

Rpt. 1  
RECEIVED

18 JAN 1945

IN D.O.

# STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office 18 JAN 1945

Date of completion of report 13. 1. 45. Port of GLASGOW.

Survey held at GLASGOW Date First Survey 3rd SEPTEMBER 1943 Last Survey 7th DECEMBER 1944

On the (State if Motorship fitted with or without Tonnage Openings) SINGLE SCREW MOTORSHIP "EMPIRE WILSON".

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) COMPLETE SUPERSTRUCTURE WITHOUT TONNAGE OPENING State Type of Erections POOP AND FORECASTLE

TONNAGE under Tonnage Deck 8843.46 CLASS +100 A.1. State if with freeboard (as condition of Class) WITH FREEBOARD 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 post on summer L.W.L. See Sec. 3 (1a) L 465.0

Total 8843.46 Breadth (greatest moulded) B 64.0

Gross Tonnage 9916.23 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 42.67 TO UPPER DECK, 32.125 TO SECOND DECK, 40.12 FOR NUMERALS

Register Tonnage 7117.65 1st Longitudinal Number (L x D) (465.0 x 40.12) = 18655

2nd Numeral L x (B + D) 465 x (64.0 + 40.12) = 48415

Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.3

Proportions—Depth to Length—Uppermost continuous deck to top of keel 465 10.90

Do. Long Bridge to top of keel 29.74

Launched 18th AUGUST 1944 Yard No. 446

Builders MESSRS CHARLES CONNELL & CO. LD.

Owners THE MINISTRY OF WAR TRANSPORT.

Managers STANLEY & JOHN THOMPSON, LD. (SILVER LINE, LD.)

(Where necessary to be entered in Reg. Book.) PALMERSTON HOUSE, 51 BISHOPSGATE, LONDON, E.C.2.

Residence

Port of Registry GLASGOW

If surveyed while building, afloat, or in dry dock BUILDING AND AFLOAT.

## 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.
<b>FRAMES, Spacing amidships</b>	33	✓	<b>Bracket Floors, Frame</b>		
" " from $\frac{3}{8}$ length amidships to Collision bulkhead	27	✓	" " Reversed Frame		
" " in peaks	24	✓	" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	47 x 58	✓
Frame Amidships, Angle, E or C	12 3½ 44	✓	" " top Angles	3½ 3½ 50	Dble ✓
" " Extends up to	2nd and 3rd Decks alternately	✓	" " bottom Angles	5 5 56	Dble ✓
<b>Reversed Frame Amidships, Angle</b>			<b>Side Girders, No. each side and thickness</b>	One 42" thick	✓
" " Extends up to			<b>Margin Plate depth (excl. of flange) and thickness</b>	39 x 58	✓
<b>Depth of Framing Girder</b>	12	✓	" " Vertical Angle to Tank side	6 6 48	✓
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or C</b>	8 3½ 40	✓	" " Bracket abaft $\frac{1}{2}$ len. from stem	12 x 3½ x 44 on alternate frames with 8 x 3½ x 40 intermediate frames	✓
" " Second 'tween Decks, Angle, E or C			" " Vertical Angle to Tank side	21 x 45 continuous plate	✓
" " Third " " " "			" " Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	21 x 45 continuous plate	✓
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	12 3½ 44	BA ✓	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	47 x 48 (level with tank top)	✓
" " in Peaks, Angle or C	9 3½ 48	✓	" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	7/8 dia. rivets spaced 5 4 apart	✓	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		
<b>State if Frame Joggled</b>	Yes	✓	<b>INNER BOTTOM PLATING.</b>		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	As approved	✓	Breadth and thickness of Middle Line Strake	64 x 62	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	As approved	✓	Thickness of remainder in Holds	48 14 08 in way of hatchways	✓
<b>SINGLE BOTTOM.</b>			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & D. space and framing in Pankers and Boiler Room?	Yes	✓
Floors, Depth and thickness at mid-line in Holds			<b>BEAMS.</b>		
Height of Brackets at side above base line at toe of frame			<b>Uppermost Continuous Deck, amidships, in Wells, Angle, E or C</b>	9 3½ 44	✓
<b>Middle Line Keelson, on Floors, Angles, E or C</b>			" " in way of Bridge, Angle, E or C		
" " Through Plate or Intercostal Plate			Spacing	Every frame	✓
" " Foundation Plate on Floors			<b>Second Deck, amidships, Angle, E or C</b>	11 3½ 44	✓
" " Flat Plate Keel Angles			Spacing	Every frame	✓
<b>Side Keelsons, No. each side</b>			<b>Third Deck, amidships, Angle, E or C</b>	11 3½ 44	✓
" " thickness of Intercostal Plate			(Not fitted in way of No. 1 Hold)		
" " Angles			Spacing	Every frame	✓
<b>DOUBLE BOTTOM.</b>			<b>Fourth Deck, amidships, Angle, E or C</b>		
<b>Solid Floors, thickness and spacing</b>	45" on every frame	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	Yes	✓	<b>Poop Deck, Angle, E or C</b>	9 3½ 38	✓
<b>Bracket Floors, breadth and thickness at middle line</b>			Spacing	and as approved Every frame	✓
" " breadth and thickness at margin plate			<b>Bridge Deck, Angle, E or C</b>		
			Spacing		
			<b>Forecastle Deck, Angle, E or C</b>	7 3 42	✓
			Spacing	and as approved Every frame	✓



## PILLARS AND DECKS.

PILLARS, No. of Rows.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
in 'tween Decks, Size and Spacing.....	Wide spaced pillars and deep girders in holds and tween decks, as per approved plans			
Centre Line Bulkhead, Stiffeners and Spacing.....				
Plating, thickness of.....				
<b>STRINGERS AND DECKS.</b> Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Walls.....	76 x 71			
..... in way of Bridge.....				
Angle in Walls.....	6 6 72			
Thickness of Plating abreast Deck openings in way of Walls.....	61			
Thickness of Plating abreast Deck openings in way of Bridge.....				
Thickness of Plating within line of openings.....	43			
If Sheathed, material and thickness.....	Not sheathed			
<b>Second Deck.</b> Stringer Plate, breadth and thickness in Walls.....	72 x 44			
..... in way of Bridge.....				
Angle in Walls.....	6 6 72			
Thickness of Plating abreast Deck openings in way of Walls.....	61			
Thickness of Plating abreast Deck openings in way of Bridge.....				
Thickness of Plating within line of openings.....	43			
If Sheathed, material and thickness.....	Not sheathed			
<b>Third Deck.</b> Stringer Plate, breadth and thickness.....	72 x 36			
..... in way of Bridge.....				
Angle in Walls.....	6 6 72			
Thickness of Plating abreast Deck openings in way of Walls.....	61			
Thickness of Plating abreast Deck openings in way of Bridge.....				
Thickness of Plating within line of openings.....	43			
If Sheathed, material and thickness.....	Not sheathed			
<b>Fourth Deck.</b> Stringer Plate, breadth and thickness.....	72 x 36			
..... in way of Bridge.....				
Angle in Walls.....	6 6 72			
Thickness of Plating abreast Deck openings in way of Walls.....	61			
Thickness of Plating abreast Deck openings in way of Bridge.....				
Thickness of Plating within line of openings.....	43			
If Sheathed, material and thickness.....	Not sheathed			
<b>Forecastle Deck.</b> Stringer Plate, breadth and thickness.....	36 x 38			
Plating, Sheathing, material and thickness.....	36. Not sheathed			

## SHELL PLATING.

SCANTLINGS.				RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if Joggled? <input checked="" type="checkbox"/> No.			BUTTS.				
	AMIDSHIPS.		FORWARD.			SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.		
FLAT PLATE KEEL .....	55 ✓	90 ✓	85 ✓	85 ✓	Approved 80" at ends ✓	Double ✓	1 ✓	3 3/4 ✓	4 ✓	1 ✓	4 ✓	Lapped ✓	
— " — BILGE (if any)													
BOTTOM PLATING, No. of Strakes .....		71 ✓	52 ✓	54 ✓	Approved 52" at ends ✓	Double ✓	7/8 ✓	3 3/4 ✓	4 - 3 ✓	7/8 ✓	3 1/2 - 3 3/4 ✓	Lapped ✓	
BILGE PLATING, No. of Strakes .....		71 ✓	52 ✓	55 ✓	Approved 52" at ends ✓	Double ✓	7/8 ✓	3 3/4 ✓	4 - 3 ✓	7/8 ✓	3 1/2 - 3 3/4 ✓	Lapped ✓	
SIDE PLATING, No. of Strakes .....		68 ✓	50 ✓	50 ✓		Double ✓	7/8 ✓	3 3/4 ✓	3 ✓	7/8 ✓	3 1/2 ✓	Lapped ✓	
UPPER DECK, Sheer- strake in Wells .....	84 ✓	81 ✓	50 ✓	50 ✓					4 - 3 ✓	1 ✓	4 ✓	Lapped ✓	
<del>UPPER DECK, Sheer- strake in Bridge ...</del>													
STRAKE BELOW Sheer- strake in Wells .....	84 ✓	72 ✓	50 ✓	50 ✓		Double ✓	7/8 ✓	3 3/4 ✓	4 - 3 ✓	7/8 ✓	3 1/2 - 3 3/4 ✓	Lapped ✓	
<del>STRAKE BELOW Sheer- strake in Bridge ...</del>													
POOP SIDE PLATING .....				42 ✓		Single ✓	3/4 ✓	3 ✓	2 ✓	3/4 ✓	2 5/8 ✓	Lapped ✓	
BRIDGE SIDE PLATING ...													
FORECASTLE SIDE PLATING			44 ✓			Single ✓	3/4 ✓	3 ✓	1 ✓	3/4 ✓	2 5/8 ✓	Lapped ✓	

## WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel.....	NOTATION.....	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	CASTING OR FORGING.	SCANTLINGS.	MAKER'S NAME.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
Extending to Upper Deck (Sec. 3 c).....	8 BH. (Coll. Bk. to W. Deck, 7 Bk. to 2nd Dk.)					
Deck next below.....	7					
As per Rule.....	7					
<b>STIFFENERS.</b>						
Plating Thickness.....						
VERTICAL.						
SCANTLINGS.						
SPACING.						
HORIZONTAL.						
SCANTLINGS.						
SPACING.						
<b>MIDSHIP BULKHEAD, Upper tween decks.....</b>	(No. 124) 26	6' 3" x 42' 0" A. 3 1/2				
" " Second.....	(No. 124) 27	5 1/2' x 3' 38' 0" A. 3 1/2				
" " Third.....	(No. 124) 41	10' x 3 1/2' x 49' 8" A. 3 1/2				
" " Holds.....	(No. 124) 51	10' x 3 1/2' x 40' 8" A. 3 1/2				
<b>COLLISION (in Hold).....</b>	(No. 124) 51	10' x 3 1/2' x 40' 8" A. 3 1/2				
<b>AFTER PEAK.....</b>	(No. 9) 45	10' x 3 1/2' x 40' 8" A. 3 1/2				
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....	Open Hearth					
Has the Steel been tested as required by the Rules?.....	Yes					

EQUIPMENT No 50870

LETTER et

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
2272	1st Bower	88 0 7	Stockless	62 15 0	85.5	Hingley's Challenge Type	N. Hingley & Sons Ltd.	Neiherton: 16.9.43: S. Bolton
2285	2nd "	87 2 14	Stockless	62 5 0	85.5	"	"	Neiherton: 16.9.43: S. Bolton
	3rd "				73.5			
	Collective weight.				244.5			
2217	Stream	25 1 0	6 1 7	24 19 1	25.0	Ordinary	N. Hingley & Sons Ltd.	Neiherton: 24.8.43: J. A. Relf

## 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.		
			Statur.	Break- ing.	Supplied.		Per Rule.	Length.							Diam.	Length.		Chr.	Fathoms.	Inch.
	Fathoms.	Inch.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Inch.	Fathoms.	Inch.					Fathoms.	Inch.				
3490	120	2 3/4	116 7	163 4	398	3	21	989	300	2 3/4	Steel Link	N Hingley & Sons Ltd.	Neiherton: 17.9.43: S Bolton	POWLINE...	130	5 1/2 (6/24)	84 4	130	5 1/2 (6/24)	
3491	120	2 3/4	116 7	163 4	398	2	14			"	"	"	17.9.43: S Bolton							
3832	6	2 3/4	116 7	163 4	21	2	21			"	"	"	25.9.44: J A Relf							
	246				819	1	0							HAWSERS & WARPS	2 @ 100	2 3/4 (6/12)	15 2	2 @ 100	2 3/4 (6/12)	
		Chr.								Chr.						2 @ 100	2 3/4 (6/12)	15 2	2 @ 100	2 3/4 (6/12)
Stream Cable Steel Wire	120	4 3/4 (6/24)	64	6					120	4 3/4 (6/24)										

Steering Gear, Type (Power <del>Hand</del> )	Haslie's Electric-Hydraulic	Alternative Means of Steering	Two independent pumps are fitted to the main steering gear.
Steering Chains (Size and Test)	Telemotor Control	Windlass	Electric by Emerson Walker
Ceiling in Holds, thickness and material	None fitted	Cargo Battens, thickness, material and spacing	None fitted - frames punched and cleats supplied
Cargo Hatchways, (Upper Deck)	Steel coverings and angles	Thickness of Hatches	2 1/2" wood
Size of Hatchways No. 1 (Fwd.)	20'-3" x 16'-0"	No. 2	33'-3" x 21'-0"
No. 3	52'-3" x 21'-0"	No. 4	11'-0" x 21'-0"
No. 5	35'-9" x 21'-0"	No. 6	27'-6" x 21'-0"
Number of Shifting Beams	3	6	9
Number of Fore and Afters	1	6	4

Builder's Signature

For CHARLES CONNELL & CO., Limited  
D. McCallum 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 -  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo -  
This ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans.  
The materials and workmanship are good.  
The double bottom tanks, forepeak, deep tank amidships, abreast engine room and abreast tunnel and the fore and after peak tanks and fresh water tanks, were tested as required by the Rules and found satisfactory.  
Oil fuel is carried in Nos. 2, 3 and 4 double bottom tanks and in two double bottom tanks in the way of the engine room, also in the wing tanks abreast the engine room and in the wing and centre deep tanks amidships (No. 4 Hold); flash point of oil above 150°F; Section 20 of the Rules complied with where applicable.  
Oil is carried as cargo in the midship deep tanks (No. 4 Hold, at centre only); flash point of oil above 150°F.  
Weather decks, shaft tunnel and watertight bulkheads were hose tested and found tight and satisfactory.  
Windlass and steering gear: tried under working conditions and found satisfactory.  
Treaboard verified and marks cut in.  
Note: Hatch covers have been fitted at all hatches throughout the ship.

The amount of Entry Fee.....	£ 11 : 0 : 0	Fees applied for, 16 JAN 1945	(Special notations, where part of class, to be stated.)
Special Survey Fee.....	£ 447 : 18 : 0	Received by me,	I am of opinion the Vessel should be Classed + 100 A.I. WITH FREEBOARD
Specification.....	£ 111 : 19 : 6	19	
Freeboard.....	£ 20 : 0 : 0		
State whether the Vessel has been built under Special Survey.....	Yes	Signature	James M. Winders
Certificate to be sent to.....	GLS 365W	Date of issue	28/3/45

Committee's Minute GLASGOW 16 JAN 1945  
Character assigned - 1-100 H 12.44  
Lloyd's at C.P. Carrying cargo oil F.P. above 150°F in midship deep tank  
Note: - Bone & Co. Secs. + D.B. made 36 refitted 12.44  
+ 200 lb.



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.)

- The following plans are applicable to this vessel and are forwarded herewith:-
- ✓ Midship Section
  - ✓ Profile and Decks
  - ✓ Stemframe
  - ✓ Rudder
  - ✓ Detail of Heel Connection to Pillar at Frame 134
  - ✓ Tank Side Gussset Plates
  - ✓ Boat Deck and Promenade Deckhouses Amidships
  - ✓ Strengthening of Hatch Corners at Upper Deck
  - ✓ After End Framing
  - ✓ Pumping Plan
  - ✓ Arrangement of Cargo Tank Suctions
  - ✓ Fore End Framing (as fitted)
  - ✓ Details of Hatch Web Ends
  - ✓ Houses above Boat Deck
  - ✓ Hatch End Beams
  - ✓ Alterations to N°1 Tank
  - ✓ Promenade Deck and Upper Deckhouse Amidships

- The following Torging and Casting Reports are enclosed herewith:-
- Stemframe
  - Rudder arms (2 certificates)
  - Rudder stock
  - Yeller

Plan of "Midship Section (as fitted)" forwarded in advance.

This vessel is of the Government Cargo-Liner Type of 15 knots speed and is a sister ship to the S.S. "Empire Chieftain", built by Messrs. Furness Shipbuilding Co. Ltd. of Haverton Hill-on-Tees, with the exception of the propelling machinery which in this case is an oil engine.

The Builders do not wish the subject of the vessel's class which appears on the accompanying Report 8 concerning damages sustained on 8th and 15th December 1944, to appear on the Classification Certificate to be issued to them, as these damages were sustained after the vessel was handed over.

PARTICULARS OF ELECTRIC WELDING (if employed) Oil fuel bunkers abreast engine room; oil fuel bunkers and cargo hold (N°4 Hold); tunnel plating and stiffeners; auxiliary engine seats; engine casing; heads and heels of hold and tween deck pillars; watertight bulkhead stiffeners to inner bottom; gussset plates to tank margin; stringer plate checks at Second Deck; Third Deck and hold flat aft; Second and Third deck plating to hatch sides and ends; butts and seams of upper deck plating in way of midship deckhouse; midship deckhouses; deck girder tripping brackets and other minor details.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book With Freeboard. Cruiser Stern. Carrying Cargo Oil, & P. above 150° F in Midship Deep Tanks. Lloyd's A. and C.P. Oil Engine. Wireless. Direction Finder. Gyro Compass. Echo Sounding. (See Page 2 for notation re bulkheads).

Special Reasons List:—Cargo battens to be fitted at the first opportunity in holds and tween decks. (1 bower anchor and 54 fathoms of cable are to be supplied at the conclusion of the present emergency).

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	56	1	4	J.D.	3391	15.11.40
	2nd "	56	0	12	A.E.G.	4488	3.11.42
	3rd "						

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33.0 ft., R.Q.D. - ft., Bridge - ft., Forecastle 40.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated -

Official No. 169418 Signal Letters Extreme Breadth over Belting - Over-all Length 497' 4 5/8" (Circ. 1611) (Circ. 1708)

No. and Material of Decks 2 Decks, 3rd deck except in N°1 Hold. All of steel. (Circ. 1611)

Parts of Bottom of Vessel coated with cement or approved composition Portland cement in fore and aft peak tanks, double bottom feed water tanks and double bottom cofferdams; elsewhere double bottom cement washed, except in way of oil fuel tanks where it is uncoated.

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. S.W.	Where Fitted.	Length. Feet.	Water Capacity. Tons. S.W.
Double bottom, aft, (Frames 33-57).	66.0	140	Fore peak tank,	24.0	127
Double bottom, under Engines and Boilers,			After peak tank,	16.0	188
Double bottom, if under Engines only, (Frames 57-79).	60.5	70	Deep tank, aft, abreast tunnel (Frames 11-33).	59.5	220
Double bottom, if under Boilers only,			Deep tank, forward, (Frames 146-169).	51.75	213
Double bottom, forward, (Frames 79-146).	180.25	847	Other tanks, if fitted, Deep Tank amidships (N°4 Hold.).	35.75	728
Total length (if continuous) and Capacity	306.75	1057	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 6692

Date 24.3.43

Dates of Surveys held while building

1943 Sep 3.13. Oct 4.26. Nov 2.16.24.26. Dec 1.2.10.14.22.23.30. 1944 Jan 5.10.12.19.21.24.25. Feb 1.2.7.14.17.25.26. Mar 6.9.15.17.19.22.23.24.27.30. Apr 5.7.11.12.14.17.19.30.21.24.26.28. May 1.3.5.10.12.16.18.22.24.26. Jun 1.5.7.8.9.13.16.20.21.27.28.29. Jul 3.4.5.6.10.13.14.25.26.28.31. Aug 2.4.9.10.11.15.16.18.29. Sep 7.11.14.18.21.27. Oct 5.10.19.21.27. Nov 2.3.7.8.10.13.15.16.17.20.22.24.28.29.30. Dec 1.7.

Total No. of Visits 124