

With ~~or Without~~ Disconnected Erections.

STEEL MOTORSHIP STEAMER

Received at London Office

WED. JUN. 20 1923

Date of completion of report

Survey held at

Port of

Date, First Survey

Last Survey

No.

On the (State ~~name~~, Twin, ~~Screw~~)

Twin Screw Motor Vessel "DALGOMA"

Rig

Schooner

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of ~~Deck~~ ~~Charthouse~~

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Register Tonnage

as cut on Beam

CLASS

100 A1.

FEET.

Master

✓

Year of appointment

(1) As Master in service of owner of present vessel—19

(2) As Master of this vessel—19

Built at

Linthouse, Govan.

When built

1923.

Launched

1st March 1923

By whom built

Alexander Stephen & Sons Ltd.

Owners

British India Steam Navigation Co.

Managers

(Where necessary to be entered in Reg. Book.)

Residence

Port belonging to

London

Destined Voyage

Huddlesburgh

If Surveyed while Building, Afloat, or in Dry Dock

Yes.

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL	Feet.	Inches.	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
430	0		54	6		29	7	2	29	7	2	Two	
Dimensions of Ship per Register, Length	430		breadth	54	7	depth	29	7					
						Moulded depth, ft.	40	ins.	5	To Bridge Dk.		Round of Upper	12
						Moulded depth, ft.	32	ins.	5	To Upper Dk.		Dk. Beam, Actual	12
FRAMING.													
FRAME, Angle, Bars amidships													
Do. in peaks	and where 2 1/2" spaced	8 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/2
Do. in way of Double Bottoms at Solid Floors	do	4	3 1/2	4 1/2	4	3 1/2	4 1/2	4	3 1/2	4 1/2	4	3 1/2	4 1/2
Spacing of Frames from centre to centre amidships	at intermdt. bulkheads	8 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/2
from 1/2 length to Collision bulkhead	do	35			35			35			35		
in peaks	do	24			24			24			24		
REVERSED FRAME, Angles													
Do. in way of Double Bottoms at Solid Floors	at intermdt. bulkheads	8 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/2	8 1/2	3 1/2	4 1/2
at intermdt. bulkheads	do	12 1/2			12 1/2			12 1/2			12 1/2		
FRAMING, depth of girder													
FLOORS, depth and thickness of Floor Plate													
at mid-line for 1/2 length amidships	do	40	5	40	40	5	40	40	5	40	40	5	40
in way of Engine and Boiler Spaces	do	40	5	40	40	5	40	40	5	40	40	5	40
thickness at the ends of vessel	do	40	5	40	40	5	40	40	5	40	40	5	40
depth at 1/2 the half breadth, as per Rule	do	40	5	40	40	5	40	40	5	40	40	5	40
height extended at the Bilges	do	40	5	40	40	5	40	40	5	40	40	5	40
FLOORS in Cell, Double Bottoms													
state if flanged (top & bottom)	do	40	5	40	40	5	40	40	5	40	40	5	40
Spacing of Solid floors	and bulkheads	35			35			35			35		
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness													
Angles, Top	do	4 1/2	4 1/2	60	4 1/2	4 1/2	60	4 1/2	4 1/2	60	4 1/2	4 1/2	60
Bottom	do	4 1/2	4 1/2	60	4 1/2	4 1/2	60	4 1/2	4 1/2	60	4 1/2	4 1/2	60
to Floors	do	4 1/2	4 1/2	68	4 1/2	4 1/2	68	4 1/2	4 1/2	68	4 1/2	4 1/2	68
Brackets at intermdt. frmg., width & thkness	do												
SIDE GIRDERS, number on each side & thickness													
state if flanged (top and bottom)	do	40	5	40	40	5	40	40	5	40	40	5	40
Angles (top and bottom)	do	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2
to Floors	do	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2
MARGIN PLATE, depth (exclusive of flange) and thickness													
Angle to Outside Plating	do	4 1/2	4	52	4 1/2	4	52	4 1/2	4	52	4 1/2	4	52
Floors	do	5	3 1/2	44	5	3 1/2	44	5	3 1/2	44	5	3 1/2	44
Brackets at intermdt. frmg., width & thkness	do												
Height of Outside Brackets above at bilge	do	27			27			27			27		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake													
in Engine and Boiler space	do	63	5	63	63	5	63	63	5	63	63	5	63
Remainder in Holds	do	46	4 1/2	36	46	4 1/2	36	46	4 1/2	36	46	4 1/2	36
BEAMS, Upper Deck, Single Angle, Bulb													
Angle, Plate, Tee Bulb, or Channel	do	9	3	45	9	3	45	9	3	45	9	3	45
In way of Long Bridge	do	9	3	45	9	3	45	9	3	45	9	3	45
Spacing	do	35			35			35			35		
BEAMS, Second Deck, Single Angle, Bulb													
Angle, Plate, Tee Bulb, or Channel	do	9	3 1/2	40	9	3 1/2	40	9	3 1/2	40	9	3 1/2	40
Spacing	do	35			35			35			35		
BEAMS, Third and Fourth Deck, Single Angle, Bulb													
Angle, Plate, Tee Bulb, or Channel	do	9	3 1/2	40	9	3 1/2	40	9	3 1/2	40	9	3 1/2	40
Angles on upper edge	do												
Spacing	do	35			35			35			35		
BEAMS, Poop Deck, Single Angle, Bulb													
Angle, Plate, Tee Bulb, or Channel	do	8	3	42 1/2	8	3	42 1/2	8	3	42 1/2	8	3	42 1/2
Angles on upper edge	do												
Spacing	do	35			35			35			35		
BEAMS, Bridge Deck, Single Angle, Bulb													
Angle, Plate, Tee Bulb, or Channel	do	8	3	42 1/2	8	3	42 1/2	8	3	42 1/2	8	3	42 1/2
Angles on upper edge	do												
Spacing	do	35			35			35			35		
BEAMS, Forecastle Deck, Single Angle, Bulb													
Angle, Plate, Tee Bulb, or Channel	do	10	3 1/2	50	10	3 1/2	50	10	3 1/2	50	10	3 1/2	50
Angles on upper edge	do												
Spacing	do	54	48		54	48		54	48		54	48	

PILLARS.

PILLARS In 'tween Deck, size and spacing

" " Hold

" " Quarter 'tween Dks.,

" " in Hold

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

" Rider Plate

" Flat Plate Keel Angles

" Horizontal Plates on Floors

" Angles or Bulb Angles

SIDE KEELSONS, Number

" Angles or Bulb Angles

" Plate above floors, for length

" Intercoastal Plate for length

" Attached to outside Plating with Angle

BILGE KEELSON, Angles

" Intercoastal Plate for length

" Attached to outside Plating with Angle

PANTING SIDE STRINGERS, Number

" Angle

" Intercoastal Plate, for length

" Attached to outside plating with Angle

Upper Deck Stringer Plate, br'dth & thickness

" " " " (clear of Bridge)

" " " " (br'dth & thickness)

" " " " (in way of Bridge)

" " " " Angle (clear of Bridge)

" " " " Plate at sides of Hatchways

" Deck, * Iron or Steel, for full lng.

" " " " Thickness (clear of Bridge)

" " " " (in way of Bridge)

" Wood Deck, Material & thickness

Second Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" " " " Plates outside Hatchways

" Deck, * Iron or Steel, for full lng.

" Wood Deck, Material & thickness

Third Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Deck, * Material and thickness

Fourth and Fifth Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" " " " Tie Plates outside Hatchways

" Deck, Material & thickness

Poop Deck Stringer Plate, breadth & thickness

" Angle on ditto

" Tie Plates

" Deck, Material and thickness

Bridge Deck Stringer Plate, br'dth & thickness

" Angle on ditto

" Tie Plates

" Deck, Material and thickness

Forecastle Deck Stringer Plate, br'dth & thickness

" Angle on ditto

" " " " Plates under Windlass

" Deck, Material and thickness

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

WEB FRAMES.				FORGINGS or CASTINGS.			
				Inches in Ship.			
				Inches per Rule, Or as Approved.			
WEB-FRAMES, In Fore Body, No. and spacing				plate keel ✓ plate keel			
" " " " brdth. & thickness				10 x 2 1/2 ✓ 10 x 2 1/2			
" " " " No. of Side Stringers " "				with increased shell			
WEB-FRAMES, In E. & B. Space, No. & spacing				Last sheet and as per approved plan			
" " " " brdth. & thickness				Propeller Brackets Cast steel and on per approved plan			
WEB-FRAMES, In After Body, No. and spacing				RUDDER-A x D* Table 22. Speed 12 k ✓ 872 ✓ 872			
" " " " brdth. & thickness				Main-Piece, diameter at head 13 ✓ 13			
" " " " No. of Side Stringers " "				" " " " at heel 9 3/4 ✓ 9 3/4			
" " " " Size of Face Angles to Web-Frames.....							
BRACKET PLATES to Stringers between Web Frames, depth and thickness.....							
BULKHEADS.				RUDDER, how constructed			
Number. Thickness. STIFFENERS.				2 forged iron stock arms shrunk & keyed to main piece			
Vessel. Per Rule. Horizontal. Vertical. Single or Double Frames. Height up, state deck.				Thickness of Plates or Single Plate 1.14 ✓			
N° 8 Aft Peak				Can the Rudder be unshipped afloat? Yes ✓			
W.T. BULKHEADS				Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer			
N° 25				Plates, Plating, &c. ? Open heart process ✓			
N° 42				The Steel Company of Scotland Ltd			
N° 59-65							
N° 82							
N° 104							
" COLLISION "							
N° 121							
N° 145							
LONGITUDINAL.							
Are the outside Plates doubled two spaces of Frames in length? Yes ✓				Has the Steel been tested as required by the Rules? Yes ✓			
Are the Stave Valves and Watertight Doors in efficient working order? Yes ✓							
PLATING.				RIVETING.			
AS IN SHIP.				EDGES, Ordinary or jogged? ordinary			
PER RULE OR AS APPROVED.				BUTTS.			
STRAKES.				Double or Treble and for what Length.			
AMIDSHIP. FORWARD. AFT.				RIVETS.			
Breadth. Thickness. Thickness. Thickness.				Diam. Spacing or to cr.			
Inches. Inches. Inches. Inches.				Inches. Inches. Inches.			
FLAT PLATE KEEL.....				Double 6 3/4 1 1/8 4 3/8 Quad F.L. 1 1/8 4 1/2			
GARBOARD or A Strake				5 1/4 7/8 3 1/2 Quad 3/4 7/8 3 1/2			
B "				" " " " " " " "			
C "				" " " " " " " "			
D "				" " " " " " " "			
E "				" " " " " " " "			
F "				" " " " " " " "			
G "				" " " " " " " "			
H "				" " " " " " " "			
J "				" " " " " " " "			
K "				" " " " " " " "			
L "				" " " " " " " "			
M "				" " " " " " " "			
N "				" " " " " " " "			
O "				" " " " " " " "			
P "				" " " " " " " "			
Q "				" " " " " " " "			
R "				" " " " " " " "			
S "				" " " " " " " "			
T "				" " " " " " " "			
U "				" " " " " " " "			
V "				" " " " " " " "			
W "				" " " " " " " "			
THICKNESS OF SHEER STRAKE				Double 6 1/2 1 1/8 4 3/8 Quad F.L. 1 1/8 4 1/2			
CLEAR OF LONG BRIDGE				" " " " " " " "			
DO. OF STRAKE BELOW				" " " " " " " "			
DBLG. of Flat Plate Keel				" " " " " " " "			
" Sheerstrakes				" " " " " " " "			
Length and thickness.				" " " " " " " "			
POOP SIDES.....				" " " " " " " "			
SHORT BRIDGE SIDES...				" " " " " " " "			
FORECASTLE SIDES.....				" " " " " " " "			
Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.							
Upper Deck				Butts of Side Stringers			
Stringer Plate				Tie Plates			
Second Deck				Inner Bottom Plating, riveting of Edges			
Stringer Plate				Centre Girder Butts, Treble riveted			
Bridge Deck				Frames, riveted through Plates with			
Stringer Plate				Rivets, state whether Iron or Steel			
FRAMES extend in one length from Keel to margin & from margin to upper, fore, poop				State if ordinary or jogged jogged			
REVERSED FRAMES on floors and frames extend from centre line to margin & from margin to underside of 2nd deck plating				State if ordinary or jogged jogged in bottom			
Double reversed frames 4 1/2 x 4 1/2 x 62 in Engine space. & double 4 1/2 x 4 1/2 x 62				State if ordinary or jogged Ordinary in sides			
(Bottom frames doubled for 3/8 length)				Single to floors			
MASTS, SPARS, &c.							
Material. Total Length.				DIAMETER AND THICKNESS.			
				At Partners. Heel. Hounds. Head.			
Fore Steel 120				27 x 54 24 x 54 22 1/2 x 54 9 x 24			
Main "				27 x 45 24 x 45 22 1/2 x 35 9 x 24			
Mizen "				" " " " " "			
Bowsprit				" " " " " "			
Topmasts, Yards and Remainder of Spars				" " " " " "			
Rigging, Material and Size, Shrouds				" " " " " "			
Sails. Fore stay sail				Sails, and the following spare sails			

EQUIPMENT No. 39279			LETTER at			ANCHORS.			TONNAGE U. DK. OR PLATING No. FOR TRAWLERS		
Number of Certificate.	Anchor.	Weight, Ex. Stock	Weight of Stock	Test, per Certificate	Weight Required by Table 31.	Description of Anchor.	Makers.	Where and when tested and Superintendent.			
85645	1st Bower	70 0 7	- - -	54 0 0	68 0 0	Halls Stockless	H. Hingley & Sons	hetherington 14/3/22 Green			
85655	2nd "	68 0 0	- - -	52 12 2	68 0 0	do do	do do	do 17/3/22 do			
85640	3rd "	58 3 18	- - -	47 15 0	58 2 0	do do	do do	do 10/3/22 do			
	4th "										
	Collective weight.	196 3 25			194 2 0						
85639	Stream	19 0 8	5 0 15	19 19 2	21 19 0	Iron D'ack	H. Hingley & Sons	hetherington 16/3/22 Green			
85608	Kedge	8 0 17	2 0 19	10 7 2	0 - -	do do	do do	do 28/2/22 do			

Particulars of Drop Test of Cast Steel Anchors, viz.:-	1st Bower	40	2	21	W. A. D.	677	28/2/22
Weight, Surveyor's Initials,	2nd "	40	1	14	W. A. D.	678	2/3/22
Number of Certificate, Date of Test.	3rd "	34	3	21	W. A. D.	671	28/2/22
	4th "						

CHAIN CABLES.

Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable	Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material	Length and size supplied.	Breaking Test of Steel Wire Towline.	Length and size per Table 31.
72495	135' 2 1/4"	96 20	362-2-11	270 2 1/2"	Steel link	H. Hingley & Sons	hetherington 28/2/22 Green	Stream	90' 5"	59	90' 5"
69902	135' 2 1/4"	96 20	362-2-11	270 2 1/2"	do	do	do do do	HAWSE & WARPS	20' 9"	8	20' 9"
72498	7' 2 1/4"	96 20	724-2-15	142 2 1/2"	do	do	do do do		20' 9"	7	20' 9"
72496	7' 2 1/4"	96 20	724-2-15	142 2 1/2"	do	do	do do do		20' 9"	7	20' 9"
Iron Chain of Steel Wire	120 5 1/4"	65	120 5 1/4"	120 5 1/4"					120 5 1/4"		120 5 1/4"

Boats 10. (Eight steel boats. & two wood boats) Steering Gear, Electro Hydraulic, Jammey. Steering Gear, Hand, not fitted but 2 independent sets motor & pumps supplied as approved

Pumps, Number Four (No. 1 Peak flat, to FP, to AP, to 16' Diameter of Barrel 4" 3" State whether they are in efficient working order Yes.

Windlass is Efficient (Clarke Chapman & Co.) Capstan

Engine Room Skylights.—How constructed? Steel plates & angles. What arrangements for deadlights in bad weather? Folding Flaps.

Coal Bunker Openings.—How constructed? How are lids secured? Height above deck?

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. In wells (Six each side) Freeing ports 8 each side (48" x 19 1/2")

Ceiling in Holds, thickness and material 2 1/2" pine on ground over oil Cargo Battsens, thickness and material 6" x 2" white pine

Cargo Hatchways.—How formed? Steel plates and angles. Hatches, If strong and efficient? Yes: 3" pine

State size No. 1 Hatch (Forward) 20' 3" x 16' No. 2 Hatch 20' 5" x 16' No. 3 Hatch 23' 4" x 16' No. 4 Hatch 20' 5" x 16' }

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 3 web plates in Nos 1, 2, 4, 5 & 6, hatchways

4 web plates in No. 3 hatchway. No. of Breasthooks Three No. of Crutches Deep floors.

Bulwarks, height above deck and description 4' 0" x 34" supported by 6" x 3" 40' Main Rail, material and size Steel bulwark 8" x 3 1/2" x 42.

The foregoing is a correct description. Stays spaced 6' 0" apart. Surveyor's Signature G. M. Shaw & A. Chisholm.

Builder's Signature (here only) FOR ALEXANDER STEPHEN & SONS, LIMITED. Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)

Shelby Roberts Director. See Secretary's letters of various dates

Workmanship. Are the butts of plating planed or otherwise fitted? planed

Is the riveted work properly closed? Yes.

Are the liners between the frames and plates solid single pieces? Yes.

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes.

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes.

Do any rivets break into or through the seams or butts of the plating? a few

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes.

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes.

State results of tests Satisfactory

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes.

State results of tests Satisfactory

General Remarks (State quality of workmanship, &c.) The workmanship is good. This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates and in conformity with the Society's Rules for the class contemplated.

The vessel is constructed and arranged for carrying oil fuel for her own use. in Nos 1, 2, 3, & 4 double bottom compartments and in settling tanks situated on the upper and second decks within the machinery space.

These compartments and tanks have all been tested in accordance with the Rules and the requirements of Section 49 of the Rules have been complied with.

On the 23rd May, the vessel sustained slight damage through striking the crane base when being moved alongside in Princes Dock, Govan. Plate No. 16 of J stake of shell on port side was indented between frames 36 & 37. This plate was firmed in place, and was reinforced by fitting a doubling plate.

The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built.

The amount of Entry Fee £ 9 0 0 Fees applied for, 14/6/19 23 Hull & Machinery Certificate to be sent to Glasgow Date of issue 3/8/23

Special Survey Fee.... £ 348 16 8 Received by me, 3/8/23

Travelling Expenses, if any £ 11 0 0

Freeboard Fee

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed 100 A-1. G. M. Shaw & A. Chisholm

With, or without Freeboard, as condition of Class without. Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 19 JUN 1923 TUE JUL 31 1923

Character assigned 100 A-1

Lloyds A & C

+ LMC 6.23.

W313-D158.1(2/2)

GENERAL REMARKS—(continued).

between frames 36 & 37 below the 2nd deck in way of the indent. All riveting through frames & shell & through shell cheeks at 2nd deck renewed or made good as necessary & tested. The vessel is now in good & efficient condition. The vessel was seen in dry dock on the 1st May when the bottom, rudder, and shell were examined and found to be in satisfactory condition. Bottom cleaned and coated.

In the record for Register Book the notation "pl. Cem" should be given. 4. Joining Reports, also 32, approved plans together with Copy of midship section of vessel as built forwarded herewith.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 46.4 ft., R.Q.D. ft., Bridge 102.1 ft., Forecastle 52.3 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book). 2 dks (Stl) U. Teak S.

Official No. 147851; Signal Letters. Paint in holds & hidden decks Cement in peaks & ballast tanks & bilges. State if Machinery is fitted aft. No. Anticorrosive & antifouling. How are the surfaces preserved from oxidation? Inside In Oil fuel tanks Briggs oil resisting Bitumastic sol. Outside on bottom; paint on tops.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. Cellular

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	131.2	344	Fore peak tank,	23.1	64
Double bottom, under Engines and Boilers,	64.1	296	After peak tank,	17.3	93
Double bottom, if under Engines only,			Deep tank, aft,	—	—
Double bottom, if under Boilers only,			Deep tank, forward,	—	—
Double bottom, forward,	168.7	586	Other tanks, if fitted,	—	—
Total length = 364 feet.	Total capacity of double bottom	1226	(If necessary, furnish further information by sketch.)		
* The wells are not to be included in the lengths of the tanks.			State whether the above have been tested as required by the Rules. Yes.		

Order for Special Survey No. 5501	1921 Feb 23 Mar 1 11.15.18.25 Apr 1.6 11.15.20.25 May 3.9.16.17.24 Jun 1.6.14.17.22 July 8.28 Aug
Date 8.4.1921	2.11.19.23 Sep 30 Oct 11.56 Nov 9 Dec 1.3 28.29 1922 Jan 13.18.20.31 Feb 3.8.9.15 Mar 2.7.10.13.14.19.24
No. 497 in builder's yard.	24.30 Apr 3.10.13.20 May 3.9.12.19.22.24.29.30 Jun 19.33 Jul 5.7 Aug 7.8.10.11.15.22 Sep 4.9 Oct 2.3.11
	19.31 Dec 7.26.29 1922 Jan 16.22.23.30 Feb 12.14.22.27 Mar 1.8.14.25.26 Apr 6.16.23.24.26 May 1.3.8.14.21.28.30 Jun 1
	Total No. of Visits 113

Surveyor's Signature George Shaw & Christman