

## STEEL STEAMER or MOTORSHIP.

Received at London Office

AUG - 8 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 *3rd August 1938*Port of *Hamburg*No. *22865*Survey held at *Hamburg*Date First Survey *30th Dec. 1937*Last Survey *25th July*

1938

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

*Steel Single Screw Motor Tanker INVERDARGLE Mark II fitted aft.*

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

*Full Scantling*

State Type of Erections - Forecastle

TONNAGE under Tonnage Deck...

*8656*CLASS *A100A1*

State if with freeboard as condition of Class

*no*Built at *Hamburg, Behn Meyer & Co.*

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

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

*L 495.0*Launched *16th May 1938* Yard No. *202*

Total

Breadth (greatest moulded)

*B 67.0*Builders *Deutsche Werft, A.G.*

Gross Tonnage

*9456*

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

*D 34.17*Owners *Inver Tankers Co.*

Register Tonnage

*5561*1st Longitudinal Number (L x D) = *16913*Managers *A. Wier & Co.*

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

2nd Numeral L x (B + D) = *50078*Residence *London*

## REGISTERED DIMENSIONS.

FEET.

Length

*503.2*

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

*14.49*Port of Registry *Dublin*

Breadth

*67.35*

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

*14.49*

If surveyed while building, afloat, or in dry dock

Depth

*34.2*

Draught Moulded

*27.5 1/2**Surveyed while building, afloat and in dry dock*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	AS SHOWN IN SHIP.	Any Departure from Approved Plans to be Noted.		AS SHOWN IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>730</i>	✓	Bracket Floors, Frame	✓	
" " from 1/2 length amidships to Collision bulkhead	<i>685</i>	✓	" " Reversed Frame	✓	
" " in peaks	<i>610</i>	✓	" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	<i>1450.13</i>	✓
Frame Amidships, <i>KUNWIRIN</i>	<i>250.90.11</i>	✓	" " top Angles	<i>elect. welded</i>	✓
" " Extends up to	<i>upper deck</i>	✓	" " bottom Angles	<i>elect. welded</i>	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	<i>2-14-15</i>	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	✓	
Depth of Framing Girder	<i>250</i>	✓	" " Vertical Angle to Tank side	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or [	✓		" " Bracket abaft 1/2 len. from stem	✓	
" " Second 'tween Decks, Angle, [ or [	✓		" " Vertical Angle to Tank side	✓	
" " Third " " " "	✓		" " Bracket from forward 1/2 len. from stem to Panting Area	✓	
" " from 1/2 len. for'd. to 15% len. from Stem	<i>280.90.12</i>	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " in Peaks, <i>KUNWIRIN</i>	<i>230.90.11</i>	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>22 - 120</i>	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
State if Frame Joggled	<i>no</i>	✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Web frames, side stringers and ribs of beams as approved</i>	✓	Breadth and thickness of Middle Line Strake	<i>1260.18</i>	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>3 bottom stringers of increased thickness extra side girders as approved</i>	✓	ENGINE SPACE		
DOUBLE BOTTOM.			Thickness of remainder in <i>plates</i>	<i>30-13.5</i>	✓
Keels, Depth and thickness at mid-line in Holds	<i>1600.12.5</i>	✓	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?	<i>yes</i>	
" " Height of Brackets at side above base line at toe of frame	<i>1000.11.5</i>	✓	BEAMS.		
" " Middle Line Keelson, <i>KUNWIRIN</i>	<i>180.90.10</i>	✓	Uppermost Continuous Deck, amidships	<i>200.90.10</i>	✓
" " FACE BAR <i>KUNWIRIN</i>	<i>1600.11.5</i>	✓	" " " <i>KUNWIRIN</i>	<i>200.90.13</i>	✓
" " Intercostal Plate	✓		Spacing	<i>Every frame</i>	✓
" " Foundation Plate on Floors	✓		I. STRINGER		
" " Flat Plate Keel Angles	<i>100-100.13</i>	✓	Uppermost Deck, amidships, Angle, <i>KUNWIRIN</i>	<i>200.90.10</i>	✓
Side Keelsons, No. each side	✓		Spacing	<i>Every frame</i>	✓
" " thickness of Intercostal Plate	✓		II. STRINGER		
" " Angles	✓		Uppermost Deck, amidships, Angle, <i>KUNWIRIN</i>	<i>200.90.10</i>	✓
DOUBLE BOTTOM. AFT			Spacing	<i>Every frame</i>	✓
Solid Floors, thickness and spacing	<i>11.730</i>	✓	Fourth Deck, amidships, Angle, [ or [	✓	
" " Are Frame and Reversed Frame joggled?	<i>no</i>	✓	Spacing	✓	
Bracket Floors, breadth and thickness at middle line	✓		Poop Deck, <i>KUNWIRIN</i>	<i>200.75.9.5</i>	✓
" " breadth and thickness at margin plate	✓		Spacing	<i>Every frame</i>	✓
			Bridge Deck, <i>KUNWIRIN</i>	<i>200.75.9</i>	✓
			Spacing	<i>Every frame</i>	✓
			Forecastle Deck, <i>KUNWIRIN</i>	<i>230.90.11</i>	✓
			Spacing	<i>Every frame</i>	✓



## PILLARS AND DECKS.

				mm. MINIMUM IN SHIP.	Any Departure from Approved Plans to be Noted.					mm. MINIMUM IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows</b> <i>Two Longitudinal Bulkheads</i>						Stringer Plate, breadth and thickness in way of Bridge					
<b>STIFFENERS</b>						Thickness of Plating abreast Deck openings in way of Wells					
Size and Spacing						Thickness of Plating abreast Deck openings in way of Bridge					
" " " " " " " "						Thickness of Plating <del>within line of openings</del> <i>as approved</i>					
" in Hold <i>FORW.</i> " " " "						If Sheathed, material and thickness					
" " " " " " " "						<b>Third Deck.</b>					
<b>Centre Line Bulkhead</b> <i>DEEPTANK FORW.</i>						Stringer Plate, breadth and thickness					
Stiffeners and Spacing						If Plated, state thickness					
Plating, thickness of						<b>Fourth Deck.</b>					
<b>STRINGERS AND DECKS.</b>						Stringer Plate, breadth and thickness					
<b>Uppermost Continuous Deck.</b>						If Plated, state thickness					
Stringer Plate, breadth and thickness						<b>Poop Deck.</b>					
" " " " " " " "						Stringer Plate, breadth and thickness					
" " " " " " " "						Plating, Sheathing, material and thickness					
Thickness of Plating abreast Deck openings						<b>Bridge Deck.</b>					
Thickness of Plating abreast Deck openings in way of Bridge						Stringer Plate, breadth and thickness					
Thickness of Plating within line of openings						Plating, Sheathing, material and thickness					
If Sheathed, material and thickness						<b>Forecastle Deck.</b>					
<b>Second Deck, IN ENGINE SPACE</b>						Stringer Plate, breadth and thickness					
Stringer Plate, breadth and thickness						Plating, Sheathing, material and thickness					

## SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	1540	26.0	22.5	21.0	✓	Double	28 4d	5	28	4d	Lapped
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes	2300 2290 2210 2210	20.0 20.0 20.0 19.5	21.5 21.5 21.5 13.0	17.5 16.5 16.5 16.5		Double	25 4d	5	25	4 1/2 d	Lapped
BILGE PLATING, No. of Strakes	1900	17.5	15.0	17.5	✓	"	22 3 1/2 d	4	25	4d	"
SIDE PLATING, No. of Strakes	2160	16.5	12.0	12.0	✓	"	22 3 1/2 d	4	22	4d	"
UPPER DECK, Sheer-strake	2010	29.0	14 (18)	12.0		"	28 3 1/2 d	5	28	4 1/2 d	"
UPPER DECK, Sheer-strake in Bridge	2010	35.0	-	-		"	28 3 1/2 d	5	28	4 1/2 d	"
STRAKE BELOW Sheer-strake in Wells	2110	22.0	14.0	12.0		"	25 3 1/2 d	5	25	4 1/2 d	"
STRAKE BELOW Sheer-strake in Bridge	2110	22.0	-	-		"	25 3 1/2 d	5	25	4 1/2 d	"
POOP SIDE PLATING	-	-	15	10.6		Single	19 4d	2	19	3 1/2 d	"
BRIDGE SIDE PLATING	-	11.0	-	-		Double	22 4d	2	22	3 1/2 d	"
FORECASTLE SIDE PLATING	-	-	11.0	-		Single	19 4d	1	19	3 1/2 d	"

## 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

	Plating Thickness. mm.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
CENTRE TANKS	✓	5 280 ×	✓	900 × 10	✓
MIDSHIP BULKHEAD	14-25	90 × 12	870	200 × 90 × 10	✓
" " " "	✓	5 250 ×	✓	900 × 10	✓
SIDE TANKS	12-8	90 × 10	690	200 × 90 × 10.5	✓
" " " "	✓	5 200 × 90 × 10	✓	1220 × 9	✓
COLLISION	(in Hold)	12-6.5	180 × 75 × 8	250 × 90 × 12	✓
AFTER PEAK	"	12-7.5	200 × 75 × 10	250 × 90 × 12	✓
		12-7.5	230 × 90 × 11	250 × 90 × 12.5	✓

	Casting or Forging.	Scantlings. mm.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	Flat Plate Keel			✓
STEM	built up			✓
STERN FRAME	Propeller Post	built up		✓
	INTERM. SHAFT	Forging 2800		✓
	Rudder			✓
Speed of Vessel	13 Km.			✓
RUDDER—Type	Simplex Balance			✓
A × D				✓
Diam. of head	Forging 3000			✓
Mainpiece at top pintle				✓
heel				✓
how constructed	Electric welded			✓
double or single plate	double plate			✓
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)

Has the Steel been tested as required by the Rules?

yes. ✓



## PARTICULARS OF LONGITUDINAL FRAMING.

Hamburg Report Nr. 22865

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 Brackets to Bulkheads.				
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter.				
Framing of L, C or C .....																					
Frames in Bridge 'tween Decks ...																					
Frames from Uppermost Continuous Deck No. 1																					
" 2																					
" 3																					
" 4																					
" 5																					
" 6																					
" 7																					
" 8																					
" 9																					
" 10																					
" 11																					
" 12																					
" 13																					
" 14																					
" 15																					
" 16																					
Spacing of Longitudinal Frames		Amidships .....			At Ends .....																
Bottom		400. 110. 14. 18			400. 110. 14. 18			400. 110. 14. 18			400. 110. 14. 18			25 6d.		10 x 3.5 d. 18 22					
Spacing of Longitudinals		870 ✓			870 ✓			870 ✓			870 ✓										
At Ends...		870 ✓			870 ✓			870 ✓			870 ✓										
Transverses.																					
In Bridge 'tween Decks		Depth and Thickness												Rivets in Lugs to Shell Diam. Speng.							
		Face Angles .....																			
		Lugs to Shell* .....																			
In Upper 'tween Decks.		Depth and Thickness			1600. 12.5			1600. 12.5			1600. 12.5			1600. 12.5							
		Face Angles .....			300. 90. 16.5			300. 90. 16.5			300. 90. 16.5			300. 90. 16.5							
		Lugs to Shell* .....			150. 150. 12			150. 150. 12			150. 150. 12			150. 150. 12			22 12 rivets ✓				
In Hold. CENTRE TANKS		" " Back Bars ...			90. 90. 12			90. 90. 12			90. 90. 12			90. 90. 12			22 6 rivets ✓				
		Brackets .....			as per plan			as per plan			as per plan			as per plan							
Spacing of Transverse Frames .....		2920			2920			2920			2920			2920							
* State if joggled or liners.																					
Longitudinal Beams of CENTRE TANKS		Bridge Deck ...			200. 90. 13			200. 90. 13			200. 90. 13			200. 90. 13			870		760. 11 150. 90. 11 90. 90. 11 760. 11 90. 90. 11		
		Upper "			200. 90. 13			200. 90. 13			200. 90. 13			200. 90. 13			870		760. 11 150. 90. 11 90. 90. 11 760. 11 90. 90. 11		
		Second "			200. 90. 13			200. 90. 13			200. 90. 13			200. 90. 13			870		760. 11 150. 90. 11 90. 90. 11 760. 11 90. 90. 11		
		Third "			200. 90. 13			200. 90. 13			200. 90. 13			200. 90. 13			870		760. 11 150. 90. 11 90. 90. 11 760. 11 90. 90. 11		

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.



EQUIPMENT No. 51850 ✓												LETTER et ✓		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.			
24948	1st Bower ...	84	1	14	✓	✓	✓	61	0	0	0	✓	Union Stockless	Dortmund	L.H. 28.9.37 A. Green
24949	2nd " ...	84	0	14	✓	✓	✓	61	0	0	0	✓	"	"	L.H. 28.9.37 A. Green
24950	3rd " ...	84	2	14	✓	✓	✓	61	0	0	0	✓	"	"	L.H. 29.9.37 A. Green
	Collective weight	253	0	14	✓	✓	✓					244½ ✓			
24951	Stream .....	26	1	15	6	3	21	25	18	0	14	25	Union Ordinary	"	L.H. 28.9.37 A. Green

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
14881	300	2 9/16	70	163	1059	1:21	989		300	2 9/16	Stud link not shaked	how Walker	16.12.37 A. Green	Sp. Men	130	5 1/2	97.8	130	5 1/2
															20	✓	20	✓	20
															120	2 3/4	176	100	2 3/4
															20	✓	20	✓	20
															120	3 1/2	278	100	2 3/4
Sp. Men	120	4 3/4		743					120	4 3/4		E. Deufop	Hamm i. H.						
Iron Stream Chain or Steel Wire												Hamm i. H.	11.4.38 Mathe						

Steering Gear, Type (Power ~~Worm~~ Electric efficient, Deutsche Werke Kiel Alternative Means of Steering Hand gear & block & tackle.

Steering Chains (Size and Test) no chains Windlass steam efficient Boats 4 Lifeboats.

FORW. Ceiling in Hold thickness and material 65 mm pine Cargo Battens, thickness, material and spacing none fitted.

Cargo Hatchways.-(Upper Deck) Steel plates and angles Thickness of Hatches Steel covers 15 mm thick.

Size of Hatchways No. 1 30 5'6" x 3'6" No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters none

Builder's Signature **DEUTSCHE WERFT AKTIENGESellschaft** *W. Kock*

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 Motor ship (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo oil tanker 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). Oil-fuel flash point above 150°F.

This vessel has been built in accordance with the approved plans, the requirements embodied in the Secretary's letters and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in bulk."

The workmanship is of the best description for this type of vessel's, all parts conforming well with each other and efficiently riveted together.

The requirements of the Society's Regulations for the Application of Electric Arc Welding to Ship constructions have been complied with.

The peak tanks, double bottom tanks, deep tank, oil cargo tanks, oil fuel bunkers, and cofferdams have been fitted and tested as required by the Rules and were found perfectly tight.

Air and sounding pipes of all tanks comply with the Rules.

The peaking arrangement and the strengthening of the bottom forward

The amount of Entry Fee RM 220 - Fees applied for, 29 Aug 1938 (Special notations, where part of class, to be stated.)

Special Survey Fee RM 13092 - Received by me, 21/9/38

Tribund RM 400 - I am of opinion the Vessel should be Classed +100A1

Travelling Expenses, if any RM 128 - "Carrying Petroleum in bulk with the Notation" 20/9/38

State whether the Vessel has been built under Special Survey yes

Signature Th. Goering

Certificate to be sent to Hamburg Office Date of issue 22/9/38

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned +100A1

Carryg. petroleum in Bulk + Lucc. 7.38

Lloyd's ATCP 2 DB 180 lb

Write H&P

1 (WT) DB 180 lb

Oil Eng

Lloyd's Register Foundation



have been carried out as approved.

The steel material used in the construction of this vessel has been made at works approved by the Committee and tested by the Society's Surveyors.

Anchor and Chainplates compared with the Certificates and found in order.

The keelson assigned by the Committee has been marked and cut in on vessel's sides, verified same and found in order.

The Rudder is of special construction: Electric welded Simplex Belvoir Rudder.

The approved plans are being retained for use in connection with the sister vessel's Yard No. 203-204.

Plans showing vessel as built are attached:

Midship Section.

Profile and decks.

Oil tight transverse bulkhead.

After peak bulkhead.

Exha stringer in engine space as proposed by the builders.

1 Interim Certificate and 3 Test Certificates are attached.

Sister vessel "Nueva Granada" Yard No. 181; Ham. Report No. 22304, dated 22<sup>nd</sup> April 1937 with the exception that the new ships Yard No. 201-4 are single screw vessels.

Sister vessel "Turreliffy" Yard No. 201.

PARTICULARS OF ELECTRIC WELDING (if employed) The Rules for the application of electric arc welding to ship construction have been complied with and the electrodes used for parts of primary structural importance are approved by the Committee and comply with the Regulations & Test set forth in Section 4 clause 7. see also Ham. letters of 16/8/38

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Machinery aft; Cruiser Stern; Rudder electrically welded; Longitudinal framing at bottom and decks in centre tanks; Wheelers; Echo Sounding and Direction Finder Apparatus (Morse).

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower Shank: " 28: 1: 20 " " " " 944: 23. 8. 37 " "
	2nd " Head: " 55: 2: 7 " " " " 940: 23. 8. 37 " "
	Head: " 28: 2: 10 " " " " 945: 23. 8. 37 " "
	3rd " Shank: " 56: 2: 16 " " " " 942: 23. 8. 37 " "
	Head: " 28: 0: 13 " " " " 946: 23. 8. 37 " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 122.5 ft., R.Q.D. — ft., Bridge 33.53 ft., Forecastle 60.2 ft.

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

Official No. 159815 Signal Letters EIMF Extreme Breadth over Belting (Circ. 1611) Over-all Length 522.0 (Circ. 1703)

No. and Material of Decks 1<sup>st</sup> dk (Steel) 2<sup>nd</sup> dk (Steel) in Machinery space.

Parts of Bottom of Vessel coated with cement or approved composition After peak cement, fore peak tank bitu-mastic, fresh water tank in engine space cement; oil tanks not coated.

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.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	24.6	159
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	18.0	76
Double bottom, if under Engines only,	50	67.7	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	27.0	338
Double bottom, forward,	✓	✓	Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 196

Date 28.1.37.

Dates of Surveys held while building

1937: December 30. 1938: January 5, 11, 19, 28; February 2, 5, 9, 15, 23, 28; March 3, 7, 11, 14, 18, 22, 24, 29. April 2, 5, 7, 8, 11, 14, 19, 24, 25, 27, 28, 29, 30. May 2, 3, 5, 7, 9, 10, 12, 14, 16, 20, 23, 25, 31. June: 3, 10, 17, 20, 23, 27. July 1, 4, 6, 8, 12, 14, 19, 20, 23, 25.

Total No. of Visits 62.