

TURBO-ELECTRIC SHIP
STEEL STEAMER OR MOTORSHIP.

Received at London Office

10 SEP 1947

State if Report has been sent on the Freeboard of the Vessel ☒ YESState if Report is sent on the Machinery of the Vessel ☒ YESDate of completion of report **21st AUGUST 1947**Port of **GLASGOW**No. **72022**Survey held at **GLASGOW**Date First Survey **28th JULY 1946**Last Survey **20th AUGUST 1947**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **SINGLE SC. TURBO-ELECTRIC****"BEAVERCOVE"**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **COMPLETE SUPERSTRUCTURE WITHOUT T.O.**State Type of Erections **POOP & FOLE**TONNAGE under Tonnage Deck ... **8876.43**CLASS **+ 100-A-1**State if with freeboard as condition of Class ☒ YESBuilt at **GLASGOW**Do. of space or spaces between Tonnage Dk. and Upper Dk. **8876.43**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **145.0**Launched **16th JULY 1946** Yard No. **728**Breadth (greatest moulded) **64.0**Builders **FAIRFIELD S.B. & E. CO. LD**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **40.12**Owners **CANADIAN PACIFIC RAILWAY CO. LD**1st Longitudinal Number (L x D) **18655**Managers **CANADIAN PACIFIC STEAMSHIPS LD**2nd Numeral L x (B + D) **48415**

(Where necessary to be entered in Reg. Book)

Framing Depth "d," at middle of length. See Sec. 3 (1d) **17.3**Residence **8 WATERLOO PLACE, LONDON SW.1**Proportions—Depth to Length—Uppermost continuous deck to top of keel **18.5**Port of Registry **LONDON**Do. Long Bridge to top of keel **10.9**

If surveyed while building, afloat, or in dry dock

Draught Moulded **29-7 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.....	33	✓	Bracket Floors, Frame	-	
" " from 1/2 length amidships to Collision bulkhead.....	27	✓	" " Reversed Frame.....	-	
" " in peaks	24	✓	" " Vertical Struts	-	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	47	.58
Frame Amidships, Angle, E or C (HOLD) 12 3 1/2 .45	12 3 1/2 .45	✓	" " top Angles DBL 3 1/2 3 1/2 .50	3 1/2 3 1/2 .50	✓
" " Extends up to.....	2nd & 3rd DECKS ALTERNATELY		" " bottom Angles.....	5 5 .56	✓
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness.....	ONE	.42
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness.....	39	.58
Depth of Framing Girder.....	12 1/2		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 1/2 6 1/2 .55	TEE ✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	8 3 1/2 .46	AND AS PER PROFILE	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	" " " "	✓
" " Second 'tween Decks, Angle, E or C	8 3 1/2 .46	PER PROFILE	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	.45	CONTINUOUS ✓
" " Third	-		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	" " " "	✓
" " from 1/2 len. for'd. to 15% len. from Stem	12 3 1/2 .45	BA ✓	Tank Side Brackets, height above base line at toe of Frame and thickness	LEVEL WITH T.T. 47 .48	EXCEPT IN DEEP TANKS 76 .48
" " in Peaks, Angle or C	9 3 1/2 .48	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1 5/8 5 1/2 UP TO 3RD DECK ABOVE - ✓		Breadth and thickness of Middle Line Strake...	64	.62
State if Frame Joggled.....	✓ YES	✓	Thickness of remainder in Holds48	INCREASED .08 UNDER HATCHES
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.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, E or C	9 3 1/2 .44	✓
Floors, Depth and thickness at mid-line in Holds.....	-		" " in way of Bridge, Angle, E or C	9 3 1/2 .44	✓
Height of Brackets at side above base line at toe of frame.....	-		" " Spacing	33	✓
Middle Line Keelson, on Floors, Angles, E or C	-		Second Deck, amidships, Angle, E or C	11 3 1/2 .44	✓
" " Through Plate or Intercoastal Plate	-		" " Spacing	33	✓
" " Foundation Plate on Floors	-		Third Deck, amidships, Angle, E or C	11 3 1/2 .46	✓
" " Flat Plate Keel Angles	-		" " Spacing.....	33	✓
Side Keelsons, No. each side.....	-		Fourth Deck, amidships, Angle, E or C	9 3 1/2 .38	✓
" " thickness of Intercoastal Plate...	-		" " Spacing.....	33	✓
" " Angles	-		POOP DECK, Angle, E or C	9 3 1/2 .38	✓
DOUBLE BOTTOM.			" " Spacing.....	30 & 24	✓
Solid Floors, thickness and spacing45 EV. FR. AND AS APP. ✓		Bridge Deck, Angle, E or C	-	
" " Are Frame and Reversed Frame joggled?	✓ YES	✓	" " Spacing.....	8 3 .36	✓
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, E or C	7 3 .36	✓
" " breadth and thickness at margin plate.....	-		" " Spacing.....	27 & 24	✓

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
in 'tween Decks, Size and Spacing	AS APPROVED						
in Holds	W-S. PILLARS & GIRDERS IN HOLDS & TWEEN DECK						
Centre Line Bulkhead. Stiffeners and Spacing	NONE						
Plating, thickness of							
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	72	72					
in way of Bridge	72	72					
Angle in Wells	6	6	72				
Thickness of Plating abreast Deck openings in way of Wells	.61						
Thickness of Plating abreast Deck openings in way of Bridge	.61						
Thickness of Plating within line of openings	.43						
If Sheathed, material and thickness	NOT SHEATHED						
Second Deck.							
Stringer Plate, breadth and thickness in Wells	72	.44					
Stringer Plate, breadth and thickness in way of Bridge							
Thickness of Plating abreast Deck openings in way of Wells							
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings							
If Sheathed, material and thickness							
Third Deck.							
Stringer Plate, breadth and thickness	72	.36					
If Plated, state thickness	.32	.42 IN WAY OF DE					
Fourth Deck. AFTER END							
Stringer Plate, breadth and thickness	.36						
If Plated, state thickness	.36	.40					
Poop Deck.							
Stringer Plate, breadth and thickness	.30						
Plating, Sheathing, material and thickness	.30	NOT SHEATHED					
Bridge Deck.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness							
Forecastle Deck.							
Stringer Plate, breadth and thickness	.36						
Plating, Sheathing, material and thickness	.36	.50 UNDER WINDL					

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	No		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED LAPPED
	Breadth.	Thickness.	Thickness.	Thickness.			State if jogged?	Diam.		Spacing cr. to cr.	Diam.	
Flat Plate Keel.....	55 1/2	.90	.85	.85	THICKNESS OF BOTTOM SHELL PLATING FROM FORWARD 1/2 LENGTH FORWARD TO RULE POSITION OF COLL. AND INCREASED 10% i.e. .71 + .07 = .78	DOUBLE	7/8	3 1/4	WELDED			
„ Dblg. (if any)	-	-	-	-								
Bottom Plating, No. of Strakes	4	.71	1.00	.68	10% STEALER	DOUBLE	7/8	3 1/4	4	7/8	3 1/2	LAPPE
Bilge Plating, No. of Strakes	1	.71	1.00	.68	STEALER							
Side Plating, No. of Strakes	4	.68	1.00	.50	STEALER							
Upper Deck, Sheer-strake in Wells	8 3/4	.81	.50	.50	IN ADDITION (ICE STIFF 2)							
Upper Deck, Sheer-strake in Bridge	-	-	-	-	SHELL PL. APPROX 14" 0							
Strake below Sheer-strake in Wells	8 5	.72	.50	.50	BELOW LIGHT LINE TO 10" ABOVE LOAD LINE INCREASED TO 1.00 IN THICKNESS FRAME 14 9 TO STEM							
Strake below Sheer-strake in Bridge	-	-	-	-	SHELL RIVETING INCREASE 10-7/8 RIVS IN 33 FR. SP.	DOUBLE	7/8	3 1/4	4	7/8	3 1/2	
Poop Side Plating.....	-	-	-	.42	BOTTOM OF J STRAKE TOP ~ BOT. OF G STRAKE FRAMES 31-64 & 99-138	SINGLE	7/8	3 1/2	1	7/8	3 1/8	
Bridge Side Plating.....	-	-	-	-	8-7/8 RIVS IN 27 FR. SP.							
Forecastle Side Plating	-	-	.44 & .64	-	BOTTOM OF J STRAKE TOP ~ BOT. OF G STRAKE, FRAMES 138-153	SINGLE	7/8	3 1/2	1	7/8	3 1/8	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	8
Extending to Upper Deck (Sec. 3 c)	1
Deck next below	7 & 7 UNUSUAL W.T. BHD'S IN UPPER T ^W DECK
As per Rule	7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	ROLLED STEEL	11" x 2 1/4"		
STEM	CAST	AS	W. BEARDMORE & CO	
STERN FRAME	STEEL	APP ^d		
Speed of Vessel	15 K.			
RUDDER—Type	DOUBLE PLATE STREAM LINED			
" A x D.	770			
" Diam. of head	FORGING 13 1/4"		W. BEARDMORE & CO	
" Mainpiece at top pintle	FABRICATED		CASTINGS BY	
" heel	BY E. WELDING		W. BEARDMORE & CO	
" how constructed	CONSTRUCTED BY FAIRFIELD S.B. & E.			
" double or single plate coupling, vertical or horizontal	DOUBLE .52			

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	26	6.3 x .40 BA	2-7 1/2"		
" " Second	26	20 x 9.3 x .40 BA	2-7		
" " Third	26	27 x 20 x 9.3 x .40 BA	D ^o		
" " Holds	40	10 x 3 1/2 BA	2-3		
" " (in Hold)	39	8 x 3.1 x .36 BA	2-0	3 1/2 BA	APPROX 6-0
AFTER PEAK	30	6.3 x .40 BA	2-0	9.3 x .40 BA	2-1 1/2

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

STEEL COMPANY OF SCOTLAND

COLUMBES LD

OPEN HEARTH

Has the Steel been tested as required by the Rules?

YES

Lloyd's Register Foundation

EQUIPMENT No. 50.988												LETTER ef				ANCHORS.		
Any Department Approved, be No.	ber of Ate.	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.	lbs.				
983	1st	Bower	86	1	0	STOCKLESS			61	17	2	0	85 1/2	✓	BIERS IMPROVED TYPE	W.L. BYERS, GLO	SUNDERLAND DOVEY 21.9.46	
717	2nd	"	85	2	0	"			61	10	0	0	85 1/2	✓	" " "	" "	LOW WALKER VOGAN 3.10.46	
153	3rd	"	74	2	0	"			56	0	0	0	73 1/2	✓	" " "	-	SUNDERLAND DOVEY 14.11.46	
	Collective weight		246	1	0	✓							244 1/2	✓				
533	Stream		25	0	12	6	1	20	24	17	0	21	25	✓	ORDINARY	-	CRADLEY HEATH 8.1.47. NORMAN	

CHAIN CABLES.												HAWSERS AND WARPS.							
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.	Cir.		Length.	Cir.			
Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			Fathoms	Ins.	Tons.	Fathoms	Ins.			
Fathoms	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms	Ins.										
300	2 9/16	116 10	1638	991.0.0			989	300	2 9/16	500 LINK	NETHERTON 31.12.46 R.E.L.F.	TOWLINE	130	5 1/2	84.4	130 5 1/2			
												HAWSERS & WARPS	40	100	3	18.6 40 100 2 3/4			

Gear, Type (Power or hand)
BROWN BROS. ELECTRO-HYDRAULIC
Alternative Means of Steering
TWO MOTORS ON MAIN GEAR

Chains (Size and Test)
Windlass
ELECTRIC - CLARKE CHAPMAN BOATS

Holds, thickness and material
2 1/2" N.P. OVER LIMBERS ONLY
Cargo Batts, thickness, material and spacing
6 1/2" W.P.

Hatchways.-(Upper Deck)
STEEL COAMINGS 31' x 42' HIGH - STIFFENED
Thickness of Hatches
MACANKING STEEL SLIDING COVERS (APPROVED)

Hatchways No. 1 (Fwd.)
20-3 x 16-0
No. 2
33-9 x 21-0
No. 3
38-6 x 21-0
No. 4
24-6 x 21-0
No. 5
33-0 x 21-0
No. 6
24-6 x 21-0

of Shifting Beams
FORE AND AFTERS
NONE ONE ONE ONE ONE NONE

Builder's Signature
Managing Director,
The FAIRFIELD SHIPBUILDING AND ENGINEERING COMPANY LIMITED.

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
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).

THE VESSEL HAS BEEN BUILT IN CONFORMITY WITH THE SOCIETY'S RULES AND REGULATIONS AND THE STATUTE'S LETTERS.
THE SCANTLINGS AND ARRANGEMENTS ARE IN ACCORDANCE WITH OR EQUIVALENT TO SHOWN ON THE APPROVED PLANS.
THE MATERIALS AND WORKMANSHIP ARE GOOD.

THE DOUBLE BOTTOM TANKS, FORE AND AFTER PEAK TANKS, DEEP TANKS, DIESEL OIL, BOILER OIL, AND SETTling AND FRESH WATER TANKS WERE TESTED AS REQUIRED BY THE RULES AND FOUND SATISFACTORY.
WEATHER DECKS, WATERTIGHT FLATS, WATERTIGHT BULKHEADS, & TUNNEL WERE HOSE TESTED AND SATISFACTORY.

FREEBOARD HAS BEEN VERIFIED AND THE MARKS CUT IN ON THE VESSELS SIDES.
PUMPS, STEERING GEAR, WINDLASS, BILGE SUCTIONS, AND W.T. DOORS WERE TESTED AND EFFICIENT.
OIL FUEL IS CARRIED IN NOS 3 & 4 DOUBLE BOTTOM TANKS, ALSO IN DOUBLE BOTTOM TANK UNDER TURBINE MACHINERY AND BOILER AND IN SIDE SETTling AND FUEL TANKS.

SECTION 20 OF THE RULES HAS BEEN COMPLIED WITH. F.P. ABOVE 150° F.

The amount of Entry Fee
£ : :
FACEBOARD 20.0.0
Special Survey Fee
£ 565.0.0
Travelling Expenses, if any
£ : :
Fees applied for,
19 SEP 1947
Received by me,
19

State whether the Vessel has been built under Special Survey
YES
Signature
H. Dickerson
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to
GLASGOW OFFICE
Date of issue
7/10/47

Committee's Minute
GLASGOW 9 SEP 1947
Character assigned
1-100 A1
with freeboard
Lloyd's A&CP
1-PMC 8.47
Fitted for oil fuel 8.47
F.P. above 150° F

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 SHIP IS A SISTER VESSEL OF THE BEAVERGLEN ETC BUILT BY MESSRS LITHGOWS & CO
THE SCANTLINGS, OF THE W.T. BULKHEADS ARE BASED ON A HEIGHT TO THE 2ND DECK AND 7 DIVISIONAL
W.T. BULKHEADS HAVE BEEN FITTED IN THE UPPER TWEEN DECK.
N^o 2 UPPER & LOWER TWEEN DECKS, N^o 3 UPPER TWEEN DECKS, N^o 5 UPPER, MAIN & LOWER TWEEN DECKS
ALSO N^o 6 HOLD, S. SIDE, (FORMING EVAPORATOR ROOM ETC) HAVE BEEN INSULATED.
PLANS FORWARDED.

1 MIDSHIP SECTION	19 FABRICATED STEM
2 PROFILE & DECKS	20 SEATING FOR DIESEL GENERATOR
3 KEEL & CENTRE GIRDER	21 " " TURBO ALTERNATOR
4 RUDDER	22 UPPER DECK HATCH ENDS
5 CAST STEEL STERNFRAME	23 DETAILS OF ENGINE ROOM PILLARS
6 STEM.	24 HATCH WEBS
7 TANK TOP.	25 BOLT & LUG FASTENINGS ON WEATHER DK STEEL HATCH COVERS
8 TUNNEL & TUNNEL DECK	26 PATENT STEEL HATCH COVERS
9 SEATING FOR PROPULSION MOTOR	27 E. B. CASING
10 PILLARS & GIRDERS	28 HOUSES ON BOAT DECK AND NAV. BRIDGE ETC
11 O.T. FLAT.	29 HOUSE ON UPPER DECK AMIDSHIPS
12 W.T. BULKHEADS (SHEET 1)	30 HOUSES ON PROM. DK AMIDSHIPS AND BOAT DK PLATING
13 " " (SHEET 2)	31 BILGE AND BALLAST PUMPING ARRANG ^t
14 O.T. " (SHEET 3)	32 TILLER CROSSHEAD
15 O.T. W.T. " (SHEET 4)	33 GEN. ARR ^t OF STEERING GEAR
16 W.T. " (SHEET 5)	34 MIDSHIP SECTION AS BUILT (FORWARDED IN ADVANCE)
17 HEXAGONAL PILLARS	
18 { ALTERATIONS TO GIRDERS AND BULKHEADS IN N ^o 3 & 4 HOLDS	FORGING & CASTING REPORTS RUDDER ARMS, RUDDER STOCK STERNFRAME, TILLER CROSSHEAD

PARTICULARS OF ELECTRIC WELDING (if employed) KEEL PLATE BUTTS, RUDDER, GUSSET PLATES TO MARGIN,
DOUBLE BOTTOM TANK MARGIN BUTTS, CHOCK PLATES, MACHINERY SEATINGS, PILLARS, O.T. FLAT
IN BOILER ROOM. O.T. END PLATING & STIFFENERS IN BOILER ROOM. PART OF END GIRDERS IN
OIL TANKS. OTHER DETAILS.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. CRUISER STEAM, LLOYDS A.C.P.
D.F. E.S.D. REFRIG. MCHY G.Y.C. RADAR
FITTED FOR OIL FUEL 347. F.P. ABOVE 150°F
COLLISION BULKHEAD TO WEATHER DECK, 7 W.T. BNDs TO 2ND DK & 7 DIVISIONAL W.T. BNDs IN UPPER TWEEN
DECK.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	55.0.7	J.H.J.	7474	6.2.46
	2nd "	54.3.14	J.H.J.	7689	26.4.46
	3rd "	47.3.21	J.H.J.	8013	21.8.46

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33.0 ft., R.Q.D. — ft., Bridge — ft., Forecastle 40.2 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated
Official No. 181659 Signal Letters G.N.L.X. Extreme Breadth over Belting — Over-all Length 497.47
No. and Material of Decks 2 DECKS. 3RD DECK EXCEPT IN N^o 1 HOLD — STEEL
Parts of Bottom of Vessel coated with cement or approved composition PEAKS PORTLAND CEMENT.
D.R. TANKS CLEAR OF OIL FUEL CEMENT WASHED.
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.
	Feet.	Tons. S.W.		Feet.	Tons. S.W.
Double bottom, aft, & UNDER ENGINES.	93.5	288	Fore peak tank, FRS 169-STEM		90
Double bottom, under Engines and Boilers,			UPPER FORE PEAK TANK		42
Double bottom, if under Engines only,			COUNTER - 9		108
Double bottom, if under Boilers only,			UPPER AFTER PEAK TANK	35.75 CENT	969.11
Double bottom, forward,	188.5	879	DEEP tank, aft, AMIDSHIPS FRS 71-90 CENT. 77-86 SIDES	24.75 SIDE	181
Total length (if continuous) and Capacity		1167	DEEP tank, forward,	51.75	166
			Other tanks, if fitted, IN WAY OF TUNNEL	59.5	
			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6797

Date 31. 5. 45

Dates of Surveys
held while building

1945 Jul 23, 26, 29, 1. 6. 10. 22, 29 Sep 4, 10, 20, 28 Oct 5. 11. 15. 19. 26 Nov 2. 9. 16. 23. 24 30 Dec 6. 11. 20, 1946 Jan 8. 15. 18. 24. 29 Feb 3. 4. 6. 7. 11. 13. 17. 20 26 28 31. 5. 6. 12. 14. 19. 22. 27. Mar 5. 11. 13. 18. 25. Apr 2. 12. 17. 19. 24. 29 May 7. 9. 10. 13. 15. 18. 21. 24. 27. 29. 30 Jun 3. 4. 6. 7. 11. 13. 17. 21. 25. 28. 29 Jul 2. 3. 4. 5. 8. 9. 10. 11. 12. 13. 15. Aug 1. 2. 7. 9. 14. 16. 21. 23. 27. Sep 2. 5. 6. 10. 13. 19. 25 Oct 4. 9. 10. 15. 18. 22. 29. 31. Nov 1. 11. 12. 15. 19. 22. 26 Dec 5. 12. 20. 30 1947 Jan 15. 21. Feb 6. Mar 10. 12. 17. 19. 27. Apr 8. 18. 25. 28. 29. 30 May 5. 7. 13. 15. 20 21. 23. 29 Jun 5. 6. 10. 12. 17. 23. 24 25. 27. 30 July 4. Aug 11. 20

Total No. of Visits 161