

STEEL STEAMER ~~or MOTORSHIP~~

Received at London Office

2 DEC 1942

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 16th October, 1942. Port of Vancouver, B.C. No. 5809.Survey held at Victoria, B.C. Date First Survey 15th April, 1942. Last Survey 15th September 1942On the (State if Machinery fitted Aft and) Steel Single Screw Steamer "FORT LIARD"
(if Single, Twin or Triple Screw)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) C.S.S. with T.O. closed State Type of Erections ✓

TONNAGE under Tonnage Deck....	<u>6402.91</u>	CLASS <u>Corresponding to a Summer Mtd Draft of 26'-10"</u>	State if with freeboard as condition of Class <u>Yes</u>	Built at <u>Victoria, B.C.</u>
Do. of space or spaces between Tonnage Dk. and Upper Dk.	<u>✓</u>	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	<u>L 416.00</u>	Launched <u>30th June, 1942.</u> Yard No. <u>22</u>
Total	<u>✓</u>	Breadth (greatest moulded)	<u>B 56.88</u>	Builders <u>Victoria Machinery Depot, Co., Ltd.</u>
Gross Tonnage	<u>7131.20</u>	Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck See Sec. 3 (1c)	<u>D 37.33</u>	Owners <u>Ministry of Munitions & Supply of Canada</u>
Register Tonnage	<u>4262.91</u>	1st Longitudinal Number (L × D)	<u>15529</u>	Managers <u>Chr. Salvesen & Co.</u>
REGISTERED DIMENSIONS. FEET.		2nd Numeral L × (B + D)	<u>39191</u>	(Where necessary to be entered in Reg. Book.)
Length	<u>424.6</u>	Framing Depth "d," at middle of length. See Sec. 3 (1d)	<u>25.08</u>	Residence <u>Leith.</u>
Breadth	<u>57.2</u>	Proportions—Depth to Length — Uppermost continuous deck to top of keel	<u>11.14</u>	Port of Registry
Depth	<u>34.9</u>	Do. Long Bridge to top of keel	<u>26.86</u>	If surveyed while building, afloat, or in dry dock
		Draught Moulded	<u>26.86</u>	<u>Building, Afloat and in Drydock</u>

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	<u>30</u> ✓		Bracket Floors, Frame		
" " from 3/4 length amidships to Collision bulkhead	<u>24</u> ✓		" " Reversed Frame		
" " in peaks	<u>24</u> ✓		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>4 3/2 x 56</u> ✓	
Frame Amidships,	<u>12 x 4 x 4 x 47</u> ✓		" " top Angles	<u>3 1/2 3 1/2 x 44</u> ✓	
" " Extends up to	<u>2nd Deck</u> ✓		" " bottom Angles	<u>4 4 x 50</u> ✓	
Reversed Frame Amidships, Angle	<u>✓</u>		Side Girders, No. each side and thickness	<u>One</u> ✓	
" " Extends up to	<u>✓</u>		(BA? TOP & BOTTOM) &	<u>6 3 1/2 x 44</u> ✓	
Depth of Framing Girders	<u>12</u> ✓		Margin Plate depth (excl. of flange) and thickness	<u>40 1/2 x 54</u> ✓	
Frames in Uppermost Continuous 'tween Decks, Angle	<u>6 3 1/2 x 50</u> ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<u>welded to Tank side brackets</u> ✓	
" " Second 'tween Decks, Angle,	<u>✓</u>		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	<u>10 1/2 x 40 (R. 2°)</u> ✓	
" " <u>1st Hold (FOS. 135 - 162)</u>	<u>15 x 4 x 4 x 625</u> ✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<u>Continuous</u> ✓	
from 1/2 len. for'd. to 15% len. from Stem <u>2nd Hold</u>	<u>12 x 4 x 4 x 625</u> ✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<u>14 x 40 (R. 2°)</u> ✓	
" " in Peaks,	<u>8 3 1/2 x 34</u> ✓		" " <u>TO FORE PEAK BRG.</u>	<u>Continuous</u> ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>7/8 @ 6 1/2 Dia.</u> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	<u>10 1/4 x 45</u> ✓	
State if Frame Joggled	<u>No</u> ✓		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>Yes</u> ✓		Breadth and thickness of Middle Line Strake	<u>84 x 48</u> ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>Yes</u> ✓		Thickness of remainder in Holds	<u>.444</u> ✓	
SINGLE BOTTOM.			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?	<u>Yes</u> ✓	
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships in Wells, Angle	<u>8 3 1/2 x 46</u> ✓	
Middle Line Keelson, on Floors, Angles,	<u>✓</u>		" " in way of Bridge, Angle,	<u>✓</u>	
" " Through Plate or Intercoastal Plate			Spacing	<u>every frame</u> ✓	
" " Foundation Plate on Floors			Second Deck, amidships, Angle,	<u>9 13 1/2 x 58</u> ✓	
" " Flat Plate Keel Angles			Spacing	<u>every frame</u> ✓	
Side Keelsons, No. each side			Third Deck, amidships, Angle,		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle,		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	<u>.35 @ 30"</u> ✓		Poop Deck, Angle,		
" " Are Frame and Reversed Frame joggled?	<u>Yes</u> ✓		Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle,		
" " breadth and thickness at margin plate			Spacing		
			Forecastle Deck, Angle,		
			Spacing		

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.	
One - in Tween Decks only		6 6 5/8		on 2nd frame		Stringer Plate, breadth and thickness in way of Bridge		✓	
in 'tween Decks, Size and Spacing		6 6 5/8		on 2nd frame		Thickness of Plating abreast Deck openings in way of Wells		.35 ✓	
in Holds		6 6 5/8		on 2nd frame		Thickness of Plating abreast Deck openings in way of Bridge		✓	
Centre Line Bulkhead. (in Holds)		12 x 3 1/2 x 3 1/2 x 7/16		on 2nd frame		Thickness of Plating within line of openings		.34 ✓	
Stiffeners and Spacing		60 x 5/8		on 2nd frame		If Sheathed, material and thickness		Third Deck.	
Plating, thickness of		.30		on 2nd frame		Stringer Plate, breadth and thickness		✓	
Stringers and Decks.		60 x 5/8		on 2nd frame		If Plated, state thickness		Fourth Deck.	
Uppermost Continuous Deck.		60 x 5/8		on 2nd frame		Stringer Plate, breadth and thickness		✓	
Stringer Plate, breadth and thickness in Wells		60 x 5/8		on 2nd frame		If plated, state thickness		Poop Deck.	
" " " " in way of Bridge		60 x 5/8		on 2nd frame		Stringer Plate, breadth and thickness		✓	
Angle		6 6 5/8		on 2nd frame		Plating, Sheathing, material and thickness		Bridge Deck.	
Thickness of Plating abreast Deck openings in way of Wells		.55		on 2nd frame		Stringer Plate, breadth and thickness		✓	
Thickness of Plating abreast Deck openings in way of Bridge		.40		on 2nd frame		Plating, Sheathing, material and thickness		Forecastle Deck.	
Thickness of Plating within line of openings		.40		on 2nd frame		Stringer Plate, breadth and thickness		✓	
If Sheathed, material and thickness		✓		on 2nd frame		Plating, Sheathing, material and thickness		✓	
Second Deck.		50 x 43		on 2nd frame		Stringer Plate, breadth and thickness		✓	
Stringer Plate, breadth and thickness in Wells		50 x 43		on 2nd frame		Plating, Sheathing, material and thickness		✓	

SHELL PLATING.										
SCANTLINGS.					RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.		
	Breadth.	Thickness.	Forward.	Aft.		State if jogged?	RIVETS.	No. of Rows of Rivets	RIVETS.	STAPLED OR LAPPED.
Inches.	Inches.	Inches.	Inches.	Inches.		Single or Double.	Diam.	Spacing, cr. to cr.	Diam.	Spacing, cr. to cr.
FLAT PLATE KEEL	52	.78	.68	.68		Double	7/8	3 1/3	Butts welded	
DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes	✓	.62	.56	.52		Double	7/8	3 1/3	Butts welded	
BILGE PLATING, No. of Strakes	✓	.62	.56	.49		Double	7/8	3 1/3	Butts welded	
SIDE PLATING, No. of Strakes	✓	.62	.56	.48		Double	7/8	3 1/3	Butts welded	
UPPER DECK, Sheer-strake in Wells	84	.40	.50	.50		Double	7/8	3 1/3	Butts welded	
UPPER DECK, Sheer-strake in Bridge	✓	✓	✓	✓		✓	✓	✓	✓	✓
STRAKE BELOW Sheer-strake in Wells	48	.61	.50	.48		Double	7/8	3 1/3	Butts welded	
STRAKE BELOW Sheer-strake in Bridge	✓	✓	✓	✓		✓	✓	✓	✓	✓
POOP SIDE PLATING	✓	✓	✓	✓		✓	✓	✓	✓	✓
BRIDGE SIDE PLATING	✓	✓	✓	✓		✓	✓	✓	✓	✓
FORECASTLE SIDE PLATING	✓	✓	✓	✓		✓	✓	✓	✓	✓

WATERTIGHT BULKHEADS.					FORGINGS and CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel					Casting or Forging.				
Extending to Upper Deck (Sec. 3 c) Seven (7)					KEEL, Upper Portion M.S. Flash plate				
Deck next below One (1)					STEM, Lower Portion M.S. Flash plate				
As per Rule Seven (7)					STERN FRAME Propeller Post C.S. Offshore Vot. Eng. Works				
STIFFENERS.					Speed of Vessel Not exceeding 12 knots				
MIDSHIP BULKHEAD, Upper tween decks 26 5 6 x 3 1/2 x 38 30					RUDDER—Type Semi-balanced stream lined				
" " Second " 26 5 6 x 3 1/2 x 38 30					" " A x D 282				
" " Third " 26 5 6 x 3 1/2 x 38 30					" " Diam. of head 9 1/4				
" " Holds 26 5 6 x 3 1/2 x 38 30					" " Mainpiece at top pintle 12" dia.				
COLLISION (in Hold) FR 162 33 50 5 7 x 3 x 24 3 strgs. 6'-0"					" " heel 9 1/4 dia.				
AFTER PEAK FR 12 30 35 5 7 x 3 x 38 24 2 " 6'-6"					" " how constructed Built & rivetted				
STEEL.					" " double or single plate coupling, vertical or horizontal Double Horizontal				
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)					Open Hearth				
Algona Steel Products Co., American Steel Co., Manitoba Rolling Mills, Phoenix Iron Works, Dominion Foundries & Steel Co., Bethlehem Steel Co., & Steel Company of Canada.									
Has the Steel been tested as required by the Rules?					Yes				

NOTE: The joining shackles as per Cert No 1472 not fitted in line. 1/16" C.S. joining steel links as per Cert No 157 fitted in line.

EQUIPMENT No. 39800										LETTER 27										ANCHORS. 2-1									
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.													
F-4092	1st Bower	✓	✓	4650 lb.	✓	✓	✓	✓	✓	68' 0"	✓	Baldt Stockless	Vulcan Iron Works, Ltd.	Winnipeg, 28/7/42, J.F. Hind															
F-4091	2nd "	✓	✓	4630 lb.	✓	✓	✓	✓	✓	68' 0"	✓	Baldt Stockless	Vulcan Iron Works, Ltd.	Winnipeg, 28/7/42, J.F. Hind															
F-4095	3rd "	✓	✓	15280 lb.	✓	✓	✓	✓	✓	136' 0"	✓	Baldt Stockless	Vulcan Iron Works, Ltd.	Winnipeg, 28/7/42, J.F. Hind															
Collective Weight		Stream		2730 lb.		✓		✓		23' 4"		✓		✓		✓													

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.	
1472	210	2 1/2"	13033 20 ft.	✓	✓	600	✓	225	2 1/2"	✓	✓	National	Sharn, PA.	17/4/42, A.F. Gm.	TOWLINE	120' 4 1/4"	65' 30"	120' 4 1/4"	✓	✓	✓	✓	
1549	15	2 1/2"	13033 20 ft.	✓	✓	4896 lb.	✓	225	2 1/2"	✓	✓	National	Sharn, PA.	18/7/42, A.F. Gm.	HAWSERS & WARPS	20' 90"	2 1/2"	15' 50"	20' 90"	2 1/2"	✓	✓	
TOTAL	225	✓	✓	✓	✓	72636 lb.	✓	✓	✓	✓	✓	National	Sharn, PA.	18/7/42, A.F. Gm.	✓	✓	✓	✓	✓	✓	✓	✓	
1527	✓	✓	✓	✓	✓	856 lb. (16 ft)	✓	✓	✓	✓	✓	National	Sharn, PA.	18/7/42, A.F. Gm.	✓	✓	✓	✓	✓	✓	✓	✓	
Iron Stream Chain or Steel Wire	90	5	53' 27"	✓	✓	65W.R.	✓	90	5	✓	✓	Canadian	Rapier, Ltd.	✓	✓	✓	✓	✓	✓	✓	✓	✓	

Steering Gear, Type (Power or hand) Steam with telemotor Alternative Means of Steering Efficient arrangement of blocks & tackle led to aft, warping wheel

Steering Chains (Size and Test) ✓ Windlass ✓ Steam - 11" x 13" Boats 20' 20' x 6' 75' x 2' 25' 10' 26' 0" x 8' 00' x 3' 25' 10' 28' 0" x 8' 50' x 3' 50' (NOT IN USE)

Ceiling in Holds, thickness and material 2 1/2" B.C. Fir. Cargo Battens, thickness, material and spacing 2" B.C. Fir., 9" clear.

Cargo Hatchways.—(Upper Deck) Strong steel plate & angles Thickness of Hatches 3" B.C. Fir.

Size of Hatchways No. 1 (Fwd.) 33' 9" x 20' 0" No. 2 35' 0" x 20' 0" No. 3 15' 0" x 20' 0" No. 4 35' 0" x 20' 0" No. 5 35' 0" x 20' 0" Cross Bunker 7' 11" x 20' 0"

Number of Shifting Beams No. 1, 2, 4 and 5 hatchways — each 5' No. 3 hatchway — 2' and Cross Bunker hatchway 1' and Fore and Aft

Builder's Signature Victoria Machinery Depot Co., Ltd.

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. No

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No 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 ship has been constructed in accordance with the approved plans, instructions and printed Rules of the Society. The materials and workmanship are of good quality. The double bottom, peaks, deep and fresh water tanks, decks, bulkheads, tunnel, watertight door, steering gear, land pump, and windlass have been tested and found satisfactory. The freboards assigned by the Committee have been marked on the ship's sides and verified. The equipment of anchors and chain cable is in accordance with the War Emergency Reduction of Equipment requirements and it is recommended that a suitable notation be entered on the First Entry Certificate. The ship has also been surveyed during construction on behalf of the Minister of Munitions & Supply of Canada in accordance with the Hull Specification requirements which have been carried out to our satisfaction regarding the anchors, all the requirements of Sections 12 and 13 of the Rules for Quality and Testing of Materials have been carried out except the Statutory tests of Sections 12 for which trouble tests on the individuals of each head and shank were substituted (28 tons) with the usual extension. A suitable notation on the first Entry Certificate may be required because of this.

The amount of Entry Fee		Fees applied for.		(Special notations, where part of class, to be stated.)	
\$ 500	✓	15th Sept 1942	✓		
Special Survey Fee	\$ 21.45	Received by me,	✓		
Freeboard	\$ 1.00	19	✓		
Travelling Expense, if any	\$ 1.00	✓	✓		
Owners' Representations	\$ 1,000	✓	✓		
State whether the Vessel has been built under Special Survey.		✓			
Certificate to be sent to <u>Nyk.</u>		Date of issue <u>17/3/43</u>			
Committee's Minute		TUE 8 DEC 1942			
Character assigned		+ 100 A.I. subject			
		With freeboard			
		Butts of shell & str. pty. Elec. tread.			
		Oh. & 52,			
		Note for S.R.D.			
		Waste 17/4			
		+ 100 A.I. with			
		Freeboard.			
		Signature <u>D.S. Forsyth & J. P. Boucher</u>			
		Surveyor to Lloyd's Register of Shipping.			

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 ship is the third of this type to be built by the Victoria Machinery Depot Co, Ltd, Victoria, B.C., and is a sistership to the same Builders' Yard N^o 20 - S.S. "FORT CAMOSUN" - Vancouver Rpt N^o 5460
[Yard N^o 21 - S.S. "FORT DOUGLAS" - Vancouver Rpt N^o 5489]

The approved plans have been retained for dealing with sisterships building and to be built.

Copy of plan of Midship Section is forwarded herewith.

Interim Certificate issued - copy attached.

A copy of each of the following Certificates attached hereto:— 'F 1949 - Stemframe; 'F 3649 - Rudder; 'F 3555 - Steam Steering Gear; 'F 3334 - Windlass; 'F 3215; 'F 3274; 'F 3272; 'F 3172; 'F 1638; 'F 3546; 'F 1444; 'F 1469; 'F 1446; 'F 3171 and 'F 3318 - Steam Winches. 'F 4091; 'F 4092 and 'F 4095 - C.S. Anchors.

Tonnage openings in tween deck bulkheads have all been efficiently closed with steel plates, riveted at bulkheads N^{os} 19 and 135, and bolted elsewhere as per approved plan. All tween deck bulkheads have been hose tested and found satisfactory.

This vessel sustained minor damage presumably at time of launching when bottom shell plating forward apparently touched end of standing ways.

On subsequent examination whilst vessel in drydock found bottom plate seam in way of N^o 1 D.B. tank (S.S. for) very slightly indented.

In our opinion considered efficient meantime and owing to existing conditions and to avoid delay it is recommended that this be dealt with at Owners' Convenience.

As a precautionary measure riveting + plate edge in way overhauls & caulked as necessary. (Please see copy of Interim Certificate mentioned above).

PARTICULARS OF ELECTRIC WELDING (if employed) Double bottom tanks, W.T. floors; margin plates to shell, to side frame margin brackets and to floors; gusset plates to tank top and side frame margin brackets; hold bulkheads to tank top plating; 2nd deck stringer closing plates to shell & frames; plate butts of shell; tank top (part) tunnel top & sides, 2nd deck, upper deck, centre girder and hatch side girders; other items of minor importance. Electrodes complying with Section 4, para 1-9 of the Rules have been employed for manual welding, and the Rules for the Application of Electric Arc Welding to Ship Construction have been complied with where applicable.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Cruiser Stern; Direction Finder; Echo Sounder; Wireless

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

1st Bower	5525	J.F.H.	F-4092	24/7/42
2nd "	5460	J.F.H.	F-4091	24/7/42
STREAM.	2005	J.F.H.	F-4095	24/7/42

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 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 Extreme Breadth over Belting ☒ No belting Over-all Length 441.6' (Circ. 1703)

No. and Material of Decks Two (2) steel.

Parts of Bottom of Vessel coated with cement or approved composition. D.B. tanks N^{os} 5 & 6, part 4 & part 7 (in way machinery spaces) and peaks cemented on bottom shell. D.B. tanks N^{os} 1, 2, 3, part 4, part 7 and 8 fitted with efficient cement fillets at bottom shell landing edges. Tanks cement washed elsewhere except under E.E.B. spaces where there is bitumastic solution & enamel on girders and floors & bitumastic solution on undersides of tank top plating. Steelwork on trigs bitumastic solution and enamel throughout.

Particulars of composition (if fitted) and of approval Bitumastic solution and enamel.

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, N ^{os} 7 & 8 TANKS S.W.	135.0	306.0	Fore peak tank, S.W.	22.0	145.0
Double bottom, under Engines and Boilers, ✓	✓	✓	After peak tank, S.W.	24.0	160.0
Double bottom, if under Engines only, N ^o 6 TANK S.W.	25.0	106.0	Deep tank, aft, (PORT) S.W.	20.0	390.0
Double bottom, if under Boilers only, N ^o 5 TANK (OK) S.W.	20.0	89.0	Deep tank, forward, (STARBOARD) S.W.	20.0	375.0
Double bottom, forward, N ^{os} 1, 2, 3 & 4 TANKS S.W.	188.25	648.0	Other tanks, if fitted,		
Total length (if continuous) and Capacity. S.W.	368.25	1149.0	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 47.

Date 24-7-41.

Dates of Surveys held while building

1942:— April, 15th, 17th, 22nd, 24th, 27th, 29th, 30th. May, 2nd, 4th, 6th, 7th, 9th, 14th, 17th, 20th, 22nd, 23rd. June, 2nd, 5th, 6th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 17th, 19th, 22nd, 23rd, 24th, 25th, 26th, 28th, 30th. July, 2nd, 6th, 10th, 16th, 22nd, 27th, 28th, 29th, 30th. August, 3rd, 8th, 10th, 11th, 12th, 13th, 14th, 15th, 18th, 19th, 20th, 21st, 22nd, 24th, 26th, 27th, 28th, 29th, 31st. Sept., 1st, 2nd, 3rd, 4th, 8th, 9th, 10th, 11th, 12th, 14th & 15th.

Total No. of Visits 46