

Rpt. 1

STEEL STEAMER or MOTORSHIP.

Received at London Office 22 JAN 1943

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

State of Report is sent on the Machinery of the Vessel

Date of completion of report

14/1/43

Port of

Belfast

Survey held at

Belfast

Date First Survey

5th Sept. 1940

Last Survey

30th Sept. 1942

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

Single Screw Yanker SAN. VERONICO. (mach's aft)

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

Full Scantling

State Type of Erections

Poop. Br. Yell

TONNAGE under Tonnage Deck

7229.82

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

Total

7229.82

Gross Tonnage

8188.97

Register Tonnage

4787.60

CLASS + 100A1. Carrying Pt. in hull. Long fr. at bottom condition of Class

No

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

L 460

Breadth (greatest moulded)

B 59

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

1st Longitudinal Number (L x D)

= 15640

2nd Numeral L x (B + D)

= 42780

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

✓

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

13.52

Do. Long Bridge to top of keel

✓

Draught Moulded

27-4 1/4

Built at

Belfast

Launched

30th May 1942

Yard No. 1090

Builders

Harland & Wolff Ltd

Owners

Eagle Oil & Shipping Co

Managers

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

Residence

Port of Registry

London

If surveyed while building, afloat, or in dry dock

Building, afloat and drydock

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	31 1/2	✓	Bracket Floors, Frame	✓	
" " forward cofferdam			" " Reversed Frame	✓	
" " from 1/2 length to Collision bulkhead	27	✓	" " Vertical Struts	✓	
" " in peaks	24	✓	Centre Girder, depth and thickness amidships	60" 54 1/2 46	✓
SIDE FRAMING.			" " top Angles	4 4 9/16	✓
Frame Amidships, Angle E or [10 3 1/2 7/16	✓	" " bottom Angles	4 4 9/16	✓
" " for launch	11 3 1/2 7/16	✓	Side Girders, No. each side and thickness	28 60 18 42	✓
" " Extends up to	upper deck	✓	Margin Plate depth (excl. of flange) and thickness	54	✓
Reversed Frame Amidships, Angle	✓		" " Vertical Angle to Tank side	6 6 50	✓
" " Extends up to	✓		" " Bracket abaft 1/2 len. from stem	✓	
Depth of Framing Girder	10	✓	" " Vertical Angle to Tank side	✓	
Frames in Uppermost Continuous Tween Decks, Angle, [or [✓		" " Bracket forward 1/2 len. from stem	✓	
" " Second Tween Decks, Angle, [or [✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " Third " " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
Framing in Peaks, Angle or [8 3 1/2 7/16	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	46 ft 3"	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 c 4 7/8	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	Yes	✓	Breadth and thickness of Middle Line Strake	1 1/8	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	as app ^d	✓	Thickness of remainder in Hold	52	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	as app ^d	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. or space and framing in Bunkers and Boiler Room?	as app ^d	✓
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	See log ^l	✓	Uppermost Continuous Deck, amidships in Wells, Angle, E or [8 3 1/2 7/16	✓
Height of Brackets at side above base line at toe of frame	framing	✓	" " in way of Bridge, Angle, E or [8 3 1/2 7/16	✓
Middle Line Keelson, on Floors, Angles, [or [plan	✓	" " E or [Full		
" " Through Plate or Intercostal Plate			Spacing	every	✓
" " Foundation Plate on Floors			Second Deck, amidships, Angle, E or [8 3 1/2 437 9 3 1/2 437	✓
" " Flat Plate Keel Angles			Spacing	every	✓
Side Keelsons, No. each side			Third Deck, amidships, Angle, E or [8 3 1/2 7/16	✓
" " thickness of Intercostal Plate			Spacing	every	✓
" " Angles			Fourth Deck, amidships, Angle, [or [✓	
DOUBLE BOTTOM			Spacing	✓	
Solid Floors, thickness and spacing	46 c 3 1/2, 30 1/4	✓	Poop Deck, Angle, [or [8 3 1/2 35	✓
" " Are Frame and Reversed Frame joggled?	Yes	✓	Spacing	every	✓
Bracket Floors, breadth and thickness at middle line	✓		Bridge Deck, Angle, [or [log ^l framed	✓
" " breadth and thickness at margin plate	✓		Spacing	✓	
			Forecastle Deck, Angle, E or [10 3 1/2 7/16 9 3 1/2 7/16	✓
			Spacing	every	✓

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 <i>forward</i>	✓
„ in 'tween Decks, Size and Spacing	<i>Two long at bulkheads</i>	✓	Thickness of Plating abreast Deck openings in way of Wells <i>aft</i>	✓
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge <i>forward</i>	✓
„ in Holds „ „			Thickness of Plating within line of openings...	✓
„ „ „ „ „			If Sheathed, material and thickness	✓
Centre Line Bulkhead. <i>114 P13</i>			Third Deck. deep tank top	
Stiffeners and Spacing.....	<i>10 3 1/2 7/16</i>	✓	Stringer Plate, breadth and thickness.....	✓
<i>two hor. girders 33 x 42; 29 x 40</i>	<i>3 1/2</i>		If Plated, state thickness.....	✓
Plating, thickness of <i>flanged plates</i>	<i>42 vertical</i>	✓	Fourth Deck.	
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....	✓
Uppermost Continuous Deck.			If Plated, state thickness	
Stringer Plate, breadth and thickness in Wells	<i>82 x 80</i>	✓	Poop Deck.	
„ „ „ „ in way of Bridge	<i>82 x 87</i>	✓	Stringer Plate, breadth and thickness	✓
„ Angle in Wells	<i>6 6 98</i>	✓	Plating, Sheathing, material and thickness ..	<i>26 not sheathed</i>
<i>ce. continuous strakes</i>			Bridge Deck.	
Thickness of Plating abreast Deck openings in way of Wells	<i>76, 82</i>	<i>see plan</i>	Stringer Plate, breadth and thickness.....	✓
Thickness of Plating abreast Deck openings in way of Bridge	✓		Plating, Sheathing, material and thickness ..	<i>34 not sheathed</i>
<i>ce. in way of O.T. hatches</i>			Forecastle Deck.	
Thickness of Plating within line of openings...	<i>58, 64</i>	✓	Stringer Plate, breadth and thickness.....	✓
If Sheathed, material and thickness	<i>no</i>		Plating, Sheathing, material and thickness ..	✓
Second Deck. <i>aft</i>				
Stringer Plate, breadth and thickness in Wells	<i>40</i>	✓		

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.				
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged?		BUTTS.		
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.	STRAPPED OR LAPPED.
	Inches.	Inches.	Inches.	Inches.		Diam.	Spacing or to cr.	Diam.	Spacing or to cr.
FLAT PLATE KEEL	<i>57</i>	<i>96</i>	<i>78</i>	<i>78</i>	<i>double</i>	<i>1"</i>	<i>4</i>	<i>five</i>	<i>1 1/8 4 1/2 lapped</i>
„ DBLG. (if any)									
BOTTOM PLATING, No. of Strakes ... <i>4</i>		<i>67, 64</i>	<i>74, 50</i>	<i>50, 55</i>	<i>double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>four</i>	<i>7/8 3 1/2 lapped</i>
BILGE PLATING, No. of Strakes		<i>64</i>	<i>50</i>	<i>50</i>	<i>double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>four</i>	<i>7/8 3 1/2 lapped</i>
SIDE PLATING, No. of Strakes		<i>64</i>	<i>50</i>	<i>50</i>	<i>double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>four</i>	<i>7/8 3 1/2 lapped</i>
UPPER DECK, Sheer-strake in Wells.....	<i>67</i>	<i>99</i>	<i>50</i>	<i>50</i>				<i>five</i>	<i>1 1/8 5 lapped</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>67</i>	<i>99</i>	<i>50</i>	<i>50</i>				<i>five</i>	<i>1 1/8 5 lapped</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>84</i>	<i>76</i>	<i>50</i>	<i>50</i>	<i>double</i>	<i>1</i>	<i>4</i>	<i>four</i>	<i>1 4 lapped</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>84</i>	<i>76</i>	<i>50</i>	<i>50</i>	<i>double</i>	<i>1</i>	<i>4</i>	<i>four</i>	<i>1 4 lapped</i>
POOP SIDE PLATING				<i>40</i>	<i>one strake</i>			<i>two</i>	<i>3/4 2 7/8 lapped</i>
BRIDGE SIDE PLATING ...		<i>43</i>			<i>one strake</i>			<i>two</i>	<i>3/4 2 7/8 lapped</i>
FORECASTLE SIDE PLATING			<i>43</i>		<i>single</i>	<i>3/4</i>	<i>3</i>	<i>one</i>	<i>3/4 2 7/8 lapped</i>

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)

17

„ Deck next below

✓

As per Rule *ordinary cargo*

7

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.		Spacing.		Scantlings.		Spacing.	
		Inches.	Thickness.	Inches.	Thickness.	Inches.	Thickness.	Inches.	Thickness.
MIDSHIP BULKHEAD, Upper <i>centre tank</i>	<i>51</i>	<i>10 x 3 1/2</i>	<i>7/16</i>	<i>33</i>	<i>4 1/2 x 3 1/2</i>	<i>43</i>	<i>32 x 40</i>		
„ „ <i>Second</i>	<i>51</i>	<i>10 x 3 1/2</i>	<i>7/16</i>	<i>33</i>	<i>4 1/2 x 3 1/2</i>	<i>43</i>	<i>32 x 40</i>		
„ „ <i>Third</i> <i>Wing tank</i>	<i>50</i>	<i>10 x 3 1/2</i>	<i>7/16</i>	<i>30</i>	<i>3 1/2 x 3 1/2</i>	<i>43</i>	<i>32 x 40</i>		
„ „ <i>Holds</i>	<i>40</i>	<i>9 x 3 1/2</i>	<i>7/16</i>	<i>24</i>	<i>3 1/2 x 3 1/2</i>	<i>43</i>	<i>32 x 40</i>		
COLLISION „ (in Hold)	<i>53</i>	<i>9 x 3 1/2</i>	<i>7/16</i>	<i>24</i>	<i>4 x 2</i>	<i>semi box beams</i>			
AFTER PEAK „ „	<i>50</i>	<i>9 x 3 1/2</i>	<i>7/16</i>	<i>24</i>	<i>border flat</i>				

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar <i>Flat Keel</i>				
STEM <i>rolled</i>	<i>10 1/4</i>	<i>2 3/4</i>		
STERN FRAME { Propeller Post	<i>Cast</i>	<i>as</i>	<i>Beardmore</i>	
{ Rudder „	<i>Steel</i>	<i>app</i>		
Speed of Vessel				
RUDDER—Type			<i>Simple type Beardmore</i>	
„ A x D			<i>adder, double</i>	
„ Diam. of head			<i>plate bent</i>	
„ Mainpiece at top pintle			<i>Cast steel frame</i>	
„ „ heel			<i>forged steel</i>	
„ how constructed			<i>semi balanced</i>	
„ double or single plate			<i>as app</i>	
„ coupling, vertical or horizontal			<i>steel 11"</i>	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Bollevilles, Consett

Has the Steel been tested as required by the Rules?

yes (see letter)

Lloyd's Register Foundation

Rp 1*.

San. Veronica Hw No 1090

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.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.		Number.	Diameter.
Framing of L, L or C																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck to Int. Centre Girders No. 1																		
	" 2																	
	" 3																	
	" 4																	
	" 5																	
	" 6																	
	" 7																	
	" 8																	
	" 9																	
	" 10																	
	" 11																	
	" 12																	
	" 13																	
	" 14																	
	" 15																	
	" 16																	
Spacing of Longitudinal Frames																		
Amidships 1-4																		
At Ends 6-9																		
Double Bottoms L, L or C																		
Tank Top Longitudinals																		
Bottom "																		
Spacing of Longitudinals																		
Amidships																		
At Ends...																		
Transverses.																		
In Bridge 'tween Decks																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
In Upper 'tween Decks.																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
In Hold.																		
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
" " Back Bars ...																		
Brackets																		
Spacing of Transverse Frames																		
* State if joggled or liners.																		
Longitudinal Beams of L, L or C																		
Bridge Deck ...																		
Upper "																		
Second "																		
Third "																		

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				LETTER				ANCHORS.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
40532	1st Bower ...	74	0	14	✓	✓		56	0	0	0
41049	2nd „ ...	73	3	0	✓	✓		55	15	0	0
	3rd „ ...										
	Collective weight.										
99936	Stream	22	1	21	5	3	0	22	15	0	0

CHAIN CABLES.										HAWERS 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.	
116404	240	2 1/8	13 3/4	15 5/8	597-2.7					Steel	S. Taylor & Son	Netherton 25/7/41 Ref	TOWLINE...	130	5 1/2	84 2/3	130	5 1/4	
116405	15	2 1/8	8	8	37-1-1/4					80	80	80 25/7/41 Ref							
116406	15	2 1/8	8	8	37-2-0					80	80	80 25/7/41 Ref	HAWERS & WARPS	4 off			4 off		
116407	15	2 1/8	8	8	36-2-14					80	80	80 25/7/41 Ref		at			at		
116408	15	2 1/8	8	8	36-3-7					80	80	80 25/7/41 Ref		120	3 1/2	35 1/2	100	2 3/4	
					45-3-14									6x24			6x12		
Iron Stream Chain or Steel Wire	120	5		70 1/2					120	5									

Steering Gear, Steam *Hastie's steam hydraulic* Steering Gear, Hand *blocks and tackle to after winch*

Boats *four* Steering Chains, Size and Test *telemotor control* Windlass *steam efficient*

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *none*

Cargo Hatchways.—(Upper Deck) *steel O.T. hatchways 40 thick* Thickness of Hatches *54 steel O.T. cover*

Size of No. 1 Hatchway (Forward) *9' 11"* No. 2 *27 O.T. hatches to cargo tanks 4' 0" x 3' 0"* No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *none*

Builder's Signature *Wm Balfour* Secretary

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.

Oil fuel is carried in bunkers situated at fore side of motor space; in deep tank forward of forward cofferdam and in double bottom under engines. Oil cargo is carried in 27 compartments between forward and after cofferdams separated into three groups by two pump rooms.

The vessel has been built in accordance with the approved plans, the Secretary's letter and the Rules of the Society. The material and workmanship are good. All cargo tanks, oil fuel bunkers, deep tank forward, fore and after peak tanks fresh water tanks double bottom compartments in machinery space and cofferdams have been tested to Rule requirements and found satisfactory. Steering gear and windlass tested under working conditions and found satisfactory. Weather decks W.T. bulkheads have been satisfactorily have tested. Bilge pumping arrangements tried and found in order. Greenboard verified and cut in.

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee.... £607 : 1 : 9 Received by me, 20. 1. 1943.

freelboard Travelling Expenses, if any £ 19 : 0 : 0

I am of opinion the Vessel should be Classed *+100A-1* carrying petroleum in bulk. Long framing at bottom and deck

State whether the Vessel has been built under Special Survey *Yes* Signature *Wm Balfour* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Belfast* Date of issue *22/3/43*

Committee's Minute *FRI. 5 FEB 1943*

Character assigned *+100A-1*

Carrying petroleum in bulk

Lloyd's arch, *+ Lmb 12.42*

OK. E.S.D. *S.B. - 1800*

Oil Eng. Ch.

Mike Bel

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.)

This vessel as regards dimensions, form, and general arrangement of tanks is similar to the same Builders W/D 53. Empire Diamond; but differs in minor details to the vessel.

The following forging and casting reports are enclosed.
Stern frame; back post; rudder stock; rudder castings; tiller (two); 6 certificates also certificates for mast and deernotes etc; 3 certificates.

Damage :- When fairing a keel plate, damaged when vessel was drydocked, plate fractured. Plate faired, fracture need from above and below, welded and small doubling fitted, the whole carried out to my entire satisfaction. It is recommended that this repair be accepted as a permanent repair. (see correspondence) WMB

The trials of this vessel were carried out in December 1942. She left Belfast on 3rd Jan 1943. The representatives of owner and Builders expressed the wish to have the date of build 12.42. and this was agreed to. Interim certificate issued accordingly, copy attached.

The forward scaffolding, at centre, is fitted as a pump room, and bulk head clear of the oil fuel was here tested. (see correspondence.)

Particulars of electric welding:- welding employed for angle joints and corners for oil tightness for minor structural items and non structural items.

SPECIAL NOTATIONS: Either as part of the vessel's class or for record in the Register Book oil eng; machinery aft; cruiser stem
D.F.; E.S.D.

Particulars of Drop Test of Cast Steel Anchors, viz.:-
Weight, Surveyor's Initials, Number of Certificate, Date of Test.
1st Bower Wt of head & pins 48-0-6 J.Y. (Nwe) No 3497 19.10.40
2nd " 48-0-23 J.Y. (Nwe) No 3580 25.11.40
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93 ft., R.Q.D. ft., Bridge 44 ft., Forecastle 51 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated No

No. and Material of Decks 1 dk steel + 2nd dk steel clear of cargo tanks
no belting, overall length 483'

Official No. 168369; Signal Letters

Is bottom of vessel coated with cement no if not give

particulars of composition none

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, under engines	69.5	156	Fore peak tank,		150
Double bottom, under Engines and Boilers,			After peak tank,		88
Double bottom, if under Engines only,			Deep tank, aft,	24.7	240
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(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. 897

Date

25.7.40

Dates of Surveys held while building

1940 Sept 5, 12, 20 Oct 9, 27 Nov 12, 14, 21 Feb 24, 27, 29, 30 May 13, 19, 27 June 25
July 8, 11, 17, 18, 21, 22, 23, 25, 29, 31 Aug 4, 5, 6, 8, 12, 13, 14, 15, 16, 19, 26, 27, 29 Sept 1, 3, 4, 5, 8, 9, 10, 11
12, 16, 17, 19, 26, 29 Oct 3, 7, 13, 15, 16, 20, 24, 27, 31 Nov 5, 7, 11, 14, 21, 24 Dec 3, 10, 16, 17, 19, 23, 30
Jan 2, 5, 6, 8, 12, 13, 14, 15, 21, 22, 23, 26, 28 Feb 3, 4, 5, 6, 7, 9, 11, 12, 13, 14, 20, 25, 27 Mar 4, 13
Apr 1, 10, 14, 16, 19, 20, 21, 22, 23, 27, 28, 29, 30 May 1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15, 18, 19, 20, 21, 22, 25, 26, 27
28, 29, 30 June 4, 19, 30 July 2, 4, 6, 19, 24 Aug 6, 19, 24 Sept 1, 8, 9, 10 Oct 1, 6, 7, 9, 13, 14
19, 23, 26 Nov 4, 11, 12, 16, 17, 18, 19, 27 Dec 2, 3, 7, 8, 9, 10, 11, 12, 16, 21, 22, 23, 24
25, 29, 30. Total No. of Visits 185