

STEEL STEAMER OR MOTORSHIP.

Received at London Office

20 APR 1959

| | |
|------------------------------|--------|
| F.E. FROM ACCTS. | 22/4 |
| F.E. FROM ADMIN/F | 24/4 |
| PLANS RECD | |
| DATE OF COMPLETION OF REPORT | 16/6 |
| SURVEY HELD AT | Venice |

DISCLOSED
SECTION

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

State if Report is sent on the Machinery of the Vessel

DISCLOSED
SECTIONNo. 929
0278

Date of completion of report

Port of Mestre (Venice)

Date First Survey 24. 2. 58

Last Survey 17. 3. 1959

On the (State if Machinery fitted with or without Tonnage Openings)

Single Screw Motor Tanker "GIOVANNELLA D'AMICO"

(Machinery fitted aft)

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

Oil Tanker

State Type of Erections Poop-Bridge-Fo'c's'le

TONNAGE under Tonnage Deck ...

11,693

CLASS+ 100 A 1 Oil Tanker State if with freeboard as condition of Class

Built at Venice

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)

FEET

525

Launched 28. 9. 58

Yard No. 207

Total

11,693

Breadth (greatest moulded)

B 72,1

Builders Cantiere Navale Breda

Gross Tonnage

12,983

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

D 40,1

Owners D'Amico - Società di Navigazione S.p.A.

Register Tonnage

7676

1st Longitudinal Number (L x D)

=

Managers

(Where necessary to be entered in Reg. Book)

Deadweight

19,609

2nd Numeral L x (B + D)

=

Residence

REGISTERED DIMENSIONS.

FEET

Length

557,5

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

=

Port of Registry Palermo

Breadth

72,3

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

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth

40,2

Draught Moulded

30' - 8 3/4"

while building afloat and in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | THICKNESS IN mm. | Any Departure from Approved Plans to be Noted. | | THICKNESS IN mm. | Any Departure from Approved Plans to be Noted. |
|---|-----------------------------|--|--|------------------------|--|
| FRAMES, Spacing amidships | 855 | ✓ | Bracket Floors, Frame | None | |
| way of M.E. room | 820 | ✓ | " " Reversed Frame | | |
| from length amidships | 685 | ✓ | " " Vertical Struts | | |
| fwd. cofferdam Collision bulkhead | | | in E.R. | | |
| frames, spacing peaks | 610 | ✓ | Centre Girder, depth and thickness amidships | 2360 x 14,5 | ✓ |
| SIDE FRAMING. | | | " " top Angles Below the engine | 1525 x 14,5 | ✓ |
| Frame Amidships, Angle, \square or \square | 260 x 13 | ✓ | " " bottom Angles | Welded girder | ✓ |
| " Extends up to | Upper deck | ✓ | Side Girders, No. each side and thickness | Two 20 to 14 | ✓ |
| Reversed Frame Amidships, Angle | None | ✓ | Margin Plate depth (excl. of flange) and thickness | | |
| " Extends up to | | | " " Vertical Angle to Tank side | | |
| Depth of Framing Girder | | | Bracket abaft 1/2 len. from stem | Tank Top runs out | ✓ |
| Bridge | | | " " Vertical Angle to Tank side | | |
| Frames in Uppermost Continuous Deck | 180 x 8 | ✓ | Bracket from forward 1/2 len. from stem to Panting Area | level to ship side | ✓ |
| Decks, Angle, \square or \square | | | " " Gussets, spacing and scantling abaft 1/2 len. from stem | | |
| " " Second 'tween Decks, Angle, \square or \square | | | " " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area | | |
| " " Third " " " " | 260 x 13 in cargo tanks | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | | |
| " from 1/2 len. for'd. to 15% len. from Stem | 270 x 14 in fwd. deep tanks | ✓ | INNER BOTTOM PLATING. | | |
| " in Peaks, Angle, \square or \square | 260 x 13 | ✓ | Breadth and thickness of Middle Line Strake in E.R. | 14,5 | ✓ |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | Welded frame | ✓ | Thickness of remainder in E.R. | 14,5 | ✓ |
| State if Frame Joggled | No | ✓ | 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? | Ship built as approved | ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | Yes | ✓ | BEAMS. | | |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | Yes | ✓ | Uppermost Continuous Deck, amidships in Wells, Angle, \square or \square | Long beams—See Rpt 1 | ✓ |
| SINGLE BOTTOM. in cargo tanks | | | " " in way of Bridge, Angle, \square or \square | 220 x 11 | ✓ |
| Floors, Depth and thickness at mid-line in Holds | longitudinal | ✓ | at ends \square or \square | every frame | ✓ |
| Height of Brackets at side above base line at toe of frame | framing see Rpt.1 | ✓ | Spacing | | |
| Middle Line Keelson, on Floors, Angles | | | Second Deck, amidships, Angle, \square or \square | | |
| " " " Through Plate on Inter-costal Plate | 2300 x 13 | ✓ | Spacing | | |
| " " " Foundation Plate on Floors | | | Third Deck, amidships, Angle, \square or \square | | |
| " " " Flat Plate on top | 570 x 16 | ✓ | Spacing | | |
| Side Keelsons, No. each side | None | ✓ | Fourth Deck, amidships, Angle, \square or \square | | |
| " " thickness of Inter-costal Plate | | | Spacing | | |
| " " Angles | | | Poop Deck, Angle, \square or \square | 200 x 10 & 200 x 9 | ✓ |
| DOUBLE BOTTOM. in Engine Room | | | Spacing | every frame | ✓ |
| Solid Floors, thickness and spacing | 11,5 & 13,5 sp.820 | ✓ | Bridge Deck, Angle, \square or \square | 220 x 10 | ✓ |
| " " Are Frame and Reversed Frame joggled? | Welded floors | ✓ | Spacing | every frame | ✓ |
| Bracket Floors, breadth and thickness at middle line | None | ✓ | Forecastle Deck, Angle, \square or \square | 200 x 11 & 200 x 10 | ✓ |
| " " 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. | Number Certificate |
|--|------------------|-----------------|--|--|--|--------------------|
| PILLARS, No. of Rows | as per | | ✓ | Stringer Plate, breadth and thickness in way of Bridge | | 110 |
| „ in 'tween Decks, Size and Spacing | plans. | | | Thickness of Plating abreast Deck openings in way of Wells | | 111 |
| „ „ „ „ „ | | | | Thickness of Plating abreast Deck openings in way of Bridge..... | | 112 |
| „ in Holds „ „ „ | | | | Thickness of Plating within line of openings... | | Rpt. |
| „ „ „ „ „ | | | | If Sheathed, material and thickness..... | | |
| Longitudinal Bulkheads, corrugated horizontally as per plans ✓ | | | | Third Deck. | | |
| Stiffeners and Spacing web plating..... | 1000 x 11 ✓ | | | Stringer Plate, breadth and thickness..... | | |
| Face plate Spacing..... | 180 x 12 ✓ | | | If Plated, state thickness | | aming |
| Plating, thickness of | 2565 to 11 ✓ | | | Fourth Deck. | | ames i |
| STRINGERS AND DECKS. | | | | Stringer Plate, breadth and thickness..... | | ames f |
| Uppermost Continuous Deck. | | | | If Plated, state thickness..... | | Deck |
| Stringer Plate, breadth and thickness in Wells | 2030 x 21,5 ✓ | | | Poop Deck. | | Botto |
| „ „ „ „ in way of Bridge | 2030 x 25,5 ✓ | | | Stringer Plate, breadth and thickness..... | 1450 x 8,5 ✓ | |
| „ Angle in Wells | 180 x 180 x 20 ✓ | | | Plating, Sheathing, material and thickness ... | 8 mm. sheated by 60mm. ✓ | |
| Thickness of Plating abreast Deck openings in way of Wells | 21,5 ✓ | | | Bridge Deck. | | |
| Thickness of Plating abreast Deck openings in way of Bridge..... | 21,5 ✓ | | | Stringer Plate, breadth and thickness..... | 1550 x 8,5 ✓ | |
| Thickness of Plating within line of openings... | 21,5 ✓ | | | Plating, Sheathing, material and thickness ... | 8 mm. ✓ sheated by 60mm | |
| Thickness of Plating in way of centre pump room. | 25,5 ✓ | | | Forecastle Deck. | | |
| If Sheathed, material and thickness..... | Not sheathed | | | Stringer Plate, breadth and thickness..... | 1550 x 8,5 ✓ | |
| Second Deck. | | | | Plating, Sheathing, material and thickness... | 8,5 mm. ✓ Not sheated | |
| Stringer Plate, breadth and thickness in Wells | Single deck | | | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | |
|---|---------------|------------|------------|------------|--|-------------------------|----------------------|---------|-----------------------|---------------------------|---------|-----------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if jogged? | SINGLE OR DOUBLE. | RIVETS. | | NO. OF ROWS OF RIVETS. | RIVETS. | | STRAPPED OR LAPPED. |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | | Diam. | Spacing cr. to cr. | | Diam. | Spacing cr. to cr. | |
| Flat Plate Keel..... | 1460 | 27,5 ✓ | 27,5 ✓ | 27,5 ✓ | | Double | 25 | 95 ✓ | | | | | |
| „ Dblg. (if any) | | None | | | | | | | | | | | |
| Bottom Plating, No. of Strakes ...4..... | 1900 | 20 ✓ | 20 ✓ | 15 ✓ | | E. Welded | - | - | | | | | |
| Bilge Plating, No. of Strakes ...2..... | 2045 | 20 ✓ | 14 ✓ | 14 ✓ | | Double | 25 | 95 ✓ | | | | | |
| Side Plating, No. of Strakes ...4..... | 1770 | 19 ✓ | 14 ✓ | 14 ✓ | | E. Welded | - | - | | | | | |
| Upper Deck, Sheer- strake in Wells..... | 1835 | 25 ✓ | 14 ✓ | 14 ✓ | | Upper edge double | 25 | 122 ✓ | | | | | |
| Upper Deck, Sheer- strake in Bridge ... | 1835 | 25 ✓ | - | - | | Lower edge E. Welded | | | | | | | |
| Strake below Sheer- strake in Wells..... | 1770 | 19 ✓ | 14 ✓ | 14 ✓ | | E. Welded | | | | | | | |
| Strake below Sheer- strake in Bridge ... | 1770 | 19 ✓ | - | - | | | | | | | | | |
| Poop Side Plating..... | | | | 11,5 ✓ | | E. Welded | | | | | | | |
| Bridge Side Plating..... | | 11,5 ✓ | | | | E. Welded | | | | | | | |
| Forecastle Side Plating | | | 11,5 ✓ | | | E. Welded | | | | | | | |

WATERTIGHT BULKHEADS.

FORGINGS AND CASTINGS.

| | | | | | | | |
|--|--|---|--|-------------------------------------|--|---|--|
| Total No. of W.T. BULKHEADS in Vessel— | | Extending to Upper Deck (Sec. 3 c) 15 ✓ | | Deck next below Single deck ship ✓ | | As per Rule 7 ✓ | |
| | | STIFFENERS. | | | | | |
| | | VERTICAL. | | HORIZONTAL. | | | |
| | | Scantlings. | | Spacing. | | | |
| MIDSHIP BULKHEAD Upper Deck | | 11-13 | | Corrugated bulkhead | | | |
| " " Second | | | | with three horizontal | | | |
| " " Third | | | | girders as per plans. | | | |
| " " Holds | | | | | | | |
| COLLISION (in Hold) | | 8-15 | | 260x12 ✓ 180x8 ✓ 200x10 ✓ 760 | | One flat and two hor. girders as per plans. ✓ | |
| AFTER PEAK | | 8, 5x13, 5 | | 130x65x10 ✓ 200x10 ✓ 760 | | Two flats as per plans. ✓ | |
| Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) ILVA (Bagnoli, Marghera, Bolzaneto, Novi Ligure) - Acciaierie e Ferriere di Bolzaneto - Soc. Italian Acciaierie Cornigliano (S.I.A.C.) Has the Steel been tested as required by the Rules? Yes ✓ | | | | | | | |

Rpt. 1°.

20 APR 1959

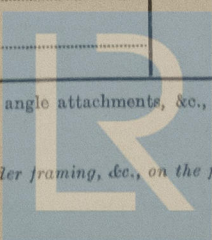
N° 0278

PARTICULARS OF LONGITUDINAL FRAMING

| FRAMING | | In way of Cargo Tanks | | | In Ship. | | | Any Departure from Approved Plans to be Noted. | Rivets in Longitudinal Frames. | | RIVETING | | Rivets in Brackets to Bulkheads. | |
|--|--|---|------|-----|----------|------|------|--|--------------------------------|--------|----------|---------|----------------------------------|--|
| | | mm. | mm. | mm. | Ins. | Ins. | Ins. | | Diam. | Speng. | Inches. | Number. | Diameter. | |
| flanged plate | | | | | | | | | | | | | | |
| aming of L, L or E | | | | | | | | | | | | | | |
| ames in Bridge 'tween Decks | | Transversally framed | | | | | | | | | | | | |
| ames from Uppermost Continuous Deck Centreline No. 1 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| Bottom framing only) 2 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| " 3 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| " 4 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| " 5 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| " 6 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| " 7 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| " 8 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| " 9 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| " 10 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| " 11 | | 380 | 12,5 | 130 | ✓ | | | | | | | | | |
| " 12 | | 380 | 12 | 130 | ✓ | | | | | | | | | |
| " 13 | | 360 | 12 | 130 | ✓ | | | | | | | | | |
| " 14 | | 330 | 11 | 100 | ✓ | | | | | | | | | |
| " 15 | | 305 | 11 | 100 | ✓ | | | | | | | | | |
| " 16 | | | | | | | | | | | | | | |
| Spacing of Longitudinal Frames | | 760 ✓ | | | | | | | | | | | | |
| Amidships | | | | | | | | | | | | | | |
| At Ends | | | | | | | | | | | | | | |
| Tank Top Longitudinals | | Double bottom in E.R. only with | | | | | | | | | | | | |
| Bottom | | transverse framing. | | | | | | | | | | | | |
| Amidships | | | | | | | | | | | | | | |
| At ends | | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | |
| Side (between Decks) | | Single deck | | | | | | | | | | | | |
| Depth and Thickness | | 830 | 11 | ✓ | | | | | | | | | | |
| Face Angles | | 180 | 12 | ✓ | | | | | | | | | | |
| Lugs to Shell | | Welded | ✓ | | | | | | | | | | | |
| Side (in Hold) | | | | | | | | | | | | | | |
| Depth and Thickness | | 1140 | 11 | ✓ | | | | | | | | | | |
| Face Angles Flat. | | 180 | 12 | ✓ | | | | | | | | | | |
| Lugs to Shell | | Welded | ✓ | | | | | | | | | | | |
| Bottom | | | | | | | | | | | | | | |
| Depth and Thickness | | 1140 | 11 | ✓ | | | | | | | | | | |
| Face Angles Flat. | | 180 | 12 | ✓ | | | | | | | | | | |
| Lugs to Shell | | Welded | ✓ | | | | | | | | | | | |
| " " Back Bars | | 11mm. thick - Upper toe at 2563mm. from top of keel ✓ | | | | | | | | | | | | |
| Brackets | | 2565 ✓ | | | | | | | | | | | | |
| Spacing of Transverse Frames | | 2565 ✓ | | | | | | | | | | | | |
| * State if joggled or liners. | | | | | | | | | | | | | | |
| Longitudinal Beams of L or E | | | | | | | | | | | | | | |
| Bridge Deck | | Transversally framed ✓ | | | | | | | | | | | | |
| Upper | | 220 | 12 | ✓ | 180 | 8 | ✓ | | | | | | | |
| Second | | | | | | | | | | | | | | |
| Third | | | | | | | | | | | | | | |
| Transverse Beams. | | | | | | | | | | | | | | |
| Plate. | | 900x11 150x12 In centre tanks | | | | | | | | | | | | |
| Face Angles. | | 830x11 180x12 In side tanks | | | | | | | | | | | | |
| Any departure from Approved Plans to be Noted. | | | | | | | | | | | | | | |

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.



Lloyd's Register Foundation

re
an
d.

HAWSERS AND WARPS.

Iron Stream }
Chain or }
Steel Wire }

CANTIERE NAVALE BREDA S.p.A.
UN VICE DIRETTORE
(Dr. ing. Luigi Signoretto)

Builder's Signature

CSSR

CSSR

CSSR

OFF. 2

Oil Tanker

Signature *David H. Quinn*
Surveyor to Lloyd's Register of Shipping.

16/4/59

FRIDAY - 3 JUL 1959

+ 100 A1

~~Bil. Lanke~~

~~DS 3.59~~

~~FLMC~~

KS

DBS

TS CL.

3.59

White Mestizo (Lam)

FOR
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LR

Lloyd's Register
Foundation

01253

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.)

Cargo tanks, double bottom tanks, deep tanks, fore and after peak tanks, O.F. bunkers, cofferdams, bulkheads and decks all has been tested to Rule requirements with satisfactory results.

Windlass and steering gear have been tried working and found in order.

Oil Fuel (flash point above 150 °F) is carried in the cross bunker, in the forward deep tanks and in the double bottom tanks at the fore end of the E.R. and the requirement of section 20 of the Rules where applicable have been complied with.

PLANS

Approved plans Nos. 2, 4, 5, 6, 7, 8, 11, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27 & 31 as listed in our report No. 0219 have been forwarded with that report and are also valid for this ship except that plan No. 26 is valid so far the boundary bulkhead is concerned and for the remainder is replaced by plan No. 45 and No. 48 mentioned below.

The following approved plans are being forwarded now under separate covers:— 31/A Midship Section —

32 Alterations to deck openings; 33 Double bottom tanks; 34 — Pump room and O.F. tanks aft; 35 Engine Room casing; 36 Engine Room structure; 37 Auxiliary Engine seatings; 38 Boiler seatings; 39 Rudder; 40 Fo'c'sle deck and upper deck fwd. pillars & girders; 41 Poop deck and boat deck pillars & girders; 42 Bridge deck and deck over pillars & girders; 43 Poop bulkheads; 44 Boat deck bulkheads; 45 coal bunker.

The following "As Built" plans are also being forwarded:—

46 Midship section; 47 Profile and decks; 48 Bridge bulkheads.

CERTIFICATES

Certificates covering stern frame; rudder cast pieces; rudder axle, head & tiller are also enclosed.

[Signature]

PARTICULARS OF ELECTRIC WELDING (if employed)

Ship entirely welded except keel to A strakes, strakes E & F (bilge strakes) respectively to strakes D & G, sheerstrake to stringer bar and stringer strake to adjacent deck plating. Welding has been carried out by experienced operator part manually using approved electrodes part by approved automatic electric welding process.

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

Longitudinal framing at bottom and deck — Part E.W. — L.A.C.P.

Oil Tanker — Cruiser stern — Oil Eng. — Mach. Aft — Radar — D.F.

E.S.D. — Gyromatic steering gear — R.I.Na. class.—

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. DECCA 45

State } Maker Messrs. TELEMAR
Name } and/or
of } Supplier

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

| | | |
|---------------|----------------------------------|--------------------------------------|
| 1st Bower | 3370 Kgs. — DL — 110 — 17. 6. 58 | 1505 Kgs. — DL — 110/bis — 27. 6. 58 |
| 2nd " | 3370 Kgs. — DL — 111 — 4. 6. 58 | 1500 Kgs. — DL — 111/bis — 27. 5. 58 |
| 3rd " | 3365 Kgs. — DL — 112 — 27. 6. 58 | 1495 Kgs. — DL — 112/bis — 27. 6. 58 |
| Stream anchor | 1672 Kgs. DL — 80 — 26. 2. 58 | |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 124,7 ft., R.Q.D. — ft., Bridge 37 ft., Forecastle 74,5 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated —

Official No. Signal Letters ICQG Extreme Breadth over Belting 72,3 Over-all Length 557,5
(Circ. 1611) (Circ. 1703)

No. and Material of Decks One — Steel

Parts of Bottom of Vessel coated with cement or approved composition Fore and aft peak tanks — Fresh water 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 Cofferdums and Dry Tanks (if tested) are to be included.)

| Where Fitted. | Length. | Water Capacity. | Where Fitted. | Length. | Water Capacity. |
|---|---------|-----------------|---|---------|-----------------|
| | Feet. | Tons. | | Feet. | Tons. |
| Double bottom, aft, fr. 13 to 22 — Fresh Water Only | | | Fore peak tank, | | 362 |
| Double bottom, under Engines and Boilers, | | | After peak tank, | | 224 |
| Double bottom, if under Engines only, fr. 23 to 47 O.F. or lub. oil | | | Deep tank, aft, Oil Fuel Only | | |
| Double bottom, if under Boilers only, | | | Deep tank, forward, O.F. & W.B. | | 845 |
| Double bottom, forward, | None | | Other tanks, if fitted, | None | |
| Total length (if continuous) and Capacity | | | (If necessary furnish further information by sketch.) For fresh water, Oil Fuel & lub oil see enclosed capacity plan. | | |

Order for Special Survey No.

Date 3. 6. 57

Dates of Surveys held while building

1958: 24, 26, 28 Feb.— 4, 7, 10, 12, 18, 24, 26, 28 March — 11, 17, 21, 28 April — 5, 20, 27, 29 May — 27, 28 June — 8, 15, 17, 19, 22, 24, 25 July — 4, 8, 20, 21, 23, 26, 28, 30 Aug.— 3, 6, 9, 11, 12, 16, 17, 20 Sept. — 14, 21 Oct. —
1959: 17 Jan. — 25 Feb. — 2, 3, 10, 12, 17 March.—

Total No. of Visits 53