

STEEL STEAMER ~~OR MOTORSHIP~~

Received at London Office 13 AUG 1942

State if Report has been sent on the Freeboard of the Vessel YES.State if Report is sent on the Machinery of the Vessel YES.Date of completion of report 7th August 1942 Port of Greenock No. 21932
Survey held at Greenock Date First Survey 30th JULY 1941 Last Survey 6th AUGUST 1942On the (State if Machinery fitted Aft and) Twin Sc. Sr. "EMPIRE MIGHT" Moby. amidships.
(if Single, Twin or Triple Screw)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Comp. Super. without tonnage open. State Type of Erections AB. 0. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.TONNAGE under Tonnage Deck... 6292.26 CLASS ± 100A1. State if with freeboard as condition of Class YES. Built at GreenockDo. of space or spaces between Tonnage Dk. and Upper Dk. 1973.14 Length from fore part of stem to after part of stern L 457 Launched 17th April 42 Yard No. 450.Total 8265.40 Breadth (greatest moulded) B 62.75 Builders The Greenock Dockyard Co.Gross Tonnage 9208.47 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 40.75 Owners Ministry of War Transport.Register Tonnage 4921.63 1st Longitudinal Number (L x D) = 18693. Managers Blue Star Line Ltd.
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) 18.58 Residence London.Length 463.8 Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.33 Port of Registry GreenockBreadth 63.0 Draught Moulded 29.7 1/4 If surveyed while building, afloat, or in dry dock Yes.

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	33		Bracket Floors, Frame	8 3/4 38	
" " from 1/2 length amidships to Collision bulkhead	27		" " Reversed Frame	7 3 38	
" " in peaks	24		" " Vertical Struts	7 3 38	
DE FRAMING.	30		Centre Girder, depth and thickness amidships	16 57	
Frame Amidships, Angle, E or F	12 8 1/2 56		" " top Angles	4 4 50	
" " Extends up to	3 rd DECK.		" " bottom Angles	6 6 62 1/2	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	1 8 40	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	10 60	
Depth of Framing Girder	DOUBLE ANGLE.		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 50	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	10 3 1/2 43 1/2	INTERM.	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	6 6 50	
" " Second 'tween Decks, Angle, E or F	10 3 1/2 43 1/2	INTERM.	" " Gussets, spacing and scantling abaft 1/2 len. from stem	CONTINUOUS PLT. 48 IN WAY OF D.F. DOUBLE BOTTOM. 6 x 3/4 x 50 PLG. EVERY 12 IN BOILER ROOM.	
" " Third	✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	7 1/2 46	
" " from 1/2 len. for'd. to 15% len. from Stem	12 1/4 x 1/4 160		Tank Side Brackets, height above base line at toe of Frame and thickness	7 1/2 46	
" " in Peaks, Angle, E or F	8 3 1/2 44		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/16 @ 6 DIA.		Breadth and thickness of Middle Line Strake	7 1/2 x 60 FORW. 60 x 58 AFT.	
State if Frame Joggled	YES, EXCEPT AT ENDS OF VESSEL.		Thickness of remainder in Holds	56 UNDER HATCHWAYS IN LIEU OF CEILING.	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES.		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?	YES.	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES.		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships	10 3 1/2 43 1/2	
Floors, Depth and thickness at mid-line in Holds	✓		" " in way of Bridge, Angle, E or F	9 3 1/2 37 1/2	
Height of Brackets at side above base line at toe of frame	✓		Spacing	33	
Middle Line Keelson, on Floors, Angles, E or F	✓		Second Deck, amidships, Angle, E or F	10 3 1/2 43 1/2	
" " Through Plate or Intercoastal Plate	✓		Spacing	33	
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, E or F	12 3 1/2 45	
" " Flat Plate Keel Angles	✓		Spacing	33	
Keelsons, No. each side	✓		Fourth Deck, amidships, Angle, E or F	✓	
" thickness of Intercoastal Plate	✓		Spacing	✓	
" Angles	✓		Poop Deck, Angle, E or F	6 3 1/2 43 1/2	
DOUBLE BOTTOM.			Spacing	30	
Solid Floors, thickness and spacing	1 1/2 @ 66 SHAFERED.		Bridge Deck, Angle, E or F	6 3 1/2 38	
" " Are Frame and Reversed Frame joggled?	PART JOGGLED & PART CUT AT LANDINGS.		Spacing	33	
Bracket Floors, breadth and thickness at middle line	3 1/2 x 41		Forecastle Deck, Angle, E or F	8 3 1/2 44	
" " breadth and thickness at margin plate	4 1/2 x 41		Spacing	27	

PILLARS AND DECKS.

	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	2 ROWS			Stringer Plate, breadth and thickness in way of Bridge	65	46	✓
„ in 'tween Decks, Size and Spacing.....	WIDE SPACED			Thickness of Plating abreast Deck openings in way of Wells		42	✓ 45-40
„ „ „ „ „	TUBULAR & BUILT			Thickness of Plating abreast Deck openings in way of Bridge		42	✓ - do -
„ in Holds „ „	PILLARS & GIRDERS			Thickness of Plating within line of openings...		36	✓
„ „ „ „ „	AS APPROVED.		✓	If Sheathed, material and thickness			✓
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....		✓		Stringer Plate, breadth and thickness.....	68 1/2	40	✓ & see plan
Plating, thickness of		✓		If Plated, state thickness.....	35 &	40	✓
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....		✓	
Stringer Plate, breadth and thickness in Wells	67	75		If Plated, state thickness		✓	
„ „ „ „ in way of Bridge	67	75	✓ & see plan	Poop Deck.			
„ Angle in Wells	6	6	68	Stringer Plate, breadth and thickness		38	✓
Thickness of Plating abreast Deck openings in way of Wells	66 &	65	✓	Plating, Sheathing, material and thickness ...		30	✓ & see plan
Thickness of Plating abreast Deck openings in way of Bridge	68 &	75	✓	Bridge Deck.			
Thickness of Plating within line of openings...	45 &	40	✓	Stringer Plate, breadth and thickness.....	66	38	✓
If Sheathed, material and thickness		✓		Plating, Sheathing, material and thickness ...	28 &	30	✓ no sheathing see plan as built
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...	65	46	✓	Stringer Plate, breadth and thickness.....		38	✓
				Plating, Sheathing, material and thickness ...		35	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>NO.</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.			
FLAT PLATE KEEL	<i>54</i>	<i>.87</i>	<i>.77</i>	<i>.77</i>	<i>3 strakes shell plating next keel increase to .77 foot of 1/2". Side shell plating forward increase 25% in thickness of side strakes.</i>	<i>DOUBLE.</i>	<i>1</i>	<i>3 1/2</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>LAPPED</i>	
" IN WAY OF " Duct . (if any) <i>DUCT KEEL.</i>	<i>54</i>	<i>1.05</i>	<i>1.03</i>			"	"	"	"	"	"	"	
BOTTOM PLATING, No. of Strakes ... <i>4</i> ... }		<i>.70</i>	<i>.63</i>	<i>.53</i>		"	<i>7/8</i>	<i>3 3/10</i>	<i>4 - 3</i>	<i>7/8</i>	<i>3 1/2</i>	"	
BILGE PLATING, No. of Strakes ... <i>1</i> ... }		<i>.70</i>	<i>.63</i>	<i>.53</i>		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes ... <i>4</i> ... }		<i>.68</i>	<i>.63</i>	<i>.50</i>		"	"	"	<i>3</i>	"	<i>3 1/2</i>	"	
UPPER DECK, Sheer-strake in Wells.....}	<i>72</i>	<i>.75</i>	<i>.50</i>	<i>.50</i>		"	"	"	<i>4 - 3</i>	<i>1</i>	<i>4</i>	"	
UPPER DECK, Sheer-strake in Bridge ...}	<i>72</i>	<i>.75</i>				"	"	"	<i>4</i>	"	"	"	
STRAKE BELOW Sheer-strake in Wells.....}	<i>83</i>	<i>.72</i>	<i>.50</i>	<i>.50</i>		"	"	"	<i>4 - 3</i>	<i>7/8</i>	<i>3 1/2</i>	"	
STRAKE BELOW Sheer-strake in Bridge ...}	<i>83</i>	<i>.72</i>				"	"	"	<i>4</i>	"	"	"	
POOP SIDE PLATING	<i>75" approx</i>			<i>.40</i>		<i>SINGLE.</i>	"	<i>3</i>	<i>1.</i>	"	<i>3 1/2</i>	<i>LAPPED & STRAPPED</i>	
BRIDGE SIDE PLATING ...		<i>.40</i>			<i>SINGLE.</i>	"	"	<i>3.</i>	"	"	<i>LAPPED</i>		
FORE'TLE SIDE PLATING			<i>.42</i>		<i>DOWN ATTENDS.</i>	<i>SINGLE.</i>	"	"	<i>1.</i>	"	"		

WATERTIGHT BULKHEADS.

In RB 7BH Coll to Wdk 6 to 2nd dk

Total No. of W.T. BULKHEADS in Vessel— *9. 6 Divisional WT BHs in upper 'ween decks*

Extending to Upper Deck (Sec. 3 c) *6.*

„ Deck next below *1. 10 3rd DK. 2.*

As per Rule *2. See letter Gok 24.8.42*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar {	UPPER	CONTOUR PLATE.	56"	✓
STEM {	LOWER	ROLLED	10 3/8 x 2 1/2	✓
STERN FRAME {	Propeller Post	CAST	SHAPER	THE STEEL CO.
	Rudder Post	STEEL	PLAN.	OF SCOTLAND.
Speed of Vessel		16	KNOTS.	✓
RUDDER—Type		ORDINARY	DOUBLE PLATE.	
" A x D		1168		✓
" Diam. of head		FORG. 16 1/2"	DARLINGTON FORGE.	
" Mainpiece at top pintle		CAST STEEL	THE STEEL	
" " heel		SHAPER AS	COMPANY	
" how constructed		PER PLAN.	OF SCOTLAND.	
" double or single plate		50		✓
" coupling, vertical or horizontal		VERTICAL.		✓

STIFFENERS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks		✓ .25	✓ 5" x 3" x 31	✓ 31 1/2"		✓
"	(110) " Second "	✓ .25	✓ 6" x 3" x 38	✓ 25"		✓
"	" Third "	✓			✓	
"	" Hold,	✓ 40/30	✓ 12" x 4" x 1/2"	✓ 60"	✓ 20 1/2"	✓
COLLISION " (in Hold)		✓ 56/35	✓ 8" x 3 1/2" x 44"	✓ 25 1/2"	✓ 3 SEMI. BOP	✓ 72
AFTER PEAK "		✓ 45/30	✓ 8" x 3 1/2" x 44"	✓ 22"	✓ 1 SEMI. BOP & TUNNEL PLAT.	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH PROCESS*
The Steel Company of Scotland L^d, The Lanarkshire Steel C^o L^d, Glasgow L^d
Smith & McLean L^d, Stewarts & Lloyd L^d, Connell Iron C^o L^d
 Has the Steel been tested as required by the Rules? *YES.* *Dorman Long & C^o L^d, Bairds & Firth L^d & C^o*

EQUIPMENT No 48771. ✓										LETTER d + .		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.				
54675	1st Bower ...	86	0	17	STOCKLESS	61	10	0	0	✓	81 1/4 ✓	GREEN'S QUICK GRIP	J. GREEN & CO.	C. 11. 20. 12. 11. CAUL.	
54674	2nd " ...	77	1	0	"	57	8	3	0	✓	81 1/4 ✓	" "	" "	" "	
	3rd " ...														
	Collective weight.	163	1	17						✓	162 1/2				
1079	Stream	23	2	21	✓	6	0	3	23	13	3	0	23 1/2 ✓	RODGERS.	S. TAYLOR & SONS S. 7. 11. 12. 11. RELF.

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.		Breaking Test of Steel Wire.	Length and size per Table 53.		Breaking Test of Steel Wire.
	Fathoms.	Ins.		Supplied.	Per Rule.						Fathoms.	Ins.		Fathoms.	Ins.		Fathoms.	Ins.	
116450	240	2 1/2	✓	621.1.7		300	2 1/2	STUR	S. TAYLOR	NETH. 21. 7. 11. 12. 11. RELF.	TOWLINE	130	5 1/2	84.4	130	5 1/2			
116451	15	"	✓	38.8.0				LINK & SONS.	"	"									
116452	15	"	✓	38.2.14	Rule Table 53 =			TRICO	"	"									
116453	15	"	✓	38.2.17	300 fms 2 3/16			"	"	"									
116454	15	"	✓	38.2.14				"	"	"									
	300	Cir.	✓	776.0.24															
1079	120	4 1/4	✓	64.6		120	4 1/4	A.S.W. TYNE ROPE MANUF. CO. LTD.											

Steering Gear, Type (Power or hand) *STEAM HYDRAULIC 4 RAMS.* **Alternative Means of Steering** *2 H.S. PUMPS BY HASTIE.*

Steering Chains (Size and Test) *TELE MOTOR CONTROL.* **Windlass** *STEAM, BY EMERSON WALKER BOATS* *6 IN N° INCLUDING 1 WITH MOTOR.*

Ceiling in Holds, thickness and material *2 1/2" W.P. FORE END N° 1 HOLD.* **Cargo Battens, thickness, material and spacing** *2 1/2" W.P. LUMBERS IN O.F.A. CARGO BATTENS, THICKNESS, MATERIAL AND SPACING NONE FITTED.*

Cargo Hatchways.—(Upper Deck) *FORMED OF STEEL PLATES & ANGLES.* **Thickness of Hatches** *2 7/8".*

Size of Hatchways No. 1 (Fwd.) *20' 3" x 18' 6"* No. 2 *19' x 21'* No. 3 *22' x 21'* No. 4 *35' 9" x 21'* No. 5 *22' x 21'* No. 6 *✓*

Number of Shifting Beams *3 IN N° 1-3 & 5, 9 IN N° 2, 7 IN N° 4.*

Builder's Signature *Ree Macaness*

N° 1 HATCH ON ICE DECK. 20' 3" x 18' 6". MACANESS PATENT.

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 *YES.*

(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 vessel has been built in accordance with the approved plans, instructions, & printed Rules of this Society. The materials & workmanship are of good quality. All the double bottom tanks, cofferdams, duct keel, oil fuel tank, and peak tanks have been tested to Rule requirements & found satisfactory. The double bottom tanks clear of Machinery space, & cross bunker (below 5" d.k.) have been arranged to carry oil fuel, F.P. above 150° F. & requirements of Sec. 20 of the Rules complied with. The weather decks, W.T. bulkheads & shaft tunnels have tested. W.T. doors, ash shafts, bilge suction, hand pump to fore peak flat, steering gear & windlass tried & found satisfactory. Fuelboard verified & the marks cut in on vessel's sides. A duct keel is fitted from forward end of boiler room to after end of N° 1 hold.

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for, *8th Aug 1942*

Special Survey Fee £ 130 : 4 : 6 Received by me, *19*

SPECIFICATION. 107 : 11 : 0

Travelling Expenses, if any £ *FREEBOARD.* 20 : 0 : 0

I am of opinion the Vessel should be Classed *100 A1.* WITH FREEBOARD

State whether the Vessel has been built under Special Survey *YES.* Signature *R. L. Swinton.* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *GRK. OFFICE.* Date of issue *7/9/42*

Committee's Minute *GLASGOW 11 AUG 1942*

Character assigned *1-100 A1 8.42* with freeboard

Lloyds A&S Fitted for oil fuel 8.42 F.P. above 150° F

Noted:- G.O. 11/10/42 & 11/11/42 1-100 A1 8.42 7d

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.)

Echo sounding device (B. W. M. S.) fitted at forward end of duct keel, no opening in shell plating.
No cargo battens fitted in holds & tween decks clear of insulated chambers, but arrangements made & cleats provided for same being fitted at a later date.
As a war emergency measure, the spare lower anchor has been dispensed with.
Nos 2 & 3 & 4 holds & lower tween decks & No 2 & 4 upper tween decks have been insulated for the carriage of refrigerated cargoes.
Refrig. report already forwarded.
The requirements of the plans and specifications have been supervised and a copy of the certificate issued is forwarded herewith.
Plans forwarded as per separate list attached.
Sister vessel (with modifications) to "CLAN FRASER" GRN.
I.C. Report No. 20703.

No hatch covers fitted to Nos 1 & 5 tween dks. See letter 24.8.42

Pillar heads & heels. Sine & off brackets at pillar heads. Seams & butts of engine seat tank top plates. Frame collars at flats. Continuous gusset plate to tank top. Timber plates in insulated holds. Tank top seams, butts & outside margin angles in way of insulated holds (in add. to riveting).

PARTICULARS OF ELECTRIC WELDING (if employed)

Seams of lower deck plating in way of oil fuel tankers where single riveted. Butts of upper deck stringer angle. Butts of Rudder plates. Shell plating to rudder post (in addition to riveting). Cement bars in tween decks. Ends of bulkhead stiffeners & angle struts (in lieu of brackets). Vent. coverings to deck. Rail stanchions to deck. Bulwark stays to deck. Sundry items.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

† 100 A1. with freeboard.
Duct keel forward of Mch. space.
Fitted for oil fuel 8-42 F.P. above 150° F. Cruiser stern.
D.F. E.S.D. AYC. Refrig. Mch. Lloyd's A.S.C.P.

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

1st Bower	58-0-7	HIGH PIN.	A.E.G.	1422.	14-7-41.	SUNDERLAND.
2nd "	48-0-20	"	A.E.G.	1441.	21-7-41	"
3rd "						

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 20.5 ft., R.Q.D. ✓ ft., Bridge 107 ft., Forecastle 69 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 168986. Signal Letters Extreme Breadth over Belting (Circ. 1611) ✓ Over-all Length (Circ. 1703) 187.6 ft.

No. and Material of Decks 3 Dks.

Parts of Bottom of Vessel coated with cement or approved composition Cement in peaks, bilges, double bottom
Canters in Mch. space, & duct keel.

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. Feet.	SALT Water Capacity.		Where Fitted.	Length. Feet.	SALT Water Capacity.	
		Feet.	Tons.			Feet.	Tons.
Double bottom, aft, 3/4 16 1/2 58	115.5	✓	236	Fore peak tank,			68
Double bottom, under Engines and Boilers, F.W. 3/4 58 6 90	88	✓	402	After peak tank, F.W.			126
Double bottom, if under Engines only,		✓		Deep tank, aft,			✓
Double bottom, if under Boilers only,		✓		Deep tank, forward,			✓
Double bottom, forward, 3/4 90 1/2 105 (Hold Well p. 2.25)	189	✓	634	Other tanks, if fitted,			✓
Total length (if continuous) and Capacity	392.5		1272	(If necessary, furnish further information by sketch.)			

Order for Special Survey No. 3481

Date 28th FEBY. 1941.

Dates of Surveys held while building

(1941) JULY 30. AUG. 3. 12. 14. 20. 26. 29. SEPT. 3. 16. 19. 24. 26. 30. OCT. 3. 8. 15. 22. 29. NOV. 4. 11. 18. 25. DEC. 1. 4. 9. 12. 17.
24. 30. (1942) JAN. 6. 9. FEB. 4. 9. 12. 16. 19. 23. 25. 27. MAR. 2. 3. 6. 12. 17. 20. 24. 28. 31. APR. 3. 7. 9. 15. 17. 19. 24. 27.
MAY 1. 7. 8. 12. 17. 20. 26. 29. JUNE 10. 11. 19. 22. 24. JULY 1. 2. 9. 13. 15. 21. 23. 25. 28. AUG. 6.

Total No. of Visits

80.