

AWNING or Shelter Deck  
of Pt. Awning Deck  
WRECK SECTION  
STEEL STEAMER.

REC'D NEW YORK JUN 16 1921

WRECK SECTION  
No. 634

State if Report is also sent on the Machinery of the Vessel. Yes. No.

Port of Portland, Ore. Date of completion of Report June 1, 1921. Received at London Office  
Survey held at Portland, Oregon Date, First Survey Feb. 7, 1921 Last Survey May 26, 1921.  
On the (State if Single, Twin, or Triple Screw) Single Screw Oil Tank Steel Steamer "SWIFTLIGHT" Rig F. & A. Schr.

TONNAGE under 8016.22  
Tonnage Deck 1763.20  
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. 7779.4  
Total under Upper Dk. 232.00  
Do. of Poop 12.24  
Do. of R. Qr. Dk. 182.95  
Do. of Bridge House  
Do. of Forecastle  
Do. of Houses on Deck  
Do. of excess of Hatchways  
Do. above Crown of Engine Room  
Gross Tonnage 8206.61  
Less Crew Space 358.07  
Less above Crown of Engine Room  
TONNAGE FOR FEES... 2646.64  
Less Engine Room 110.20  
Less Navigation Spaces

CLASS 100 A.1.  
Breadth (greatest moulded) 60.00  
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 36.25  
Deduct height of 'tween deck when this does not exceed 8ft. 7.00  
Transverse Number 89.25  
Length on deck from fore part of stem to after part of sternpost 465.58  
Longitudinal Number 51553  
Depth "d" at middle of length. See Secs. 2 & 13...  
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel 12.84  
" " " Upper Deck at side to top of keel 15.91

Master  
Year of Appointment (1) As Master in service of owner of present vessel:—191... (2) As Master of this vessel:—191...  
Built at Portland, Oregon  
When built 1921 Launched May 4 '21  
By whom built Northwest Bridge & Iron Co.  
Owners Swiftsure Oil Transport Co.  
Managers  
(Where necessary to be entered in Reg. Book.)  
Residence  
Port belonging to New York

Destined Voyage If Surveyed while Building, ~~At sea or in Dry Dock~~ Yes

Length on Deck 465.58 Breadth 60.00 Depth 36.25  
Moulded depth, ft. 36 ins. 3 To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual 12 ins.  
Upper Deck. Moulded depth, ft. 29 ins. 3 To Upper Dk.

FRAMING.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
ME, Angles, or $\square$ or $\angle$ Bars, amidships	See 4th page of Rpt.								
Do. in peaks	8 $3\frac{1}{2}$ 19.6	8	$3\frac{1}{2}$	19.6	8	$3\frac{1}{2}$	19.6		
Do. in way of Double Bottoms at Solid Floors	$3\frac{1}{2}$ $3\frac{1}{2}$ 9.8	$3\frac{1}{2}$	$3\frac{1}{2}$	9.8	$3\frac{1}{2}$	$3\frac{1}{2}$	9.8		
" " at intermdt. Bkts.									
Ang of Frames from centre to centre amidships									
" length to collision bulkhead " from $\frac{3}{4}$									
of Frames from centre to centre in peaks	24	24							
VERSED FRAME, Angles, in Peaks	B A Frames B A Frames								
Do. in way of Double bottoms at Solid Floors	$3\frac{1}{2}$ $3\frac{1}{2}$ 9.8	$3\frac{1}{2}$	$3\frac{1}{2}$	9.8	$3\frac{1}{2}$	$3\frac{1}{2}$	9.8		
" " at intermdt. Bkts.									
MING, depth of girder									
ORS, depth and thickness of Floor Plate at mid-line for $\frac{3}{4}$ length amidships									
" in way of Engine and Boiler spaces									
" thickness at the ends of vessel	42	42							
" depth at $\frac{3}{4}$ the half-bdth. as per Rule									
" height extended at the Bilge									
ORS, in Cell Double Bottoms	42	42							
" state if flanged (top and bottom)									
" spacing of Solid	E.S. 27 $3\frac{1}{2}$ "	B.S. 4'-1"	As Fitted						
TRE GIRDER, in Dbl. bottom, dpth. & thickness	.48	.48							
" Angles, Top	$3\frac{1}{2}$ $3\frac{1}{2}$ 13.6	11.6	As Fitted						
" Bottom	6x6x.62-.54								
" to Floors	$3\frac{1}{2}$ $3\frac{1}{2}$ 11.6	9.8							
Thickness									
Brackets at intermdt. frmg. with thickness	BS. 62BS. 46	BS. 62ES. 46							
E GIRDERS, number and thickness	2 .42	2 .42							
" state if flanged (top & bottom)	$3\frac{1}{2}$ $3\frac{1}{2}$ 11.1	$3\frac{1}{2}$ $3\frac{1}{2}$ 11.1							
Angles to Shell	$3\frac{1}{2}$ $3\frac{1}{2}$ 9.8	$3\frac{1}{2}$ $3\frac{1}{2}$ 9.8							
RGIN PLATE, depth (exclusive of flange) and thickness	33x.58	33x.58							
" Angles to outside plating	4x4x14.3 to 12.8	4x4x14.3 to 12.8							
" to floors	6 6 17.2	6 6 17.2							
Brackets at intermdt. frmg. with thickness	$3\frac{1}{2}$ $3\frac{1}{2}$ 9.8	$3\frac{1}{2}$ $3\frac{1}{2}$ 9.8							
Height of Brackets above at bilge									
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	46x58 to .54	46x58 to .54							
" thickness in Engine and Boiler space									
" Remainder in Holds									
AMS, Awng or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel									
Spacing									
AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel									
Spacing									
AMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel									
Angles on upper edge									
Spacing									
AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel									
Angles on upper edge									
Spacing									
AMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel									
Angles on upper edge									
Spacing									
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel									
Angles on upper edge									
Spacing									

PILLARS.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
PILLARS, In 'tween Deck, size and spacing	6x3 $\frac{1}{2}$ x 18.6 lb	As Fitted							
" " Hold	3 Rows								
" " Quarter, 'tween Dks., "									
" " in Hold									
KEELSONS AND STRINGERS.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate									
" Rider Plate									
" Flat Keel Plate Angles									
" Horizontal Plates on Floors									
" Angles or Bulb Angles									
Girders in Cargo Tanks	2	.40	.40						
SIDE KEELSON, Number									
" Angles or Bulb Angles	Channels	6 $3\frac{1}{2}$ 15	6 $3\frac{1}{2}$ 15						
" Plate above floors, for length									
" Intercostal Plate, for length									
" Attached to outside plating with Angle	$3\frac{1}{2}$ $3\frac{1}{2}$ .44	$3\frac{1}{2}$ $3\frac{1}{2}$ .44							
BILGE KEELSON, Angles									
" Intercostal Plate, for length									
" Attached to outside plating with Angle									
SIDE STRINGERS, Number									
" Angle									
" Intercostal Plate, for lng.									
" Attached to outside plating with Angle									
Awning or Shelter Deck Stringer Plates, breadth and thickness	62x68 to .44	62x68 to .44							
" Angle on ditto	6 x 6 .625	6 x 6 .625							
" Tie Plates, fore and aft, outside Hatchways									
" Deck * Iron or Steel, for Whole lng.	.46 to .36	.46 to .36							
" Wood Deck * Material & thickness									
Upper Deck Stringer Plate, breadth and thickness	68x50 to .44	68x50 to .44							
" Angles on ditto, No. One	6 x 6 x .44	6 x 6 x .44							
" Tie Plates, outside Hatchways									
" Deck * Iron or Steel, for Whole lng.	.42 to .32	.42 to .32							
" Wood Deck. Material & thickness									
Second Deck Stringer Plates, br'dth & thckn's	78 x .42	78 x .42							
" Angles on ditto, No. One	6 x 6 x .44	6 x 6 x .44							
" Tie Plates, outside Hatchways									
" Deck * Material and thickness	Steel .42	Steel .42							
Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness									
" Angles on ditto, No.									
" Tie Plates, outside Hatchways									
" Deck. Material and thickness									
Poop Deck Stringer Plate, breadth & thickness									
" Angles on ditto									
" Tie Plates									
" Deck. Material and thickness									
Bridge Deck Stringer Plate, br'dth & thickness									
" Angle on ditto									
" Tie Plates									
" Deck. Material and thickness									
Forecastle Deck Stringer Plate, br'dth & th'kns									
" Angle on ditto									
" Tie Plates									
" Deck. Material and thickness									

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



[illegible]

EQUIPMENT NO.				LETTER OF ANCHORS.													
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REQ. 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.
10906	1st Bower	88	2	18				62	15	0	0	77	0	0	Dunn	American Steel Foundries	Phl. 18:8:20 W. S. McNab
10907	2nd "	87	3	2				62	5	0	0	77	0	0	Dunn	"	" " "
9855	3rd "	74	2	6				56	0	0	0	65	2	0	Dunn	"	25:7:20 " "
	Collective weight	250	3	26								219	2	0			
10904	Stream	31	2	22				29	18	3	0	27	2	0	Dunn	"	" 13:8:20 " "
10919	Kedge	10	2	24	3	2	8	12	13	0	14	10	0	0	Common	"	" 23:8:20 " "

*If Patentee Name of Balance*

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

Anchors	Weight	Qrs.	Lbs.	Date	Surveyor
1st Bower	88 Cwts.	2 Qrs.	18 lbs.	W.M.N.	10906.
2nd "	87 "	3 "	2 "	W.M.N.	10907.
3rd "	74 "	2 "	6 "	W.M.N.	9855.

### CHAIN CABLES.

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 Rope.	Length and Size per Table 31.	
	Length.	Diam.		Cwts.	qrs.						lbs.	Length.		Diam.	Length.
2572	300	2-7/16	✓	934	22	890	1.4	300	2-7/16	Stud-American Link Chain Co.	Columbus Frank Stabler	110	20	200	8
Iron Stream Chain or Steel Wire	120	5	✓			120	5								

### HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.	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 Rope.	Length and Size per Table 31.	
	Length.	Diam.							Length.	Chr.		Length.	Chr.
2572	130	5-1/2	✓	106	130	5-1/2							
	200	8	✓		200	8							
	200	8	✓		200	8							

**Boats** 4 Lifeboats 24'-0" & 1 Dinghy  
**Pumps,** Number 2. 5x5 1/2" Ford Pump Room & E.R.  
**Windlass** is Cunningham  
**Engine Room Skylights.**—How constructed? Steel Plates What arrangements for deadlights in bad weather?  
**Coal Bunker Openings.**—How constructed? How are lids secured? Height above deck?  
**Number of Scupperns,** and number and dimensions of Freeing Ports, Sec. 7 P. & S.  
**Ceiling in Holds,** thickness and material In Fore Hold 2 1/2" Douglas Fir Cargo Battens, thickness and material Tween Dks. & Forehold 6"  
**Cargo Hatchways.**—How formed? Steel Coamings 30" high, Coamings 44 Hatches, If strong and efficient? Yes  
State size No. 1 Hatch (Forward) 16'-8"x18'-0" No. 2 Hatch 18'-8"x18'-0" No. 3 Hatch 9'-4"x18'-0" No. 4 Hatch 18'-8"x18'-0"  
**Number of Web Plates,** SURFING BOARD AND FIVE KEYS one to each Hatch Nos. 1 & 2 one Web with Steel Cover to Hatch, No. 3 one Web. Nos. 4, 5 & 6 three Webs.  
**Bulwarks,** height above deck and description Main Rail and Stays, material and size  
The foregoing is a correct description. North West Bridge Works G  
Builder's Signature (here only) W McKellus Surveyor's Signature Walker Lang  
Builder's Signature (if any) 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" August 17 (2) October 4, 11. November 15, December 6, 1920.  
**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? 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 facing surfaces? Yes Do any rivets break into or through the seams or butts of the plating? very 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.) This Vessel is a sistership of the S. S. "SWITTEAGLE" Report No. 632 built by the Northwest Bridge & Iron Co. She is constructed to carry Oil in Bulk on the Longitudinal system of Framing with Engines & Boilers Aft and is in accordance with the approved plans; the materials are good and the workmanship in all respects to my satisfaction.  
The Double Bottom under the Engines & Boilers, Fore & Aft Peaks are constructed to carry water. The Deep Tank Forward, which has been constructed in accordance with the approved plans, and Tank Forward of Boiler Room, have been constructed to carry Oil Fuel. These Tanks, along with all Cargo Tanks and Cofferdams, have been tested in accordance with the Rules.  
The Bilges and Double Bottom & Fresh Water Tanks have been cemented.  
**Notations:** Fitted for Oil Fuel, F.P. above 150° F. "Pt.Cem."  
3 Bulkheads, including F. Peak to Shelter Deck.  
10 " to Upper Deck.  
4 " to Main Deck.  
For Plans see Swiftsure  
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 ..... \$ 55.00 : Fees applied for,  
Special Survey Fee..... \$3039.00 : May 25 1921  
Travelling Expenses, if any \$ 115.00 : Received by me,  
State whether the Vessel has been built under Special Survey Yes  
I am of opinion this Vessel should be Classed 100 A.I. Shelter Deck  
With or without Freeboard, as condition of Class  
Committee's Minute New York JUN 14 1921  
Character assigned +100A1.  
Note A.C.P. Shelter deck with fire carrying plat. in hull +LMC-S-21  
Equipped for long haul fitting for oil fuel 5-21 F above 150°F  
mchly aft least higher  
FD  
CL



## PARTICULARS OF LONGITUDINAL FRAMING.

GENERAL

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.								
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.						
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.					
Framing of $\angle$ , $\angle$ or $\nabla$ .....																						
Frames in Bridge 'tween Decks...																						
Frames from Uppermost Continuous Deck																						
" 2		7	3 1/2	15.4	7	3 1/2	15.4	7	3 1/2	15.4	7	3 1/2	15.4	7	3 1/2	15.4	5 1/2	5 1/2	-			
" 3		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	-			
" 4		7	3 1/2	16.8	7	3 1/2	16.8	7	3 1/2	16.8	7	3 1/2	16.8	"	"	"	"	"	10 7/8			
" 5		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	10			
Channels BA		10	3 3/8	21.7	8	3 1/2	21.6	10	3 3/8	21.7	8	3 1/2	21.6	"	"	"	4 for 9 Rivets	12	"			
" 6		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
" 7		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
" 8		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
" 9		10	3 1/2	24.3	10	3 1/2	27.2	10	3 1/2	24.3	10	3 1/2	27.2	"	"	"	3 1/8	"	"			
" 10		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"			
" 11		15	3 1/2	26.4	"	"	"	15	3 1/2	26.4	"	"	"	"	"	"	"	"	"			
" 12		15	"	33	"	"	"	15	"	33	"	"	"	"	"	"	"	"	16			
" 13		"	"	"	8	3 1/2	19.1	"	"	"	8	3 1/2	19.1	"	"	"	"	"	20			
Tank Margin Aft		14 to 16	18x42.5	15x.46	18x42.5	15x.46	18x42.5	15x.46	18x42.5	15x.46	"	"	"	"	"	"	4	"	"			
" 18 to 20																						
" 22 to 24																						
Spacing of Longitudinal Frames		Amidships .....			At Ends .....			2'-6"			2'-6"			2'-6"			2'-6"			Spacing of Rivets in Long's under Deep Tank Ford. 4" throughout.		
Double Bottoms		Tank Top-Longitudinals			8 3 1/2 19.1 BA			under Boilers as approved			T. Top Long's under Deep Tank forward 8"x3 1/2"x19.6 B.A. spaced 30" apart.											
" $\angle$ , $\angle$ or $\nabla$		Bottom																				
Spacing of Longitudinals		Amidships			T. Top under Boilers 30" apart.																	
" At Ends...																						
Transverses.		Ford 15x.40			Ford 15x.40			Ford 15x.40			Ford 15x.40			Rivets in Lugs to Shell Diam. Speng.								
Shelter		15 3.5 .40			Aft. 40			15 3.5 .40			Aft. 40						Side Transverses in hold & Ends 6"x6"x17.2# clips to					
In Bridge		Channels			15 3 1/2 44			Channels			5 3 1/2 44						Shell double to Long'l No. 7.					
'tween Decks		Lugs to Shell			3 1/2 3 1/2 9.8			3 1/2 3 1/2 9.8			3 1/2 3 1/2 9.8			1 5			Face Bar 6"x3 1/2"x20.9# Single					
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness			183.7 42.5 Aft. 40 Flgd			18 3.7 42.5 Aft. 40 Flgd														
		Face Angles			Channels			Ford 18x42.5			Channels											
		Lugs to Shell			3 1/2 3 1/2 9.8			3 1/2 3 1/2 9.8			3 1/2 3 1/2 9.8			7/8 4 1/2								
In Hold.		Depth and Thickness			24 x .50			24 x .50									in bottom double 6x3 1/2 x.63					
		Face Angles			6 3 1/2 .75			6 3 1/2 .75			6 3 1/2 .75			6 3 1/2 .75			" " single 6x6x.44					
		Lugs to Shell			5 3 1/2 .44			6 6 17.2			5 3 1/2 .44			6 6 17.2								
		Brackets			.48 & .44			.48 & .44			.48 & .44			.48 & .44								
Spacing of Transverse Frames		9'-4"			8'-4"			9'-4"			8'-4"											
* State if joggled or liners.		9'3" in E.S.			8'2" B.S.			Fore End 8'4"														
Longitudinal Beams of $\angle$ , $\angle$ or $\nabla$		Bridge Deck ...			7 3 1/2 15.3			7 3 1/2 15.3			7 3 1/2 15.3			36			Transverse					
		Awg. or Shltr. Dk.			7 3 1/2 16.8			7 3 1/2 15.3			7 3 1/2 16.8			7 3 1/2 15.3			30			15x33		
		Upper			8 3 1/2 18			8 3 1/2 18			8 3 1/2 18			8 3 1/2 18			30			20x69		
		Second																		20x69		
		Third																		Dble. As		
																				Face App.		

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.

5c.4,19.—T.

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 (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 it should appear in the Register Book) Two Steel Decks & Shelter Deck - Three Tiers of Beams

Official No. 221268 ; Signal Letters M C S P State if Machinery is fitted aft Yes  
How are the surfaces preserved from oxidation? Inside 3 Coats of Paint Outside 3 Coats of 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,	70.75	229.9	Fore peak tank,	24.5	182.6
Double bottom, under Engines and Boilers,			After peak tank,	16.0	30.5
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(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. 111

Date July 7, 1920

No. 45 in builder's yard.

DATES OF SURVEYS held while building

Feb. 7, 9, 11, 14, 16, 18, 21, 23, 25, 28. Mar. 2, 4, 5, 7, 9, 11, 14, 16, 19, 21, 23, 25, 26, 2, 31. April 1, 4, 7, 11, 13, 15, 16, 18, 19, 21, 22, 25, 26, 27, 28, 29, 30. May 1, 2, 3, 4, 7, 15, 17, 19, 20, 24, 26.

Total No. of Visits 54

Surveyor's Signature

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Foundation