

STEEL STEAMER or MOTORSHIP.

-5 FEB 1931

Received at London Office

State if Report has been sent on the Freeboard of the Vessel

Yes.

State if Report is sent on the Machinery of the Vessel

From Sld.

Date of completion of report

4 FEB 1931

Port of Newcastle-on-Tyne.

No. 86769

Survey held at

Hebburn-on-Tyne

Date First Survey

26 Feb 1930

Last Survey

28 Jan

1931.

On the

(State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Sc. m.v. "BRITISH SCIENCE"

MCHY AFT.

State Type

(Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling Oil Carrier.

State Type of Erections Poop, Bridge & Mast.

TONNAGE under Tonnage Deck...

6390.86

CLASS & 100A1

Carrying Petroleum in bulk

State if with freeboard as condition of Class

No.

Built at

Hebburn-on-Tyne

Launched

21 Oct 1930

Yard No. 1003

Builders

Palmer's S.B. & C. Co. Ltd.

Owners

British Tanker 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.

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

Total

6390.86

Gross Tonnage

7138.17

Register Tonnage

4171.60

REGISTERED DIMENSIONS.

FEET.

Length

441.20

Breadth

59.70

Depth

33.00

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L

440.0

Breadth (greatest moulded)

B

59.25

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

D

33.00

1st Longitudinal Number (L x D)

= 14520

2nd Numeral L x (B + D)

= 40590

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

Long framing

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

13.33

Do. Long Bridge to top of keel

Draught Moulded

Full Summer

25' 11"

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	Longitudinal		Bracket Floors, Frame		
" " from ^{at Perdam} length to Collision bulkhead	26"		" " Reversed Frame		
" " in peaks	24"		" " Vertical Struts		
" " in machinery	27"		Centre Girder, depth and thickness amidships	66" x 56	
SIDE FRAMING.			" " top Angles	3 1/2 x 3 1/2	54
Frame Amidships, Angle ^{in fore hold} E or C	10 3 1/2 x 40		" " bottom Angles	4 x 4 x	38/56
" " Extends up to	upper + feeds des alternately		Side Girders, No. each side and thickness	3 20 x 55, 10 x 42	
Reversed Frame Amidships, Angle	9 3 1/2 x 44	to upper dk.	Margin Plate depth (excl. of flange) and thickness		
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, C or E	LONGITUDINAL		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Second 'tween Decks, Angle, C or E			" " Gussets, spacing and scantling forward 1/4 len. from stem		
" " Third " " " "			Tank Side Brackets, height above base line at toe of Frame and thickness	46 abt 8-10"	
Framing in Peaks, Angle or C	8 3 1/2 x 41		INNER BOTTOM PLATING, MACH.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	LONGITUDINAL FRAMES		Breadth and thickness of Middle Line Strake	71 3/4 x 52	
State if Frame Joggled			Thickness of remainder in Holds	54/52, 1 1/4 under engines	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	3 web frames 3 stringers as appd		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	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 strakes midship thickness and intercostal girders as plan.		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships		
Floors, Depth and thickness at mid-line in Holds			" " in Wells, Angle, C or E	LONG	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, C or E	LONG	
Middle Line Keelson, on Floors, Angles, C or E			Spacing		
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, C or E	LONG	
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, C or E		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, C or E		
" " Angles			Spacing		
DOUBLE BOTTOM. in MACH. SPACE			Poop Deck, Angle, E or C	8 3 1/2 x 48	
Solid Floors, thickness and spacing	42/48 - 27"		Spacing	27"	
" " Are Frame and Reversed Frame joggled?	yes		Bridge Deck, Angle, C or E	LONG	
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, E or C	8 3 1/2 x 38	
			Spacing	26" x 24"	

W11-0029 (1/2)

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.....			Stringer Plate, breadth and thickness in way of Bridge	86 .44
" in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells	
" " " " " "	<i>Built pillars in main space above hold as appd</i>		Thickness of Plating abreast Deck openings in way of Bridge .....	.43
" in Holds " " " "			Thickness of Plating within line of openings.....	
" " " " " "	BA		If Sheathed, material and thickness	None
Centre Line Bulkhead.	7 x 3 x .33 to 10 x 3 1/2 x .44		Third Deck.	
Stiffeners and Spacing.....	2 1/2 x 2 1/2" space		Stringer Plate, breadth and thickness.....	✓
Plating, thickness of	50 to .37		If Plated, state thickness.....	
STRINGERS AND DECKS.			Fourth Deck.	
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓
Stringer Plate, breadth and thickness in Wells	79 .76		If Plated, state thickness	
" " " " in way of Bridge	79 .86		Poop Deck.	
" Angle in Wells	6 6 .67		Stringer Plate, breadth and thickness	37 .36
Thickness of Plating abreast Deck openings in way of Wells .....	.66		Plating, Sheathing, material and thickness ...	.30 unsheathed
Thickness of Plating abreast Deck openings in way of Bridge .....	.50		Bridge Deck.	.26 when sheathed sheathing 2 1/2" teak exposed 2 1/2" o. pine covered
Thickness of Plating within line of openings...	none		Stringer Plate, breadth and thickness.....	41 .42
If Sheathed, material and thickness	86 .44		Plating, Sheathing, material and thickness ...	.30 2 1/2" teak exposed 2 1/2" o. pine covered
Second Deck.			Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells...			Stringer Plate, breadth and thickness.....	35 .36
			Plating, Sheathing, material and thickness ...	.26 2 1/2" teak

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No. 1		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to cr.		
	Inches.	Inches.	Inches.	Inches.		Single or Double.	Diam. Inches.	Inches.	Inches.	Inches.		
FLAT PLATE KEEL	53	.95	.75	.80	increased to 80 for furnace	double	1" 4"	5	1 1/2	5	Lapped	
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes .....4....		.62	.50	.50		double	7/8 3 1/2	4	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes .....1....		.63	.60	.63		"	" "	4	7/8	3 1/2	"	
SIDE PLATING, No. of Strakes .....3....		.61	.47	.47		"	" "	3	7/8	3 1/2	"	
UPPER DECK, Sheer-strake in Wells.....	54	1.04	.47	.47	appd .94	"	"	5	1 1/8	5	"	
UPPER DECK, Sheer-strake in Bridge ...	54	1.04				"	1" 4"	5	1 1/8	5	"	
STRAKE BELOW Sheer-strake in Wells.....		.76	.47	.47		"	1" 4"	4	1"	4	"	
STRAKE BELOW Sheer-strake in Bridge ...		.76				"	1" 4"	4	1"	4	"	
POOP SIDE PLATING .....				.40		Single	7/8 3 1/2	1	3/4	2 5/8	"	
BRIDGE SIDE PLATING ...		.42				"	7/8 3 1/2	2	3/4	2 5/8	"	
FORECASTLE SIDE PLATING			.42			"	7/8 3 1/2	2	3/4	2 5/8	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)		13			
" Deck next below		17			
As per Rule		appd as above			
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper 'tween decks					
"	" Second	"	BA 50/34 7x3x.33 30"/29" Summer Tanks	BA	
"	" Third	"	2 webs.	12x3 1/2x.45 31/32 6 1/2x3x.32	
"	" Holds	"	BA		
COLLISION " (in Hold)		"	48/29 11x3 1/2x.56 27" 6x3x.36	Flat	
AFTER PEAK " "		"	44/30 9x3 1/2x.40 24" 6x3x.48	Flat	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Plate Keel		
STEM	Roller	10 1/2 x 2 5/8		
STERN FRAME { Propeller Post	Forging	10 1/2 x 8 3/4	Sld Forge	
{ Rudder	376	9 x 8 3/4	" "	
RUDDER—A x D	600	(in letters)		
Speed of Vessel	11 1/4			
RUDDER mainpiece at head ...	Forging	12"	Sld Forge	appd 11 3/4"
" " heel ...		9"		
" how constructed		arms shrink & stayed		
" double or single plate	Single	1 1/2"		
" coupling, vertical or horizontal	Horizontal			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Consett, Cargo Fleet, South Durham, Pease & Partners, Steel Co. of Scotland. open-hearth process
	Has the Steel been tested as required by the Rules? <i>Yes.</i>

EQUIPMENT No. 42516										LETTER 64		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EL. 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.				
33372	1st Bower ...	79	3	21	Stockless			58	10	0	0	72-2-0	Byrd's Improved Stockless	W. & Byrd's & Co. Ltd. Sunderland.	Sunderland 17.9.30 J.H.B.
33376	2nd " ...	72	2	0	"			55	0	0	0		" " "	" " " "	" 14.9.30 J.H.B.
33350	3rd " ...	62	0	0	"			49	10	0	0		" " "	" " " "	" 8.9.30 J.H.B.
	Collective weight.	214	1	21								Cwts - qrs - lbs 207-0-0			
45649	Stream	20	3	16	5	1	24	21	10	1	7	20-2-0			Cradley Heath 31.7.30 L.P.

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.	Statutory.	Break- ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
44917	300	2 ⁶ / ₁₆	101 ⁵ / ₁₀	142 ¹ / ₁₀	844	1	21	844 ¹ / ₄	300	2 ⁶ / ₁₆	Stud	—	Cradley Heath 31.7.30 L.P.	TOWLINE...	130	5 ¹ / ₂	84.4	130	5"
31717	—	3 ⁹ / ₁₆	101 ⁵ / ₁₀	142 ¹ / ₁₀	3	1	21	me 3 link studless anchor attachment for 2 ³ / ₈ " stud link					Cardiff-13.3.28 A.J.	HAWSERS & WARPS }	2.90	3 ¹ / ₂	35.2	2.100	2 ³ / ₄
31716	—	3 ⁹ / ₁₆	101 ⁵ / ₁₀	142 ¹ / ₁₀	3	1	21	me 3 link studless anchor attachment for 2 ³ / ₈ " stud link					Cardiff-13.3.28 A.J.		1.90	3 ³ / ₄	39.9	2.100	2 ³ / ₄
		Or.								Or.				"	2.90	3"	25.7	Or.	
New Stream Chain- and Steel Wire	120	5"	70.9						120	5"				"	2.100	8"	manila	2.100	8"
														"	2.100	8"	manila	2.100	8"

Steering Gear, Steam *Electro Hydraulic (Haste)* Steering Gear, Hand *Tackles to winches - special collar.*

Boats *4 steel life boats 24' 1 cutter 18' dinghy 18'* Steering Chains, Size and Test *Windlass Steam Emerson Haller*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

oil Cargo Hatchways.-(Upper Deck) *6'x4' oil tight 44 coaming* Thickness of Hatches *plate 5/8"*

Size of No. 1 Hatchway (Forward) *7'x10'* No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *Plate cover 40, 5'x3'x38 stiffeners (angle) 24" space*

Builder's Signature *Ab Jenkins*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *oil engine* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.*

oil is carried for machinery in cross bunker between machinery cargo + in double bottom aft.

This vessel has been built in accordance with the approved plans, the Society's Rules + the Committee's instructions. The workmanship and materials are good and to our satisfaction.

All cargo tanks, cofferdams, fuel + ballast tanks have been filled with water and found tight under rule pressure, all weather decks not tested under pressure when testing tanks have been tested by flooding with hose.

The assigned freeboards have been marked on vessel's sides, verified and cut in.

all approved plans + forging reports are sent herewith. It is desired that these be returned to this office for use in completing sister vessels. A print of sections of vessel as built is also forwarded.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, *4 FEB 1931*

Special Survey Fee.... £ 567-13 : 6 We are *100 A1* of opinion the Vessel should be Classed *Carrying petrol in bulk.*

Travelling Expenses, if any £ *13* : 0 : 0 Received by me, *14/2/31*

State whether the Vessel has been built under Special Survey *yes* Signature *G. Brown*

IN DUPLICATE Certificate to be sent to *Owners* Date of issue *10/2/31* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE. 10 FEB 1931*

Character assigned *+ 100 A1*

Carrying Petroleum in Bulk

Lloyd's arcr. + Lmb. 1.31 Cl. oil eng.

Write Note

2 SB 150th

My

(2/3) 111-0029

2019

Lloyd's Register Foundation

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.)

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	COMPLETE ANCHOR		HEAD	
	1st Bower	2nd "	3rd "	
	WI 49.1.25 with pin 54.2.7 K.H. Ddf. 33372 19/8/30. 8453	" 40.0.18 " " 43.3.21 K.H. Ddf. 33376 2/9/30 8520	" 35.1.17 " " 38.3.7 K.H. Ddf. 33350 22/7/30 10245	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 108 ft., R.Q.D. — ft., Bridge 42 ft., Forecastle 49 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 dles (50)

Official No. 162532 ; Signal Letters Is bottom of Vessel coated with cement *yes* if not give particulars of composition *clean of oil tanks*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	78.75	283	Fore peak tank,		149
Double bottom, under Engines and Boilers, <i>Feed, oil fuel, drain tank</i>			After peak tank,		89
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	39'	227
Double bottom, forward,			Other tanks, if fitted,		
		Total capacity of double bottom 283	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5422

Date 16.6.30

Dates of Surveys held while building

1930 Feb. 26. Mar. 11. 18. Apr. 4. 8. 9. 12. 14. 17. 23. 25. 28. May 1. 2. 5. 8. 9. 12. 13. 14. 15. 16. 19. 21. 26. 27. 28. 30. June 2. 3. 5. 10. 13. 16. 18. 19. 20. 30. July 1. 3. 7. 10. 15. 17. 18. 25. 29. 31. Aug. 1. 5. 6. 7. 8. 11. 14. 15. 22. 26. 27. Sep. 1. 2. 3. 4. 9. 11. 12. 15. 16. 17. 18. 19. 22. 23. 24. 25. 26. 29. 30. Oct. 1. 2. 3. 6. 7. 8. 9. 10. 13. 14. 15. 16. 17. 18. 20. 24. Nov. 7. 10. 11. 13. 14. 21. 26. 27. 1931 Jan. 16. 30. 22. 23. 27. 28.

Total No. of Visits 108.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.								
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Bulkheads to Bulkheads.					
		Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Diam.	Speng.								
Framing of $\frac{1}{4}$ L or $\frac{1}{4}$																						
Frames in Bridge 'tween Decks ...		6	3	.40											$\frac{3}{4}$	$\frac{1}{2}$	6					
Frames from Uppermost Continuous Deck No. 1		8	$3\frac{1}{2}$	.40											$\frac{7}{8}$	$\frac{5}{4}$	$\frac{10}{8}$				
" 2		8	$3\frac{1}{2}$	.40											"	"	"				
" 3		8	$3\frac{1}{2}$	.42											"	"	"				
" 4		8	$3\frac{1}{2}$	.46											"	"	"				
" 5		9	$3\frac{1}{2}$	.38											"	"	4" for 9 rivets				
" 6		9	$3\frac{1}{2}$	.43											"	"	"				
" 7		10	$3\frac{1}{2}$	.40											"	"	10				
" 8		10	$3\frac{1}{2}$	.40											"	"	"				
" 9		10	$3\frac{1}{2}$	.40											"	"	3" for 9 rivets				
" 10		10	$3\frac{1}{2}$	.46											"	"	3" for 9 rivets				
" 11		12	$3\frac{1}{2}$	.45											"	"	3" for 9 rivets				
" 12																	16					
" 13																	13					
channels " 14		15	4	$\frac{1}{4}$.62											$\frac{7}{8}$	$\frac{5}{4}$	3" for 9 rivets					
" 15																	4" in No 1 TANK					
to " 16																						
to " 22																						
Spacing of Longitudinal Frames		Amidships			At Ends																	
Double Bottoms L, L or C		Tank Top Longitudinals			Bottom			TRANSVERSE FRAMING														
Spacing of Longitudinals		Amidships			At Ends																	
Transverses.																						
In Bridge		Depth and Thickness			12 x 3 1/2 x 5/16 channel												7/8 4"					
'tween Decks		Face Angles																				
		Lugs to Shell*			Joggled																	
In		Depth and Thickness			30 to 24 x .40																	
Upper 'tween Decks.		Face Angles			6 x 3 x 40 BA												1" 4 1/2					
		Lugs to Shell*			Joggled 3 1/2 3 .40																	
In Hold.		Depth and Thickness			51 to 44 x .46																	
		Face Angles			5 x 3 x .40																	
		Lugs to Shell*			6 6 .46												7/8 4"					
		" " Back Bars			3 1/2 3 1/2 .44												2 rows.					
		Brackets			in way of junction of side & bottom (transverse)																	
Spacing of Transverse Frames		8'0" middle			10'0" ends																	
* State if joggled or liners.																						
Longitudinal Beams of $\frac{1}{4}$ L or $\frac{1}{4}$		Bridge Deck			6 3 .32			TRANSVERSE FRAMING			Built as approved.			Spacing. 30" x 24"			In Ships. Plate. Angles. 12 x 3 1/2 x 45/160 channel			As approved. Plate. Angles. 12 x 3 1/2 x 45/160 channel		
		Upper			7 3 1/2 .33 8 3 1/2 .35									30" x 29"			17 1/2 x 40 5" Kang			Built as approved.		
		Second			8 3 .38									30" x 29"			12 x 3 1/2 x 60/62 channel					
		Third															22 x 41 6 x 3 1/2 x 54 angle					

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.

Im. 10. 3. T.

Double bottom, under engines and boilers, *drum tank*
Double bottom, if under Engines only,
Double bottom, if under Boilers only,
Double bottom, forward,

Total capacity of double bottom

283

After peak tank,
Deep tank, aft,
Deep tank, 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.

Order for Special Survey No. 5422

Date

16.6.30

Dates of Surveys held while building

1930
Feb. 26. Mar. 11. 18. Apr. 4. 8. 9. 12. 14. 17. 23. 25. 28. May 1. 2. 5. 8. 9. 12. 13. 14. 15. 16. 19. 21. 26. 27. 28. 30. June 2. 3. 5. 10. 13. 16. 18. 19. 20. 30. July 1. 3. 7. 10. 15. 17. 18. 25. 29. 31. Aug. 1. 5. 6. 7. 8. 11. 14. 15. 22. 26. 27. Sep. 1. 2. 3. 4. 9. 11. 12. 15. 16. 17. 18. 19. 22. 23. 24. 25. 26. 29. 30. Oct. 1. 2. 3. 6. 7. 8. 9. 10. 13. 14. 15. 16. 17. 18. 20. 24. Nov. 7. 10. 11. 13. 14. 21. 26. 27. 1931
Jan. 10. 20. 22. 23. 27. 28.

Total No. of Visits

108.