

STEEL STEAMER or MOTORSHIP.

Received at London Office AUG 9 1937

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 27th July, 1937 Port of Hamburg No. 22444Survey held at Kiel Date First Survey 3rd June, 1936 Last Survey 9th July 1937On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Sc. Motor Tanker "ESEO BOLIVAR" Machinery aft.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling, Longitud. Framing, Petrol in Bulk State Type of Erections Prop. Bridge, etc.TONNAGE under Tonnage Deck... 9365.12 CLASS +100 A1 State if with freeboard as condition of Class No. Built at KielDo. of space or spaces between Tonnage Dk. and Upper Dk. 1 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 485'-0" Launched 31st March, 1937 Yard No. 568Total 1 Breadth (greatest moulded) B 69'-9" Builders Fried. Krupp, Germaniawerkst. A.G.Gross Tonnage 10,388.67 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37'-0" Owners Panama Transport Co.Register Tonnage 6,080.81 1st Longitudinal Number (L x D) = 17945 Managers Do.

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

Residence PanamaPort of Registry Panama

If surveyed while building, afloat, or in dry dock

While building, Stecks, afloat, 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	Longitud.			1	✓	Bracket Floors, Frame	✓			✓	
" " from $\frac{3}{4}$ length to Collision bulkhead	665			1	✓	" " Reversed Frame	✓			✓	
" " in peaks	610			1	✓	" " Vertical Struts	✓			✓	
Motor space	750			1	✓	Centre Girder, depth and thickness amidships	1800	x	15.5	✓	✓
SIDE FRAMING.						" " top Angles	E.W.			1	✓
Frame Amidships, Angle, [or]	Longitud.			1	✓	" " bottom Angles	130	130	16	✓	✓
" " Extends up to	✓				✓	Side Girders, No. each side and thickness	15	x	12	✓	✓
Reversed Frame Amidships, Angle	✓				✓	Margin Plate depth (excl. of flange) and thickness	500	x	14	✓	✓
" " " Extends up to...	✓				✓	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	E.W.			1	✓
Depth of Framing Girder	✓				✓	" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	✓				✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	230	90	12	✓	✓	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	✓				✓
" "											

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 <i>Two Longitud. Bulkheads.</i>									
<i>Horizontal Stiffeners</i>									
" in 'tween Decks, Size and Spacing	11.5	10	14.5	✓	✓				✓
" " " " "	200	90	10	✓	✓				✓
" " " " "	380	100	14.5	✓	✓				✓
" " " " "	57	760		✓	✓				✓
" " " " "	915	x	11	✓	✓				✓
" in Holds	3050	x	3660	✓	✓				✓
" " " " "	150	75	12	✓	✓				✓
" " " " "	150	x	11	✓	✓				✓
" " " " "	EW.			✓	✓				✓
Centre Line Bulkhead, Girder:									
Stiffeners and Spacing	1945	x	10	✓	✓				✓
" " " " "	150	150	11	✓	✓				✓
Plating, thickness of	200	95	10	✓	✓				✓
" " " " "	230	90	11	✓	✓				✓
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	2150	x	20-22	✓	✓				✓
" " " " in way of Bridge	25			✓	✓				✓
" Angle in Wells	180	180	20	✓	✓				✓
Thickness of Plating abreast Deck openings in way of Wells	20.5			✓	✓				✓
Thickness of Plating abreast Deck openings in way of Bridge	20.5			✓	✓				✓
Thickness of Plating within line of openings	12.5			✓	✓				✓
If Sheathed, material and thickness	unsheathed			✓	✓				✓
Second Deck.									
Stringer Plate, breadth and thickness in Wells	1000	x	10	✓	✓				✓
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									
If Plated, state thickness									
Fourth Deck.									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness	1000	x	10	✓	✓				✓
Plating, Sheathing, material and thickness	7-8	3" Pine		✓	✓				✓
Bridge Deck.									
Stringer Plate, breadth and thickness	1220	x	11.5	✓	✓				✓
Plating, Sheathing, material and thickness	9	Cement 50		✓	✓				✓
Forecastle Deck.									
Stringer Plate, breadth and thickness	930	x	10	✓	✓				✓
Plating, Sheathing, material and thickness	9	unsheathed		✓	✓				✓

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? Ordinary.		No. of Rows of Rivets.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.			Diam.	Spacing or to cr.
FLAT PLATE KEEL	2040	24	21	21	✓	Double	25 100	3	25	100	EW + Strapp.
" DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes	2000	19	20-13.5	14	✓	Double	25 100	3	25	100	EW + Strapp.
BILGE PLATING, No. of Strakes	1900	19	13.5	14	✓	"	25 100	5	25	112	Lapped.
SIDE PLATING, No. of Strakes	2100	17	13.5	12.5	✓	Treble	22 88	4	22	88	Lapped.
UPPER DECK, Sheer-strake in Wells	2000	23.5	13	12.5	✓	Double	25 100	3	25	100	Double Strapp.
UPPER DECK, Sheer-strake in Bridge	2000	27	✓	✓	✓	"	28 112	3	28	125	" "
STRAKE BELOW Sheer-strake in Wells	2000	21	13	12.5	✓	"	25 100	5	25	100	Lapped.
STRAKE BELOW Sheer-strake in Bridge	2000	21	✓	✓	✓	"	25 100	5	25	100	"
POOP SIDE PLATING	✓	✓	✓	10.5	✓	Single	22 100	2	19	66	"
BRIDGE SIDE PLATING	✓	13.5	✓	✓	✓	Double	28 112	2	22	77	"
FORECASTLE SIDE PLATING	✓	✓	11.5	✓	✓	Single	22 88	2	19	66	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	16
Extending to Upper Deck (Sec. 3 c)	16 Bulkheads.
" Deck next below	✓
As per Rule	yes, as approved.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat Plate Keel.			
STEM	Built plates 18-22	52oe	as app. B + V. Hamburg.	
STERN FRAME	Propeller Post	Cast	Channel Krupp Essen.	
	Rudder	Forp	270 dia.	
Speed of Vessel		12.5	Kn.	
RUDDER—Type		Streamline	Balance EW.	
" A x D		16.216		
" Diam. of head		322	dia.	
" Mainpiece at top pintle		270	dia.	
" " heel		270	dia.	
" how constructed		Built Plates	EW.	
" double or single plate		Double Plates	13 th	
" coupling, vertical or horizontal		Horiz. with 8 Bolts	77 dia.	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
	S. M.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	11 10	From Midst. 1530 x 11.5	2280	150 x 7.5-8	760
" " Second	11 10	1630 x 11.5	2280	150 x 7.5-8	760
" " Third	11 11.5	1450 x 11.5	3040	250 x 9.0-11	760
" " Holds	11 11.5	180 x 7.5-10	610	Decks.	As
COLLISION	9-13	320 x 100-13	610	Decks.	As
AFTER PEAK	6-5-12	220 x 12	760	200 x 9	77 pr.

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	5 m. open hearted Process.
	Gutehoffnungshütte - Oberhausen; Krupp Fr. Alfred Hütte - Rheinhausen; Hoerder Verein - Hoerde; Aug. Thyssen - Mülheim; Thyssenhütte - Hamm; Burdächerhütte - Burdach; Dillinger Hüttenwerke; A. Sternberg - Saarlouis; Mannesmann.	
	Has the Steel been tested as required by the Rules?	yes, by the Society's Surveyors.

"ESSE BOLIVAR" PARTICULARS OF LONGITUDINAL FRAMING. Fried. Krupp. Kiel 568.

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.	Rivets in Brackets to Bulkheads.		
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.		Inches.	Number.	Diameter.
						Aft.		Forw.												
Framing of L, L or C			165	75	9.5	7		7			7			7		22	130	130	7	7
Frames in Bridge 'tween Decks 5			200	90	13	180-90-10	180-90-10			7			7		22	130	130	8	22	
Frames from Uppermost Continuous Deck			200	90	13	180-90-10	180-90-10			7			7		22	130	130	8	22	
5 " 2			230	90	11	180-90-10	180-90-10			7			7		22	130	130	9	22	
5 " 3			230	90	11.5	180-90-10	180-90-10			7			7		22	130	130	9	22	
5 " 4			250	90	11	200-90-10	200-90-10			7			7		22	130	130	10	22	
5 " 5			250	90	13	200-90-10	200-90-10			7			7		22	130	130	10	22	
5 " 6			280	90	12	200-90-11	230-90-11			7			7		22	130	12 R = 99	11	22	
5 " 7			280	90	12	230-90-11	230-90-11			7			7		22	130	12 R = 99	11	22	
5 " 8			280	90	13	230-90-11	230-90-11			7			7		22	130	12 R = 99	11	22	
5 " 9			280	90	13.5	230-90-12	250-90-11.5			7			7		22	130	12 R = 99	11	22	
5 " 10			300	90	13	250-90-11	250-90-11.5			7			7		22	130	12 R = 77	11	22	
5 " 11			300	90	13	250-90-11	250-90-11.5			7			7		22	130	12 R = 77	11	22	
5 " 12			340	100	15	250-90-11	250-90-12			7			7		25	150	12 R = 88	18	22	
5 " 13			431.8-101.6-13.25-17.27			250-90-11	340-100-13.5			7			7		25	150	12 R = 88	22	22	
5 " 14			431.8-101.6-13.25-17.27			250-90-12	100-90-12.5			7			7		25	150	12 R = 88	22	22	
5 " 15						280-90-12				7			7							
5 " 16										7			7							
Spacing of Longitudinal Frames			760			760	500			7			7							
Double Bottoms																				
Tank Top Longitudinals																				
Bottom																				
Spacing of Longitudinals																				
Amidships																				
At Ends...																				
Transverses.																				
In Bridge																				
Depth and Thickness			750	x	10		Aft.			7			7							
Face Angles			Flanged		75		7			7			7							
Lugs to Shell*			90	90	11		7			7			7		22	110		7		
In Upper 'tween Decks.																				
Depth and Thickness			915	x	11	610	x	10		7			7							
Face Angles			180	90	12	150	90	10		7			7							
Lugs to Shell* Liners			150	150	11	150	150	11		7			7		22	99	2 Rows.	7		
Side			915	x	12.5	760	x	12.5		7			7							
Depth and Thickness			2157-1870		12.5	300	90	14		7			7							
Face Angles			180	90	12	150	150	12.5		7			7							
Lugs to Shell* Liners			150	150	12.5	150	150	12.5		7			7		22	99	2 Rows.	7		
In Hold.																				
Back Bars			90	90	12.5		7			7			7				1 Row.	7		
Brackets Long. B'd.			2700	2600	12.5		7			7			7							
Spacing of Transverse Frames			3050	-	3660		3000			7			7							
State if joggled or liners.																				
Longitudinal Beams of L, L or C																				
Bridge Deck			150	75	10		Aft.			7			7							
Upper			230	90	11	150	75	8	180	75	8			7						
Second			230	90	11	180	75	9.5	230	90	11			7						
Third						150	75	8					7							
Sum T.																				
Transverse Beams.																				
In Ships.																				
Plate.																				
Angles.																				
As approved.																				
Plate.																				
Angles.																				

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 53500												LETTER f7	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.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.				
2133	1st Bower ...	87	1	0	✓	✓	✓	62	5	0	0	90	✓	Union Blackless	Dortmund	Dortmund, 15.4.37
2134	2nd " ...	87	1	18	✓	✓	✓	62	5	0	0			" "	Hoerder	" J. Quast
2135	3rd " ...	88	1	19	✓	✓	✓	62	15	0	0			" "	Hiltnerverein	" "
	Collective weight.	263	0	9	✓	✓	✓					257 1/2	✓	"	"	"
2136	Stream	34	0	22	✓	✓	✓	31	16	1	0	26 1/2	✓	" "	" "	" " ✓

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.	Length.	Diam.	Length.					Ins.	Length.		Ins.	
1438	303	2 5/8	120 3/4	169 1/4	1079.1.24		1040	300	2 5/8	St. Link	Hansa	Dortm. 4.3.37	TOWLINE...	130	5 1/2	9 3/4	130	5 1/2	
✓	✓	✓	✓	✓	✓		✓	✓	✓	Kettenfabr. Dortmund.	J. Quast.	✓	HAWSERS & WARPS	200	8	19.3	200	8	
													Manila	200	8	19.3	200	8	
		Clr.							Clr.				"						
Iron Stream Chain or Steel Wire	120	5	✓	77	✓		✓	120	5	St. Wire	Westf. Drahtl.-d. Hamm.	19.12.36	"			5 spare Wires.			

Steering Gear, Steam <i>Direct driven Steam, efficient.</i>										Steering Gear, Hand <i>yes, efficient.</i>					
Boats <i>45 feet: 24'0" x 7'9" x 3'4"</i>										Steering Chains, Size and Test <i>No chains.</i>					
Ceiling in Holds, thickness and material <i>No Ceiling.</i>										Cargo Battens, thickness, material and spacing <i>No Cargo battens.</i>					
Cargo Hatchways.-(Upper Deck) <i>Built Steel Plates & Angles, good.</i>										Thickness of Hatches <i>All Steel Hinged Covers 10-11, good.</i>					
Size of No. 1 Hatchway (Forward) <i>19.95' x 10.0' No. 35 7.0' x 4.0' No. 6 4.0' x 2.0' No. 7 23 1/2" dia No. 3 43" x 47 1/2" No. 6</i>										<i>✓</i>					
Number of Shifting Beams and/or Fore and Afters <i>No Shifting beams or Fore & After.</i>										<i>Kül. Gaarden, den 3. August 1937</i>					
										Builder's Signature <i>Fried. Krupp Germania Werft</i>					

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 <i>yes, Motorship.</i>															
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo <i>yes, Tanker</i>										The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.					
<i>This vessel has been built in accordance with the approved and amended 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 Oil in Bulk with Longitud. Framing."</i>															
<i>The workmanship is throughout of the best description for this type of vessels. All parts conforming well with each other, without use of any packing, and efficiently riveted together.</i>															
<i>All Electric-weldings have been carried out to Rules with approved Electrodes.</i>															
<i>The Peak tanks, deep-tanks and double-bottom tanks have been filled and tested as required by the Rules, also Bulkheads and Weather-decks. - Cofferdams, Cargo-tanks and Fuel Oil bunkers have been filled and tested with a pressure of 8.0' x 10.0' above the highest point of Expansion-trunks, and were found perfectly tight. - Air-bonding pipes of all tanks comply with the Rules. - The Panking-arrangements and strengthening of bottom forward have been carried out as approved and to my satisfaction. -</i>															

The amount of Entry Fee MKs: : 240-										Fees applied for, (Special notations, where part of class, to be stated.)					
Special Survey Fee.... MKs: 13645-										26.7.37 1937					
Travelling Expenses, if any MKs: : 565:-										Received by me, 27.8.1937 27/8					
Freight MKs: 400:-										I am of opinion the Vessel should be Classed *100A1.					
State whether the Vessel has been built under Special Survey <i>yes, Special Survey.</i>										"Petroleum in Bulk."					
Certificate to be sent to <i>Haw</i>										Signature <i>L. J. J. J.</i>					
Date of issue <i>28.8.37</i>										Surveyor to Lloyd's Register of Shipping.					

Committee's Minute										TUE. 17 AUG 1937					
Character assigned										+ 100A1					
										Carrying petroleum in bulk					
										Lloyd's Assoc. + Lmb. 8. 37					
										Rudder Electrically welded 3 D.B. - 200 lbs					
										O.K. oiling, Cf.					
										Waite Hain					

The Surveyors are requested not to write on or below the Committee's Minute.



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Lloyd's Register Foundation

002602-002610-0073 3/3

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.)

Masts, Rigging and Cargo-gear found satisfactory. -
All Steel material used in the construction of this vessel has been made at works approved, and tested by the Society's Surveyors in accordance with the Rules. Anchors and Chain-cables have been compared with certificates and were found in order. - General Equipment complete in good condition. -
The Freeboard approved (Panama) has been marked on vessels sides, verified and cut in L.R. 7'-3 3/8". - The draft corresponding to the assigned Summer-freeboard is 29'-11 7/8" as given in Builders Deadweight and Displacement Scale attached. - Sister vessel "Naragansett" Fried. Krupps No 540. -

Attached: 1. Particulars of Longitud. Framing.
9 Approved Plans.
1. Section as built.
1. Capacity Plan with Displacement Scale.
6 Test Certificates. -
1 Interim Certificate.

P. Piers.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book *Steel Single Sc. Motor Tanker*
Machinery aft; Petroleum in Bulk; Cruiser Stern; One Steel deck; 2nd Deck fore. midships 9 aft; Longitudinal Framing; Rudder electrically welded; Lloyds A.C.P. - Overall Length = 506'-8".
Wireless, Direction Finding Apparatus, Echo sounding Apparatus and Gyro Compass fitted.

Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower. Head 814: W = 56.3.25, 12 Feet; Shank 818: W = 30.1.3, 12 Feet; Dorn. 8.4.37. J. Const. 2nd " Head 815: W = 56.3.21, 12 Feet; Shank 820: W = 30.1.25, 12 Feet; Dorn. 8.4.37. J. Const. 3rd " Head 816: W = 58.1.16, 12 Feet; Shank 819: W = 30.0.3, 12 Feet; Dorn. 8.4.37. J. Const.
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107.2 ft., R.Q.D. 1/2 ft., Bridge 50.0 ft., Forecastle 35.23 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

No. and Material of Decks *One Steel Deck. 2nd deck fore. midships 9 aft.*

Official No. *933*; Signal Letters *H.P.G.V.* Is bottom of vessel coated with cement *No* if not give particulars of composition *Cargo tanks not coated. Motor space Bitumastic. Water Tanks Cement. Otherwise Paint.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>Fr. 9-26</i>	<i>41.83</i>	<i>62.80</i>	Fore peak tank,	<i>23.0</i>	<i>195.74</i>
Double bottom, under Engines and Boilers, <i>Fr. 26-32</i>	<i>14.76</i>	<i>28.90</i>	After peak tank, <i>I-II</i>	<i>18.0</i>	<i>215.00</i>
Double bottom, if under Engines only, <i>Fr. 32-44</i>	<i>29.53</i>	<i>83.30</i>	Deep tank, aft, <i>Cofferdam aft</i>	<i>4.0</i>	<i>276.00</i>
Double bottom, if under Boilers only, <i>86.11</i>			Deep tank, forward,	<i>24.0</i>	<i>213.70</i>
Double bottom, forward,			Other tanks, if fitted, <i>Cofferdam fore.</i>	<i>4.4</i>	<i>170.00</i>
Total capacity of double bottom		<i>175.06</i>	(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. *187*

Date *29.6.36.*

Dates of Surveys held while building

1936: June 3, Aug. 14, 18, 21, 24, Sept. 10, 14, 18, 29, Oct. 1, 6, 20, 30, Nov. 3, 10, 13, 17, 20, 24, 27, 30, Dec. 3, 7, 11, 14, 16, 18, 21, 22, 30, 1937: Jan. 6, 8, 18, 20, 25, Febr. 3, 5, 9, 10, 11, 12, 16, 18, 19, 22, 23, 25, 26, March 1, 3, 4, 5, 8, 10, 11, 12, 15, 17, 19, 22, 24, 25, 30, 31, April 7, 9, 12, 14, 16, 19, 21, 23, 27, 29, 30, May 4, 7, 10, 12, 14, 21, 26, 28, 31, June 3, 11, 16, 18, 21, 23, 25, 30, July 2, 5, 7, 8, 9.

Total No. of Visits *97.*