

STEEL STEAMER or MOTORSHIP.

Received at London Office - 1 NOV 1924

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 31st October 1924Port of Barrow-in-FurnessNo. 2091Survey held at Barrow-in-FurnessDate First Survey 3rd January 1923 Last Survey 22nd October 1923On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin Screw Turbine Steamer "ORAMA"State Type (Full Scantling Complete Superstructure with or without Tonnage Openings) Complete SuperstructureState Type of Erections Bridge & Deck combinedTONNAGE under Tonnage Deck... 12211.13CLASS 100A1State if with freeboard as condition of Class YesBuilt at Barrow-in-FurnessDo. 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 630Launched May 20th 1924 Yard No. 578Total ✓Breadth (greatest moulded) B 75Builders Messrs Vickers Ltd.Gross Tonnage 19777.20Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 47Owners The Orient Steam Navigation Co LtdRegister Tonnage 11942.461st Longitudinal Number (L x D) = 29610Managers Anderson, Green & Co Ltd
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS.
FEET.Length 632.0Framing Depth "d," at middle of length. See Sec. 3 (1d) G.D.K. 25' H.D.K. 17'Residence LondonBreadth 75.25Proportions—Depth to Length—Uppermost continuous deck to top of keel E.D.K. 13.4 D.D.K. 11.45Port of Registry BarrowDepth 32.95Do. Long Bridge to top of keel C.D.K. 10.00

Surveyed while building, afloat, & in dry dock

Draught Moulded 29'-7"

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	36"		Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead.....	27"		" " Reversed Frame		
" " in peaks.....	24"		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships <u>54" x .73</u>		
Frame Amidships, Angle <u>E or F</u>	10 3/2 .54	APPROVED 10" BA WITH 8" REVERSE BAR IN O.F. BUNKERS SEE APPROVED PLAN BUNKERS. OF OIL FUEL BUNKERS.	" " top Angles	4 x 4 x .71 DELE	
" " Extends up to	To F.D.K. in holds		" " bottom Angles	5 x 5 x .77 DBLE 2 INTERCOSTAL @ .51	
Reversed Frame Amidships, Angle	6 3/2 .50		Side Girders, No. each side and thickness	ONE CONTINUOUS @ .51	
" " Extends up to	To H.D.K. CLEAR OF BUNKERS & E. NO REVERSE IN WAY OF OIL BUNKERS		Margin Plate depth (excl. of flange) and thickness	49 x .69	
Depth of Framing Girder.....	12"		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	6 6 .74	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u>	B 3/2 .48	ANGLE	" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	6 6 .74	
" " Second 'tween Decks, Angle, <u>E or F</u>	F.D.K. To C.D.K.		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	.51 every frame.	
" " Third " " " " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem.....	(FROM 193 212 TANK LEVEL NO GUSSETS) .51 EVERY FRAME	
Framing in Peaks, Angle <u>E or F</u>	10 3/2 .54		Tank Side Brackets, height above base line at toe of Frame and thickness	7-9"	
Diameter and Spacing of Rivets through Shell Plating	1" @ 6"		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	67 x .68	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)	DEEP FRAMES & ORLOP DKS TWO SIDE STRINGERS.		Thickness of remainder in Holds .....	.58	
STRENGTHENING OF BOTTOM FOR WARD. State Particulars	3 STRAKES TO F.P. BHD: 2 ADDITIONAL 1/2 HEIGHT GIRDERS. DOUBLE BOTTOM FRAMES.		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	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or F</u>	8 x 3 1/2 x 3/2 .52	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <u>E or F</u>	✓	
Middle Line Keelson, on Floors, Angles, <u>E or F</u>			Spacing	36"	
" " Through Plate or Intercostal Plate			F Second Deck, amidships, Angle, <u>E or F</u>	8 x 3 1/2 x 3/2 .52	
" " Foundation Plate on Floors			Spacing	36"	
" " Flat Plate Keel Angles			G Third Deck, amidships, Angle, <u>E or F</u>	8 x 3 1/2 x 3/2 .52	
Side Keelsons, No. each side			Spacing	36"	
thickness of Intercostal Plate...			H Fourth Deck, amidships, Angle, <u>E or F</u>	8 x 3 1/2 x 3/2 .52	
Angles			Spacing	36"	
DOUBLE BOTTOM.			C Poop Deck, Angle, <u>E or F</u>	8 x 3 1/2 x 3/2 .52	
Solid Floors, thickness and spacing .....	.51 @ 36"		Spacing	36"	
" " Are Frame and Reversed Frame joggled?	Yes		D Poop & Bridge Deck, Angle, <u>E or F</u> in way of BRIDGE	8 x 3 1/2 x 3/2 .52	
Bracket Floors, breadth and thickness at middle line.....	none		Spacing	36"	
" " breadth and thickness at margin plate.....	✓		Forecastle Deck, Angle, <u>E or F</u>	8 x 3 1/2 x 3/2 .52	
			Spacing	36"	

PILLARS AND DECKS.

[illegible]

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	59	1.10	.98	.98		Double	1 1/8	4 1/2	three	1 1/8	4"	double straps
„ DBLG. (if any)	37	1.00	1.00	1.00		✓						no straps.
BOTTOM PLATING, No. of Strakes 6	81"	.86	.86	.64		double	1"	4"	five	1"	4 1/2"	lapped
BILGE PLATING, No. of Strakes 6		.80	.58	.58		double	1"	4"	four.	1"	4"	"
SIDE PLATING, No. of Strakes 6		.80	.58	.58		double & double	1"	4"	four.	1"	4"	"
UPPER DECK, Sheer- strake in Wells.....	78"	1.20	.58	.58	Doubled At Breaks.	Double	1 1/4	5	double double straps	1 1/4	4 3/8	double strap
UPPER DECK, Sheer- strake in Bridge ...	57"	.76				double	1"	4"	four	1"	4"	lapped
STRAKE BELOW Sheer- strake in Wells.....	73"	1.04	.58	.58		double	1 1/8	4 1/2	four	1 1/8	4 1/2	"
STRAKE BELOW Sheer- strake in Bridge ...	66"	.72				double	7/8	3 1/2	four	7/8	3 1/2	"
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...		.72				double	7/8	3 1/2	four	7/8	3 1/2	lapped
FOREC'TLE SIDE PLATING		.51				single	3/4	3	single	3/4	2 5/8	lapped

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—									
Extending to Upper Deck (Sec. 3 c) <i>colliding bulkhead to E.D.K.</i>									
" Deck next below <i>elveny to F.D.K.</i>									
As per Rule <i>Reg. Also Merchant Shipping (Construction) Act 1914.</i>									
		Plating Thickness.	STIFFENERS.				Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
			VERTICAL.		HORIZONTAL.				
			Scantlings.	Spacing.	Scantlings.	Spacing.			
MIDSHIP BULKHEAD, Tween decks		F-G.	26	4 1/2 x 34	30"	✓			
"	"	G-H	30-28	5 1/2 x 32 L	30"	✓			
"	"	"	"	"	"	"			
"	"	Coll. B nd E-F	26	4 1/2 x 34	24"	✓			
"	"	F-G.	30-28	5 1/2 x 32 L	24"	✓			
"	"	G-H.	34-32	6 1/2 x 34 L	24"	✓			
"	"	"	"	"	"	"			
"	"	Holds .91	FAME	52-29	12 x 4 x 50 C	30"	✓		
COLLISION	"	(in Hold)	"	"	52-37	15 x 4 x 52 C	24"	✓	
AFTER PEAK	"	"	"	"	50 1/2-36	6 x 3 x 42 L	24"	STEPPED.	

		Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	.....	FLAT PLATE	4 37 x 100	DOUBLING.	✓
STEM	.....	UPPER PORTION.	1 1/2 x 3 1/4	SKODA LTD.	
	.....	LOWER PORTION.	CAST STEEL	SKODA LTD.	
STERN FRAME	{ Propeller Post	CAST	AS PER APPROVED PLAN	SKODA LTD.	
	{ Rudder	STEEL.			
RUDDER—A	.....	260	SQ FT AREA		
Speed of Vessel	.....	19	KNOTS		
RUDDER mainpiece at head	...	FORGED	20 3/8	SKODA LTD.	APPROVED 19 3/4
" "	heel ...	FORGED	13"	"	"
" "	how constructed	FORGED MAINPIECE WITH FORGED ARMS SHUNK ON. ✓			
" "	double or single plate	SINGLE PLATE 1:20 ✓			
" "	coupling, vertical or horizontal	HORIZONTAL 8-4 3/4 DIA BOLTS. ✓			

STEEL.

Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture) **CARGO FLEET, BEARDMORE, COLVILLE, DORMAN LONG, LANARKSHIRE, RHEINISCHE, SOUTH DURHAM, STEEL CO OF SCOTLAND (OPEN HEARTH PROCESS)**

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

EQUIPMENT No. 83770												LETTER 01		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.
		137	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
28189	1st Bower ...	137	2	0	✓	✓		80	7	2	0	132.	BYERS IMPROVED STOCKLESS	W. L. BYERS & CO LTD	SUNDERLAND 23/24 J. H. BUTLER.
28189	2nd „ ...	136	2	21.	✓	✓		80	1	1	0	132.	DITTO	DITTO	„ 22/24 „
28117	3rd „ ...	117	2	14	✓	✓		74	0	0	0	112.	DITTO	DITTO	„ 21/24 „
	Collective weight.	391	3	7.	✓	✓						376			
28187	Stream	53	2	0	✓	✓		44.	10	0	0	51	DITTO	DITTO	„ 21/24 „

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.	Statury.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
27445	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.	STUDLINK.	RSYKES & SON LTD	CARDIFF 13/24 A JONES	TOWLINE...	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
	330	3/4	161.6	226.2	1850	2	0	1701	330	3/16					140	7/2	128	140	7/2
														HAWSERS & WARPS	6@120	2 3/4	15 1/2	6@120	2 3/4
Iron Wire } Chain } Steel Wire }		Cir.								Cir.				"	4@120	4"	33		
	150	7"							150	7"				"	2@120	3 1/2	26		
			113.											"	300	2 1/2	12 1/2		

Steering Gear, Steam BROWN BROS. ELECTRO-HYDRAULIC TELEMOTOR CONTROL.

Steering Gear, Hand ✓

Boats 2-30 MOTOR LIFEBOATS.
4-30 LIFEBOATS.
2-28 "
2-28 "
5-30 " COLLAPSIBLE.

Steering Chains, Size and Test ✓

Windlass NAPIER BROS. 16" x 16"

Ceiling in Holds, thickness and material

2 1/2" W.P. UNDER HATCHES.
INSULATED FORD

Cargo Battens, thickness, material and spacing 6 x 2 1/2 W.P. @ 9' APART. ✓

Cargo Hatchways.—(Upper Deck) COAMINGS 3 1/2" x 30" x 30" x 44" THICK.

Thickness of Hatches 3" GRATING. EXCEPT NOS 1 & 2 HATCHES AT DECK WHERE SOLID COVER ARE FITTED

Size of No. 1 Hatchway (Forward) 13' 6" x 14' 0" ON D.K. No. 2 15' 0" x 16' 0" ON D.K. No. 3 15' 0" x 18' 0" ON D.K. No. 4 12' 0" x 18' 0" ON D.K. No. 5 12' x 18' ON D.K. No. 6 7' 12' 0" x 16' 0" ON D.K.

Number of Shifting Beams and/or Fore and Afters NO 1 - 2 : NO 2 - 2 : NO 3 - 2 : NO 4 - 5 - 6 & 7 - ONE.

For VICKERS Limited.

Builder's Signature

Director.

GENERAL DECLARATION This vessel has been constructed in accordance with the approved plans and instructions, the Secretary's letters, and in other respects in compliance with the Society's revised rules & regulations. The materials and workmanship are good.

The freeboard assigned by the Society in the Secretary's letter of the 22nd September 1924 has been verified and the marks cut in on the vessel's side. See Barrow report P. 2062.

The bulkheads, weather decks, gutterways, tunnel and watertight doors have been satisfactorily tested.

The double bottom tanks, peak tanks, oil fuel tanks, fresh water tanks at sides of Engine Room and at sides and between tunnels have been tested as required by the rules and found satisfactory.

The double bottom tanks under the boilers and under the refrigerating machinery, length 165 feet, has been arranged for the carriage of oil fuel & carries 998 tons oil.
The pumps & watertight doors have been tested as required by the rules.

The amount of Entry Fee £ 12 : 0 : 0

Special Survey Fee.... £ 572 : 4 : 0

Freeboard Fee £ 15
Travelling Expenses, if any £ :

Fees applied for,

68 2/4 1924

Received by me,

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

State whether the Vessel has been built under Special Survey Yes.

Certificate to be sent to Barrow Office

Date of issue 24/11/24

Signature Kenneth Inglis. Mr. Cowie

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

TUES. 4 NOV 1924

100A1

with freeboard

+ L.M.B. 10.24. F.D.C.L.

Lloyd A & Co.

Linsford fuel 10.24 F.D. above 150°

with Bx

Mh



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Lloyd's Register Foundation

W 348-0012

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.)

This vessel is a sister vessel to the T.S.S. "Oronsay" No 500 building by Messrs John Brown & Co Ltd and of Messrs Yickers Ltd No 619. T.S.S. "Oronsay" No 500 building by Messrs John Brown & Co Ltd

The owners sanctions for the construction of the vessel under the Society's revised rules has been obtained.

The approved plans noted below have been duly amended to agree with the vessel as built and are enclosed herewith. A finished plan of the midship section is enclosed and a finished profile will be forwarded when the Builders have it completed. The enclosed plans with the exception of those marked with an asterisk * should be returned to this office for dealing with the sister vessel T.S.S. "Oronsay" No 619 vessel now building by Messrs Yickers Ltd.

List of plans

- Midship section as approved and finished plan
- * Profile as approved, finished plan to be sent later.
- * Deck plans (2 plans)
- * Pillars and girders (3 plans).
- Scheme of Riveting
- Typical watertight bulkhead.
- Cruiser stern.
- * Topside plating
- Superstructures and amendment
- Bosser framing as approved & as built (2 plans)
- Panking arrangements and fly.
- Shaft tunnel & tunnel flats.
- Cargo doors & fly.
- * Fly to decks & topside plating
- Equipment
- Trunked & cargo hatchways & fly (3 plans).
- Drainage of flats in after holds
- Wing tank in Engine Room.
- Arrangement of beams & pillars in dining saloon.
- Turbine seating (2 plans)
- Arrangement of air & overflow pipes to oil fuel tanks.
- Refuse shoots.
- Maps.
- Anchor Crane.
- Riveting of Weather deck stringer bars.
- Pillars & girders in Boiler rooms & constructions of oil fuel bunkers
- Treble riveted seams of shell plating.
- * Pumping plan

- * Pillars and girders in Engine Room.
- Stern frame. +
- Rudder plan. +
- Stern piece +

+ these plans at present by Austria for the manufacture of the castings for 619 vessel.

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

1st Bower 73-1-17 : MR : 230 : 28th June 1923
2nd " 73-2-8 : MR : 225 : 28th June 1923
3rd " 66-1-15 : WC : 2529 : 26 July 1919.
STREAM. 30-3-24 : MR : 381 : 1 May 1924.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 43 ft., R.Q.D. ✓ ft., Bridge 34 ft., Forecastle 486 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Bridge & Fore combined

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)

3 Dks. (Stl and 1st deck) 4th Dk (Stl) in fore & after holds. 5th Dk in fore hold.

Official No. 146024.

Signal Letters ✓

If bottom of Vessel has been coated Inside Yes give

particulars of composition cement wash in tanks and 3 coats paint in holds.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	126	300	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		85
Double bottom, if under Engines only,	54	284	Deep tank aft, at Fresh Water At Sides Of Engine Room		132
Double bottom, if under Boilers only, oil fuel only.	165	(998)	Deep tank, forward, AND AT SIDES & BETWEEN TUNNELS		1254
Double bottom, forward,	165	468	Other tanks, if fitted,		
Total capacity of double bottom		1052	(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.

Date 17th Nov 1922

Dates of Surveys held while building

1922 Jan 5, 9, 13, 18, 22, 24, 25, 29, Feb 5, 9, 11, 15, 20, 23, Mar 1, 6, 11, 14, 21, 27, Apr 4, 5, 12, 23, 27, 29, May 2, 4, 19, 9, 12, 15, 18, 22, 25, 28, 30, June 1, 11, 14, 19, 25, 28, 29, July 3, 10, 12, 16, 23, 25, 27, 30, Aug 2, 3, 15, 17, 23, 27, 30, Sept 4, 10, 12, 16, 23, 25, 27, 30, Oct 4, 9, 12, 15, 19, 23, 26, 29, Nov 1, 5, 9, 12, 15, 19, 23, 26, 29, Dec 2, 6, 12, 13, 14, 18, 19, 20, 21, 28, 1922 Jan 2, 3, 10, 14, 17, 18, 21, 23, 25, 28, 30, Feb 1, 5, 11, 12, 13, 20, 21, 22, 25, 27, 28, 29, Mar 4, 5, 6, 7, 8, 10, 11, 13, 14, 17, 19, 20, 21, 24, 26, 27, 28, 29, Apr 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, June 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, July 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Aug 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Sept 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Oct 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Nov 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Dec 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1923 Jan 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Feb 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, Mar 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Apr 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, June 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, July 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Aug 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Sept 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Oct 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Nov 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Dec 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31