

STEEL STEAMER MOTORSHIP.

1 JUL 1930

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 June 1930*Port of *Belfast*No. *10.409*Survey held at *Belfast*Date First Survey *11th August 1927*Last Survey *20th June*

1930

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Twin Screw "BRITANNIC"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Complete superstructure without tonnage openings* State Type of Erections *Bridge & Forecastle on Superstructure etc.*TONNAGE under Tonnage Deck... *13036.69*CLASS *100A, with freeboard* State if with freeboard as condition of Class *Yes*Built at *Belfast*Do. of space or spaces between Tonnage Dk. and Upper Dk. *3912.25*
*4172.82*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 680.0*Launched *6th August 1929* Yard No. *807*Total *21121.76*Breadth (greatest moulded) *B 82.0*Builders *Harland & Wolff Ltd.*Gross Tonnage *26043.46*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 52.87*Owners *Oceanic Steam Nav Co. Ltd.*Register Tonnage *16444.93*1st Longitudinal Number (L x D) *= 35951*Managers *(White Star Line)*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 91711*

Residence

REGISTERED DIMENSIONS.

Length *683.6*
Breadth *82.4*
Depth *48.56*
*31.0*Framing Depth "d," at middle of length. See Sec. 3 (1d) *14.6*
Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.86*
Do. Long Bridge to top of keel *11.10*
Draught Moulded *34.0*Port of Registry *Liverpool*If surveyed while building, afloat, or in dry dock *Yes*

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	32		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	57	80
Frame Amidships, Angle, [or]	9 x 30 x 31 x 31 x 33		" " top Angles	4	4 72
" " Extends up to <i>Bridge & Forecastle & Upper Dk. aft</i>			" " bottom Angles	5	5 76
Reversed Frame Amidships, Angle	3 1/2 3 1/2 40		Side Girders, No. each side and thickness	Three	52
" " Extends up to <i>to Lower Onlop Deck, in N°3 Hold structure Extends up to, Onlop Deck to Lower Deck in main and auxiliary motor rooms</i>			Margin Plate <i>Horizontal breadth and one continuous girder 62</i>	63	70
Depth of Framing Girder	9		" " Vertical Angle to Tank side	7	7 54 and
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			Bracket abaft 1/2 len. from stem 4 ft. from heel of frame	4	4 54 back bar
" " Second 'tween Decks, Angle, [or]	see above		" " Vertical Angle to Tank side	7	7 54 and
" " Third " " " "			Bracket forward 1/2 len. from stem	4	4 54 back bar
Framing in Peaks, Angle or [11 3 1/2 58		Gussets, spacing and scantling abaft 1/2 len. from stem	none	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1" sp 6 apart		Gussets, spacing and scantling forward 1/2 len. from stem	none	
State if Frame Joggled	No		Tank Side Brackets, height above base line at toe of Frame and thickness	42	52
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Five 30 x 50 webs sp. 3 to 4 frames to Lower Onlop Deck and one side stringer 30 x 50</i>		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Bottom frames doubled Plating Midship thickness to coll. Pld. Additional intercostals in B & F Frame rivets closed to 5 1/2 dia</i>		Breadth and thickness of Middle Line Strake	50 for 72 aft	72
DOUBLE BOTTOM.			Thickness of remainder in Holds	60 to 52	
Floors, Depth and thickness at mid-line in Holds			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?	As per approved plan of engine seating	
Height of Brackets at side above base line at toe of frame			BEAMS:		
Middle Line Keelson, on Floors, Angles, [or]			Uppermost Continuous Deck, amidships	8 x 40 x 3 1/2 x 3 1/2 x 52 1/2	
" " Through Plate or Intercostal Plate			" " in Wells, Angle, [or]		
" " Foundation Plate on Floors			" " in way of Bridge, Angle, [or]	8 x 40 x 3 1/2 x 3 1/2 x 52 1/2	
" " Flat Plate Keel Angles			Spacing	32	
Double Keelsons, No. each side			Second Deck, amidships, Angle, [or]	8 x 40 x 3 1/2 x 3 1/2 x 52 1/2	
Thickness of Intercostal Plate			Spacing	32	
" Angles			Third Deck, amidships, Angle, [or]	8 x 40 x 3 1/2 x 3 1/2 x 52 1/2	
DOUBLE BOTTOM.			Spacing	32	
Solid Floors, thickness and spacing	52 32		Fourth Deck, amidships, Angle, [or]	8 x 40 x 3 1/2 x 3 1/2 x 52 1/2	
" " Are Frame and Reversed Frame joggled?	frame only		Fifth & Sixth	Spacing	32
Bracket Floors, breadth and thickness at middle line			Poop Deck, Angle, [or]		
" " breadth and thickness at margin plate			Spacing		
			Bridge Deck, Angle, [or]	8 x 40 x 3 1/2 x 3 1/2 x 52 1/2	
			Spacing	32	
			Forecastle Deck, Angle, [or]	8 x 40 x 3 1/2 x 3 1/2 x 52 1/2	
			Spacing	27 7 1/4	

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>Four</i>											
.. in 'tween Decks, Size and Spacing.....	<i>3 3/4</i>	<i>sp</i>	<i>96"</i>	<i>under Bridge</i>							
" " " " " "	<i>4 1/2</i>	-	-	<i>up to</i>							
" " " " " "	<i>4 3/4</i>	-	-	<i>2nd Dk</i>							
" in Holds <i>wide spaced</i>	<i>8-40 to 11-54</i>	<i>sp</i>	<i>56</i>	<i>8 frames 3rd Dk</i>							
" " " " " "	<i>11-44 to 15-54</i>	-	-	<i>4th</i>							
" " " " " "	<i>13-52 to 18-60</i>	-	-	<i>5th</i>							
Centre Line Bulkhead.	<i>15-56 to 18-62</i>	-	-	<i>6th</i>							
Stiffeners and Spacing.....											
Plating, thickness of											
STRINGERS AND DECKS. "B"											
Uppermost Continuous Deck. "B"											
Stringer Plate, breadth and thickness in Wells	<i>66</i>		<i>1-00</i>	<i>Doubled 1-00 at Bridge ends</i>							
" " " " " in way of Bridge	<i>66</i>		<i>62</i>								
" Angle in Wells	<i>8</i>	<i>8</i>	<i>1-00</i>								
Thickness of Plating abreast Deck openings in way of Wells	<i>90</i>	<i>80</i>	<i>84</i>	<i>84</i>							
Thickness of Plating abreast Deck openings in way of Bridge			<i>56</i>								
Thickness of Plating within line of openings...			<i>42</i>								
If Sheathed, material and thickness <i>3 P.Pine where exposed</i>											
Second Deck. "C"											
Stringer Plate, breadth and thickness in Wells...	<i>66</i>		<i>62</i>								
Stringer Plate, breadth and thickness in way of Bridge	<i>66</i>		<i>62</i>								
Thickness of Plating abreast Deck openings in way of Wells	<i>90</i>	<i>80</i>	<i>84</i>	<i>84</i>							
Thickness of Plating abreast Deck openings in way of Bridge			<i>56</i>								
Thickness of Plating within line of openings...			<i>42</i>								
If Sheathed, material and thickness <i>3 P.Pine where exposed</i>											
Third Deck.											
Stringer Plate, breadth and thickness.....	<i>66</i>		<i>62</i>								
If Plated, state thickness.....	<i>36</i>		<i>42</i>	<i>at ridge ends</i>							
Fourth Deck. "B"											
Stringer Plate, breadth and thickness.....	<i>66</i>		<i>62</i>								
If Plated, state thickness			<i>36</i>								
Bridge Deck. "A"											
Stringer Plate, breadth and thickness.....	<i>66</i>		<i>1-00</i>								
<i>Doubling</i>	<i>66</i>		<i>1-00</i>								
Plating, Sheathing, material and thickness <i>84 sheathed with 3 P.Pine where exposed</i>	<i>84</i>		<i>84</i>								
Forecastle Deck.											
Stringer Plate, breadth and thickness	<i>66</i>	<i>44</i>	<i>42</i>								
Plating, Sheathing, material and thickness <i>40 sheathed with 3 P.Pine</i>	<i>40</i>		<i>40</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.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	STRAPPED OR LAPPED.	
FLAT PLATE KEEL	<i>60</i>	<i>1-08</i>	<i>8</i>	<i>8</i>		<i>Double</i>	<i>1 1/8</i>	<i>4</i>	<i>3</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>Double Straps</i>
" DBLG. (if any) <i>18 1/2 x 2 1/2 Flat Bar Sharped at butts</i>												
BOTTOM PLATING, No. of Strakes <i>8</i>	<i>94</i>	<i>94</i>	<i>80</i>	<i>80</i>	<i>70</i>	<i>Double</i>	<i>1</i>	<i>4</i>	<i>5</i>	<i>1</i>	<i>4 1/2</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>3</i>	<i>94</i>	<i>94</i>	<i>70</i>	<i>86</i>	<i>70</i>		<i>1</i>	<i>4</i>	<i>5</i>	<i>1</i>		
SIDE PLATING, No. of Strakes <i>6</i>	<i>84</i>	<i>84</i>	<i>62</i>	<i>62</i>		<i>Treble</i>	<i>1</i>	<i>4</i>	<i>4</i>	<i>1</i>		
UPPER DECK, Sheer-strake in Wells.....	<i>1-10</i>	<i>62</i>	<i>62</i>				<i>1 1/8</i>	<i>4</i>	<i>3</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>Double Straps</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>84</i>						<i>1</i>	<i>4</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>94</i>	<i>62</i>	<i>62</i>				<i>1 1/8</i>	<i>4</i>	<i>3</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>Double Straps</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>84</i>						<i>1</i>	<i>4</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>
POOR SIDE PLATING												
BRIDGE <i>Sheerstrake</i> <i>65</i> <i>1-00</i> <i>36</i> <i>90</i> <i>54</i>	<i>65</i>	<i>1-00</i>	<i>36</i>	<i>90</i>	<i>54</i>	<i>Treble</i>	<i>1 1/8</i>	<i>4</i>	<i>3</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>Double Straps</i>
FORECASTLE SIDE PLATING						<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *Twelve*
 Extending to Upper Deck (Sec. 3 c) *B* *One*
 Deck next below *C* *Eleven*
 As per Rule *no rule*

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks	<i>16</i>	<i>5 1/2 x 3 1/4</i>	<i>24</i>	<i>Collision 13th</i>	
" " Second "	<i>26</i>	<i>5 1/2 x 3 1/4</i>	<i>30</i>		
" " Third "	<i>30</i>	<i>5 1/2 x 3 1/4</i>	<i>30</i>		
" " Fourth "	<i>34</i>	<i>6 1/2 x 3 1/4</i>	<i>30</i>		
" " Holds <i>5th</i> "	<i>38</i>	<i>7 1/2 x 3 1/4</i>	<i>20</i>		
" " (in Hold) "	<i>50</i>	<i>12 x 3 1/4</i>	<i>20</i>		
COLLISION					
AFTER PEAK					

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar <i>FLAT BAR</i>	<i>Rolled</i>	<i>18 1/2 x 2 1/2</i>		
STEM <i>Long Text</i>	<i>Casting</i>	<i>open Sect Clyde Alloy</i>		
STERN FRAME { Propeller Post			<i>Darlington Forge</i>	
{ Rudder "				
RUDDER—A x D.....				
Speed of Vessel.....				
RUDDER mainpiece at head ...				
" " heel ...				
" how constructed				
" double or single plate coupling, vertical or horizontal.....				

STEEL.

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

Plates & Bars. *D. Colville & Sons Ltd.*

Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 96385										LETTER	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.	
90499.	1st Bower ...	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	"Dreadnought" (F.I.S.)	S. Taylor & Sons	Netherston 26/1/29. H. Green.
90478	2nd „ ...	201	0	14	-	-	-	96	19	0	0	145 ¹ / ₂	do. (do)	do.	do. 16/1/29 do.
90481.	3rd „ ...	201	0	0	-	-	-	96	19	0	0	145 ¹ / ₂	do. (do)	do.	do. 19/1/29 do.
	Collective weight.	200	2	5	-	-	-	96	17	0	0	145 ¹ / ₂	do. (do)	do.	do. 19/1/29 do.
		602	2	19								1436			
90411	Stream	48	1	0	12	1	0	41	5	2	14	47 ³ / ₄	"Footman" (Foyed W.I.)	N. Hingley & Sons	do. 3/12/28 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.		
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.							Length.	Cir.		Length.	Cir.	
85220	165	3 3/8	172 3/4	241.8	992-0-27					Steel Bulk	N. Hingley & Sons	Netherston 31/12/28 H. Green	TOWLINE	150	8	188	150	8	
85298	165	3 3/8	172 3/4	241.8	995-2-22					do.	do.	do. 31/1/29 do.	HAWSERS & WARPS	120	2 3/4	22	6-120	2 3/4	
85225	2 Shackles.		172 3/4	241.8	9-3-18					Kenter	do.	do. 22/2/29 do.	"	8 Coils of					
Iron Stream Chain or Steel Wire	180	5 1/2	80.5							150 7 1/2 Steel Wire	Hughes & Poles Ltd	Makers' Certs examined	"	120 faths					
	150	5 1/2	80.5										"	8" Manila					

Steering Gear, ~~Steam~~ Harland & Wolff. ~~Kele Shaw Electric Hydraulic~~ Steering Gear, Hand 2 Motors & Rams

Boats ~~2 Life Boats 2 2 1/2 ft Motor Boats~~ Steering Chains, Size and Test ✓ Windlass Napier Bros Electric drive

Ceiling in Holds, thickness and material none Cargo Battens, thickness, material and spacing 6x2 WP. Batten & Spoke

Cargo Hatchways. (Upper Deck) Steel Plates & Angles. Thickness of Hatches

Size of No. 1 Hatchway (Forward) 15'9" x 12'0" No. 2 18'0" x 17'6" No. 3 16'0" x 17'6" No. 4 13'4" x 17'6" No. 5 18'8" x 17'6" No. 6

Number of Shifting Beams and/or Fore and Afters 3 Beams in Nos 1-2-3 and 7 - 2 Beams in Nos 4-5-6 and 8

For HARLAND AND WOLFF, LIMITED.

Builder's Signature *Chas Payne*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel. Yes. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Vegetable Oil The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Palm Kernel Oil carried in deep tank forward at after end of No 4 Hold.

This vessel has been built in accordance with the plans approved by the Committee the Secretary's letters and in general conformity with the Rules, the materials and workmanship are good throughout. The double bottom tanks, peak tanks, deep tanks, oil fuel bunkers and copper dams have been tested as required by the Rules with satisfactory results. The weather decks, WT Bulkheads and flats and tunnels have been satisfactorily hose tested. The steering gear, Windlass and anchors, Bilge Pumps and watertight doors have been tested under working conditions and found good. The assigned freeboards have been verified and cut in on the vessels sides. Oil fuel flash point above 150°F is carried in No 5 Double Bottom Tank and in oil fuel bunkers above this compartment.

The amount of Entry Fee £ 12 : 0 : 0 Fees applied for, 26.6. 1930

Special Survey Fee.... £ 661 : 15 : 9 Received by me, 30.7.30

Freeboard Travelling Expenses, if any £ 15 : 0 : 0

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

State whether the Vessel has been built under Special Survey Yes Signature *S. O. Kendall*

H.M. Certificate to be sent to This office Date of issue 31/7/30 Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 11 JUL 1930

Character assigned + 100 A1 With Freeboard

Carr: Veg: oil in aft. deep tank forward

Lloyd's A & CP + L.M.C. 6:30 cr.

Oil Engines

5 S. Hopper 100lb.

Wise

11/7/30

W.M.

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.)

Twenty-nine approved plans are forwarded herewith for reference, please return same to this office for reference in the survey of the sister vessel N^o 890. Sketch of Midship Section as built is also enclosed. Together with 13 forging and Casting Reports.

List of Plans.

Midship Section (amended)
Deck Plans (amended)
Wide Spaced Pillars & Girders
Oil Fuel Bunkers (amended)
Painting Arrangements Forward
Profile & Deck Plans (amended)
Topside Plating
Sleep Tank Plan
Palm Kernel Oil Tank Divisional Bulkheads in Sleep Tank
Pumping Arrangements
Oil Fuel Arrangement
Watertight Bulkhead and Tunnel Stiffening
After end framing
Pillars & Web Frames in Main & Aux Motor Rooms (amended)
Aux. Eng. Seating Pillars & Web Frames in Main & Aux. Eng. Rooms.
Top of Officers House on Boat Deck
Proposed Stiffening of Aux. Motor basing in way of Pillars
Boat Deck.
Hecthouse on Boat Deck
Large Hecthouse on Promenade Deck
Large Hecthouse on 'A' Deck
Promenade Deck.
Stern Frame & Boss Brackets
Main Tiller
Arrangement of Slop Shoots
Pillars & Girders above crown of Oil Fuel Tanks
Stern bants
Rudder Plan
Pipe Arrangement of Sleep Tank Forward (amended)

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	138 - 1 - 7 mch pms	H. G.	90499.	26/1/29.
	2nd "	142 - 0 - 14 do	H. G.	90478	16/1/29.
	3rd "	137 - 2 - 12 do	H. G.	90481.	19/1/29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 325 ft., Forecastle 110 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 4 Dks (stl-weather dks), 5th Dk (stl) in forward and after holds, 6th (stl) in three forward holds
Official No. 162316 ; Signal Letters Is bottom of Vessel coated with cement. Yes. if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	170	801	Fore peak tank,		181
Double bottom, under Engines and Boilers,	200	1440	After peak tank,		231
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	24	855
Double bottom, forward,	212	989	Other tanks, if fitted, Palm Kernel Oil Tank Ford	32	901
Total capacity of double bottom		3230	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 785

Date 10th Sept 1927

Dates of Surveys held while building

1927
Aug 11. 25 Sept 19. 21. 27 Oct 4. 7. 11. 12. 14. 21. 26. 28 Nov 19. 11. 15. 22. 23. 24. 30 Dec 12. 13. 15. 19. 22 Jan 9. 13. 14. 19. 25
30. 31 Feb. 8. 13. 16. 20. 22. 23. 29 Mar 9. 14. 22. 26. 29 Apr 2. 4. 12. 16. 17. 20. 23. 24. 26. 30 May 1. 4. 7. 8. 9. 11. 12
17. 18. 21. 22. 23. 24. 25. 28. 29. 30. 31 June 1. 4. 5. 7. 8. 12. 14. 18. 19. 20. 22. 25. 26. 27. 28 July 2. 3. 6. 24. 30.
Aug. 2. 3. 4. 7. 9. 13. 15. 17. 21. 22. 24. 28. 30. 31 Sept 4. 5. 7. 11. 12. 14. 17. 18. 20. 21. 24. 26. 28 Oct 2. 4. 5. 8. 10. 11.
15. 16. 17. 19. 22. 23. 24. 26. 27. 30. 31 Nov 2. 5. 6. 7. 8. 9. 12. 14. 15. 16. 19. 20. 21. 23. 26. 28. 29 Dec 3. 4. 5. 6. 7. 10. 12. 13. 14.
21. 31 1929 Jan 1. 3. 4. 8. 9. 11. 15. 16. 17. 21. 22. 23. 25. 29 Feb 1. 5. 6. 8. 12. 15. 18. 20. 22. 26. 28 Mar 1. 5. 8. 11. 15. 20. 21.
27. 28. 29 Apr 5. 8. 10. 16. 24. 29. 30 May 1. 2. 3. 8. 10. 13. 15. 17. 18. 20. 22. 25. 29 June 4. 5. 10. 14. 24. 28 July 3. 22. 24.
Aug. 26. 7. 14. 20. 22 Oct 9 Nov 26. 29 Dec. 3 1930 Jan 13. 21. 24. 27 Feb. 20 Mar 28 Apr 14. 19 May 1. 1928
29. 23 June 18. 20. Total No. of Visits 25