

With or Without

REC'D NEW YORK

STEEL STEAMER.

TUE. 27. MAY. 1919

Received at London Office

Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel. *Yes*Date of completion of report *3rd May 1919*Port of *Philadelphia*No. *3229*Survey held at *Philadelphia*Date, First Survey *27th May 1918*Last Survey *3rd May 1919*

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

Steamer *"SCHODACK"*Rig *Two masts (no sail)*TONNAGE under Tonnage Deck... *4739.82*CLASS *+100 A.1.*

FEET.

Master *Not yet appointed*Year of appointment *(1) As Master in service of owner of present vessel: 1919 (2) As Master of this vessel: May 1919*Built at *Hog Island Pa*When built *1919* Launched *18-1-19*By whom built *American International Corp.*Owners *The United States Shipping Board Emergency Fleet Corporation*

Managers

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

Residence *Washington, D.C.*Port belonging to *Philadelphia*

Register Tonnage as cut on Beam ...

3513 =

Destined Voyage

If Surveyed while Building *Yes* Afloat, or in Dry Dock

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
	390	0		54	0		28	0	2
						Do. do. do. do. Second Dk. Beams	19	0	2
Dimensions of Ship per Register, Length <i>390'</i> breadth <i>54.2'</i> depth <i>27.6'</i>									
Moulded depth, ft. <i>40</i> ins. <i>0</i> To Bridge Dk. Round of Upper <i>7</i> ins.									
Moulded depth, ft. <i>32</i> ins. <i>0</i> To Upper Dk. Dk. Beam, Actual									
FRAMING.									
FRAME, Angles or Bars amidships	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Do. in peaks	12	3 1/2	30	12	3 1/2	30	12	3 1/2	30
Do. in way of Double Bottoms at Solid Floors	3	3 1/2	437	3	3 1/2	437	3	3 1/2	437
Do. in way of Double Bottoms at intermdt. Bkts.	8	3 1/2	56	8	3 1/2	56	8	3 1/2	56
ing of Frames from centre to centre amidships	27			27			27		
length to Collision bulkhead	27			27			27		
in peaks	24			24			24		
VERSE FRAME, Angles	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
in way of Double Bottoms at Solid Floors	4	3 1/2	7/16	4	3 1/2	7/16	4	3 1/2	7/16
at intermdt. Bkts.	3	3 1/2	437	3	3 1/2	437	3	3 1/2	437
at intermdt. Bkts.	8	3 1/2	56	8	3 1/2	56	8	3 1/2	56
MING, depth of girder	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
ORS, depth and thickness of Floor Plate at mid-line for length amidships	12	10		12	10		12	10	
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									
ORS in Cell. Double Bottoms	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
state if flanged (top & bottom)	38	437	508	38	437	508	38	437	508
Spacing of Solid floors	81	27	508	81	27	508	81	27	508
TRE GIRDER, in Dbl. bottom, dpth. & thknss.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles, Top	48	50	508	48	50	508	48	50	508
Angles, Bottom	3 1/2	3 1/2	508	3 1/2	3 1/2	508	3 1/2	3 1/2	508
to Floors	4	14	687	4	14	687	4	14	687
Brackets at intermdt. frmg., wdth & thknss	42	38	508	42	38	508	42	38	508
GIRDERS, number on each side & thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
state if flanged (top and bottom)	20	38	437	20	38	437	20	38	437
Angles (top and bottom)	3 1/2	3 1/2	508	3 1/2	3 1/2	508	3 1/2	3 1/2	508
to Floors	3	3	38	3	3	38	3	3	38
GIN PLATE, depth (exclusive of flange) and thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angle to Outside Plating	5	5	50	5	5	50	5	5	50
Floors	3 1/2	3 1/2	437	3 1/2	3 1/2	437	3 1/2	3 1/2	437
Brackets at intermdt. frmg., wdth & thknss	72	375	508	72	375	508	72	375	508
Height of Outside Brackets above at bilge	37 1/2	50		37 1/2	50		37 1/2	50	
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
in Engine and Boiler space	50	50	508	50	50	508	50	50	508
Remainder in Holds	437			437			437		
S, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
In way of Long Bridge	10	3 3/4	21 7/8	10	3 3/4	21 7/8	10	3 3/4	21 7/8
Spacing	27			27			27		
S, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Spacing	12	3	25	12	3	25	12	3	25
S, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on upper edge									
Spacing	27			27			27		
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on upper edge	7	3 1/4	18 6/8	7	3 1/4	18 6/8	7	3 1/4	18 6/8
Spacing	27	24		27	24		27	24	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on upper edge	10	3 3/4	21 7/8	10	3 3/4	21 7/8	10	3 3/4	21 7/8
Spacing	27			27			27		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on upper edge	10	3 3/4	21 7/8	10	3 3/4	21 7/8	10	3 3/4	21 7/8
Spacing	27	24		27	24		27	24	
PILLARS.									
PILLARS In 'tween Deck, size and spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
" Hold	8 x 7 1/2			8 x 7 1/2			8 x 7 1/2		
" Quarter 'tween Dks.,	14 x 130			14 x 130			14 x 130		
" in Hold	One plan			One plan			One plan		
KEELSONS & STRINGERS.									
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Rider Plate									
Flat Plate Keel Angles									
Horizontal Plates on Floors									
Angles or Bulb Angles									
SIDE KEELSONS, Number	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles or Bulb Angles									
Plate above floors, for length									
Intercoastal Plate, for length									
Attached to outside Plating with Angle									
BILGE KEELSON, Angles	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Intercoastal Plate for length									
Attached to outside Plating with Angle									
SIDE STRINGERS, Number	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angle	24 x 44			24 x 44			24 x 44		
Intercoastal Plate, for full length	6	3 1/2	56	6	3 1/2	56	6	3 1/2	56
Attached to outside plating with Angle	24 x 44			24 x 44			24 x 44		
Double	3 1/2	3 1/2	50	3 1/2	3 1/2	50	3 1/2	3 1/2	50
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
br'dth & thickness (in way of Bridge)	76	625		76	625		76	625	
Angle (clear of Bridge)		50			50			50	
Tie Plate at sides of Hatchways	5 x 5 x	625		5 x 5 x	625		5 x 5 x	625	
Deck * Iron or Steel, for full lng.	625	375		625	375		625	375	
Thickness (clear of Bridge)	625	375		625	375		625	375	
(in way of Bridge)	375			375			375		
Wood Deck. Material & thickness									
Second Deck Stringer Plate, br'dth & thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto, No. 2	72	437		72	437		72	437	
Tie Plates outside Hatchways	3 1/2 x 3 1/2	437		3 1/2 x 3 1/2	437		3 1/2 x 3 1/2	437	
Deck * Iron or Steel, for full lng.		575			575			575	
Wood Deck. Material & thickness									
Third Deck Stringer Plate, br'dth & thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto, No.									
Tie Plates, outside Hatchways									
Deck * Material and thickness									
Fourth and Fifth Deck Stringer Plate, breadth & thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles on ditto, No.									
Tie Plates outside Hatchways									
Deck. Material & thickness									
Poop Deck Stringer Plate, breadth & thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angle on ditto	76	375		76	375		76	375	
Tie Plates	3 1/2 x 3 1/2	375		3 1/2 x 3 1/2	375		3 1/2 x 3 1/2	375	
Deck. Material and thickness									
Bridge Deck Stringer Plate, br'dth & thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angle on ditto	79 3/4	562		79 3/4	562		79 3/4	562	
Tie Plates	5 x 5 x	625		5 x 5 x	625		5 x 5 x	625	
Deck. Material and thickness		375			375			375	
Forecastle Deck Stringer Plate, br'dth & th'kns	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angle on ditto	54	375		54	375		54	375	
Tie Plates	5 x 5 x	625		5 x 5 x	625		5 x 5 x	625	
Deck. Material and thickness		375			375			375	

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

[illegible]

EQUIPMENT No. 35095				LETTER Z				Tonnage U.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.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Owts.	qrs.	lbs.		
7188	1st Bower ...	71	1	20	Stockless			54	10	0	0	63	3	0	Ralatt	Ralatt anchor Co. Chester 27/8/18 J.B. Stearns
7191	2nd " ...	70	0	10	"			53	15	0	0	63	3	0	"	" " " 27/8/18 J.B. Stearns
7239	3rd " ...	61	3	9	"			49	6	3	14	51	2	0	"	" " " 17/7/18 J.B. Stearns
	4th " ...															
	Collective weight,	203	1	11	✓							182	0	0		
6694	Stream	25	0	15	✓			24	17	0	21	21	3	14	"	" " " 11/6/18 J.B. Stearns
6689	Kedge.....	10	1	17	✓	"		12	6	2	7	9	1	14	"	" " " 11/6/18 J.B. Stearns
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																
1st Bower Head 52-1-23 JBS. 7188 27/8/18 Dropped 12ft Kedge Head 7-1-3 JBS. 6689 11/6/18 Dropped 15ft 2nd " " 50-3-16 JBS. 7191 27/8/18 " 11ft 3rd " " 43-1-6 JBS. 7239 17/7/18 " 12ft 4th Stream " 18-3-20 JBS. 6694 11/6/18 " 12 x 15ft																
CHAIN CABLES.																
HAWERS 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. Length and Size per Table 31.																
1 Patrons. 210 24 175 175 114 155 3 4 701 0 4 370 24 Steel link National Hardware & Iron Co. Cleveland 5/3/19 J.B. Stearns																
20B 60 24 127 5 178 11 155 3 4 701 0 4 370 24 S.W. Reibling Sons Trenton 2/10/18 Booth																
Jaws of Chain of Steel Wire 90 4 1/4 1 65 3 90 4 1/4 S.W. Reibling Sons Trenton 2/10/18 Booth																
Boats 4 @ 24ft Keel & 1 Wood. Steering Gear, Steam by Amer. Eng. Co. Steering Gear, Hand Amer. Eng. Co. Pumps, Number Two Diameter of Barrel 5 1/2 x 4 1/2 State whether they are in efficient working order Yes. Windlass is Steam by Welland Coy Capstan Steam, Hyde Windlass Co. Engine Room Skylights.—How constructed? Stut plate vangles What arrangements for deadlights in bad weather? Stut flaps with bulk caps Coal Bunker Openings.—How constructed? Stut plate vangles How are lids secured? Roller plate Height above deck? 6" (2' 8") Number of Scupper, and numbers and dimensions of Freeing Ports, &c. Eight each side Ceiling in Holds, thickness and material 2 1/4 Spruce or 2 1/2 grounds Cargo Battens, thickness and material 6 x 2 spruce Cargo Hatchways.—How formed? Stut plate vangles Hatches, If strong and efficient? Yes. State size No. 1 Hatch (Forward) 26' 10" x 24' 0" No. 2 Hatch 31' 4" x 24' 0" No. 3 Hatch 15' 9" x 18' 0" No. 4 Hatch 31' 4" x 24' 18" 26' 10" x 24' Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 5 webs No. 2 4 6 webs No. 3 2 webs No. 4 2 webs 24 x 73 I x 18 x 60 I in N° 3 No. of Breasthooks 6 No. of Crutches Deep floors Bulkheads, height above deck and description 48 x 4 1/2 Keel plate, plate vangle stay Main Rail, material and size 6 x 3 1/2 x 7 1/2 L The foregoing is a correct description. American International Corporation, Surveyor's Signature R.D. Carnis & J.M. Ferguson Builder's Signature (here only) By: M.C. Smith Vice President. 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). M/7/18 M/11/18 M/11/18 M/24/18 M/24/18.																
Workmanship. Are the butts of plating planed or otherwise fitted? Planed 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 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 throughout This Stut Screw Steamer has been built in accordance with the approved plans, Secy's letters of the above date and in general conformity with the Rules for the Class contemplated. All the Double bottom tanks, Peak tanks & deep tanks have been tested as required by the Rules with the pumping heads of water as laid down therein & found satisfactory. The approved plans are being retained for use in connection with sister vessels building. Copies of the approved plans are in the London Office. The Copy of M.S. profile herewith for filing with report. Wireless fitted Call letters K.E.V.T. Submarine signalling fitted. This vessel is a Sister Vessel to the S.S. SAHALE Phila Rpt. No 3220. The Anchor Chains supplied to this vessel are Cast Steel & have been tested by our Surveyors freeboards similar to those marked on the Sister vessel "Sahale" numerous Sister Vessels by the American Bureau have been marked on & out in with the letter A.B. 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.																
The amount of Entry Fee £ : : ✓ Fees applied for, 3/5/1919 Special Survey Fee.... \$723 75 Received by me, 14/5/1919 Travelling Expenses, if any £ : : - - State whether the Vessel has been built under Special Survey Yes I am of opinion this Vessel should be Classed \$100 A.I. Fitted for oil fuel Last point above 150°F Without With or without Freeboard, as condition of Class Committee's Minute New York MAY - 7 1919 Character assigned + 100A note: A+C.R. + d.m.c. 5.19 subject Exp. Li. 2 Fitted for oil fuel 5.19 Elec. Lt. J.P. above 150°F 32																

GENERAL REMARKS—(continued).

WEB FR
FRAMES, In For
" " No. of Side St
FRAMES, In E.
" " FRAMES, In
" " No. of Side
Size of Face
CKET PLAT
Frames, de
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 39.25 ft., R.Q.D. ✓ ft., Bridge 121.5 ft., Forecastle 42.5 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) 2 Dks (Stl)

Official No. 217800; Signal Letters L.Q.M.N.

State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside Cement, Bitumastic & Paint Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <u>oil fuel</u>	<u>74'-3"</u>	<u>329 SW.</u>	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		<u>144 S</u>
Double bottom, if under Engines only, <u>fresh water</u>	<u>22'-6"</u>	<u>132 SW</u>	Deep tank, aft,		<u>100 S</u>
Double bottom, if under Boilers only, <u>oil fuel</u>	<u>22'-6"</u>	<u>133 SW.</u>	Deep tank, forward,		
Double bottom, forward, " "	<u>159'-9"</u>	<u>786 SW</u>	Other tanks, if fitted, <u>Settling tank & Dup tank</u>	<u>36'-0"</u>	<u>879 Shengt</u>
Total capacity of double bottom		<u>1380 SW.</u>	(If necessary, furnish further information by sketch.)	<u>13'-6"</u>	<u>131 SW</u>

* 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

Order for Special Survey No. 277

Date 21/1/18

No. 512 in builder's yard.

Dates of Surveys held while building

1918
May 27 June 4. 5. 10. 13. 21. 27. July 15. 19. 22. 24 Aug. 5. 17. 26 Sept. 9. 10. 24. 26 Oct. 2. 9. 15. 21. 25. 29. 30
Nov. 1. 6. 12. 14. 18. 26. 27. 29 Dec. 2. 4. 6. 9. 10. 11. 12. 13. 14. 18. 21. 24. 26. 27. 29. 30
1919
Jan. 9. 11. 15. 17. 18. 20 Feb. 5. 10. 20. 24 Mar. 4. 6. 10. 13. 15. 17. 25. 27 Apr. 2. 4. 8. 9. 10. 14. 15. 16. 18. 24. 29
May. 2. 3

Total No. of Visits 81

Surveyor's Signature

L. Cairns & J. W. Ferguson

