

# MOTORSHIP

Report is sent on the Freeboard of the Vessel *yes*  
 Report is sent on the Machinery of the Vessel *yes*

Date of completion of report *10<sup>th</sup> November 1944* Port of *Belfast* No. *1000*  
 Survey held at *Belfast* Date First Survey *9<sup>th</sup> June 1942* Last Survey *2<sup>nd</sup> November 1944*  
 On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Twin Screw Motor Ship "WAIWERA"*  
 State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Complete superstructure with tonnage opening* State Type of Erections *Book, B on S*

TONNAGE under Tonnage Deck ... *8823.19* CLASS *\* 100A1* State if with freeboard as condition of Class *yes* Built at *Belfast*  
 Do. of space or spaces between Tonnage Dk. and Upper Dk. *878.97* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *512'-0"* Launched *30<sup>th</sup> Sept. 1943* Yard No. *116*  
 Total *9702.16* Breadth (greatest moulded) *70'-0"* Builders *Harland & Wolff Ltd.*  
 Gross Tonnage *12027.92* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *43'-4 1/2"* Owners *Shaw Savill & Albion Co. Ltd.*  
 Net Tonnage *7031.56* 1st Longitudinal Number (L x D) *22016* Managers *(Where necessary to be entered in Reg. Book)*  
 2nd Numeral L x (B + D) *57856* Residence   
 Framing Depth "d," at middle of length. See Sec. 3 (1d) *19.46* Port of Registry *Southampton*  
 Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.79* If surveyed while building, afloat, or in dry dock  
 Draught Moulded *29'-5 1/4"* *While building, afloat & in dry dock.*

## 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.....	<i>34"</i>		Bracket Floors, Frame .....	<i>✓</i>	
" " from 1/2 length amidships to Collision bulkhead.....	<i>27"</i>		" " Reversed Frame.....	<i>✓</i>	
" " in peaks .....	<i>24"</i>		" " Vertical Struts .....	<i>✓</i>	
SIDE FRAMING. (N=3 Hold)			Centre Girder, depth and thickness amidships	<i>48 1/2" x 60"</i>	<i>✓</i>
Frame Amidships, Angle, [ <i>—</i> ]	<i>9 x 3 1/2 x 3 1/2 x 58/54</i>	<i>✓</i>	" " top Angles .....	<i>3 1/2 3 1/2 56</i>	<i>✓</i>
" " Extends up to <i>Shell &amp; Bridge Dhs. alt.</i>	<i>✓</i>		" " bottom Angles.....	<i>5 5 60</i>	<i>✓</i>
Reversed Frame Amidships, Angle .....	<i>none</i>	<i>✓</i>	Side Girders, No. each side and thickness.....	<i>Two @ 44</i>	<i>✓</i>
" " Extends up to .....	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness .....	<i>42" x 62</i>	<i>✓</i>
Depth of Framing Girder.....	<i>9"</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem .....	<i>6 6 48 single</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, [ <i>—</i> ]	<i>9 x 3 1/2 x 3 1/2 x 58/54</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area .....	<i>6 6 48 single</i>	<i>✓</i>
" " Second 'tween Decks, Angle, [ <i>—</i> ]	<i>do.</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	<i>do. after half</i>	<i>✓</i>
" " Third " " " "	<i>do.</i>	<i>✓</i>	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area .....	<i>do. after half</i>	<i>✓</i>
" " from 1/2 len. for'd. to 15% len. from Stem .....	<i>9 x 3 1/2 x 3 1/2 x 58/54</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>6'-5" x 48"</i>	<i>✓</i>
" " in Peaks, Angle, [ <i>—</i> ]	<i>9 3 1/2 42</i>	<i>✓</i>	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships .....	<i>7/8" @ 5 1/4"</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake...	<i>60" x 60</i>	<i>✓</i>
State if Frame Joggled.....	<i>yes</i>	<i>✓</i>	Thickness of remainder in Holds .....	<i>74 1/2" x 60 in way of hull</i>	<i>✓</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and as approved? .....	<i>yes</i>	<i>✓</i>	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? .....	<i>52" x 48</i>	<i>✓</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved? .....	<i>yes</i>	<i>✓</i>	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Ford. Wells, Angle, [ <i>—</i> ]	<i>10 x 3 1/2 x 3 1/2 x 58/54</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds.....			" " in way of Bridge, Angle, [ <i>—</i> ]	<i>10 x 3 1/2 x 3 1/2 x 58/54</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame.....			Spacing <i>every frame</i>	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, [ <i>—</i> ] or [ <i>—</i> ]			Second Deck, amidships, Angle, [ <i>—</i> ]	<i>11 x 3 1/2 x 3 1/2 x 58/54</i>	<i>✓</i>
" " Through Plate or Inter-costal Plate .....			Spacing <i>every frame</i>	<i>✓</i>	
" " Foundation Plate on Floors .....			Third Deck, amidships, Angle, [ <i>—</i> ]	<i>do.</i>	<i>✓</i>
" " Flat Plate Keel Angles			Spacing <i>every frame</i>	<i>✓</i>	
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, [ <i>—</i> ] (N=2 & 3 Hold only)	<i>10 x 3 1/2 x 3 1/2 x 58/54</i>	<i>✓</i>
" " thickness of Inter-costal Plate...			Spacing <i>every frame</i>	<i>✓</i>	
" " Angles .....			Poop Deck, Angle, [ <i>—</i> ]	<i>9 x 3 1/2 x 3 1/2 x 58/54</i>	<i>✓</i>
DOUBLE BOTTOM.			Spacing <i>every frame</i>	<i>✓</i>	
Solid Floors, thickness and spacing .....	<i>48 every frame</i>	<i>✓</i>	Bridge Deck, Angle, [ <i>—</i> ]	<i>8 x 3 1/2 x 3 1/2 x 58/54</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled? .....	<i>frame only</i>	<i>✓</i>	Spacing <i>every frame</i>	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line .....	<i>✓</i>		Forecastle Deck, Angle, [ <i>—</i> ]	<i>10 x 3 1/2 x 3 1/2 x 58/54</i>	<i>✓</i>
" " breadth and thickness at margin plate.....	<i>✓</i>		Spacing <i>alt. frames</i>	<i>✓</i>	



Any Departure from  
Approved Plans to  
be Noted.

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Approved Plans to  
be Noted.

## SHELL PLATING.

## RIVETING.

## WATERTIGHT BULKHEADS.

**FORGINGS AND CASTINGS.**

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.																																																										
Extending to Upper Deck (Sec. 3 c) <i>One, also seven divisional in upper tween decks.</i>		KEEL, Bar	<i>Flat plate</i> ✓																																																												
,, Deck next below <i>7</i> ✓		STEM	<i>metal steel bar 11x2 3/8" J</i>																																																												
As per Rule <i>8</i>		STERN FRAME	<i>Spectacle Frame</i> Boss eyes As per Darlington Remd. r. fabricated plates & bars inter. part. fab. p.l.s. & bars.																																																												
			<i>Propeller Post</i> Castings app. plan Forge																																																												
			<i>Rudder Post</i> Castings top & bot. do. do. ✓																																																												
		Speed of Vessel	<i>16 knots</i> ✓																																																												
		RUDDER—Type	<i>Semi-balanced stream line</i>																																																												
		,, A × D.																																																													
		,, Diam. of head	<i>Forging 17"</i> ✓																																																												
		,, Mainpiece at top pintle	<i>Coupling portion a casting by the Darlington Forge</i>																																																												
		,, heel	<i>by the Darlington Forge</i>																																																												
		,, how constructed	<i>remd. fab. as per app. plan.</i>																																																												
		,, double or single plate	<i>double</i> ✓																																																												
		,, coupling, vertical or horizontal	<i>horizontal</i> ✓																																																												
<table><tr><th rowspan="2"></th><th rowspan="2">Plating Thickness.</th><th colspan="4">STIFFENERS.</th></tr><tr><th colspan="2">VERTICAL.</th><th colspan="2">HORIZONTAL.</th></tr><tr><th></th><th></th><th>Scantlings.</th><th>Spacing.</th><th>Scantlings.</th><th>Spacing.</th></tr><tr><td>MIDSHIP BULKH'D, Upper 'tween decks <i>(Frame 25 f.)</i> ✓</td><td><i>26</i> ✓</td><td><i>5x3x34 0A.</i> ✓</td><td><i>30"</i> ✓</td><td>✓</td><td>✓</td></tr><tr><td>Second " "</td><td><i>26</i> ✓</td><td><i>5x3x32 0A.</i> ✓</td><td><i>"</i> ✓</td><td>✓</td><td>✓</td></tr><tr><td>Third " "</td><td><i>30</i> ✓</td><td><i>6x3x32 8A.</i> ✓</td><td><i>"</i> ✓</td><td>✓</td><td>✓</td></tr><tr><td>Holds " "</td><td><i>56-33</i> ✓</td><td><i>9x8 1/2 x 3 1/2</i> ✓</td><td><i>54"</i> ✓</td><td>✓</td><td>✓</td></tr><tr><td>(in Hold) COLLISION</td><td><i>52-35</i> ✓</td><td><i>9x3x42</i> ✓</td><td><i>24"</i> ✓</td><td colspan="2"><i>3 semi-box beams</i> ✓</td></tr><tr><td>AFTER PEAK</td><td><i>34-30</i> ✓</td><td><i>8x3x48</i> ✓</td><td><i>24" 26"</i> ✓</td><td colspan="2"><i>2nd stiff</i> ✓</td></tr><tr><td></td><td><i>48-36</i> ✓</td><td><i>8x3x42</i> ✓</td><td><i>24"</i> ✓</td><td colspan="2"></td></tr></table>							Plating Thickness.	STIFFENERS.				VERTICAL.		HORIZONTAL.				Scantlings.	Spacing.	Scantlings.	Spacing.	MIDSHIP BULKH'D, Upper 'tween decks <i>(Frame 25 f.)</i> ✓	<i>26</i> ✓	<i>5x3x34 0A.</i> ✓	<i>30"</i> ✓	✓	✓	Second " "	<i>26</i> ✓	<i>5x3x32 0A.</i> ✓	<i>"</i> ✓	✓	✓	Third " "	<i>30</i> ✓	<i>6x3x32 8A.</i> ✓	<i>"</i> ✓	✓	✓	Holds " "	<i>56-33</i> ✓	<i>9x8 1/2 x 3 1/2</i> ✓	<i>54"</i> ✓	✓	✓	(in Hold) COLLISION	<i>52-35</i> ✓	<i>9x3x42</i> ✓	<i>24"</i> ✓	<i>3 semi-box beams</i> ✓		AFTER PEAK	<i>34-30</i> ✓	<i>8x3x48</i> ✓	<i>24" 26"</i> ✓	<i>2nd stiff</i> ✓			<i>48-36</i> ✓	<i>8x3x42</i> ✓	<i>24"</i> ✓		
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Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Swanwick &amp; Co. Ltd., and The Lancashire Steel Coy.</i>																																																															
STEEL.																																																															
Has the Steel been tested as required by the Rules? <i>yes</i> ✓																																																															

Lloyd's Register  
Foundation



EQUIPMENT No. 61298 ✓												LETTER 67 ✓		ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.				
1863	1st Bower	111	0	7	✓	✓		71	15	0	0	✓	104½ ✓	Hingley's Challenge type stockless. Cast steel head. Forged shank	N. Hingley & Sons Ltd.	Netherton 10.2.43 J. G. Nolf ✓
1864	2nd "	110	2	0	✓	✓		71	7	2	0	✓	104½ ✓	do.	do.	do. ✓
✓	3rd "				✓								89 ✓			
	Collective weight				✓								298 ✓			
1845	Stream	31	1	21	8	1	0	29	15	0	0	✓	31 ex stock	Ordinary forged wrought iron	do.	Netherton 30.1.43 J. G. Nolf ✓

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table 53.		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 53.	
	Length.	Diam.	Stagnatory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Ins.		Length.	Ins.
3220	120	2 1/4	133 1/2	136 1/2	478	1	0	1317	330	2 1/4	stud link	N. Hingley & Sons Ltd.	Netherton 27.2.43	TOWLINE	130	6 1/2	112.3	130	6 1/2
3221	120	2 1/4	133 1/2	136 1/2	478	0	21				"	do.	do.	HAWSERS & WARPS	420	3	18.6	4-2 1/4	15.2
	240				956	1	21	958 for 240 fms.											
Stream Chain Steel Wire	120	5 1/2			84.4				120	5 1/2									

Steering Gear, Type (Power or hand) Hastie's hydro-electric. Alternative Means of Steering Duplex gear.

Steering Chains (Size and Test) none Windlass Clarke Chapman electric. Boats 6 lifeboats (1 with motor)

Ceiling in Holds, thickness and material none (insulated) Cargo Battens, thickness, material and spacing none

Cargo Hatchways.—(Upper Deck) Beams of steel plates & bulk angles Thickness of Hatches 3" wood covers fitted to weather and all under deck hatchways.

Size of Hatchways No. 1 (Fwd.) 18' x 18' No. 2 31'-2" x 18' No. 3 22'-8" x 18' No. 4 19'-10" x 18' No. 5 22'-8" x 18' No. 6 17' x 18'

Number of Shifting Beams and/or Fore and Afters } 3 ✓ 6 ✓ 4 ✓ 3 ✓ 4 ✓ 3 ✓

Builder's Signature Harland and Wolff, Limited

**GENERAL DECLARATION.** It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel motorship

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo no The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been built in conformity with the Society's Rules & Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The oil fuel is carried in deep oil fuel bunkers at the forward end of the machinery space, between and at the sides of the shaft tunnels and in the double bottom tanks N° 4 & 5 (under N° 3 Hold) and N° 6 & 7 (in the motor room) F.P. above 150°. The materials and workmanship are good.

The double bottom tanks including cofferdams and duct keel, oil fuel bunkers, forward and after peak tanks have been water tested to full requirements and found satisfactory. Weather deck, W.T. bulkheads, flats, tunnels, cargo doors and meat ports have been satisfactorily hose tested. Steering gear, windlass and anchors and bilge suction have been tested under working conditions and found in order. Freeboard assigned, verified and cut in.

The amount of Entry Fee..... £ 12 : - : - Fees applied for, 11/11/1944

Special Survey Fee..... £ 475 : 7 : - Received by me, 19

Travelling Expenses, if any ..... £ NIL : - : -

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed + 100A1 with freeboard

State whether the Vessel has been built under Special Survey yes

Signature Cyril A. Townshend  
Surveyor to Lloyd's Register of Shipping.

Certificate sent to Belfast

Date of issue 24/1/45

Committee's Minute

Character assigned

FRI. 14 DEC 1944

+ 100A1 with freeboard

Lloyd's A.R.C. + LMC 11.44 Oil Eng  
C.L. 2 D.B. 100lb

Wife Sel.  
8/4



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Lloyd's Register Foundation

0051 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.)

This vessel is similar to the following vessels built for the same Owners by the same Builders.

"WAIMARAMA" (1004), "WAIOTIRA" (1019), "EMPIRE HOPE" (1050), "EMPIRE GRACE" (1051).

There is a tonnage opening in the Shelter Deck aft and the tonnage well bulkheads have each two framed openings 5'-9" x 4'-0" and the tween deck divisional bulkheads between the tonnage well and the W.T. Bulkhead at the after end of N<sup>o</sup> 2 Hold have each two framed openings 4'-0" x 3'-0", all fitted with portable plate doors having hook bolts spaced not less than 12" apart and not passing through the bulkhead. The doors are hump jointed and reasonably watertight.

The forging and casting reports are enclosed also the plans of the ship.

PARTICULARS OF ELECTRIC WELDING (if employed)

The boundary bulkheads of the oil fuel bunkers and the crown of the tanks are all of welded construction. Deck girders are welded to the decks and all decks below the weather decks are welded to the shell plating. At the fore end of N<sup>o</sup> 1 Hold the side reverse frames are carried down and welded to the inner bottom plating which is horizontal out to and welded to the shell and side frames.

SPECIAL NOTATIONS:

—Either as part of the vessel's class or for record in the Register Book. Cruiser stern, oil engines, D.F., E.S.D., Refrig. machy., 3 Dks., 4<sup>th</sup> Dh. in N<sup>o</sup> 2 & 3 Holds, 8 BH (coll. to W. Dh. 7 to 2<sup>nd</sup> Dh) 7 divisional W.T.B. in upper tween decks, duct keel forward of machy. space.

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

1st Bower 60.1.22, A.E.G. N<sup>o</sup> 4213 19.6.42  
2nd „ 60.1.23, A.E.G. N<sup>o</sup> 4211 16.6.42  
3rd „

PARTICULARS FOR RECORD in the REGISTER BOOK.

Length of Poop 64.33 ft., R.Q.D. ft., Bridge 195.5 ft., Forecastle 67.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 167880 Signal Letters G B J B Extreme Breadth over Belting 70.45 Over-all Length 540'-6" (Circ. 1611) (Circ. 1703)

No. and Material of Decks 3 Decks. 4<sup>th</sup> deck in N<sup>o</sup> 2 & 3 Holds

Parts of Bottom of Vessel coated with cement wash or approved composition N<sup>o</sup> 1, 2, 3 & 8 D.B. tanks & head tanks.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:

(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, N <sup>o</sup> 8	Feet. 62.33	Tons. 98	Fore peak tank,	Length to F.P. 27.75	107
Double bottom, under Engines and Boilers, N <sup>o</sup> 6 & 7	76.5	481	After peak tank,	Length from A.P. 21.83	171
Double bottom, if under Engines only,	—	—	Deep tank, aft, at sides of tunnels	116.17	1612
Double bottom, if under Boilers only,	—	—	Deep tank, forward, Amidships	11.33	655
Double bottom, forward, to aft end of No. 10 space	207.0	875	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	345.83	1454	(If necessary furnish further information by sketch.)	—	—

Order for Special Survey No. 915

Date 4/5/42

Dates of Surveys held while building

1942

June 9, July 3, 20, Aug. 5, 17; Sept. 1, 4, 29; Oct. 9, 23, 30; Nov. 3, 19; Dec. 18, 31; 1943—Jan. 8, 22; Feb. 4, 13, 19; Mar. 3, 5, 10, 16, 25, 29, 31; Apr. 1, 2, 5, 7, 9, 12, 13, 20, 21, 28; May 3, 7, 8, 10, 12, 13, 14, 19, 21, 24; June 3, 10, 14, 21, 24, 30; July 1, 2, 5, 6, 21, 22, 23, 26, 27; Aug. 2, 6, 9, 12, 13, 16, 17, 18, 20, 23, 25, 26; Sept. 1, 2, 3, 6, 7, 8, 9, 10, 11, 13, 14, 15, 17, 20, 22, 23, 24, 25, 27, 28, 29, 30; Oct. 4, 11, 12, 14, 18, 27, 28, 29; Nov. 2, 8, 11, 12, 17, 19, 23, 24, 30; Dec. 2, 3, 6, 10, 17, 20, 21, 30; 1944—Jan. 8, 22; Feb. 4, 13, 19; Mar. 3, 5, 10, 16, 25, 29, 31; Apr. 1, 2, 5, 7, 9, 12, 13, 20, 21, 28; May 3, 7, 8, 10, 12, 13, 14, 19, 21, 24; June 16; July 20; Aug. 16, 30; Sept. 1, 6, 8, 12, 15, 19, 25; Oct. 3, 7, 9, 12, 13, 17, 18, 19, 20, 23, 24, 25; Nov. 1, 2.