

RECEIVED

Rpt. 1
17 APR 1950

IN D.O.

STEEL STEAMER OR MOTORSHIP.

13 APR 1950

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 Yes

Date of completion of report 30th March 1950 Port of Belfast No. 14953

Survey held at Belfast Date First Survey 28th Jan 1948 Last Survey 24th March 1950

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

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) C.S.S. without tonnage opening State Type of Erections Port bridge & pile on Shelter Deck

TONNAGE under Tonnage Deck ... 9440.35 CLASS ±100A1 State if with freeboard as condition of Class Yes Built at Belfast

Do. of space or spaces between Tonnage Dk. and Upper Dk. 2686.33 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 530.42 Launched 21st Oct 1949 Yard No. 1414

Total 12126.68 Breadth (greatest moulded) B 72 Builders Harland & Wolff Ltd

Tonnage 13586.87 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 43.375 Owners Shaw Saville & Albion Co Ltd

ter Tonnage 7787.93 1st Longitudinal Number (L x D) = 23007 Managers (Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D) = 61197 Residence (Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS. FEET Framing Depth "d," at middle of length. See Sec. 3 (1d) 15.33 Port of Registry Southampton

539.45 Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.2 If surveyed while building, afloat, or in dry dock

72.38 Do. Long Bridge to top of keel 10.13 Building, afloat & in dry dock

40.80 Draught Moulded 31-1/8 Docking DATE: 2.50 See page 4

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.
AMES, Spacing amidships.....	34" ✓		Bracket Floors, Frame	✓	
" " from 1/2 length amidships to Collision bulkhead.....	27" ✓		" " Reversed Frame.....	✓	
" " in peaks	24" ✓		" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	49" x 60" ✓	
Frame Amidships, Angle, [<u>off</u>] <u>9 x 3 1/2 x 3 1/2 50</u> ✓			" " top Angles	3 1/2 3 1/2 56 ✓	
" " Extends up to <u>Shelter</u> <u>bridge d/b alternately</u> ✓			" " bottom Angles.....	5 5 60 ✓	
INTERMEDIATE FRAME IN BDGE			Side Girders, No. each side and thickness.....	Two at 44" ✓	
Reversed Frame Amidships, Angle	4 x 3 1/2 50 ✓	SCARPHED 15" ✓	" " OF DUCT KEEL	49" x 56" ✓	
" " Extends up to ...	LOWER DK ✓		Margin Plate	12 x 62 ✓	
Depth of Framing Girder.....	9" ✓		" " thickness	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [<u>off</u>] <u>9 x 3 1/2 x 3 1/2 50</u> ✓			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	WELDED ✓	
" " Second 'tween Decks, Angle, [<u>off</u>] <u>do</u> ✓			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	WELDED ✓	
" " Third " " " " <u>do</u> ✓			" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	21" x 48" ✓	3 1/2 x 3 1/2 x 48" ✓
" " from 1/2 len. for'd. to 15% len. from Stem	9 x 3 1/2 x 3 1/2 54 ✓	✓ 143-151 ✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	do ✓	back bar, see letter 12.5.50
WITH REV ANGLE <u>6 x 4 x 54 (4" 10")</u> ✓	10 x 3 1/2 x 3 1/2 48 ✓	✓ 152-161 ✓	Tank Side Brackets, height above base line at toe of Frame and thickness	5-6" x 48" ✓	
" " in Peaks, Angle or [<u>off</u>] <u>4 x 3 1/2 50</u> ✓	10 3 1/2 52 ✓	✓ 143-151 ✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 at 5 1/4" ✓		Breadth and thickness of Middle Line Strake...	60" x 60" ✓	
State if Frame Joggled.....	Yes ✓		Thickness of remainder in Holds	52 6 48 ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	As approved ✓		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 ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	As approved ✓		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [<u>off</u>] <u>10 x 3 1/2 x 3 1/2 40</u> ✓		Two well ✓
Floors, Depth and thickness at mid-line in Holds.....			" " in way of Bridge, Angle, [<u>off</u>] <u>10 x 3 1/2 x 3 1/2 40</u> ✓		ON ALT BEAM ✓
Height of Brackets at side above base line at toe of frame.....			" " Spacing	every frame ✓	46" in letter 12.5.50
Middle Line Keelson, on Floors, Angles, [<u>off</u>] <u>10 x 3 1/2 x 3 1/2 48</u> ✓			Second Deck, amidships, Angle, [<u>off</u>] <u>10 x 3 1/2 x 3 1/2 46</u> ✓		ON ALT BEAMS N°3 Hold ✓
" " Through Plate or Inter-costal Plate			" " Spacing	every frame ✓	see plan
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [<u>off</u>] <u>do</u> ✓		
" " Flat Plate Keel Angles			" " Spacing.....	every frame ✓	
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, [<u>off</u>] <u>10 x 3 1/2 x 3 1/2 46</u> ✓		
" " thickness of Inter-costal Plate.....			" " N° 2 & 3 Holds ONLY ✓		
" " Angles			" " Spacing.....	every frame ✓	
DOUBLE BOTTOM.			Poop Deck, Angle, [<u>off</u>] <u>8 x 3 1/2 x 3 1/2 52</u> ✓		
Solid Floors, thickness and spacing	48 every frame ✓		" " Spacing.....	every frame ✓	
" " Are Frame and Reversed Frame joggled?	Frame only ✓		Bridge Deck, Angle, [<u>off</u>] <u>8 x 3 1/2 x 3 1/2 52</u> ✓		
Bracket Floors, breadth and thickness at middle line	✓		" " Spacing.....	every frame ✓	
" " breadth and thickness at margin plate.....	✓		Forecastle Deck, Angle, [<u>off</u>] <u>10 x 3 1/2 x 3 1/2 36</u> ✓		
			" " Spacing.....	alt frames ✓	

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 rows</i>			Stringer Plate, breadth and thickness in way of Bridge	54 x 42	
" in 'tween Decks, Size and Spacing			Thickness of Plating abreast Deck openings in way of Wells	46	
" " " " " " " "			Thickness of Plating abreast Deck openings in way of Bridge	38	
" in Holds " " " "			Thickness of Plating within line of openings	34	see plan
" " " " " " " "			If Sheathed, material and thickness		
Centre Line Bulkhead. Stiffeners and Spacing		None	Third Deck. IN Nos 2 & 3 holds Stringer Plate, breadth and thickness	54 x 34	
Plating, thickness of			If Plated, state thickness	30	
STRINGERS AND DECKS.			Fourth Deck. Stringer Plate, breadth and thickness	54 x 34	
Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	78 x 1.07	Owners extra .01 for 3/4 L	If Plated, state thickness	30	
" " " " in way of Bridge	76 x 50		Poop Deck. Stringer Plate, breadth and thickness	41 x 40	
" Angle in Wells	7 x 7 x 1.0		Plating, Sheathing , material and thickness	30	
Thickness of Plating abreast Deck openings in way of Wells	76	Owners extra .01 for 3/4 L	Bridge Deck. Stringer Plate, breadth and thickness	70 x 65	62
Thickness of Plating abreast Deck openings in way of Bridge	46	And owners extra at bidge ends	STAR SIDE for 81-100	71	
Thickness of Plating within line of openings	51	Owners extra .05	Plating, Sheathing , material and thickness		
If Sheathed, material and thickness	3" Hardwood in fore well		Forecastle Deck. Stringer Plate, breadth and thickness	41 x 42	
Second Deck. Stringer Plate, breadth and thickness in Wells	54 x 51	-44	Plating, Sheathing , material and thickness	42	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No	No. of ROWS OF RIVETS.	RIVETS.		STRAPE LAP	
	Breadth.	Thickness.	Thickness.	Thickness.					SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.		
Flat Plate Keel.....	61"	101	89	89		Double	1"	3 7/8	{ accepted by Mr. Millar 25.4.52	WELDED		
" WAY OF DUCT KEEL	61	1.21	79	128		Double	1"	3 7/8		WELDED		
" Dblg. (if any)												
Bottom Plating, No. of Strakes A.B.C.D.		80	57	57		Double	1"	4 1/4		Welded		
Bilge Plating, No. of Strakes E.F.....		80	57	57		Double	1"	4 1/4		Welded		
Side Plating, No. of Strakes G.H.I.K.L.		G STRAKE .82 FOR 3/4 LENGTH			Owners extra .06 for 3/4	Double	1"	4 1/4		Welded		
Upper Deck, Sheer- strake in Wells N..	73	1.0	.53	.53		J STAKE SEAM TREBLE RIVETTED 66" EACH SIDE OF L FWD + AFTER B H.K " " 2 ADD RIVETS EACH FR SPACE 66" do do	1 1/4"	4 1/4		Welded		
Upper Deck, Sheer- strake in Bridge N..	73	.76	1.0	1.0		Double	1"	4 1/4		Welded		
Strake below Sheer- strake in Wells M..	73 1/2	.90	.53	.53		Double	1"	4 1/4		Welded		
Strake below Sheer- strake in Bridge M..	73 1/2	.76				Double	1"	4 1/4		Welded		
Poop Side Plating.....				.44		Single	3/4	3"		Welded		
Bridge Side Plating O.P.		.71	.82	.82		Double	7/8"	1 3/4		Welded		
Forecastle Side Plating			.48			Single	3/4	3"		Welded		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	8 + cofferdam bulkhead
Extending to Upper Deck (Sec. 3 c)	7
" Deck next below	1 A.P.
As per Rule	8

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar			Flat plate	
STEM			Mild Steel bar 11" x 3"	
STERN FRAME	Propeller Post		Cast steel as approved	
	Rudder		made by Steel Co of Scotland	
Speed of Vessel			17 1/2 knots	
RUDDER—Type			Double plated semi bal	
" A x D			as approved	
" Diam. of head	Forged		18 3/8	Owners extra
" Mainpiece at top pintle			Rudder frame casting	
" heel			Steel Co of Scotland	
" how constructed			Cast frame, plates welded	
" double or single plate coupling, vertical or horizontal			Double Horizontal	

STIFFENERS.	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.		Spacing.		Scantlings.		Spacing.	
FRAME 400 MIDSHIP BULKHEAD, Upper 'tween decks	26	3 1/2 x 3	10A	26	30				
" " Second	30	5 x 3	10A	30					
" " Third	33	6 x 3 1/2	10A	56	30				
" " Holds	39	11 x 10	4 x 75	10A	24				
" " (in Hold)	47	12 x 10	4 x 75	10A	24				
COLLISION	53	34	8 x 3 1/2	50	10A	24			
AFTER PEAK	30-48	7 x 3 1/2	50	10A	24				

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).	Colvilles, Steel Co of Scotland, Consett Iron Co Ltd
Has the Steel been tested as required by the Rules?	Yes

EQUIPMENT No. 64854

LETTER J

BOWER ANCHORS. 10% ABOVE RULE OWNERS EXTRA

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.				
555	1st Bower	114	2	14	STOCKLESS			72	17	2	0		Byers type (Cast Steel Head)	Sam Taylor & Sons	LPHN 20/6/49	✓
557	2nd "	113	3	21	do			72	10	-	-		SHANK FORGED OH INGOT STEEL SHACKLE UNWELDED STEEL	(Preston, Hill)	W. NORMAN	✓
556	3rd "	113	3	7	do			72	10	-	-		DO	DO	DO	✓
	Collective weight	342	1	14								311-0-0		DO	DO	✓
554	Stream	33	0	7	8	1	21	30	19	1	14	32-2-0	RODGERS FORGED OH INGOT STEEL ELEC WELDED SHACKLE UNWELDED STEEL	DO	DO	✓

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.	
	Fathoms.	Ins.	Stations.	Break-ing.	Supplied.	Per Rule.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
349	330	2 1/2	157.5	220.5	1066-3-14			330	2 1/2	STUD LINK TAYCO	SAM TAYLOR (Preston, Hill) LPHN 18/6/49 W. NORMAN		TOWLINE BRIT. ROPES	130	6 1/2	WITHOUT BREAKING 112.3	130	6 1/2
	INCLUDES	22	LUGLESS SHACKLES JOINING (1-14)										HAWSERS & WARPS	4			4	
351	ADAPTOR PIECE	2 1/2	157.5	220.5	1-1-0					ADAPTOR PIECE DO	DO	LPHN 13/6/49 W. NORMAN	BRIT. ROPES	4			4	
550	DO	2 1/2	157.5	220.5	1-1-0					DO	DO	DO	BRIT. ROPES	AT			AT	
552	DO	2 1/2	157.5	220.5	1-1-0					DO	DO	DO	"	120	2 3/4	WITHOUT BREAKING 115.2	120	2 3/4
553	SHACKLE	17.5	66.5	2-7						SHACKLE FOR 1 1/8 LINK GALV STEEL	BRITISH ROPES LTD	MAKERS TEST 27/9/	"					
Stream	120	5 1/2	84.4					120	5 1/2									

ar, Type (Power or hand) Brown Bros (Edinburgh) Electrohydraulic Alternative Means of Steering Turn independent motors

ains (Size and Test) Telemotor control Windlass Clark Chapman Electric Boats 4. 24ft steel lifeboats (3 Fleming 1 Motor) 9"

Holds, thickness and material Holds insulated (N°6 hold + 6 T.D.s 6x2" Cargo Battens, thickness, material and spacing 6x2" WW (2) N°6 hold no ceiling + N°4 + 5 UTDs " WW

hways. (Upper Deck) Coamings of steel plates + bulk angles Thickness of Hatches 2 1/2" WW 3" N°3 H + plugs where insulated

hways No. 1 (Fwd.) 18'-0 1/2" x 18'-2 1/2" No. 2 34'-0" x 18'-2 1/2" No. 3 25'-6" x 18'-2 1/2" No. 4 25'-6" x 18'-2 1/2" No. 5 25'-6" x 18'-2 1/2" No. 6 17'-0 1/2" x 18'-2 1/2"

Shifting Beams } 3 ✓ 6 ✓ 5 ✓ 5 ✓ 5 ✓ 3 ✓

Builder's Signature Fred V. Gault Secretary

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. Yes ✓
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 (where required to be inserted in the Notation).

Vessel has been built in conformity with the Society's Rules, Regulations and the Secretary's. The scantlings + arrangements are in accordance with or equivalent to those shown on the approved plans. The oil fuel is carried in deep oil bunkers at the forward end of the machinery at the sides of + between the shaft tunnels and in the double bottom tanks N°s 1, 2, 4, 6 + 7 point above 150° F ✓

material + workmanship are good. The double bottom tanks, cofferdams, duct keel, oil fuel bunkers + forward + after peak tanks have been water tested to rule requirements and found satisfactory. Weather decks, w/t bulkheads, flats, tunnels, w/t doors in bulkheads + shell plating sidelights + deadlights have been satisfactorily hose tested. Steering gear, windlass, anchors + cables and hlgc sections have been tried under working conditions + found in order. Freeboard assigned, verified + cut in + load line certificate + copy issued ✓

Amount of Entry Fee..... £	Fees applied for,	(Special notations, where part of class, to be stated.)
Freeboard Assignment 36-0-0 ✓	7.4 19.50	
Special Survey Fee..... £1118: 0: 0	Received by me,	
Travelling Expenses, if any £ NIL	19	

I am of opinion the Vessel should be Classed + 100A1 with freeboard

ate whether the Vessel has been built under Special Survey Yes

ertificate to be sent to Belfast Date of issue 23/5/50

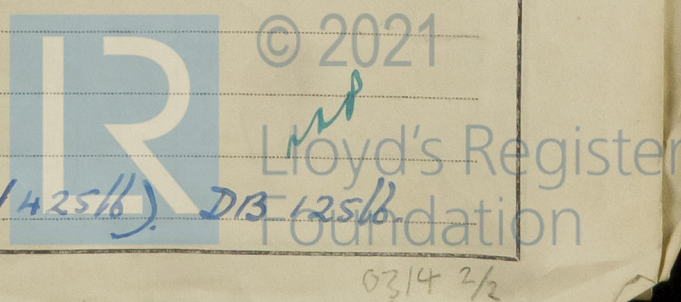
ommittee's Minute FRI. 5 MAY 1950

Character assigned + 100A1 with freeboard

2.50 Bel. Fitted for oil fuel 3.50 R.P. above 150° F

Lloyd's A + CP + LMC 3.50 Subject

White 13X (hwm). 2 WTB 490% (Sp/425/6) D/B 125/6



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.)

Sister vessel Mess^{rs} Cammell Lairds N°1202 5/5 "PERSIC" ✓

Vessel examined in dry dock 24th Feb^r 1950 Undocked 27th Feb 1950

Interim classification certificate Copy herewith ✓

The vessel is insulated for the carriage of refrigerated cargoes except in ① N°6 hold + tunnel ② Poop + hidge spaces ③ N°5 upper turn decks ④ after part of N°4 upper turn decks where general cargo is carried ✓

Forwarded herewith are the certificates for ① Stern frame + boss arm ② Rudder frame ③ finplate ④ forefoot ⑤ bearing bush + stuffing box ⑥ w/f door ⑦ Tiller crosshead ⑧ Twenty-two derricks

Plans forwarded herewith for reference Midship section, deck plans (2) + framing plans. Other plans are retained in this office for dealing with sister vessel 5/5 "Suerac" + are as for 5/5 "Persic"

PARTICULARS OF ELECTRIC WELDING (if employed) Keel plate + centre girder both welded ✓ Tank top centre str + margin both welded ✓ Tank top plating welded ✓ Shell plating both welded ✓ Sheerstrake both welded ✓ All decks welded ✓ Rudder welded ✓ w/f bulkheads welded ✓ Midship + tunnel and fore hulkers welded ✓ Engine seatings welded ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Cruiser stern, DF, ESD, GYC, Pt elec welded, 8.BH, FK + RMC Duct Keel fwd of mach^y space ✓

RADAR Equipment (State if fitted) Yes ✓

State Type or Pattern No. RADIOLOCATOR III 1400 F

State } Maker
Name } and/or
of } Supplier MARCONI ✓

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

1st Bower	68 - 3 - 14 (INCLUDES PIN) ✓	RL	3789	4-11-48 ✓
2nd "	69 - 1 - 0 DO ✓	RL	3823	23-11-48 ✓
3rd "	68 - 1 - 14 DO ✓	RL	3826	7-12-48 ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 62.5 ft., R.Q.D. ✓ ft., Bridge 192.7 ft., Forecastle 71.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Not joined

Official No. 183591 Signal Letters Not applicable on trial Extreme Breadth over Belting ✓ Over-all Length 561.2 ft (Circ. 1703)

No. and Material of Decks Three decks 4th Deck in Nos 2 + 3 Holds

Parts of Bottom of Vessel coated with cement or approved composition Bare steel in all compartments, fore + after peak tanks cemented + Tanstectol (International Paint Co) in N°5 reserve feed double bottom to

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	Feet. 119	Tons. 428	Fore peak tank,	Feet.	Tons. 147
Double bottom, under Engines and Boilers,	96.3	528	After peak tank,		166.5
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	77 ✓	309
Double bottom, forward,	147.3	732	Other tanks, if fitted, in way of tunnels ✓		1509
Total length (if continuous) and Capacity	362.6 ✓	1688 ✓	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 999

Date 28/5/48

Dates of Surveys held while building

1948
June 28, 29 July 7, 9, 18, 23, 26 Aug 3, 6, 12, 17, 19, 23, 26, 31 Sept 2, 22, 29, 30 Oct 4, 7, 11, 12, 14, 15, 16, 18, 23, 25, 31 Nov 1, 2, 4, 9, 11, 15, 17, 20, 25, 29 Dec 2, 6, 9, 14, 15, 16, 17, 21, 23, 24, 29 Jan 4, 5, 6, 11, 14, 20, 24, 25, 27 Feb 4, 9, 10, 14, 17, 21, 22, 24, 28 Mar 1, 3, 4, 8, 10, 11, 15, 18, 21, 24, 28, 30 Apr 4, 6, 8, 12, 14, 22, 26, 29 May 3, 5, 6, 10, 13, 15, 16, 18, 23, 25, 31 June 1, 3, 13, 14, 15, 16, 21, 22, 23, 24, 27, 28 July 1, 5, 7, 19, 21, 22, 24, 27, 29 Aug 3, 4, 5, 8, 9, 11, 12, 13, 14, 15, 16, 18, 19, 22, 23, 24, 25, 26, 31 Sept 2, 6, 8, 9, 14, 15, 16, 19, 21, 23, 24, 26, 29 Oct 2, 3, 5, 6, 7, 10, 11, 12, 14, 17, 18, 21, 22, 28 Nov 1, 3, 4, 8, 10, 14, 18, 21, 22, 28, 30 Dec 1, 2, 5, 6, 7, 9, 13, 15, 21, 22, 25, 29 Jan 2, 10, 11, 17, 19, 23, 26, 28 Feb 1, 3, 6, 7, 8, 15, 16, 21, 24, 27 Mar 1, 2, 6, 7, 8, 10, 13, 15, 22, 23, 24

Total No. of Visits 21