

## STEEL STEAMER or MOTORSHIP.

Received at London Office APR 12 1938

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 *8<sup>th</sup> April 1938*Port of *Belfast*No. *12/28*Survey held at *Belfast*Date First Survey *16<sup>th</sup> June 1936*Last Survey *1<sup>st</sup> April 1938*On the *Yuin Screw Motor Ship*

CAPETOWN CASTLE

State Type *(Full Steadling, Complete Superstructure with or without Tonnage Openings)**Limited draught with superstructure*

State Type of Erections

*P. B. F. with wills decked over*

TONNAGE under Tonnage Deck...

*14512.00*

CLASS

*+100 A.1.*

State if with freeboard as condition of Class

*Yes*

Built at

*Belfast*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

*5202.83*

Length from fore part of stem to after part of stern

*688*

Breadth (greatest moulded)

*82*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

*50' 0 1/4*

1st Longitudinal Number (L x D)

*=*

2nd Numeral L x (B + D)

*=*

Framing Depth "d," at middle of length. See Sec. 3 (1d)

*=*

Proportions—Depth to Length—Uppermost continuous deck to top of keel

*13.75*

Do. Long Bridge to top of keel

*11.76*

Draught Moulded

*31' 10"*Launched *23<sup>rd</sup> Sept 1937*Yard No. *986*Builders *Messrs Hatland & Welf*Owners *Union Castle Mail Steamship Co Ltd*

Managers

*(Where necessary to be entered in Reg. Book.)*Residence *London*Port of Registry *London*

If surveyed while building, afloat, or in dry dock

*building, afloat and 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.
<b>FRAMES, Spacing amidships</b>	<i>32 1/2</i>	<i>✓</i>	<b>Bracket Floors, Frame</b>	<i>✓</i>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>27</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks <i>fore peak aft peak</i>	<i>24 25</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>54.74</i>	<i>✓</i>
<b>Frame Amidships, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>9.44 x 3.5 x 54</i>	<i>✓</i>	" " top Angles	<i>4 4 72</i>	<i>✓</i>
" " Extends up to	<i>C to Dk. alt</i>	<i>✓</i>	" " bottom Angles	<i>5 5 78</i>	<i>✓</i>
<b>Reversed Frame Amidships, Angle</b>	<i>4 3 40</i>	<i>alt app 3.3 x 40</i>	<b>Side Girders, No. each side and thickness</b>	<i>three 8.52</i>	<i>✓</i>
" " Extends up to	<i>A D</i>	<i>✓</i>	<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>43.70</i>	<i>✓</i>
<b>Depth of Framing Girder</b>	<i>9"</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<i>4 4 54</i>	<i>✓</i>
<b>Frames in Uppermost Continuous 'tween C-B Decks, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>9.44 x 3.5 x 54</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	<i>4 4 56</i>	<i>✓</i>
<b>B-A " Second 'tween Decks, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>9.44 x 3.5 x 54</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>continuous gusset plate fore and aft</i>	<i>✓</i>
<b>9-10th " Third " " "</b>	<i>9.44 x 3.5 x 54</i>	<i>✓</i>	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>7'6" x 52</i>	<i>✓</i>
<b>Framing in Peaks, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>10 3 58</i>	<i>✓</i>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>7'6" x 52</i>	<i>✓</i>
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<i>1" C 6"</i>	<i>✓</i>	<b>INNER BOTTOM PLATING.</b>		
<b>State if Frame Joggled</b>	<i>Yes</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>69" x 69</i>	<i>✓</i>
<b>ANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>deep for 15' strong</i>	<i>✓</i>	Thickness of remainder in Holds	<i>58-54</i>	<i>✓</i>
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<i>Extra half depth girder shell plate 97</i>	<i>✓</i>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <i>space and framing in</i>	<i>Yes</i>	<i>✓</i>
<b>ANGLE BOTTOM.</b>			<b>BEAMS.</b>		
<b>Floors, Depth and thickness at mid-line in Holds</b>	<i>✓</i>		<b>C Uppermost Continuous Deck, amidships in Wells, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>8 x 38 x 3.5 x 52</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>✓</i>		" " " in way of Bridge, <i>HAIR</i> , [ <i>HAIR</i> ]	<i>8 x 38 x 3.5 x 52</i>	<i>✓</i>
<b>Middle Line Keelson, on Floors, Angles, [ or [ ]</b>	<i>✓</i>		Spacing	<i>32 1/2</i>	<i>✓</i>
" " " Through Plate or Intercoastal Plate	<i>✓</i>		<b>B Second Deck, amidships, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>8 x 38 x 3.5 x 52</i>	<i>✓</i>
" " " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>32 1/2</i>	<i>✓</i>
" " " Flat Plate Keel Angles	<i>✓</i>		<b>A Third Deck, amidships, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>8 x 46 x 3.5 x 52</i>	<i>✓</i>
<b>Side Keelsons, No. each side</b>	<i>✓</i>		Spacing	<i>32 1/2</i>	<i>✓</i>
" " thickness of Intercoastal Plate	<i>✓</i>		<b>Fourth Deck, amidships, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>8 x 46 x 3.5 x 52</i>	<i>✓</i>
" " Angles	<i>✓</i>		Spacing	<i>32 1/2</i>	<i>✓</i>
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>8 x 38 x 3.5 x 52</i>	<i>✓</i>
<b>Solid Floors, thickness and spacing</b>	<i>52 c 32 1/2"</i>	<i>✓</i>	Spacing	<i>32 1/2</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>for Yoo. Riv. No.</i>	<i>✓</i>	<b>Bridge Deck, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>8 x 38 x 3.5 x 52</i>	<i>✓</i>
<b>Bracket Floors, breadth and thickness at middle line</b>	<i>✓</i>		Spacing	<i>32 1/2</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>		<b>Forecastle Deck, <i>HAIR</i>, [ <i>HAIR</i> ]</b>	<i>8 x 38 x 3.5 x 52</i>	<i>✓</i>
			Spacing	<i>32 1/2</i>	<i>✓</i>



## 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.
<b>PILLARS, No. of Rows.....</b>	<i>four</i>		Stringer Plate, breadth and thickness in way of Bridge .....	<i>66" x 48</i>	✓
„ in 'tween Decks, Size and Spacing .....	<i>Intercostal girders</i>		Thickness of Plating abreast Deck openings in way of Wells .....	<i>54</i>	✓
„ „ „ „ „ .....	<i>and pillar</i>		Thickness of Plating abreast Deck openings in way of Bridge .....	<i>46</i>	✓
„ in Holds „ „ .....	<i>three to five ft</i>		Thickness of Plating within line of openings...	<i>38, 46</i>	✓
„ „ „ „ „ .....	<i>spaces apart as app</i>	✓	If Sheathed, material and thickness .....	✓	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b> <i>A' Dk</i>		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....	<i>66" x 36" x 46</i>	✓
Plating, thickness of .....	✓		If Plated, state thickness.....	<i>32, 46</i>	✓
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b> <i>ordp</i>		
<b>Uppermost Continuous Deck.</b> <i>Dk C'</i>			Stringer Plate, breadth and thickness.....	<i>66" x 36</i>	✓
Stringer Plate, breadth and thickness in Wells .....	<i>66" x 1'00</i>	✓	If Plated, state thickness .....	<i>32, 30</i>	✓
„ „ „ „ in way of Bridge .....	<i>66" x 56</i>	✓	<b>Poop Deck.</b>		
„ Angle in Well .....	<i>8 8 10</i>	✓	Stringer Plate, breadth and thickness .....	✓	
Thickness of Plating abreast Deck openings in way of Wells .....	<i>1'00, 87</i>	✓	Plating, Sheathing, material and thickness .....	✓	
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>54</i>	✓	<b>DECK D</b>		
Thickness of Plating within line of openings...	<i>42, 54</i>	✓	<b>Bridge Deck.</b> <i>poop dk continuous</i>		
If Sheathed, material and thickness .....	<i>3 pine</i>	✓	Stringer Plate, breadth and thickness.....	<i>66" x 1'00</i>	✓
<b>Second Deck.</b> <i>B' Dk</i>			Plating, Sheathing, material and thickness .....	<i>65" x 1'00</i>	<i>app 64</i>
Stringer Plate, breadth and thickness in Wells .....	<i>66" x 56</i>	✓	Forecastle Deck. <i>Exp for bet B &amp; 1st</i>	<i>1'00, 81, 2 1/2 thick</i>	✓
			Stringer Plate, breadth and thickness.....	<i>42" x 44"</i>	✓
			Plating, Sheathing, material and thickness .....	<i>40, 38, 3" thick</i>	✓

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or. to or.		Diam.	Spacing or. to or.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	67	1 1/4 ✓	1 02 ✓	1 02		double	1 1/8	4 06 ✓	five	1 1/8	5	lapped
strike next keel " (Ditto. 1st run)		96 ✓	97	72	app 64	double	1 1/8	4 06 ✓	five	1 1/8	5	lapped
BOTTOM PLATING, No. of Strakes four.....		88 ✓	97 70	66	app 58 strakes	double	1	3 6 ✓	five	1	4 1/2	lapped
BILGE PLATING, No. of Strakes two.....		88 ✓	62	70	app 58 strakes	double	1	3 6 ✓	five	1	4 1/2	lapped
SIDE PLATING, No. of Strakes seven.....		80 ✓	56	56		2 double 3 strakes to double	1	3 6 ✓	four	1	4	lapped
UPPER DECK, Sheer- strake in Wells for..	74		1 00						three	1 1/8	4 1/2	double straps
UPPER DECK, Sheer- strake in Bridge ...		86, 82				triple	1 1/8	4 06 ✓	four	1	4	lapped
STRAKE BELOW Sheer- strake in Wells.....	88		86			triple	1 1/8	4 06 ✓	three	1 1/8	4 1/2	double straps
STRAKE BELOW Sheer- strake in Bridge ...	85	86, 82				triple	1	3 6 ✓	four	1	4	lapped
POOP SIDE PLATING .....	72	1 10 ✓	✓	56		—			three	1 1/8	4 1/2	double
POOP & BRIDGE SIDE PLATING ...	39	1 00 ✓	—	—	app 36" ✓	—			three	1 1/8	4 1/2	straps
BRIDGE SIDE PLATING ...	46	1 00 ✓	—	56		triple	1 1/8	4 06 ✓	three	1 1/8	4 1/2	straps
FORECASTLE SIDE PLATING		—	52	—		double	7/8	3 38	three	7/8	3 1/8	lapped

## WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
		11		11		11 as approved	
		STIFFENERS.					
		Plating Thickness.	VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
Hold B/H 68. 4 <sup>th</sup>							
MIDSHIP BULKH'D, Upper tween decks		26	5'3" x 34	30			
" " Second "		31	6'3" x 32 BA	30			
" " Third "		35	6'2" x 36 BA	30			
" " Holds		56, 50, 38	12'3" x 66 BA	30			
COLLISION " (in Hold)		58, 46, 38	9'3" x 50 BA	24	3 semi box beams		
AFTER PEAK " "		60-34	11'2" x 35 x 48 BA	24	BH stopped		

		Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted	
KEEL, Bar									
STEM		St Casting as app		Beardmore					
STERN FRAME		Propeller Post		St Casting in section		Beardmore			
		Rudder		as app					
Speed of Vessel		20 knots							
RUDDER—Type		double plate		stream lined		semi-balanced			
" " Stock		X 1 1/2		40 gal mgol steel		Beardmore			
" " Diam. of head		30"							
" " Mainpiece at top pintle		mild St Casting		1/2 x 3/4		Beardmore			
" " heel		shaped as app							
" " how constructed		built							
" " double or single plate		double							
" " coupling, vertical or horizontal		Vertical							

## STEEL.

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

Has the Steel been tested as required by the Rules?



EQUIPMENT No										LETTER S <sup>+</sup>	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.			
96682	1st Bower ...	145	2	14	Stockless			82	17	2	0	✓	Halls Patent Improver Type	✓	Neterton 6/11/37 J.A. Reif
96683	2nd „ ...	146	0	12	8			83	3	3	0	✓	8°	✓	8° 8° 8°
96684	3rd „ ...	144	2	7	8			82	11	1	0	✓	8°	✓	8° 8° 8°
	Collective weight.	436	1	15								436			
96714	Stream .....	48	1	0	12	1	9	41	7	0	21	47 <sup>3</sup> / <sub>4</sub>	Rodger forged steel S. Taylor & Co.		Neterton 10/11/37 J.A. Reif

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.	Stations.	Breaks.	Supplied.	Per Rule.			Length.	Diam.					Length.	Ins.		Length.	Ins.
88818	330	3	204	30	285	14	1580	1-21	330	3 7/16	Stud link Saylor	S. Taylor & Co.	Neterton 10/11/37 J.A. Reif	TOWLINE	150	8 5/16	148-8	150	8
88831	Free 300m link work	3 1/2	204	30	285	14	14-2-0					8	28/10/37 J.A. Reif	HAWSERS & WARPS	30/120	4 3/4	32-2	30/120	2 3/4
	2 x 200 of the length in two parts	13/16	13/16	12/16	12/16	12/16	12/16								30/120	4 3/4	32-2	30/120	2 3/4
Iron Stream	150	7			1307														

Steering Gear, ~~Electric~~ *Electric Harland & Wolff type* Steering Gear, ~~Hand~~ *power unit on duplicate*

Boats *efficient* Steering Chains, Size and Test *electric control* Windlass *electric efficient.*

Ceiling in Holds, thickness and material *2 1/2" W.P. + insulation* Cargo Battens, thickness, material and spacing *2" W.P. + insulation*

Cargo Hatchways. (Upper Deck) *steel plates and angles* Thickness of Hatches *3" W.P.*

Size of No. 1 Hatchway (Forward) *13' x 16* No. 2 *30' 7 1/2" x 22* No. 3 *15' 9" x 22* No. 4 *10' 4" x 20* No. 5 *12' 8 1/2" x 20* No. 6 *18' 1 1/2" x 20*

Number of Shifting Beams *and for Fore and Afters* No. 1. *two* No. 2. *one* No. 3. *three* No. 4. *two* No. 5. *two* No. 6. *four*

FOR HARLAND AND WOLFF, LIMITED.

Builder's Signature *Chas. Payne* DIRECTOR

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.

*Oil fuel is carried in deep bunker tanks forward of the auxiliary engine room, and in the double bottom tanks under the oil fuel bunkers and in way of the auxiliary engine room. The flash point is above 150°F.*

*This vessel has been constructed in accordance with the approved plans, the Secretary's letter and in conformity with the Rules for the class contemplated. The material and workmanship are good.*

*All double bottom tanks, including cofferdam in way of same, fore peak, after peak, deep fresh water tanks and deep oil fuel bunkers have been tested under pressure in accordance with the Rules.*

*Weather decks, water tight bulkheads and steps in the same, after tunnel flat have been hose tested.*

*The steering gear, windlass and anchors, W.T. doors and bilge suction have been tested under working condition. All the above tests were satisfactory. The freeboard has been assigned, marked, cut in and verified on the vessel's side and certificate and copy issued.*

The amount of Entry Fee ..... £ 12 : 0 : 0 Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee.... £ 812 : 0 : 0 11-4-1938

Travelling Expenses, if any £ 20 : 0 : 0 Received by me, 21-5-1938

I am of opinion the Vessel should be Classed *+100A-1* with freeboard

State whether the Vessel has been built under Special Survey *Yes* Signature *W.M. Baefour*

Certificate to be sent to *Bel.* Date of issue *21/5/38* Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned *+100A-1*

*With freeboard*

*Lloyd's arch.*

*White fls*

*oil eng. Cl.*

*4 2 1/2 - 100 lbs*

*4.38*



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 has openings in the sides, one forward and one aft; but the wells are decked over. The large dk (H.D.) is the strength deck amidships and at the after opening in the shell the strength deck is maintained at the same level. At the forward opening, the strength deck is the upper deck (dk C) and an expansion joint is fitted in the deck over the shell opening. Expansion joints are also fitted in the superstructure above the strength deck. The light superstructure, amidships, is carried out to the ship's side. At the upper deck, (deck C) in way of the forward break the deck plating is riveted; amidships and aft the seams and butts are welded on the deck below, in places the seams and butts are also welded. The boundary bulkheads of the oil fuel bunkers are an all welded structure. Additional strengthening is provided in the deep tween decks, deep cargo holds, oil fuel bunkers and in machinery space from that detailed on page 1 of this report. For particulars please see approved plans. In the main and auxiliary engine room deep girders are fitted carrying the ship's upper structure, and the pillars, usually fitted, eliminated. The decks are lettered from below, 'C' dk, the upper deck for L.R. Rules, is the topmost continuous deck, freshboard deck and bulkhead deck.

Forwarded: Interim certificate issued copy attached.  
9 Lifting and casting certificates  
Approved and reference plans as per attached list

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book *crusher stern, D.F., B.S.D.*  
(P); Ref. Mac<sup>y</sup>; sub. org; nt eng. Gyro.C.

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

1st Bower casting 90c-1-9. + pins 92c-2-26; N.S. (Sketch); N°1399; 28-8-36:  
2nd " " 90c-2-25 + pins 93c-0-14; N.S. 20; 1400; 28-8-36:  
3rd " " 89-3-20 + pins 92-1-9; N.S. 20; 1401; 28-8-36:

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 276 ft., R.Q.D. ft., Bridge 245 ft., Forecastle 122 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. Poop. Bridge joined by sharp dk.  
*Bridge on Shade 2<sup>nd</sup> 251 ft. leave out.*

No. and Material of Decks 3 deos, 4<sup>th</sup> dk except in No 7 hold. 5<sup>th</sup> dk = No 3, 5, 16 holds ✓

Official No. 166402; Signal Letters GK GM.

Is bottom of vessel coated with cement clear of fuel. ✓ yco if not give

particulars of composition

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	187 ✓	804 ✓		Fore peak tank,	37	145 ✓	
Double bottom, under Engines and Boilers,				After peak tank,	31	426 ✓	
Double bottom, if under Engines only,	152 ✓	1603 ✓		Deep tank, aft, fresh water tank in tunnel	24	298 ✓	
Double bottom, if under Boilers only,				Deep tank, forward,			
Double bottom, forward,	242 ✓	988 ✓		Other tanks, if fitted,			
	Total capacity of double bottom		3395 ✓	(If necessary, furnish further information by sketch.)			

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 860

Date 3-6-36

Dates of Surveys held while building

1936 June 16, July 2, 21 Aug 10, 14, 27 Sept 1, 9, 14, 16, 22, 24, 28 Oct 5, 8, 12, 15, 19, 21, 27 Nov 2, 5, 10  
24, 30 Dec. 4, 7, 8, 9, 10, 11, 15, 16, 18, 21 1937 Jan 5, 11, 13, 14, 21, 25, 28 Feb 3, 5, 10, 19, 22, 24, Mar 1, 3, 4, 5, 8, 9  
11, 12, 15, 16, 19, 24, 25, 26, 31 Apr 1, 2, 5, 6, 7, 8, 9, 15, 16, 19, 21, 22, 23, 26, 27, 28, 29, 30 May 2, 4, 5, 6, 7, 8, 10, 11  
14, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, 31 June 2, 3, 4, 7, 8, 9, 10, 11, 15, 18, 21, 22, 23, 25, 28, 29, 30 July 1,  
5, 6, 7, 8, 19, 21, 22, 23, 26, 27, 30 Aug 2, 4, 5, 10, 12, 17, 19, 20, 23, 24, 30, 31 Sept 1, 6, 7, 8, 9, 10, 14, 16  
20, 23, 24, 28, 29, 30 Oct 4, 11, 14, 15, 19, 26, 29 Nov 2, 8, 16, 22, 23, 24, 27 Dec 3, 6, 7, 9, 10, 14  
22, 23, 1938 Jan 4, 12, 17, 18, 19, 21, 25 Feb 3, 7, 7, 21, 22, 24 Mar 4, 10, 14  
16, 18, 19, 21, 22, 23, 25, 31 Apr 1.  
Total No. of Visits 203.