

With ~~or Without~~  
Disconnected Erections.

STEEL STEAMER.

Received at London Office

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

Date of completion of report *9<sup>th</sup> September 1924* Port of *Glasgow*  
Survey held at *Grangemouth* Date, First Survey *16<sup>th</sup> March 1921* Last Survey *Sept. 3<sup>rd</sup> 1924* 19

On the (State if Single, Twin or Triple Screw)

TONNAGE under 1752.86

Tonnage Deck... 1752.86

Do. between Tonnage Dk. and 3rd and 4th Dk. 49.35

Total under Upper Dk. 1752.86

Do. of Poop 12.08

Do. of Bridge House 4.96

Do. of Forecastle 69.31

Do. of Houses on Dk. 54.34

Do. of excess of Hatchways

Do. above Crown of Engine Room 1942.90

Gross Tonnage 83.94

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES.. 621.73

Less Engine Room 44.42

Less Navigation Spaces

Register Tonnage 1192.81

CLASS +100 A.1

FEET.

Breadth (greatest moulded) 41.66

Depth, at middle of length from top of keel to top of upper deck beams at side 20.79

Transverse Number 62.45

Length on deck from fore part of stem to after part of stern post 280

Longitudinal Number 17486

Depth "d," at middle of length (See Secs. 2 & 13) 17.79

Proportions—Depth to Length—Upper Deck Beam at side to top of keel 13.46

Long Bridge Deck 10.07

Beam at side to top of keel

Master

Year of appointment

(1) As Master in service of owner of present vessel—19  
(2) As Master of this vessel—19

Built at

Grangemouth

When built

1924.9

Launched 12<sup>th</sup> Oct 1923

By whom built

Grangemouth Dockyard Co. Ltd.

Owners

The General Steam Navigation Company Limited

Managers

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

Residence

London

Port belonging to

London

Destined Voyage

London

If Surveyed while Building, Afloat, & in Dry Dock Yes

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
280	0		41	8		19	1		19	1

Dimensions of Ship per Register, Length 280.3 breadth 41.9 depth 19.05

Moulded depth, ft. 27 ins. 10 $\frac{1}{2}$  To Bridge Dk. Round of Upper Dk. Beam, Actual 14 $\frac{1}{2}$  ins.  
Moulded depth, ft. 20 ins. 10 $\frac{1}{2}$  To Upper Dk.

FRAMING.				PILLARS.				KEELSONS & STRINGERS.			
FRAME, Angles, or Bars amidships				PILLARS in 'tween Deck, size and spacing				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
Do. in peaks	5 $\frac{1}{2}$	3	38	5 $\frac{1}{2}$	3	38		Do. Rider Plate			
Do. in way of Double Bottoms at Solid Floors	3 $\frac{1}{2}$	3	34	3 $\frac{1}{2}$	3	34		Do. Flat Plate Keel Angles			
Do. in way of Double Bottoms at Solid Floors	7 $\frac{1}{2}$	3	44	7 $\frac{1}{2}$	3	44		Do. Horizontal Plates on Floors			
Spacing of Frames from centre to centre amidships	30			30				Do. Angles or Bulb Angles			
Do. in way of Double Bottoms at Solid Floors	27	24	21	27	24	21		Do. Attached to outside Plating with Angle			
Do. in way of Double Bottoms at Solid Floors	23 $\frac{1}{2}$	off 18"	free	23 $\frac{1}{2}$	off 18"	free		Do. Intercoastal Plate, for length			
REVERSED FRAME, Angles								Do. Attached to outside Plating with Angle			
Do. in way of Double Bottoms at Solid Floors	3 $\frac{1}{2}$	3	34	3 $\frac{1}{2}$	3	34		Do. Attached to outside Plating with Angle			
Do. in way of Double Bottoms at Solid Floors	7	3	40	7	3	40		Do. Attached to outside Plating with Angle			
FRAMING, depth of girder	9			9				Do. Attached to outside Plating with Angle			
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships								Do. Attached to outside Plating with Angle			
Do. in way of Engine and Boiler Spaces								Do. Attached to outside Plating with Angle			
Do. thickness at the ends of vessel								Do. Attached to outside Plating with Angle			
Do. depth at $\frac{1}{2}$ the half breadth, as per Rule								Do. Attached to outside Plating with Angle			
Do. height extended at the Bilges								Do. Attached to outside Plating with Angle			
FLOORS in Cell. Double Bottoms	36		34	36		34		Do. Attached to outside Plating with Angle			
Do. state if flanged (top & bottom)	No		No					Do. Attached to outside Plating with Angle			
Do. Spacing of Solid floors	60	30	as per plan	60	30	as per plan		Do. Attached to outside Plating with Angle			
CENTRE GIRDER, in Dbl. bottom, depth & thickness	36		46	36		46		Do. Attached to outside Plating with Angle			
Do. Angles, Top	4	4	52	4	4	52		Do. Attached to outside Plating with Angle			
Do. Bottom	4	4	52	4	4	52		Do. Attached to outside Plating with Angle			
Do. to Floors	4	4	52	4	4	52		Do. Attached to outside Plating with Angle			
Do. Brackets at intermdt. frmg., width & thkns	39		34	39		34		Do. Attached to outside Plating with Angle			
SIDE GIRDERS, number on each side & thickness	One		32	One		32		Do. Attached to outside Plating with Angle			
Do. state if flanged (top and bottom)	No		No					Do. Attached to outside Plating with Angle			
Do. Angles (top and bottom)	3	3	34	3	3	34		Do. Attached to outside Plating with Angle			
Do. to Floors	3	3	34	3	3	34		Do. Attached to outside Plating with Angle			
MARGIN PLATE, depth (exclusive of flange) and thickness	36		40	36		40		Do. Attached to outside Plating with Angle			
Do. Angle to Outside Plating	3 $\frac{1}{2}$	3 $\frac{1}{2}$	38	3 $\frac{1}{2}$	3 $\frac{1}{2}$	38		Do. Attached to outside Plating with Angle			
Do. Floors	3	3	34	3	3	34		Do. Attached to outside Plating with Angle			
Do. Brackets at intermdt. frmg., width & thkns	24	as app.	34	24		34		Do. Attached to outside Plating with Angle			
Do. Height of Outside Brackets above at bilge	20			20				Do. Attached to outside Plating with Angle			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	64		42	64		42		Do. Attached to outside Plating with Angle			
Do. in Engine and Boiler space	55	52	8.5	52	55	42	8.5	Do. Attached to outside Plating with Angle			
Do. Remainder in Holds	38		30	38		30		Do. Attached to outside Plating with Angle			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 $\frac{1}{2}$	3	48	8 $\frac{1}{2}$	3	48		Do. Attached to outside Plating with Angle			
Do. In way of Long Bridge	7 $\frac{1}{2}$	3	44	7 $\frac{1}{2}$	3	44		Do. Attached to outside Plating with Angle			
Do. Spacing	30			30				Do. Attached to outside Plating with Angle			
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3 $\frac{1}{2}$	54	10	3 $\frac{1}{2}$	54		Do. Attached to outside Plating with Angle			
Do. Spacing	30			30				Do. Attached to outside Plating with Angle			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel								Do. Attached to outside Plating with Angle			
Do. Angles on upper edge								Do. Attached to outside Plating with Angle			
Do. Spacing								Do. Attached to outside Plating with Angle			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3	42	8	3	42		Do. Attached to outside Plating with Angle			
Do. Angles on upper edge								Do. Attached to outside Plating with Angle			
Do. Spacing								Do. Attached to outside Plating with Angle			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3	44	6	3	44		Do. Attached to outside Plating with Angle			
Do. Angles on upper edge								Do. Attached to outside Plating with Angle			
Do. Spacing								Do. Attached to outside Plating with Angle			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3	42	8	3	42		Do. Attached to outside Plating with Angle			
Do. Angles on upper edge								Do. Attached to outside Plating with Angle			
Do. Spacing								Do. Attached to outside Plating with Angle			

\* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.



WEB FRAMES.				Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.											
WEB-FRAMES, In Fore Body, No. and spacing				✓														
" " " " brdth. & thickness				✓														
" " " " No. of Side Stringers " "				✓														
WEB-FRAMES, In E. & B. Space, No. & spacing				✓														
" " " " brdth. & thickness				✓														
WEB-FRAMES, In After Body, No. and spacing				✓														
" " " " brdth. & thickness				✓														
" " " " No. of Side Stringers " "				✓														
Size of Face Angles to Web-Frames.....				✓														
BRACKET PLATES to Stringers between Web-Frames, depth and thickness.....				✓														
BULKHEADS.				Number.	Thickness.	STIFFENERS.	Single or Double Frames.											
				Vessel.	Per Rule.	Horizontal.	Height up, state deck.											
						Size.												
						Spacing.												
						Size.												
						Spacing.												
W.T. BULKHEADS				5	4	Recess	5											
A.P.					60.34.30	Top	8x3x48 24 Single U.D.											
E.R.					36.28	Thruout Room	7x3x46 30 " "											
B.R.					42.28	Top	6 7x3x46 30 " "											
" COLLISION "					40.30	W.T. Plate	5											
W.T. BULKHEADS					38.26	beam	7x3x40 30 " "											
LONGITUDINAL.																		
Are the outside Plates doubled two spaces of Frames in length? Brackets in line																		
Are the Clance Valves and Watertight Doors in efficient working order? Yes.																		
FORGINGS or CASTINGS.				Inches in Ship.	Inches per Rule. Or as Approved.													
KEEL, Bar, depth and thickness				Flat Plate Keel														
STEM, moulding and thickness				8 1/2 x 2 3/8	8 1/2 x 2 3/8													
STERN-POST for Rudder do. do.				7 1/2 x 5 1/2	7 1/2 x 5 1/2													
" for Propeller				8 1/2 x 5 1/2	8 1/2 x 5 1/2													
RUDDER - A x D Table 22. Speed				under 10 knots	not exceeding, 246													
Main-Piece, diameter at head				7 1/4	7 1/4													
" " at heel				5 1/2	5 1/2													
" Stock				7 3/4														
RUDDER, how constructed				Single Plate	Larger built													
Thickness of Plates or Single Plate				1.06														
Can the Rudder be unshipped afloat?				Yes.														
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?																		
Open Hearth process																		
David Colville Sons, Wm Beardmore & Co. Steamers & Lloyd's Steel Co of Scotland, The Yorkshire Steel Co.																		
Has the Steel been tested as required by the Rules? Yes.																		
PLATING.				RIVETING.														
STRAKES.				EDGES.														
AS IN SHIP.				Ordinary or joggled? ordinary														
PER RULE OR AS APPROVED.				Single or Double.														
AMIDSHIP.				Breadth of Lap.														
FORWARD.				RIVETS.														
AFT.				Diam.														
Breadth.				Spacing or to cr.														
Thickness.				Double or Treble and for what Length.														
Breadth.				RIVETS.														
Thickness.				Diam.														
Breadth.				Spacing or to cr.														
Thickness.				STRAIPS.														
Breadth.				Thick-														
Thickness.				Breadth.														
For what Length.				Feet.														
FLAT PLATE KEEL.....				43 1/2	.80	.62	.62	43	.80	Double	6	1	3 1/2	Quad 3/4 L	1	4	13 1/2	full
GARBOARD or A Strake				67 1/2	.56	.46	.46	69	.56	"	5 1/4	7/8	"	"	7/8	3 1/2	13	"
State actual thickness in way of Double Bottom.				B	.56	.52	.46	.56	.56	"	"	"	"	"	"	"	"	"
				C	.56	.52	.52	.56	.56	"	"	"	"	"	"	"	"	"
				D	.56	.42	.48	.56	.56	"	"	"	"	"	"	"	"	"
				E	.60	.40	.48	.60	.60	"	"	"	"	"	"	"	"	"
				F	.60	.40	.40	.60	.60	"	"	"	"	"	"	"	"	"
				G	.60	.40	.40	.60	.60	"	"	"	"	"	"	"	"	"
U.D. Sheer				H	50	.56	.40	.40	50	.56	"	5 1/4	7/8	"	"	"	13 1/4	"
Bridge Sheer				J	78	.54			78	.54	"			"	FL	"	13	"
				K														
				L														
				M														
				N														
				O														
				P														
				Q														
				R														
				S														
				T														
				U														
				V														
				W														
THICKNESS OF STRAKE				.78	.40	.40		.78									13 1/2	full
CLEAR OF LONG BRIDGE				.64	.40	.40		.64		Double	6	1	3 1/2	Quad 1/2 L	7/8	3 1/2	13	"
DO. OF STRAKE BELOW																		
DBLG. of Flat Plate Keel				20.6 x .56	Fore end of Bridge			.56										
Sheerstrakes				21.0 x .56	after	"	"											
Length and thickness.																		
POOP SIDES						.32		.32		Single	2 1/2	3/4	3	Double	3/4	2 7/8	4 1/2	full
SHORT BRIDGE SIDES																		
FORECASTLE SIDES						.36		.36		Single	2 1/2	3/4	3	Double	3/4	2 7/8	5	full
Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.																		
Upper Deck				Butts, Treble riveted for 3/8	length amidship.				Butts of Side Stringers				riveted.					
Stringer Plate				Straps, single, double or overlapped for full	length amidship.				Tie Plates				riveted.					
Second Deck				Butts, riveted for	length amidship.				Inner Bottom Plating, riveting of Edges				Single, Butts Double Single					
Stringer Plate				Straps, single or overlapped for	length amidship.				Centre Girder Butts, Treble, riveted.				Keelson Butts, riveted.					
									Frames, riveted through Plates with 7/8 x 3/4 in. Rivets, about 5 1/2 x 2 1/2 apart.									
									Rivets, state whether Iron or Steel.				Iron					
FRAMES extend in one length from Centre line to margin to from margin to upper deck. State if ordinary or joggled joggled																		
REVERSED FRAMES on floors and frames extend from across top of floor Double in E & B space as app. State if ordinary or joggled joggled																		
MASTS, SPARS, &c.																		
DIAMETER AND THICKNESS.																		
Material.																		
Total Length.																		
At Partners.																		
Heel.																		
Hounds.																		
Head.																		
No. of Plates in round.																		
ANGLES.																		
Number.																		
Size.																		
Seams.																		
Butts.																		
Fore																		
Main																		
Mizen																		
Bowsprit																		
Topmasts, Yards and Remainder of Spars																		
Rigging, Material and Size, Shrouds																		
Sails.																		



EQUIPMENT No. 18344				LETTER R				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
56197	1st Bower ...	36	0	14	36	0	14	33	4	0	7	35	2	0	Byers Type	S. Taylor Sons	Lepton 9.3.21 Dypdale
56198	2nd „ ...	36	1	0	“	“	“	33	5	2	14	35	2	0	“	“	“ 9.3.21 “
56196	3rd „ ...	31	0	21	“	“	“	29	9	1	14	30	0	0	“	“	“ 9.3.21 “
	4th „ ...																
	Collective weight.	103	2	7								101	0	0			
56192	Stream .....	9	2	21	2	1	21	11	13	1	21	9	1	0	Ordinary	S. Taylor Sons	Lepton 9.3.21 Dypdale
56193	Kedge.....	5	0	0	1	1	7	7	7	2	0	4	3	0	“	“	“ “ “

U Patent state Name of Patentee

Stockless state Mechanical Tests.

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

1st Bower WT 22.0.7 C.E.W. 776 10.12.20  
2nd " WT 21.2.7 C.E.W. 773 29.11.20  
3rd " WT 20.3.3 2.D. 5423 22.9.20.  
4th "

#### CHAIN CABLES.

#### HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire Towline.	Length and size per Table 31.
	Length. Diam.	Stress. Break- ing.	Supplied.	Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.
55950	240 1 3/4	55 1/2 778	380 1.15	370 2.0	240 1 1/4	Steel Link	S. Taylor Sons	Lepton 19.3.21 Dypdale	FOWLING SW	90 3/2	26	90 3/2
									HAWSERS & WARPS SW	90 2 1/4	9.5	90 2 1/4
									SW	90 2 1/4	9.5	90 2 1/4
									man.	90 6		90 6
									man.	90 6		90 6

Boats 2. Lifeboats 1 Dinghy.

Steering Gear, Steam by Carron Co.

Steering Gear, Hand Westman Eng. Works.

Pumps, Number 1 Downton & 1 hand to Fore Peak Tank top.

Diameter of Barrel 5"

State whether they are in efficient working order Yes.

Windlass is Steam by Emerson, Walker & Thomson Bros.

Capstan ✓

Engine Room Skylights.—How constructed? Steel plates & angles.

What arrangements for deadlights in bad weather? Steel flaps with hulleys.

Coal Bunker Openings.—How constructed? Steel plates & angles.

How are lids secured? Battened & Bayonet joint.

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 each side in each Well 36" x 18 1/2"

Ceiling in Holds, thickness and material 2 1/2" W.P.

Cargo Battens, thickness and material 2" W.P.

Cargo Hatchways.—How formed? Steel plates & angles.

Hatches, If strong and efficient? Yes.

State size No. 1 Hatch (Forward) 25' x 16' No. 2 Hatch 25' x 16' No. 3 Hatch 25' x 16' No. 4 Hatch 22' 6" x 16' 0"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 4 Web plates in each hatch, no fore rafters.

No. of Breasthooks one No. of Crutches Deep floors

Bulwarks, height above deck and description Fore 5'-3" aft 4'-0" Steel plates 28 Main Rail, material and size 7 x 3 x 40 Bull angle.

The foregoing is a correct description.

for S. R. Edgar, J. McIlwenna, R. D. Cairns & Self.

Builder's Signature (here only) A. Spencer Milloer

Surveyor's Signature A. W. Paterson.

Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

See Secretary's letters of various dates.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed & fitted

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes

Do the holes for riveting plate to frames, butt straps, or plate

to plate, &c., conform well to each other? Yes

Are the rivet holes well and sufficiently countersunk in the plate and punched

from the faying surfaces? Yes, punched from

Do any rivets break into or through the seams or butts of the plating? a few.

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes

State results of tests satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes

State results of tests satisfactory

General Remarks (State quality of workmanship, &c.) Workmanship good.

This Steel Single Screw Steamer has been built in accordance with the approved plans, Secretary's letters of various dates and in general conformity with the Rules for the class contemplated. Multiple punching has been adopted in the flat of bottom & sides of shell (except sheerstrakes), on trunk top, decks & bulkheads. All the double bottom tanks & Peak tanks have been tested in accordance with the Rules with the varying heads of water as laid down therein & found satisfactory.

This vessel is a sister vessel to the S.S. "BRIAR PARK" the same Builders No 408 Glasgow & E. Rph. No 42664, except that a second deck (wood), has been fitted in forward hold, and that this hold has been subdivided by W.T. bulkhead.

As this vessel has been drydocked immediately before trials, it is submitted that date of build be given as 1924-9. While in drydock, bottoms and rudders were cleaned & examined & coated.

10 approved plans herewith. The Surveyor should state the Number of Report and Name of any Sister Vessel. "Briar Park" 19.9.24.

3 forging & castings reports. Plans to be forwarded with F.E. Report showing vessel as built.

Fees applied for, 116 SER 4924

The amount of Entry Fee ..... £ 5 : 0 : 0

Special Survey Fee.... £ 172 : 3 : 0

Travelling Expenses, if any £ 10 : 11 : 2

Freeboard £ 6 : 0 : 0

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed + 100 A1

With, or without Freeboard, as condition of Class Without.

Committee's Minute GLASGOW 16 SEP 1924

Character assigned + 100 A1

9.24

Lloyd's A+C.P.

+ LMC 9.24.

Recommend to Lloyd's

Date of build 9.24.



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 21.2 ft., R.Q.D. ✓ ft., Bridge 67.5 ft., Forecastle 29.2 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) one D<sup>o</sup> (5th) - 2<sup>nd</sup> D<sup>o</sup> (4th) fore holds only.

Official No. 147714 : Signal Letters

State if Machinery is fitted aft

no

How are the surfaces preserved from oxidation? Inside

Cement Paint

Outside

Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	62.5	137	Fore peak tank,		44
Double bottom, under Engines and Boilers,			After peak tank,		42
Double bottom, if under Engines only,	27.5	88	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	124.25	324	Other tanks, if fitted,		
Total capacity of double bottom		549	(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules.

Yes

Full length of Double Bottom (ex dry tanks) 214.2, Dry tanks under Boilers communicating with bilge through margin plate.

Order for Special Survey No. 5499

Date 2. 4. 1921

No. 409 in builder's yard.

DATES OF SURVEYS held while building

1921 Mar 16 Apr 6. 19. 25 May 16 Jun 7. 23. 29 Oct 12. 28 Nov 15. Dec 7. 1922 Jan 24, Feb 6. Mar 1. 20. May 11. 17 Jun 8 Aug 7. 14 Sep 13 Oct 2. 18. Dec 20. 1923 Jan 9. 19. 25 Feb 6. 26 Mar 13. 16. 29 Apr 5. 24. 26 May 1. 4. 11. 16. 23. 30 Jun 4. 12. 14. 18. 20. 22. 28 Jul 4. 11. Aug 3. 8. 31. 22 Sep 6. 19. 29 Oct 3. 8. 11. 16. 19 Nov 7. 16. 29. 30 Dec 4. 5. 13. 18 1924 Jan 14. Feb 19. 27. 29 Mar 4. July 4. 16. 28. 30 Aug 7. 11. 13. 20. 26. 28 Sep 3

Total No. of Visits 89

Surveyor's Signature

for J. R. Edgar, J. M. Shenna, R. D. Cairns & self.

A. W. Tatum