

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office AUG 1918

State of Report is also sent on the Machinery of the Vessel

Date of completion of report 31st July 1918 Port of Philadelphia Pa. No. 2928
 Survey held at Wilmington Del. Date, First Survey 15th May 1917 Last Survey 25th July 1918

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

STEEL SINGLE SCREW STEAMER "MIDDLEBURY" Rig one mast. (no sails)TONNAGE under 2097.43CLASS 100 A1

FEET.

Master C. E. Blackler

Year of appointment

(1) As Master in service of
owner of present vessel:—1918
(2) As Master of this
vessel:—1918

Tonnage Deck...

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

Total under Upper Dk. 2097.43Do. of Poop 96.19Do. of R.Q. Dk. 182.35Do. of Forecastle 46.92Do. of Houses on Dk. 105.38Do. of excess of Hatchways 56.96

Do. above Crown of Engine Room

Gross Tonnage 2585.13Less Crew Space 232.19

Less above Crown of Engine Room

TONNAGE FOR FEES... 2585.13Less Engine Room 827.24Less Navigation Spaces 22.20STORES ETC. 34.22Register Tonnage 1469.28

as cut on Beam

Breadth (greatest moulded) 44' 00"Depth, at middle of length from top of keel to top of upper deck beams at side 22' 25"Transverse Number 66.25Length on deck from fore part of stem to after part of stern post 300' 00"Longitudinal Number 19875Depth "d," at middle of length (See Secs. 2 & 13) 18' 96"Proportions—Depth to Length—Upper Deck Beam at side to top of keel 13' 48"" " Long Bridge Deck Beam at side to top of keel 9' 93"Destined Voyage not stated If Surveyed while Building Afloat, or 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 |
|--|-------|---------|-----------------|-------|---------|---|-------|---------|-----------------------------|
| 300 | 0 | | 44 | 0 | | Do. do. do. do. Second Dk. Beams | 19 | 11 | one |
| Moulded depth, ft. 30 ins. 22 To Bridge Dk. Round of Upper Dk. Beam, Actual 11 ins. | | | | | | | | | |
| Moulded depth, ft. 22 ins. 3 To Upper Dk. | | | | | | | | | |
| Dimensions of Ship per Register, Length <u>298.9</u> breadth <u>44.0</u> depth <u>19.7</u> | | | | | | | | | |

| FRAMING. | | | | | | PILLARS. | | | | | |
|--|-------|-------|------|-------|-------|--|---|---|---------------------|------------------------------|-----------------|
| FRAME, Angles, or Bars amidships | | | | | | PILLARS In 'tween Deck, size and spacing | | | | | |
| Do. in peaks | 5 | 3 | 38 | 5 | 3 | 38 | " | " | Hold | 10" x 3-72 x 60 | 10" x 3-72 x 60 |
| Do. in way of Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 38 | 3 1/2 | 3 1/2 | 38 | " | " | Quarter 'tween Dks. | Spaced as per approved plan. | |
| " " " at intermdt. Bkts. | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | " | " | in Hold | | |
| Spacing of Frames from centre to centre amidships | 24 | - | - | 24 | - | - | / | | | | |
| " " " from 1/2 length to Collision bulkhead | 24 | - | - | 24 | - | - | | | | | |
| " " " in peaks | 24 | - | - | 24 | - | - | | | | | |
| REVERSED FRAME, Angles | 3 | 3 | 38 | 3 | 3 | 38 | | | | | |
| Do. in way of Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 38 | 3 1/2 | 3 1/2 | 38 | | | | | |
| " " " at intermdt. Bkts. | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | | | | | |
| FRAMING, depth of girder | 8 | - | - | 8 | - | - | | | | | |
| FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships | - | - | - | - | - | - | | | | | |
| " in way of Engine and Boiler Spaces | - | - | - | - | - | - | | | | | |
| " thickness at the ends of vessel | - | - | - | - | - | - | | | | | |
| " depth at 1/2 the half breadth, as per Rule | - | - | - | - | - | - | | | | | |
| " height extended at the Bilges | - | - | - | - | - | - | | | | | |
| FLOORS in Cell. Double Bottoms | 34 | - | 8-44 | 34 | - | 8-44 | / | | | | |
| " state if flanged (top & bottom) | NO | - | - | - | - | - | | | | | |
| " Spacing of Solid floors | 72 | - | - | 72 | - | - | | | | | |
| CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss. | 39 | - | 46 | 39 | - | 46 | | | | | |
| " " Angles, Top | 3 1/2 | 3 1/2 | 44 | 3 1/2 | 3 1/2 | 44 | | | | | |
| " " Bottom | 4 | 4 | 58 | 4 | 4 | 58 | | | | | |
| " " to Floors | 3 1/2 | 3 1/2 | 38 | 3 1/2 | 3 1/2 | 38 | | | | | |
| " Brackets at intermdt. frmg., wdth & thcknss | 27 | - | 34 | 27 | - | 34 | | | | | |
| SIDE GIRDERS, number on each side & thickness | Two | - | 34 | Two | - | 34 | | | | | |
| " state if flanged (top and bottom) | NO | - | - | - | - | - | | | | | |
| " Angles (top and bottom) | 3 1/2 | 3 1/2 | 38 | 3 1/2 | 3 1/2 | 38 | / | | | | |
| " " to Floors | 3 | 3 | 38 | 3 | 3 | 38 | | | | | |
| MARGIN PLATE, depth (exclusive of flange) and thickness | 3 1/2 | - | 40 | 3 1/2 | - | 40 | | | | | |
| " Angle to Outside Plating | 3 1/2 | 3 1/2 | 44 | 3 1/2 | 3 1/2 | 44 | | | | | |
| " " Floors | 3 1/2 | 3 1/2 | 38 | 3 1/2 | 3 1/2 | 38 | | | | | |
| " Brackets at intermdt. frmg., wdth & thcknss | 24 | - | 34 | 24 | - | 34 | | | | | |
| " Height of Outside Brackets above at bilge | 30 | - | - | 30 | - | - | | | | | |
| INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake | 37 | - | 44 | 37 | - | 44 | | | | | |
| " " in Engine and Boiler space | 42 | - | 8-52 | 42 | - | 8-52 | | | | | |
| " " Remainder in Holds | 36 | 70 | 32 | 36 | 70 | 32 | | | | | |
| BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | / | | | | |
| " In way of Long Bridge | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | | | | | |
| " Spacing | 24 | - | - | 24 | - | - | | | | | |
| BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel | - | - | - | - | - | - | | | | | |
| " Spacing | - | - | - | - | - | - | | | | | |
| BEAMS, Third and Fourth Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel | - | - | - | - | - | - | | | | | |
| " Angles on upper edge | - | - | - | - | - | - | | | | | |
| " Spacing | - | - | - | - | - | - | | | | | |
| BEAMS, Poop Deck, Angle, Bulb, Angle, Plate, Tee Bulb, or Channel | 7 | 3 1/2 | 40 | 7 | 3 1/2 | 40 | | | | | |
| " Angles on upper edge | - | - | - | - | - | - | | | | | |
| " Spacing | 48 | - | - | 48 | - | - | / | | | | |
| BEAMS, Bridge Deck, Angle, Bulb, Angle, Plate, Tee Bulb, or Channel | 6 | 3 1/2 | 35 | 6 | 3 1/2 | 35 | | | | | |
| " Angles on upper edge | - | - | - | - | - | - | | | | | |
| " Spacing | 24 | - | - | 24 | - | - | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb, Angle, Plate, Tee Bulb, or Channel | 9 | 3-55 | 45 | 9 | 3-55 | 45 | | | | | |
| " Angles on upper edge | 8 | 3-40 | 40 | 8 | 3-40 | 40 | | | | | |
| " UNDER 1/2 L | 6 | 3 1/2 | 35 | 6 | 3 1/2 | 35 | | | | | |
| " Spacing | 48 | - | - | 48 | - | - | | | | | |

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

| WEB FRAMES. | | | | FORGINGS or CASTINGS. | | | |
|--|--|--|--|---|--|--|--|
| Inches in Ship. | | | | Inches in Ship. | | | |
| WEB-FRAMES, In Fore Body, No. and spacing | | | | KEEL, Bar, depth and thickness | | | |
| " " " " brdth. & thickness | | | | STEM, moulding and thickness | | | |
| " " " " No. of Side Stringers | | | | STERN-POST for Rudder do. do. | | | |
| WEB-FRAMES, In E. & B. Space, No. & spacing | | | | " " " " for Propeller | | | |
| " " " " brdth. & thickness | | | | RUDDER, A x D Table 22. Speed | | | |
| WEB-FRAMES, In After Body, No. and spacing | | | | " " " " Main-Piece, diameter at head | | | |
| " " " " brdth. & thickness | | | | " " " " at heel | | | |
| No. of Side Stringers | | | | RUDDER, how constructed | | | |
| Size of Face Angles to Web-Frames | | | | " " Thickness of Plates or Single Plate | | | |
| BRACKET PLATES to Stringers between | | | | Can the Rudder be unshipped afloat? | | | |
| Web Frames, depth and thickness | | | | 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.? | | | |
| BULKHEADS. | | | | Has the Steel been tested as required by the Rules? | | | |
| Vessel. | | | | PlATING. | | | |
| Number. | | | | STRAKES. | | | |
| Thickness. | | | | AS IN SHIP. | | | |
| Horizontal. | | | | PER RULE OR AS APPROVED. | | | |
| Vertical. | | | | EDGES. | | | |
| Single. | | | | Ordinary or jogged? | | | |
| Height up, state deck. | | | | BUTTS. | | | |
| W.T. BULKHEADS | | | | RIVETING. | | | |
| Line W. J. Bulkheads including Peak Bld. | | | | Double or Triple and for what Length. | | | |
| E & B BULKHEADS | | | | RIVETS. | | | |
| FORE HOLD BHD | | | | STRAIPS. | | | |
| AFTER PEAK | | | | IF LAPPED. | | | |
| " COLLISION " | | | | Feet. | | | |
| PARTITION " | | | | FLAT PLATE KEEL | | | |
| LONGITUDINAL " | | | | GARBOARD or A Strake | | | |
| Are the outside Plates doubled two spaces of Frames in length? | | | | State actual thickness in way of Double Bottom. | | | |
| Are the Plates Watertight Doors in efficient working order? | | | | UPPER SHEER | | | |
| PLATING. | | | | LONG BRIDGE | | | |
| STRAKES. | | | | SHEER | | | |
| AS IN SHIP. | | | | THICKNESS OF STRIKE | | | |
| PER RULE OR AS APPROVED. | | | | CLEAR OF LONG BRIDGE | | | |
| EDGES. | | | | Do. of STRAKE BELOW | | | |
| Ordinary or jogged? | | | | DBLG. of Flat Plate Keel | | | |
| BUTTS. | | | | " Sheerstrakes | | | |
| Double or Triple and for what Length. | | | | Length and thickness. | | | |
| RIVETS. | | | | POOP SIDES | | | |
| STRAIPS. | | | | SHORT BRIDGE SIDES | | | |
| IF LAPPED. | | | | FORECASTLE SIDES | | | |
| Feet. | | | | Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same. | | | |
| FLAT PLATE KEEL | | | | Upper Deck | | | |
| GARBOARD or A Strake | | | | Butts, riveted for | | | |
| B | | | | Butts of Side Stringers | | | |
| C | | | | Tie Plates | | | |
| D | | | | Inner Bottom Plating, riveting of Edges | | | |
| E | | | | Centre Girder Butts, riveted | | | |
| F | | | | Frames, riveted through Plates with | | | |
| G | | | | Rivets, state whether Iron or Steel | | | |
| H | | | | FRAMES extend in one length from | | | |
| I | | | | REVERSED FRAMES on floors and from | | | |
| J | | | | MASTS, SPARS, &c. | | | |
| K | | | | Material. | | | |
| L | | | | Total Length. | | | |
| M | | | | At Partners. | | | |
| N | | | | Heel. | | | |
| O | | | | Rounds. | | | |
| P | | | | Head. | | | |
| Q | | | | No. of Plates in round. | | | |
| R | | | | ANGLES. | | | |
| S | | | | Number. | | | |
| T | | | | Size. | | | |
| U | | | | Seams. | | | |
| V | | | | Butts. | | | |
| W | | | | 12" overlaps | | | |
| THICKNESS OF STRIKE | | | | LOWER MASTS | | | |
| CLEAR OF LONG BRIDGE | | | | Main | | | |
| Do. of STRAKE BELOW | | | | Mizen | | | |
| DBLG. of Flat Plate Keel | | | | Bowsprit | | | |
| " Sheerstrakes | | | | Topmasts, and Remainder of Spars | | | |
| Length and thickness. | | | | Rigging, Material and Size, Shrouds | | | |
| POOP SIDES | | | | Sails. | | | |
| SHORT BRIDGE SIDES | | | | Suits of | | | |
| FORECASTLE SIDES | | | | Sails, and the following spare sails | | | |

| EQUIPMENT No. 20922 | | | | LETTER t | | | | ANCHORS. | | | | TONNAGE U. D. K. OR PLATING No. FOR TRAWLERS | | | |
|--|--|--|--|--|--|--|--|---|--|--|--|---|--|--|--|
| Number of Certificate. | | | | WEIGHT, EX. STOCK. | | | | WEIGHT OF STOCK. | | | | TEST, PER CERTIFICATE. | | | |
| 4971 | | | | 1st Bower | | | | 38 12 2 0 | | | | Balat | | | |
| 4970 | | | | 2nd " | | | | 38 12 2 0 | | | | " " | | | |
| 4969 | | | | 3rd " | | | | 33 11 3 14 | | | | " " | | | |
| 6770 | | | | 4th " | | | | 35 2 23 | | | | " " | | | |
| Collective weight. | | | | 12 0 11 3 | | | | 11 13 19 2 21 | | | | Common | | | |
| Stream | | | | 12 0 11 3 | | | | 11 13 19 2 21 | | | | Common | | | |
| Kedge | | | | 12 0 11 3 | | | | 11 13 19 2 21 | | | | Common | | | |
| Particulars of Drop Test of Cast Steel Anchors, viz.:- | | | | 1st Bower | | | | Head 32-2-20 | | | | Shank 11-1-10 | | | |
| Weight, Surveyor's Initials, Number of Certificate, Date of Test. | | | | 2nd " | | | | 32-3-7 | | | | 11-0-18 | | | |
| | | | | 3rd " | | | | 27-0-16 | | | | 9-2-16 | | | |
| | | | | 4th " | | | | | | | | | | | |
| CHAIN CABLES. | | | | HAWSERS AND WARPS. | | | | | | | | | | | |
| Number of Certificate. | | | | Length and size supplied. | | | | Test per Certificate. | | | | Description of Anchor. | | | |
| 358 A | | | | 210 1 3 63 1/2 88 1/2 | | | | 383-2-21 372-0-10 240 1 3 63 1/2 88 1/2 | | | | L. Columbus Cam to Columbus 2/11/17 | | | |
| Boats | | | | Four Lifeboats | | | | One double acting pump | | | | Steering Gear, Steam American Eng. Co. | | | |
| Pumps, Number | | | | One double acting pump | | | | Diameter of Barrel | | | | Steering Gear, Hand | | | |
| Windlass is | | | | Steam by American Engineering Co. | | | | Capstan | | | | State whether they are in efficient working order | | | |
| Engine Room Skylights | | | | How constructed? Steel plates & angles | | | | What arrangements for deadlights in bad weather? Steel flaps & bulls eyes | | | | Height above deck? 18" | | | |
| Coal Bunker Openings | | | | How constructed? Steel plates & angles | | | | How are lids secured? Clats & battens | | | | Height above deck? 18" | | | |
| Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. | | | | Four scuppers each side, Six freeing ports 39" x 22" each side | | | | Cargo Battsens, thickness and material | | | | 6 x 2 Yellow Pine | | | |
| Ceiling in Holds, thickness and material | | | | 2 1/2" Yellow Pine | | | | Cargo Battsens, thickness and material | | | | 6 x 2 Yellow Pine | | | |
| Cargo Hatchways | | | | How formed? Steel plates & angles | | | | Hatches, if strong and efficient? Yes. 3 white Pine | | | | 30'0" x 20'0" | | | |
| State size No. 1 Hatch (Forward) | | | | 30'0" x 20'0" | | | | No. 2 Hatch | | | | 30'0" x 20'0" | | | |
| No. 3 Hatch | | | | 30'0" x 20'0" | | | | No. 4 Hatch | | | | 30'0" x 20'0" | | | |
| Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch | | | | Five | | | | No. of Breasthooks | | | | Two | | | |
| | | | | | | | | No. of Crutches | | | | Deep Floors | | | |
| Bulwarks, height above deck and description | | | | 48" Steel plates - 26" | | | | Main Rail, material and size | | | | Steel channel 7" x 3 1/2" x 40" | | | |
| The foregoing is a correct description. | | | | Builder's Signature (here only) J. H. Pusey | | | | Surveyor's Signature J. H. Pusey | | | | 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) SECY. M. 10/7/16, 2/8/16 | | | | | | | | | | | |
| 16/11/16, 18/11/16, 22/11/16, 28/12/16, 18/1/17, 2/5/17, 23/10/17, 3/4/18, NEW YORK 17/6/16, 12/7/16, 11/10/16, 28/10/16, 27/10/16, 6/11/16, 5/12/16, 23/1/17, 13/2/17 | | | | | | | | | | | | | | | |
| Workmanship | | | | Are the butts of plating planed or otherwise fitted? Planed where practicable | | | | | | | | | | | |
| Is the riveted work properly closed? | | | | Yes | | | | | | | | | | | |
| Are the liners between the frames and plates solid single pieces? | | | | Yes | | | | | | | | | | | |
| to plate, &c., conform well to each other? | | | | Yes | | | | | | | | | | | |
| Do the holes for riveting plate to frames, butt straps, or plate | | | | Yes | | | | | | | | | | | |
| Are the rivet holes well and sufficiently countersunk in the plate and punched | | | | Yes | | | | | | | | | | | |
| from the faying surfaces? | | | | Yes | | | | | | | | | | | |
| 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 | | | | OR OVERLAPPED? | | | | 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.) | | | | This vessel is a sister ship to the same builders' 55 "PIQUA" (Report 2845) and has been built according to the Rules, the approved plans, and the Secretary's letters of the above mentioned dates. The workmanship throughout is good. The vessel is fitted with wireless telegraph. | | | | | | | | | | | |
| Prints of Inducement Section and General Arrangement (showing vessel as built) four Casting and Forging Reports, and copy of Interim Certificate are forwarded herewith. | | | | | | | | | | | | | | | |
| The length of Cable is reduced and the Kedge anchor is omitted in accordance with war Emergency measure. | | | | | | | | | | | | | | | |
| The Surveyor should state the Number of Report and Name of any Sister Vessel. | | | | Plans to be forwarded with F.E. Report showing vessel as built. | | | | | | | | | | | |
| FREEBOARD FEE | | | | \$ 50.00 | | | | Fees applied for, | | | | 2nd Aug 1918 | | | |
| The amount of Entry Fee | | | | \$ 25.00 | | | | Special Survey Fee | | | | \$ 448.00 | | | |
| LOCAL Travelling Expenses, if any | | | | \$ 21.75 | | | | Received by me, | | | | 4.1.1918 | | | |
| NEW YORK | | | | \$ 12.50 | | | | 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 | | | | New York AUG 7 1918 | | | | | | | | | | | |
| Character assigned | | | | note: - G. C. P. | | | | | | | | | | | |
| Elec. H. | | | | | | | | | | | | | | | |
| J. D. W. O. J. | | | | | | | | | | | | | | | |

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29.0 ft., R.Q.D. ✓ ft., Bridge 75.0 ft., Forecastle 29.33
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *The Poop is not joined to the Bridge*

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) 1 DK (STL)

Official No. 216680; Signal Letters LMHP State if Machinery is fitted aft No (machinery amidships)
CALL LETTERS KZAA

How are the surfaces preserved from oxidation? Inside Paint and Cement Outside Paint

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

| Where Fitted. | Length. | Water Capacity. | Where Fitted. | Length. | Water Capacity. |
|---|---------|-----------------|--|---------|-----------------|
| | Feet. | Tons. | | Feet. | Tons. |
| Double bottom, aft, | 94.00 | 245 | Fore peak tank, | - | 106 |
| Double bottom, under Engines and Boilers, | ✓ | ✓ | After peak tank, | - | 137 |
| Double bottom, if under Engines only, | 20.00 | 65 | Deep tank, aft, | - | - |
| Double bottom, if under Boilers only, | 18.00 | 58 | Deep tank, forward, | - | - |
| Double bottom, forward, | 122.00 | 334 | Other tanks, if fitted, | - | - |
| Total capacity of double bottom | | 702 | (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

Order for Special Survey No. *116*

Date 8th March 1917

No. 1003 in builder's yard.

(originally No 1338)

DATES of Surveys
held while building

1917 May. 15, 18, 22, 31, JUNE 11, 14, 22, 27, JULY 5, 17, 23, AUG. 1, 8, 13, 20, 27, SEPT. 6, 11, 17, 21, 26,
OCT. 1, 5, 16, NOV. 6, 16, 26, DEC. 7, 19.

1918. JAN. 10, 16, 24 FEB. 1, 21, MARCH 8, 19, 26, APR 15, 17, 21, MAY 9, 23, 28, JUNE 11, 13, 17, 21, 24, 26
JULY 5, 8, 9, 10, 12, 15, 17, 18, 19, 23, 25

Total No. of Visits 60

Surveyor's Signature

J. Lindgreen B

© 2021
Total N

en B