

# STEEL STEAMER OR MOTORSHIP.

Part Report No. Lrv. 114623

28 FEB 1944

Received at London Office

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 *24/2/44*Port of *NEWCASTLE-ON-TYNE* No. *101898*Survey held at *Blyth*Date First Survey *17<sup>th</sup> August, 1942*Last Survey *2<sup>nd</sup> February* 1944

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*After end of M.V. 'ERODONA' (Frame 84 Port and 68 Starboard) Machinery Aft.*

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

*Full Scantling, Oil Tanker.*State Type of Erections *Proposed Bridge (revised), Freeboard (original)*TONNAGE under Tonnage Deck ... *5494.32.*CLASS *+100A1 Carrying Petroleum in Bulk*State if with freeboard as condition of Class *no.*Built at *Blyth*

Dp. 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 425.00*Launched *Yard No.*

Total

Breadth (greatest moulded) *B 54.25*Builders *The Blyth Dock & Shipw. Co.*Gross Tonnage *6355.63*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 31.00*Owners *Anglo Saxon Petroleum Co. Ltd.*Register Tonnage *3588.09*1st Longitudinal Number (L x D) *13175*

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

## REGISTERED DIMENSIONS.

FEET

Length *432.1*Breadth *54.6*Depth *30.8*

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.70*

Do. Long Bridge to top of keel

Draught Moulded

Residence *London*Port of Registry *London*If surveyed while building, *float* or in dry dock *and afloat* *yes.*FRAMES, DOUBLE BOTTOM AND BEAMS. *ALL N.B.S.*

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<i>ALL N.B.S.</i>					
FRAMES, Spacing amidships	<i>31 3/4</i>		Bracket Floors, Frame	<i>Z</i>	
" " IN MACHY SPACE	<i>26 1/4</i>		" " Reversed Frame	<i>Z</i>	
" " from 1/2 length amidships to Collision bulkhead	<i>As previously constructed.</i>		" " Vertical Struts	<i>Z</i>	
" " in peak	<i>24</i>		Centre Girder, depth and thickness	<i>64 x 54 to 44</i>	
SIDE FRAMING. IN CARGO TANKS AT			" " top Angles	<i>3 1/2 3 1/2 48</i>	
Frame Amidships, Angle [ or ]	<i>9 3 1/2 44</i>		" " bottom Angles	<i>4 4 57-53</i>	
" " Extends up to	<i>upper deck</i>		Side Girders, No. each side and thickness	<i>MACHY SPACE TWO 608 47</i>	<i>ONE see plan</i>
Reversed Frame Amidships, Angle	<i>—</i>		Margin Plate depth (excl. of flange) and thickness		
" " Extends up to	<i>—</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>Tank Top Straight</i>	
Depth of Framing Girder	<i>9</i>		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	<i>across in machy</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	<i>—</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>Space.</i>	
" " Second 'tween Decks, Angle, [ or ]	<i>—</i>		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
" " Third	<i>—</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
" " from 1/2 len. for'd. to 15% len. from Stem	<i>8 3 1/2 34</i>		INNER BOTTOM PLATING.	<i>50</i>	
" " in Peak, Angle [	<i>7/8 at 47 1/8</i>		Breadth and thickness of Middle Line Strake	<i>1 1/2 Engine seat plates</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>yes</i>		Thickness of remainder in Holds	<i>yes as applicable</i>	
State if Frame Joggled	<i>As previously Constructed</i>		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?		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?			BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?			Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]	<i>Longitudinal</i>	
SINGLE BOTTOM.			" " in way of Bridge, Angle, [ or ]	<i>Beams, see attached</i>	
Floors, Depth and thickness at mid-line in Holds	<i>Z</i>		Spacing	<i>Report 1*</i>	
Height of Brackets at side above base line at toe of frame	<i>Z</i>		Second Deck, amidships, Angle, [ or ]		
Middle Line Keelson, on Floors, Angles, [ or ]	<i>Z</i>		Spacing		
" " Through Plate or Inter-costal Plate	<i>Z</i>		Third Deck, amidships, Angle, [ or ]		
" " Foundation Plate on Floors	<i>Z</i>		Spacing		
" " Flat Plate Keel Angles	<i>Z</i>		Fourth Deck, amidships, Angle, [ or ]		
Side Keelsons, No. each side	<i>Z</i>		Spacing		
" " thickness of Inter-costal Plate	<i>Z</i>		Poop Deck, Angle, [ or ]	<i>7 x 3 x 33 &amp; 40</i>	
" " Angles	<i>Z</i>		Spacing	<i>24 &amp; 26 1/4</i>	
DOUBLE BOTTOM. IN WAY MACHY SPACE			Bridge Deck, Angle, [ or ]	<i>As previously Constructed.</i>	
Solid Floors, thickness and spacing	<i>40 x 50 at 26 1/4</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>yes.</i>		Forecastle Deck, Angle, [ or ]		
Bracket Floors, breadth and thickness at middle line	<i>Z</i>		Spacing		
" " breadth and thickness at margin plate	<i>Z</i>				



# PILLARS AND DECKS.

ALL N.B.S.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows .....	Pillars, etc				
" in 'tween Decks, Size and Spacing .....	at ends				
" " " " " " " "	as				
" in Holds " " " "	approved				
<i>Longitudinal</i> Bulkheads, (Two) ✓	BA.	9 3/4	.43 ✓		
Stiffeners and Spacing .....		at 3 3/4	.43 ✓		
Plating, thickness of .....		.63	✓		
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells		.63	✓		
" " " " in way of Bridge	as previously constructed		✓		
" Angle in Wells	6' 6" 66		✓		
Thickness of Plating abreast Deck openings in way of Wells	55		✓		
Thickness of Plating abreast Deck openings in way of Bridge	48		✓		
Thickness of Plating within line of openings	Increased in way of pumproom & breaks		✓		
If Sheathed, material and thickness	40.		✓		
Second Deck. AFT					
Stringer Plate, breadth and thickness in Wells	.40 - .34		✓		
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Fourth Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness	36 x .36		✓		
Plating, Sheathing, material and thickness	30 unsheathed except in accommodation		✓		
Bridge Deck.					
Stringer Plate, breadth and thickness	.40		✓		
Plating, Sheathing, material and thickness	.30 & .32		✓		
Forecastle Deck.					
Stringer Plate, breadth and thickness	As previously constructed		✓		
Plating, Sheathing, material and thickness					

# SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? NO	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.....	55	.92		.71	✓	Double	1	4	5 to 4	1	4	Lapped	
„ Dblg. (if any)													
Bottom Plating, No. of Strakes ..... A 7 1/2 B 8 1/2 C 8 1/2		.63		.50 .53 .50	✓ ✓ ✓	Double	7/8	3 1/2	4 to 3 D 4 to 3 E 3	7/8	3 1/2	Lapped	
Bilge Plating, No. of Strakes ..... D 8 1/2 E 7 1/2		.63 .60	constructed	.50 .48	✓ ✓	Double	7/8	3 1/2		7/8	3 1/2	Lapped	
Side Plating, No. of Strakes ..... F 8 1/2 G 8 1/2		.60		.46	✓	Double	7/8	3 1/2	3	7/8	3 1/2	Lapped	
Upper Deck, Sheer-strake in Wells.....	66	1.02		.46	✓				5 to 3	1 1/8	5	Lapped	
Upper Deck, Sheer-strake in Bridge ...	As previously constructed					Double	7/8	3 1/2	5	1 1/8	5	Lapped	
Strake below Sheer-strake in Wells.....	H 8 1/2	.70		.46	✓	Double	1 1/8	4 1/2	4 to 3	7/8	3 1/2	Lapped.	
Strake below Sheer-strake in Bridge ...	As previously constructed												
Poop Side Plating.....			As previously constructed	.38 .48 at break. ✓	✓				2, 3 at break	3/4	2 3/8	Lapped	
Bridge Side Plating.....	.42			Shell plates to Stern frame '62"	✓				2	3/4	2 5/8	Lapped.	
Forecastle Side Plating				Box plates '72	✓								

# WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	16
" Deck next below	-
As per Rule	-

# FORGINGS AND CASTINGS.

	Castings or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar .....	Flat Plate Keel			
STEM .....	As previously constructed			
STERN FRAME { Propeller Post ...	FABRICATED, mild steel by			
{ Rudder " ...	Colville's Constructional Co Ltd			
Speed of Vessel .....	12 knots			
RUDDER—Type .....	Double plate			
" A x D .....	As approved			
" Diam. of head .....	12 7/8"			
" Mainpiece at top pintle	Fabricated			
" " heel				
" how constructed	Electrically welded			
" double or single plate	Double .50 thick			
" coupling, vertical or horizontal	Horizontal			

ALL N.B.S.	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	.50	9 x 3 1/2 x .44	✓	Two Horizontal 10'-9"	✓
" " Second	FLOOR PLATE	BA	32 1/2	girders in depth	19'-0"
" " Third	.42			above base	✓
" " Holds	Rimamar				
COLLISION " (in Hold)	As previously constructed				
AFTER PEAK " Ft. 8	.30 - .42	7 x 3 x .33 BA	24	Brick Room Flat	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth  
 Consett Iron Co, Dorman Long, Middlesbrough, Long's Fleet, Appleby, Frodingham, Leamthorpe.

Has the Steel been tested as required by the Rules? Yes.



Num  
Cert

Rpt. 1\*.

Att. ind of M/V 'ERODONA' (from frame 84 Port and 68 Starboard - aft)  
PARTICULARS OF LONGITUDINAL FRAMING. (all N.B.S)

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Number.		Diameter.	
Framing of L, L or C .....	Transverse Side Framing See Report 1.																
Frames in Bridge 'tween Decks ...																	
Frames from Uppermost Continuous Deck No. 1																	
" 2																	
Side Shell. Upper Stringer " 3	24"	.42	✓														
Face angle. " 4	3 1/2	3 1/2	.42	✓													
Lower Stringer " 5	28"	.44	✓														
Side Shell Face angle " 6	3 1/2	3 1/2	.44	✓													
Upper stringer " 7	24	.40	✓														
Long. Face angle. " 8	3 1/2	3 1/2	.40	✓													
Lower stringer " 9	28	.42	✓														
Long. Face angle. " 10	3 1/2	3 1/2	.42	✓													
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
Bottom longitudinal. " 16	17"	4"	4"	.50/.68	✓												
Spacing of Bottom Longitudinal Frames	32 1/2	✓															
At Ends .....																	
Double Bottoms L, L or C	N/L																
Tank Top Longitudinals																	
Bottom "																	
Spacing of Longitudinals																	
At Ends...																	
Transverses.																	
In Bridge 'tween Decks	Transverse Side Framing See Report 1.																
Depth and Thickness																	
Face Angles .....																	
Lugs to Shell* .....																	
In Upper 'tween Decks.																	
Depth and Thickness																	
Face Angles .....																	
Lugs to Shell* .....																	
Bottom Transverse	Centre 40" x .44 ✓ Wing. 36" x .42 ✓ Centre 6 x 3 1/2 x .48 Double ✓ Wing. 5 x 3 1/2 x .40 ✓ Centre 6 x 6 x .44 ✓ Wing. 6 x 6 x .42 ✓																
In Hold.	3 1/2 x 3 1/2 x .44 ✓ in way of Cen tank brackets. .42 Sides ✓ .44 Centre ✓ 10'-7' ✓																
Lugs to Shell* .....																	
Back Bars ...																	
Brackets .....																	
Bottom																	
Spacing of Transverse Frames	Transverse Beams in Wing Tanks Lower 10 x 3 1/2 x 3 1/2 x .50 Chan. & angle 6 x 3 1/2 x .60 Upper 9 x 3 1/2 x 3 1/2 x .40 Chan. & angle 6 x 3 1/2 x .40																
* State if jogged or liners.																	
Longitudinal Beams of L, L or S																	
Bridge Deck ...	Transverse Beams.																
Upper "	8 x 3 1/2 x .48 BA. ✓																
Second "																	
Third "																	
Transverse Beams.	Spacing. 32 1/2																
In Ships.	Plate. Angles. As approved. Plate. Angles.																
UPPER OK																	
27 x .42 5 x 3 1/2 x .40 ang.																	
Centre and wing.																	

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



EQUIPMENT No.										LETTER <i>at</i>										ANCHORS. <i>23 (original) 15 (new)</i>									
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.																	
	1st Bower	20	10	10	10	10	10	10	10	10	10	10	10																
	2nd "	"	"	"	"	"	"	"	"	"	"	"	"																
	3rd "	"	"	"	"	"	"	"	"	"	"	"	"																
	Collective weight																												
99561	Stream	19	1	17	4	3	21	20	6	1	0	19	19	Iron Hook	Rodgers Angled Iron Lion		Hebberton 30 <sup>th</sup> Jan 44	J. A. Relf											

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.	
	Fathoms	Ins.	Tons.	qrs.	lbs.	Supplied.	Per Rule.	Fathoms	Ins.	Fathoms						Ins.	Tons.		Fathoms	Ins.
14826	135	2 1/2	96 1/2	13 1/4	10	10	10	10	270	2 1/2	Steel Link.		Lowthacker. 28-11-37		TOWLINE	original.				
40368	75	2 1/2	112 1/2	15 1/2									Candell. 12-39		HAWSERS & WARPS	2-90 4"	449	2-90 2 3/4		
17959	15	2 1/2	106 9/10	14 9/8									Lowthacker. 11-2-40		new	2-90 3"	186	2-90 2 1/2		
	25	5	52 8	52 8					90	5										
	90	5	52 8	52 8																

Steering Gear, Type (Power ~~hand~~) *Steam Hydraulic by Hastie & Co. Greenock.* Alternative Means of Steering *Wires & blocks operated by Steam Wrench on poop deck.*

Steering Chains (Size and Test) *-* Windlass *as previously fitted* Boats *4-25' lifeboats (2 motor driven)*

Ceiling in Holds, thickness and material *-* Cargo Battens, thickness, material and spacing *nil*

Cargo Hatchways. (Upper Deck) *Steel plates and angles.* Thickness of Hatches *Steel plates 50" x 40" thick*

Size of Hatchways No. 1 (Fwd.) *4'-1" x 3'-1" No. 2 2'-0" x 1'-6" No. 3 No. 4 No. 5 No. 6*

Number of Shifting Beams and/or Fore and Afters *nil*

FOR AND ON BEHALF OF  
ELVTH DRY DOCKS & SHIPBUILDING CO., LTD.

Builder's Signature *W. Turnbull*  
Director & General Manager

**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 *TANKER* 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).

The after end of this vessel 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, generally the plans approved for S.S. 'ELONA', Messrs Swan Hunter & Wigham Richardson, Ltd. Yard No 1509, Newcastle Report No 93417. The materials and workmanship are good. The weather decks clear of oil tanks were hose tested with satisfactory results. The after peak, cargo tanks, oil fuel bunkers, after cofferdam, settling tanks, F.W. tank and double bottom tanks in machinery space have been tested as required by the Rules, and found satisfactory. The requirements of Section 20 of the Rules for steel ships, where applicable for the carriage of oil fuel having a flash point above 150°F, have been carried out. The steering gear, main and auxiliary, was tested with satisfactory results.

*Do chain cables on board fit windlass cable lifters?*

The amount of Entry Fee..... £ - - -	Fees applied for, 19
Special Survey Fee..... £ - - -	
<b>FREEBOARD</b> £ 17 0 0	Received by me, 19
Travelling Expenses, if any ..... £ - - -	

State whether the Vessel *was* built under Special Survey *yes*.

Certificate to be sent to \_\_\_\_\_ Date of issue \_\_\_\_\_

Committee's Minute *TUES. 28 MAR 1944*

Character assigned \_\_\_\_\_

*see minute on  
Nwc Rpt 8107899*

CONTINUE TO  
I am of opinion the Vessel should be Classed *+100A1*  
*Carrying Petroleum in Bulk.*

Signature *John J. Malay*  
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.)

The assigned freeboards have been marked on the vessel's sides, verified and cut in. The undoubted approved plans ( in number) and certificates are sent herewith.

Plans—

1. Shell Expansion
2. Shell at Break. Port.
3. " " " Starboard
4. Att. and framing
5. Transverses & Side Stringers
6. Tank top plating & R. girders
7. Stern frame
8. Rudder
9. Rudder pintles
10. Bridge deckhouse & boat deck.
11. Auxiliary steering
12. Escape door in stern
13. Fabricated Rudder & Stern frame
14. Upper deck plating in way cargo openings.

Certificates—

1. Rudder
2. Rudder Head.
3. Stern frame.

PARTICULARS OF ELECTRIC WELDING (if employed)

Detail welding only. ✓

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

+100A1 'Carrying Petroleum in Bulk', D.F., E.S.D., Cruiser Stern, Lloyds A&CP

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

1st Bower

2nd "

3rd "

original anchors.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 87'25" ft., R.Q.D. — ft., Bridge 43'37" ft., Forecastle 48'25" ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Poop not joined to bridge

Official No. 165410

Signal Letters —

Extreme Breadth over Baking 54'55"

Over-all Length 446'75"

No. and Material of Decks 1 Deck steel, 2<sup>nd</sup> Deck steel, clear of cargo tanks

Parts of Bottom of Vessel coated with cement or approved composition Cement in Peaks, not in cargo 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 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,	(as previously) 22	103 1
Double bottom, under Engines and Boilers,			After peak tank,	16	59 1
Double bottom, if under Engines only, 65.63'	26.25	32.2	Deep tank, aft, —		
Double bottom, if under Boilers only, cas plans			Deep tank, forward,	(as previously) 24.75	257 1
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. —

Date —

Dates of Surveys held while building

1942. AUG. 17. 25. 26. 27. 28. 31. SEPT. 1. 2. 3. 4. 7. 8. 9. 10. 15. 19. 21. 22. 24. 25. OCT. 1. 6. 7. 8. 9. 12. 13. 15. 16. 17. 20. 21. 22. 23. 26. 27. 28. 29. NOV. 2. 5. 6. 11. 13. 16. 18. 19. 1943. JAN. 5. 7. 11. 12. 14. 18. 25. 26. 27. 28. 31. FEB. 1. 4. 6. 8. 10. 11. 15. 16. 19. 25. MAR. 2. 5. 8. 12. 16. 19. 22. 24. 25. APR. 1. 2. 5. 6. 7. 9. 20. MAY. 4. 5. 11. 17. 18. 19. 1944. JAN. 21. 24. 25. 26. 27. 28. 31. JUNE. 1. 2. 4. 7. 8. 9. 10. 11. 15. 16. 17. 18. 20. AUG. 27. 31. SEPT. 6. 15. 16. OCT. 4. 8. 14. 20. 25. 26. 27. NOV. 4. 10. 11. 12. 16. 24. 25. DEC. 2. 3. 7. 9. 10. 16. 17. 22. 23. 24. 1944. JAN. 13. 20. 21. 25. 26. 27. 28. 31. FEB. 2.

Total No. of Visits 180