

Rpt. 1.

SECTION

No. 1001

STEEL STEAMER or MOTORSHIP.

Rec'd from Dept.
25/8/41

Received at London Office

31 JUL 1941

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 *22nd July 1941* Port of *Glasgow*Survey held at *Glasgow* Date First Survey *11:12:39* Last Survey *11th July 1941*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw M.V. GLOUCESTER*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *C.S.S.*State Type of Erections *Forecastle*TONNAGE under 5506.44
Tonnage Deck...CLASS *+100A1* (State if with freeboard) *Yes* Built at *Glasgow*
with freeboard as condition of Class

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 450.0*Launched *3-3-41* Yard No. *575*

Total 5506.44

Breadth (greatest moulded) *B 60.0*
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 39.42* (actual 39'6 1/4")Builders *Alexander Stephens & Sons Ltd.*

Gross Tonnage 6475.98

Owners *The New Zealand Shipping Co. Ltd.*

Register Tonnage 3679.44

1st Longitudinal Number (L x D) = *16951*

Managers

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

2nd Numeral L x (B + D) = *43951*Framing Depth "d," at middle of length. See Sec. 3 (1d) *ER 17.00* *14.25*Residence *London*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.42*Port of Registry *London*Do. Long Bridge to top of keel *27'3 1/2"*If surveyed while building, afloat, or in dry dock *Yes*

Draught Moulded

REGISTERED DIMENSIONS.

FEET.

Length *457.55*Breadth *60.3*Depth *25.85*

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	<i>32</i>		Bracket Floors, Frame	<i>B.A. 6 3 1/2 48</i>	<i>✓</i>
" " from 3/4 length amidships to Collision bulkhead	<i>24</i>		" " Reversed Frame	<i>B.A. 6 3 1/2 39</i>	<i>✓</i>
" " in peaks	<i>21</i>		" " Vertical Struts	<i>Channel 8x3 1/2 x 3 1/2 x 42</i>	<i>✓</i>
DE FRAMING.			Centre Girder, depth and thickness amidships	<i>45 x 56</i>	<i>✓</i>
Frame Amidships, Angle [<i>38</i>]	<i>10x3 1/2 x 3 1/2 x 56</i>		" " top Angles	<i>double 3 1/2 3 1/2 50</i>	<i>✓</i>
" " Extends up to	<i>3rd dk</i>		" " bottom Angles	<i>double 5 5 56</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>one 40</i>	<i>✓</i>
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>39 x 56</i>	<i>✓</i>
Depth of Framing Girder	<i>10</i>		" " Vertical Angle to Tank side	<i>5 5 48</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle [<i>36</i>]	<i>6x3 1/2 x 3 1/2 x 48</i>		" " Bracket abaft 1/4 len. from stem	<i>5 5 48</i>	<i>✓</i>
" " Second 'tween Decks, Angle [<i>do.</i>]	<i>do.</i>		" " Vertical Angle to Tank side	<i>5 5 48</i>	<i>✓</i>
" " Third " " "	<i>✓</i>		" " Bracket from forward 1/4 len. from stem to Panting Area	<i>46</i>	<i>✓</i>
" " from 1/2 len. for'd. to 1 1/2 len. from Stem	<i>12x3 1/2 x 3 1/2 x 50</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>continuous plate</i>	<i>✓</i>
" " in Peaks	<i>8 x 3 1/2 x 35</i>	<i>✓</i>	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<i>do.</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 @ 5 1/4</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>3-9 x 44</i>	<i>✓</i>
State if Frame Joggled	<i>Yes</i>		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>65 53</i>	<i>✓</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</i>		Thickness of remainder in Holds	<i>46</i>	<i>✓</i>
SINGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. space and framing in Bankers and Boiler Room?	<i>Yes</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships	<i>8x3 1/2 x 3 1/2 x 52</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, [or]			" " in Way, Angle, [or]	<i>✓</i>	
" " Through Plate or Intercostal Plate			" " Spacing	<i>32</i>	
" " Foundation Plate on Floors			Second Deck, amidships, Angle [<i>38</i>]	<i>10x3 1/2 x 3 1/2 x 56</i>	<i>✓</i>
" " Flat Plate Keel Angles			" " Spacing	<i>32</i>	
Side Keelsons, No. each side			Third Deck, amidships, Angle [<i>38</i>]	<i>10x3 1/2 x 3 1/2 x 56</i>	<i>✓</i>
" " thickness of Intercostal Plate			" " Spacing	<i>32</i>	
" " Angles			Fourth Deck, amidships, Angle, [or]	<i>✓</i>	
DOUBLE BOTTOM.			" " Spacing	<i>✓</i>	
Solid Floors, thickness and spacing	<i>44-10-8</i>	<i>✓</i>	Poop Deck, Angle, [or]	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>✓</i>	" " Spacing	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line	<i>33 1/2 x 44</i>	<i>✓</i>	Bridge Deck, Angle, [or]	<i>✓</i>	
" " breadth and thickness at margin plate	<i>33 1/2 x 44</i>	<i>✓</i>	" " Spacing	<i>✓</i>	
			Forecastle Deck, Angle, [or]	<i>8 3 1/2 35 7x3 1/2 x 40</i>	<i>✓</i>
			" " Spacing	<i>24-21</i>	

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</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>✓</i>	
„ in 'tween Decks, Size and Spacing.....	<i>widely</i>		Thickness of Plating abreast Deck openings in way of Wells.....	<i>45</i>	<i>40</i>
„ „ „ „ „	<i>Spaced</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>	
„ in Holds „ „	<i>pillars</i>		Thickness of Plating within line of openings...	<i>39</i>	<i>34</i>
„ „ „ „ „	<i>dk. girders</i>		If Sheathed, material and thickness	<i>✓</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>72 x 34</i>	<i>69 1/2 x 34</i>
Plating, thickness of	<i>✓</i>		If Plated, state thickness.....	<i>30 & 35</i>	<i>✓</i>
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>72 x 74</i>	<i>66 1/2 x 68</i>	If Plated, state thickness	<i>✓</i>	
„ „ „ „ in way of Bridge	<i>✓</i>		Poop Deck.		
„ Angle in Wells	<i>6 6 68</i>	<i>✓</i>	Stringer Plate, breadth and thickness	<i>✓</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>66</i>	<i>60</i>	Plating, Sheathing, material and thickness ...	<i>✓</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>42</i>	<i>✓</i>	Stringer Plate, breadth and thickness.....	<i>✓</i>	
If Sheathed, material and thickness	<i>2 1/2 O.P.</i>	<i>✓</i>	Plating, Sheathing, material and thickness ...	<i>✓</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>72 1/2 x 48</i>	<i>68 x 43</i>	Stringer Plate, breadth and thickness.....	<i>36</i>	
			Plating, Sheathing, material and thickness ...	<i>36</i>	

SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i>		RIVETS.		No. of Rows of Rivets.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.	Inches.	Inches.
FLAT PLATE KEEL	<i>61</i>	<i>82</i>	<i>72</i>	<i>72</i>		<i>Double</i>	<i>1</i>	<i>4</i>	<i>Quad</i>	<i>1 1/8</i>	<i>4 1/2</i>
in way of deck keel <i>61</i>	<i>1.00</i>	<i>✓</i>									
„ DBLG. (if any) <i>✓</i>											
BOTTOM PLATING, No. of Strakes		<i>65</i>	<i>51</i>	<i>53</i>		<i>Double</i>	<i>7/8</i>	<i>3 5/8</i>	<i>Quad</i>	<i>7/8</i>	<i>3 1/2</i>
BILGE PLATING, No. of Strakes		<i>65</i>	<i>51</i>	<i>51</i>		<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>
SIDE PLATING, No. of Strakes		<i>63</i>	<i>48</i>	<i>48</i>		<i>„</i>	<i>„</i>	<i>„</i>	<i>Treble</i>	<i>„</i>	<i>3 1/8</i>
UPPER DECK, Sheer-strake in Wells.....	<i>61 3/4</i>	<i>79</i>	<i>48</i>	<i>48</i>	<i>72</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>Quad</i>	<i>„</i>	<i>3 1/2</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>✓</i>										
STRAKE BELOW Sheer-strake <i>✓</i>		<i>72</i>	<i>48</i>	<i>48</i>	<i>68</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>Quad</i>	<i>„</i>	<i>3 1/2</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>✓</i>										
POOP SIDE PLATING	<i>✓</i>				<i>0.25</i>						
BRIDGE SIDE PLATING ...	<i>✓</i>										
FORECASTLE SIDE PLATING		<i>42</i>				<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Single</i>	<i>3/4</i>	<i>2 5/8</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>87</i>
Extending to Upper Deck (Sec. 3 c)	<i>68</i>
„ Deck next below	<i>2</i>
As per Rule	<i>7</i>

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.	
		Scantlings.		Spacing.		Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	<i>25</i>	<i>3 1/2 x 30</i>	<i>27 1/4</i>	<i>29</i>	<i>✓</i>		
„ „ Second „	<i>27</i>	<i>6 x 3 1/2</i>	<i>38</i>	<i>30</i>	<i>✓</i>		
„ „ Third „	<i>✓</i>						
„ „ Holds	<i>40-29</i>	<i>8 x 3 1/2</i>	<i>42</i>	<i>27</i>	<i>✓</i>		
COLLISION „ (in Hold)	<i>50-34</i>	<i>7 x 3 1/2</i>	<i>45</i>	<i>24</i>	<i>✓</i>		
AFTER PEAK „ „	<i>70-30</i>	<i>6 x 3 1/2</i>	<i>34</i>	<i>24</i>	<i>✓</i>		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar			<i>Flat plate</i>	
STEM	<i>Lower portion</i>	<i>10 x 2 3/4</i>	<i>rolled steel bar</i>	
STERN FRAME { Propeller Post	<i>upper portion</i>	<i>Contour plate</i>		
{ Rudder „		<i>fabricated</i>	<i>Colvilles Const. Co.</i>	
Speed of Vessel		<i>as appd.</i>		
RUDDER—Type		<i>15 Knots</i>		
„ A x D		<i>Ord. fabricated</i>		
„ Diam. of head		<i>521</i>		
„ Mainpiece at top pintle		<i>11 5/8</i>	<i>Darlington Forge</i>	
„ „ heel ...		<i>fabricated by</i>	<i>builders</i>	
„ how constructed		<i>as appd.</i>		
„ double or single plates		<i>50</i>		
„ coupling, vertical or horizontal		<i>horizontal</i>		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth*
Steel Co. of Scotland - Colvilles Ltd. - Lanarkshire Steel Co.
Consett Iron Co. - South Durham Steel & Iron Co.
 Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No 45737											LETTER Ct.		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.			
99167	1st Bower ...	78	2	21	—	—	—	58	2	2	0	77 ✓	Stockless	S. Taylor & Sons	LPNH Aug 13 th 1940 Ref.
99166	2nd „ ...	78	0	21	—	—	—	57	17	2	0	77 ✓	do	do.	do.
	3rd „ ...											65 1/2 ✓	do.		
	Collective weight.														
99168	Stream	22	1	10	5	3	0	22	13	0	14	22 ✓	Iron Stock	S. Taylor & Sons	LPNH Aug 13 th 1940 Ref.

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 and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.
	Length. Diam.	Statio- tory.	Break- ing.	Supplied.	Per Rule.			Length. Diam.					Length. Cir.	Tons.	Length. Cir.	Length. Cir.	Length. Cir.	Length. Cir.	Length. Cir.
	Fathoms. Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.			Fathoms. Ins.					Fathoms. Ins.						
112624	240 2 1/8	13.8	15.3	613.0.6						S. Taylor & Sons.	LPNH Aug 13 1940 Ref.	TOWLINE...	130 5 1/4	77.5	130 5 1/4				
116354	15 "	"	"	36.2.17						do.	LPNH July 12 1940 Ref.	SW							
116355	15 "	"	"	37.0.3				300 2 1/8	Stud Link	do.	do.	SW	100 2 3/4	15.2	100 2 3/4				
116356	15 "	"	"	36.2.17					Tag	do.	do.	SW							
116357	15 "	"	"	36.3.24						do.	do.	SW	2 @ 100 2 3/4	15.2	100 2 3/4				
	300 Cir.																		
Iron Stream	120 5	✓		52.8	✓			120 5	S.W.	Tyne Wire Rope									
Steel Wire																			

Steering Gear, Type (Power or hand)	Brown Bros. Elect. Hyd.	Alternative Means of Steering	hand Brown Bros.
Steering Chains (Size and Test)	✓	Windlass	Clarke Chapman Boats 4.
Ceiling in Holds, thickness and material	Insulated except No 5 hold. 2 1/2 W.P.	Cargo Battens, thickness, material and spacing	No 5 hold. 6 x 2 W.P. @ 15" centres
Cargo Hatchways. (Upper Deck)	Steel plates & angles	Thickness of Hatches	3" except No 1. Macgregor Steel hatch covers.
Size of Hatchways	No. 1 (Fwd.) 18' x 16'	No. 2 32' x 20'	No. 3 21' 4" x 20'
	No. 4 32' x 20'	No. 5 26' 8" x 20'	No. 6
Number of Shifting Beams and/or Fore and Afters	No 1 (Macgregor Steel hatch covers), No 2 - four, No 3. three, Nos. 4 & 5 four.		
Builder's Signature			
FOR ALEXANDER STEPHEN & SONS LIMITED			
Director			

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		Motorship
(b) 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).
The materials & workmanship are good. The vessel has been built in accordance with the approved plans, the Secretary's letters of various dates & in conformity with the Rules for the Class contemplated. The vessel is constructed to carry oil fuel in deep oil fuel bunkers at sides and fore-end of machinery space and in Nos. 3, 4 and engine rooms double bottom tanks, F.P. above 150°F. The tanks, decks, bulkheads, tunnel & W.T. doors have been tested in accordance with the Rules and the requirements of Sect. 20 of the Rules have been complied with where applicable. The freeboard has been verified and the freeboard markings cut in on vessel's sides. Windlass and steering gear tried under working conditions and found satisfactory.		
NOTE:- Luggage opening closed & bulkheads W.T. to upper deck.		

The amount of Entry Fee	£ 10: -	Fees applied for,	(Special notations, where part of class, to be stated.)
Special Survey Fee....	£ 361: 18/-	12/8/1941	
Travelling Expenses, if any £	17: -	Received by me,	We are of opinion the Vessel should be Classed + 100 A1 with freeboard
State whether the Vessel has been built under Special Survey	Yes.	Signature	J. P. Hamer, A. W. Gator
Certificate to be sent to	GLASGOW	Date of issue	Surveyor to Lloyd's Register of Shipping.
Committee's Minute	GLASGOW 29 JUL 1941		
Character assigned	- 100 A1 with freeboard		
Lloyd's Assoc	7.41		
Note Capt.			
Luggage opening closed.			

0235 2/2

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.)

Midship Section as built forwarded in advance.

List of approved plans forwarded herewith.

Midship Section

Profile & decks.

Fore end framing

Stern framing

W.T. Bulkheads (3)

Oil fuel bunkers (2)

Pillars & Girders (2)

Rudders

Fabricated Stern frame

Tunnel

Fore & after ends Eng. Room - D.B. tank

Bridge dk. plating

Boat dk.

Engine Casing

Midship Deckhouse

Strengthening of D.B. ford.

Engine Seating

Cargo hatch webs.

L & B. rollers gear for webs

Has Engon Steel hatch covers

Casings on Bridge Dk

Tween dk casing @ frame 22

W.T. boxes.

Disol Generator Seat

Steel Door

Riveting Tables

Pumping Plan.

3 forgings & fabricated structure certificates

NOTE:- Kindly return plans to this office, for use in dealing with case of sister vessel.

S.W.S.

PARTICULARS OF ELECTRIC WELDING (if employed) Stern frame, Rudders, Oil fuel bunkers & other items of minor importance.

6 in. run of distance 13-14" between out member bulkheads

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book With freeboard, oil engine, wireless, cruiser stern, Duct Keel forward of mach. space, 2 dks. - 3rd. dk. clean of machinery space, Lloyd's A.R.C.P., E.S.D., D.F. - R.M.C. Collision Bhd. to W. dk - 7 Bhd. to 2nd dk. - 6 divisional W.T. bulkheads in upper tween dks. NOTE:- Third bow anchor to supply after the war.

Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	50-2-20	—	R.D.D. - 30507	—	24 th March 1939.
	2nd "	50-2-13	—	R.D.D. - 30508	—	24 th March 1939.
	3rd "					

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 40 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓
Official No. 168192 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 473'-0" (Circ. 1703)
No. and Material of Decks 2 dks, 3rd. dk. clean of mach. space.
Parts of Bottom of Vessel coated with cement or approved composition Fore & after peaks & No 2. F & A. double bottom tanks.
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,	125.33	121	Fore peak tank,		80
Double bottom, under Engines and Boilers,			After peak tank,		173
Double bottom, if under Engines only,	66.66	438	Deep tank, aft,	✓	
Double bottom, if under Boilers only,	✓		Deep tank, forward,	✓	
Double bottom, forward,	183.83	490	Other tanks, if fitted,	✓	
Total length (if continuous) and Capacity (including cofferdams)	378.5	1049	(If necessary, furnish further information by sketch.)		
	375.22				

Order for Special Survey No. 6477
Date 3.10.39
Dates of Surveys held while building
1939 Dec: 1.7.18.26 (1940) Jan: 5.10.16.30 Feb: 7.15.20.23.27 Mar: 1.5.7.15.20.21.27
Apr: 3.9.10.17.18.24.29.30 May: 8.13.20.15.23.30 June: 6.19.27.29.30 July: 3.9.15.19.24
29. Aug: 8.14.20.29 Sep: 5.12.19 Oct: 8.17.24.25 Nov: 1.7.15.21.28 Dec: 5.17.23.27
30. 31 (1941) Jan: 11.14.18.20.24.28.29.31 Feb: 3.5.10.11.12.14.17.20.22.27 Mar: 3.13.25
Apr: 7.22.24 May: 13.15.16 June: 5.10.24.30 July: 3.4.5.8.11
Total No. of Visits 102