

Rpt. 1.

STEEL STEAMER ~~or~~ MOTORSHIP.

Received at London Office

FEB 27 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

22:2:41

Port of **GLASGOW**.No. **63500**

Survey held at

**GLASGOW**

Date First Survey

19<sup>th</sup> January 1940

Last Survey

21<sup>st</sup> February

1941

On the

(State if Machinery fitted Aft and  
(if Single, Twin or Triple Screw)**SINGLE SCREW**

"NASPRITE"

(MACHINERY AFT)

State Type

(Full Scantling, Complete Superstructure  
with or without Tonnage Openings)**FULL SCANTLING**State Type of Erections **POOP & FOCE**TONNAGE under  
Tonnage Deck...**642.33****CLASS 100 A1**

State if with freeboard

No

Built at **SCOTSTOWN GLASGOW**Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk.Length from fore part of stem to after part of stern  
measured on summer L.W.L. See Sec. 3 (1a)  
L 96% of 210 FT

L 210.0

L 201.6

Launched **28<sup>th</sup> NOVEMBER 1940** Yard No. **65**Builders **BLYTHWOOD SHIPBUILDING CO. LTD**

Total

**642.33**Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c)

D 13.5

Owners **HIS MAJESTY REPRESENTED BY THE COMMISSIONERS  
FOR EXECUTING THE OFFICE OF LORD HIGH ADMIRAL  
OF THE UNITED KINGDOM**

Gross Tonnage

**964.75**

Register Tonnage

**305.99**1st Longitudinal Number (L x D) = **2721.6**Managers **NAVAL STORES DEPT - ADMIRALTY**

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

2nd Numeral L x (B + D) = **9374.4**Residence **LONDON**

## REGISTERED DIMENSIONS.

FEET.

Length

**204.5**

Breadth

**33.2**

Depth

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

14.93

Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keelDo. Long Bridge to top  
of keel

Draught Moulded

**12'-8 1/2"**Port of Registry **LONDON**

If surveyed while building, afloat, or in dry dock

**BUILDING & AFLOAT**

## FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGITUDINAL FRAMING IN CENTRE TANKS AS PER PAGE 5	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
TRANSVERSE FRAMING IN WING TANKS				
FRAMES, Spacing amidships	21" ✓		Bracket Floors, Frame	✓
" " from 1/3 length amidships to Collision bulkhead	21" ✓		" " Reversed Frame	✓
" " in peaks	21" ✓		" " Vertical Struts	✓
SIDE FRAMING IN WING TANKS			Centre Girder, depth and thickness amidships	30" B.S. 48 38 ✓
Frame Amidships, Angle, [ or ]	7 3 3/8 ✓		" " top Angles	3 1/2 3 1/2 7/16 ✓
" " Extends up to	UPPER DE ✓		" " bottom Angles	3 1/2 3 1/2 7/16 ✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	1 B.S. 38 28 ✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	B.S. 46 36 ✓
Depth of Framing Girder	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 3 3/8 B.S. 46 5/16 E.S. ✓
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	✓		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	
" " Second 'tween Decks, Angle, [ or ]	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	
" " Third " " " "	✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	
FORWARD OF FRAME NO 34 TO NO 24 from 1/2 len. from stem to 1/2 len. from stem & FROM NO 23 TO NO 19	8 3 1/2 35 6 3 1/2 5/16 WITH SIDE STRINGER ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	54" B.S. 40 30 ✓
" " in Peaks, Angle [ or ]	5 3 5/16 ✓		INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	3/4" R 4 1/2" ✓		Breadth and thickness of Middle Line Strake	B.S. 46 36 ✓
State if Frame Joggled	YES ✓		Thickness of remainder in Holds E. & B. SPACE	36 & 46 ✓
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. LONGITUDINAL BEAMS IN CENTRE TANKS AS PER PAGE 5.	
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships (IN WING TANKS) in Well, Angle, [ or ]	5 3 5/16 ✓
Floors, Depth and thickness at mid-line in Holds			" " " " " " " " " "	5 3 5/16 ✓
Height of Brackets at side above base line at toe of frame			Spacing	EVERY FRAME ✓
Middle Line Keelson, on Floors, Angles, [ or ]			Second Deck, amidships, Angle, [ or ]	✓
" " " Through Plate or Intercostal Plate			Spacing	✓
" " " Foundation Plate on Floors			Third Deck, amidships, Angle, [ or ]	✓
" " " Flat Plate Keel Angles			Spacing	✓
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [ or ]	✓
" " thickness of Intercostal Plate			Spacing	✓
" " Angles			Poop Deck, Angle, [ or ]	5 3 5/16 ✓
DOUBLE BOTTOM. IN E & B SPACE ONLY.			Spacing	EVERY FRAME ✓
Solid Floors, thickness and spacing	B.S. 38 ES 28 EVERY FR. ✓		Bridge Deck, Angle, [ or ]	✓
" " Are Frame and Reversed Frame joggled?	YES ✓		Spacing	✓
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, [ or ]	5 3 3/8 ✓
" " breadth and thickness at margin plate	✓		Spacing	EVERY FRAME ✓

# 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.
<b>PILLARS, No. of Rows.....</b> <i>LONGITUDINAL O.T. BULKHEAD. (P&amp;S) ✓</i>						Stringer Plate, breadth and thickness in way of Bridge .....	✓				
„ in 'tween Decks, Size and Spacing.....					<i>PILLARING AT</i>	Thickness of Plating abreast Deck openings in way of Wells .....	✓				
„ „ „ „ „					<i>ENDS AS APP<sup>E</sup> ✓</i>	Thickness of Plating abreast Deck openings in way of Bridge .....	✓				
„ in Holds „ „						Thickness of Plating within line of openings...	✓				
„ „ „ „ „						If Sheathed, material and thickness .....	✓				
<b>LONGITUDINAL O.T. Centre Line Bulkhead. (P&amp;S).</b>						<b>Third Deck.</b>					
Stiffeners and Spacing.....					<i>7 x 3 x 3/8 B.B. EVERY FRAME ✓</i>	Stringer Plate, breadth and thickness.....	✓				
Plating, thickness of .....					<i>34 ✓</i>	If Plated, state thickness.....	✓				
<b>STRINGERS AND DECKS.</b>						<b>Fourth Deck.</b>					
<b>Uppermost Continuous Deck.</b>						Stringer Plate, breadth and thickness.....	✓				
Stringer Plate, breadth and thickness in Wells...					<i>77 54 AT POOP FRONT. 48 ✓</i>	If Plated, state thickness .....	✓				
„ „ „ „ in way of Bridge					<i>48 x 7/4 AT BOILER CASING ✓ 45 AT ENG. CASING ✓</i>	<b>Poop Deck.</b>					
„ Angle in Wells .....					<i>6 6 1/2 ✓</i>	Stringer Plate, breadth and thickness .....				<i>30 ✓</i>	
Thickness of Plating abreast Deck openings in way of Wells .....					<i>40 ✓</i>	Plating, Sheathing, material and thickness ...				<i>30 ✓</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....					<i>30 ✓</i>	<b>Bridge Deck.</b>					
Thickness of Plating within line of openings...					✓	Stringer Plate, breadth and thickness.....	✓				
If Sheathed, material and thickness .....					✓	Plating, Sheathing, material and thickness ...	✓				
<b>Second Deck.</b>						<b>Forecastle Deck.</b>					
Stringer Plate, breadth and thickness in Wells...					✓	Stringer Plate, breadth and thickness.....				<i>30 ✓</i>	
						Plating, Sheathing, material and thickness ...				<i>30 ✓</i>	

## SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if jogged? <i>No.</i>					
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.
FLAT PLATE KEEL .....	<i>38</i>	<i>58</i>	<i>44</i>	<i>44</i>		<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3R</i>	<i>7/8</i>	<i>3 1/8</i>
„ <i>None (if any)</i>	<i>A</i>	<i>38</i>	<i>50</i>	<i>34</i>							
BOTTOM PLATING, No. of Strakes .....	<i>B&amp;C</i>	<i>42</i>	<i>40</i>	<i>34</i>			<i>3/4</i>	<i>2 5/8</i>	<i>3R - 2R</i>	<i>3/4</i>	<i>2 5/8</i>
BILGE PLATING, No. of Strakes .....		<i>42</i>	<i>33</i>	<i>33</i>							
SIDE PLATING, No. of Strakes .....		<i>39</i>	<i>33</i>	<i>33</i>							
UPPER DECK, Sheer-strake in Wells.....	<i>51 1/2</i>	<i>45</i>	<i>33</i>				<i>7/8</i>	<i>3</i>			
UPPER DECK, Sheer-strake in Bridge .....	<i>48</i>	<i>45</i>	<i>33</i>								
UPPER DECK, Sheer-strake in Bridge .....	<i>51</i>	<i>67</i>	<i>33</i>								
STRAKE BELOW Sheer-strake in Wells.....											
STRAKE BELOW Sheer-strake in Bridge .....											
POOP SIDE PLATING .....		<i>(1 STRAKE) 40 AT POOP FRONT.</i>									
BRIDGE SIDE PLATING .....		<i>(2 STRAKES) 26</i>									
FORECASTLE SIDE PLATING .....		<i>(1 STRAKE) 40 AT FORE END</i>									
		<i>(2 STRAKES) 28</i>									

## WATERTIGHT BULKHEADS.

<b>2 O.T.</b>					
Total No. of W.T. BULKHEADS in Vessel—		<i>12</i>			
Extending to Upper Deck (Sec. 3 c)		<i>12</i>			
„ Deck next below		✓			
As per Rule		<i>12</i>			
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD, Upper 'tween decks</b>					
„ „ <i>Second</i> „					
„ „ <i>Third</i> „					
„ „ <i>Holds</i> „					
<b>COLLISION</b>					
<b>AFTER PEAK</b>					

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
<b>KEEL, Bar</b> .....				
<b>STEM</b> .....				
<b>STERN FRAME</b> { Propeller Post .....				
„ { Rudder „ .....				
<b>Speed of Vessel</b> <i>UNDER 12K</i> ...				
<b>RUDDER—Type</b> <i>ORDINARY</i> <i>DOUBLE PLATE</i> .				
„ A x D .....				
„ Diam. of head .....				
„ Mainpiece at top pintle .....				
„ „ heel ...				
„ how constructed .....				
„ double or single plate .....				
„ coupling, vertical or horizontal .....				

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH PROCESS.*

STEEL. *Steel Company of Scotland Ltd; Colvilles Ltd; Dorman Long & Co Ltd.*

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

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 10315.4 ✓										LETTER <i>l</i>		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.				
98997	1st Bower ...	22	0	0	Stockless			22	7	2	0	} 60½ ✓	HALLS	N. HINGLEY & SONS <sup>l</sup>	NETHERTON 6.6.40 J. A. RELF.	
98998	2nd „ ...	21	3	7	✓	✓		22	5	2	14		0°	0°	0°	
98999	3rd „ ...	18	1	21	✓	✓		19	8	3	0		0°	0°	0°	
	Collective weight.	62	1	0	✓	✓						60½ ✓				
99349	Stream .....	6	0	0	✓	1	2	3	✓	8	5	0	5¾ ✓	ORDINARY	0°	0 25-10-40

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- ing.	Supplied.	Per Rule.								Length. Cir.	Tons.	Length. Cir.					
	Fathoms. Ins.	Tons.	Cwts. qrs. lbs.	Owts.			Fathoms. Ins.					Fathoms. Ins.							
111840	105 5/8 1 7/8	34 8	51 0	105-0-14	203		210 1 7/8	STUD LINK	N. HINGLEY & SONS	NETHERTON 30-11-40	TOWLINE	90 3"		90 3"					
111841	105 " "	" "	" "	104-2-3			" "	" "	„	„	HAWSERS & WARPS	1290 2 3/4		1290 2 3/4					
	210 5/8			209-2-17								1290 1 3/4		1290 1 3/4					
	60 3 3/4						60 3 3/4	G.S.W.				4290 1 1/2							

*Wires supplied by Admiralty - No certificates forwarded.*

Steering Gear, Type (Power or hand) *STEAM HYDRAULIC BY HASTIE* Alternative Means of Steering *RELIEVING TACKLE FROM AFT WINCH*

Steering Chains (Size and Test) *TELE MOTOR GEAR* Windlass *STEAM BY CLARKE CHAPMAN & CO. L<sup>td</sup>* Boats *2 LIFEBOATS & 1 DINGHY*

ing in Holds, thickness and material *NONE* Cargo Battens, thickness, material and spacing *NONE*

go Hatchways.-(Upper Deck) *STEEL COAMINGS & ANGLES* Thickness of Hatches *HINGED STEEL O.T. COVERS*

O.T. of Hatchways No. 1 (Fwd.) *2'-6" x 2'-6"* No. 2 No. 3 No. 4 No. 5 No. 6

ber of Shifting Beams and/or Fore and Afters

Builder's Signature *John W. Stewart* 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 *YES*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo 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).

*This vessel has been built in accordance with the Approved Plans, the Secretary's letters of various dates, & in general conformity with the Society's Rules for the class contemplated.*

*The materials & workmanship are good.*

*The large Oil Tanks, Oil Fuel & Water Ballast Tanks, Cofferdams, Fore Peak Tank, After Peak Tank, Fresh Water Tanks & Double Bottom Tanks have been tested as required by the Rules & found Satisfactory.*

*Oil fuel is carried in Deep Tanks at fore end of Boiler Space; in Double Bottom Tank under Boilers, & in Deep Tank forward. F.P. above 150°F. Section 20 of Rules complied with where applicable.*

*Weather Decks & W.T. Bulkheads have tested & found Satisfactory.*

*Freeboard verified & marks cut in.*

*Steering Gear & Windlass tried under working conditions & found Satisfactory.*

The amount of Entry Fee ..... £ 4 : 0 : 0 Fees applied for, (Special notations, where part of class, to be stated.)  
Special Survey Fee.... £ 144 : 15 : 0  
FREEBOARD  
Travelling Expenses, if any £ 8 : 0 : 0  
DAMAGE REPORT 5 : 5 : 0  
I am of opinion the Vessel should be Classed *100 A1*  
"CARRYING PETROLEUM IN BULK"  
"LONGITUDINAL FRAMING IN CENTRE TANKS AT BOTTOM AND DECK"

State whether the Vessel has been built under Special Survey *YES* Signature *R. Dunsmuir*  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *GLASGOW* Date of issue *7/4/41*

Committee's Minute *GLASGOW 25 FEB 1941*

Character assigned *-1- 100 A1 2.41*  
*Carrying Petroleum in Bulk*

*Longitudinal Framing in Centre Tanks at Bottom & Deck*

*Lloyd's A&CO -1- Linc 2.41 20*

*Fixed for oil fuel 2.41 F.P. above 150°F*

Rpt. 9a.

Port of Glasgow Continuation of Report No. 63500 dated 21:2:41 on theS/S "NASPRITE"

DAMAGE. Stated to have been sustained through the S/S "CELAND" colliding with the vessel on the 27<sup>th</sup> December 1940, when she was lying fitting out at her berth in Queen's Dock, Glasgow.

Vessel examined afloat.

Found Fore Side plating (Port) & framing in way set in.

How done.

Fore Sheer (P) N° 2 plate from forward, removed, fairied & refitted.

N° 3 " " " renewed.

Stroke below Fore Sheer N° 2 plate from forward renewed.

N° 3 " " " removed, fairied & refitted.

9 Frames in way fairied in place.

Steel Loe racks in Fore removed, fairied & refitted.

4 Sidelights removed & refitted.

All new & disturbed work cleaned & resorted.

Fore Side plating & Fore Deck Loe tested in way of repairs &

found satisfactory.

Damage Report attached.

R. Dunsmuir

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.)

List of Plans.

- (1) Structural Sections *Ludship Section (as built).*
- (2) Profile & Decks.
- (3) Rudder & Sternframe.
- (4) After Framing & O.F. Bunkers.
- (5) N° 88 Transverse Bulkhead.
- (6) Opening in Long<sup>d</sup> bulkhead.
- (7) Lubricating Oil Tanks.
- (8) Break of Shell at Poop Front.
- (9) Engine Seating.
- (10) Riveting List.
- (11) Height of G.N. Vents.
- (12) Liller.
- (13) Pumping Airgts.
- (14) Emergency Steering.

Forgings  
Sternframe  
Rudder Stock & Frame.  
Liller

PARTICULARS OF ELECTRIC WELDING (if employed) *Bottom plating of Lub Oil Tanks welded as per Approved Plan. Other minor details.*

Engine Seating welded to tank top, as per approved Plan.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book *Longitudinal framing in Centre Tanks at bottom and deck; "Liuicer Stern"; "Wireless"; Echo Sounding "Direction Finder"; Lloyds A & C.P. Fitted for Oil Fuel 241. Flash Point above 150°F.H. Machinery aft.*

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WEIGHT HEAD & PIN. 15-1-15	SWAY INIT <sup>s</sup> J. D.	CERT NO. 5637	DATE OF TEST. 1-5-40
	2nd "	15-0-12	J. D.	5616	15-4-40
	3rd "	11-3-17	J. D.	5615	15-4-40

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 82.85 ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 36.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ☒

Official No. 168062 Signal Letters Extreme Breadth over Belting ☒ Over-all Length 214'-0" ☒  
(Circ. 1611) (Circ. 1706)

No. and Material of Decks 105

Parts of Bottom of Vessel coated with cement or approved composition *PORTLAND CEMENT IN FORE & AFT PEAKS & IN FEED WATER D.B. TANK*

*PUMP ROOMS PAINTED.*

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,			Fore peak tank,	14.0	39.83
Double bottom, under Engines and Boilers,	50.75	65	After peak tank,	10.0	27.78
Double bottom, if under Engines only,			Deep tank, aft,	24.5	
Double bottom, if under Boilers only,			Deep tank, forward, <i>PORT 38.46 CENTRE 115.77 STARBOARD 38.46 Tons</i>	21.0	192.69
Double bottom, forward,			Other tanks, if fitted, <i>F.W. TANK IN TWEEN DECK AFT.</i>	3.75	31.5
Total length (if continuous) and Capacity	50.75	65	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 1515

Date 15.3.40

Dates of Surveys held while building

1940 Jan.: 19 Feb.: 1. 12. 14. 27. 29 Mar.: 7. 14. 19. 27 Apr.: 3. 4. 11. 16. 18. 19. 24. 25. 26 May.: 1. 9. 15. 17. 20. 23. 24. 27. 29 June.: 4. 6. 10. 12. 18. 19. 21. 24. 25. 27 July.: 2. 4. 5. 18. 19. 22. 25. 29 Aug.: 5. 6. 9. 19. 23. 26. 29 Sep.: 3. 6. 10. 23. 26 Oct.: 4. 9. 16. 23. 25. 26. 29. 30. 31 Nov.: 1. 4. 5. 7. 8. 9. 11. 12. 13. 14. 15. 17. 20. 22. 25. 28 Dec.: 2. 3. 5. 12. 16. 17. 19. 23. 30. 31 (1941) Jan.: 7. 9. 11. 14. 17. 21. 30. 31 Feb.: 3. 5. 6. 8. 21

Total No. of Visits 106