3. 8. 11. 14. 16. 22. 23. Mar. 2. 9. 14. 17. 21. 23. 24. 25. 28. 31. Apr. 1. 5. 8. 11. 14. 22. 25. 27. 29. May 2. 3. 4. 6. 9. 11. 13. 16. 18. 19. 20. 23. 25. 27. 30. 31. Jun. 2. 8. 10. 13. 15. 16. 20. 21. 28. / Aug. 11. 13. 18. 22. 26. 29. Aug. 5. 11. 29. 30. Sep. 1. 5. 12. 20. 22. 30.
Lloyd's Register Foundation
Total No. of Visits 98