

## STEEL STEAMER or MOTORSHIP.

Received at London Office APR 29 1937

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 *26<sup>th</sup> April 1937*Port of *Liith*No. *19318*Survey held at *Burntisland*Date First Survey *6<sup>th</sup> October 1936*Last Survey *26<sup>th</sup> April**1937*

On the (State if Machinery fitted Aft and

*Single Screw Steamer "FULHAM III"*

(machinery aft)

State Type (Full Scantling, Complete Superstructure

*without tonnage openings*State Type of Erections and Focli *RQD<sup>14</sup> Bridge*

TONNAGE under

*1200.84*CLASS *100A1*

State if with freeboard

*yes*Built at *Burntisland*

Do. of space or spaces

Length from fore part of stem to after part of stern

*L 238.0*Launched *27<sup>th</sup> February 1937* Yard No. *195*

Total

*1200.84*

Breadth (greatest moulded)

*B 38.1*Builders *The Burntisland S.B.C. Ltd.*

Gross Tonnage

*1593.88*

Depth, at middle of length from top of keel to top

*D 22.75 RQD<sup>14</sup>*Owners *Fulham Borough Council*

Register Tonnage

*874.43*

1st Longitudinal Number (L x D)

*= 4403*Managers *Stephenson Clarke & Associated*

2nd Numeral L x (B + D)

*= 13466*Residence *London*

## REGISTERED DIMENSIONS.

Length

*238.3*

Breadth

*38.3*

Depth

*16.55*

Framing Depth "d," at middle of length. See

*12.86*Port of Registry *London*

Proportions—Depth to Length—Uppermost con-

*12.86*

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top

*16.64**While building, & finally afloat.*

Draught Moulded

## 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	<i>27</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>27 7/8</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>23</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
Fore Peak	<i>24 1/2</i>	<i>✓</i>	Centre Girder, depth and thickness amidships	<i>32 40</i>	<i>✓</i>
after Peak	<i>24 1/2</i>	<i>✓</i>	" " top Angles	<i>3 3 36</i>	<i>double</i>
DE FRAMING.			" " bottom Angles	<i>3 1/2 3 1/2 40</i>	<i>double</i>
Frame Amidships, Angle, <i>E or L</i>	<i>8 3 34</i>	<i>approved 7 1/2 x 3 x 33</i>	Side Girders, No. each side and thickness	<i>One 8 1/2 3 40</i>	<i>✓</i>
" " Extends up to	<i>RQD<sup>14</sup></i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>3 x 3 x 38</i>	<i>✓</i>
Frames to Upper 12 <sup>th</sup> as per Profile Deck Plan			" " Vertical Angle to Tank side	<i>3 x 3 x 38</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		" " Bracket abaft $\frac{1}{4}$ len. from stem	<i>3 x 3 x 38</i>	<i>✓</i>
" " Extends up to	<i>✓</i>		" " Vertical Angle to Tank side	<i>3 x 3 x 38</i>	<i>✓</i>
Depth of Framing Girder amidships	<i>8</i>	<i>✓</i>	" " Bracket forward $\frac{1}{4}$ len. from stem	<i>3 x 3 x 38</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween	<i>✓</i>		" " Gussets, spacing and scantling	<i>✓</i>	
Decks, Angle, <i>L</i> or <i>✓</i>	<i>✓</i>		" " Gussets, spacing and scantling	<i>✓</i>	
" " Second 'tween Decks, Angle, <i>L</i> or <i>✓</i>	<i>✓</i>		Tank Side Brackets, height above base line	<i>✓</i>	
" " Third " " " "	<i>✓</i>		at toe of Frame and thickness	<i>✓</i>	
Framing in Peaks, Angle or <i>For Peak 5 1/2 3 32</i>	<i>5 1/2 3 32</i>	<i>✓</i>	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through	<i>5 1/2 3 36</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>50</i>	<i>throughout Tanker's Requirement</i>
Frame and Shell Plating amidships	<i>3/4 6 1/2 dia. 66 C at mid (average spacing)</i>	<i>✓</i>	Thickness of remainder in Holds	<i>50</i>	<i>✓</i>
ships	<i>3/4 7 dia. 66 C at bottom</i>	<i>✓</i>	Are Rule requirements complied with regarding	<i>yes</i>	<i>✓</i>
State if Frame Joggled	<i>yes</i>		increases of scantlings in way of double		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>8 3 36 frames 2 1/2 apart</i>	<i>✓</i>	bottom in E. & B. space and framing in		
Lengthening of Bottom for	<i>5 x 3 x 30 Intermediate frames</i>	<i>✓</i>	Bunkers and Boiler Room?	<i>yes</i>	<i>✓</i>
WARD. State Particulars	<i>3 x 3 x 32 Ordinary frames</i>	<i>✓</i>	BEAMS.		
Directing 5 1/2 dia. Plating at 27 spacing	<i>3 x 3 x 32</i>	<i>✓</i>	Uppermost Continuous Deck, amidships	<i>4 3 30</i>	<i>(1/2 beams)</i>
LE BOTTOM.	<i>23</i>	<i>✓</i>	" " in way of Bridge, Angle, <i>E or L</i>	<i>5 1/2 3 33</i>	<i>✓</i>
ors, Depth and thickness at mid-line in			Spacing	<i>every frame</i>	<i>✓</i>
Holds			Second Deck, amidships, Angle, <i>L</i> or <i>✓</i>		
Height of Brackets at side above			Spacing		
base line at toe of frame			Third Deck, amidships, Angle, <i>L</i> or <i>✓</i>		
ble Line Keelson, on Floors, Angles,			Spacing		
" " Through Plate or			Fourth Deck, amidships, Angle, <i>L</i> or <i>✓</i>		
" " Intercoastal Plate			Spacing		
" " Foundation Plate on			Poop Deck, Angle, <i>L</i> or <i>✓</i>		
" " Floors			Spacing		
" " Flat Plate Keel Angles			Bridge Deck, Angle, <i>E or L</i>	<i>5 3 25</i>	<i>✓</i>
Keelsons, No. each side			Spacing	<i>5 3 25</i>	<i>✓</i>
" thickness of Intercoastal Plate			Forecastle Deck, Angle, <i>E or L</i>	<i>5 3 26</i>	<i>✓</i>
" Angles			Spacing	<i>5 3 26</i>	<i>✓</i>
DOUBLE BOTTOM.					
Solid Floors, thickness and spacing	<i>32</i>	<i>✓</i>			
" " Are Frame and Reversed Frame	<i>yes</i>	<i>✓</i>			
joggled?	<i>yes</i>	<i>✓</i>			
Bracket Floors, breadth and thickness at	<i>none</i>	<i>✓</i>			
middle line					
" " breadth and thickness at					
margin plate					

## 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.
<b>PILLARS, No. of Rows.....</b>			Stringer Plate, breadth and thickness in way of Bridge .....		
„ in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells .....		
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge .....		
„ in Holds „ „			Thickness of Plating within line of openings...		
„ „ „ „ „			If Sheathed, material and thickness .....		
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....		
Plating, thickness of .....			If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	64 .50 R20" amidship		If Plated, state thickness .....		
„ „ „ „ in way of Bridge	66 .69 upper D <sup>2</sup>		<b>Poop Deck.</b>		
„ Angle in Wells	66 .48 ✓		Stringer Plate, breadth and thickness .....		
Thickness of Plating abreast Deck openings in way of Wells	at forward end of R20" 3 1/2 x 3 1/2 x .49 ✓		Plating, Sheathing, material and thickness ..		
Thickness of Plating abreast Deck openings in way of Bridge	at after end of R20" 5 x 5 x .57 ✓		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	40		Stringer Plate, breadth and thickness.....	30 at waterway	
If Sheathed, material and thickness .....	not sheathed also see plans		Plating, Sheathing, material and thickness ..	26 Oregon pine 2 1/2	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	✓		Stringer Plate, breadth and thickness.....	30	
			Plating, Sheathing, material and thickness ..	30 sheathed in way of windlass only	

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <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 .....	<i>61 1/2</i>	<i>.52</i> ✓	<i>.48</i>	<i>.48</i>	✓	<i>Double</i>	<i>3/4</i>	<i>3</i>	✓	<i>3</i>	<i>3/4</i>	<i>2 9/8</i> <i>Lapped</i>	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes ..... <i>2</i> .....	<i>A 8 3/4</i>	<i>.46</i> ✓	<i>.48</i>	<i>.42</i>	✓	<i>Double</i>	<i>3/4</i>	<i>3</i>	✓	<i>3 &amp; 2</i>	<i>3/4</i>	<i>2 9/8</i> <i>Lapped</i>	
BILGE PLATING, No. of Strakes ..... <i>2</i> .....	<i>C 5 1/2</i>	<i>.46</i> ✓	<i>.47</i>	<i>.42</i>	✓	<i>Double</i>	<i>"</i>	<i>"</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes ..... <i>2</i> .....	<i>D 5 9/16</i>	<i>.46</i> ✓	<i>.48</i>	<i>.46</i>	✓	<i>Double</i>	<i>"</i>	<i>"</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>E 5 3/4</i>	<i>.46</i> ✓	<i>.39</i>	<i>.39</i>	✓	<i>Double</i>	<i>"</i>	<i>"</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge.....	<i>F 6 3/4</i>	<i>.46</i> ✓	<i>.39</i>	<i>.39</i>	✓	<i>Double</i>	<i>"</i>	<i>"</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>G 4 8 1/2</i>	<i>.47</i> ✓	<i>.39</i>	<i>.39</i>	✓	<i>Single</i>	<i>"</i>	<i>"</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>H 4 8 1/2</i>	<i>.50</i> ✓	<i>.39</i>	<i>.39</i>	✓	<i>Single</i>	<i>"</i>	<i>"</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge.....	<i>I 5 9</i>	<i>.46</i> ✓	<i>.38</i>	<i>.38</i>	✓	<i>Double</i>	<i>"</i>	<i>"</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge.....	<i>J 6 3/4</i>	<i>.49</i> ✓	<i>.38</i>	<i>.38</i>	✓	<i>Double</i>	<i>"</i>	<i>"</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>K 4 8 1/2</i>	<i>.56</i> ✓	<i>.38</i>	<i>.38</i>	✓	<i>Single</i>	<i>"</i>	<i>"</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Bridge ...	✓					<i>"</i>							
POOP SIDE PLATING .....	✓					<i>"</i>							
BRIDGE SIDE PLATING ...		<i>.31</i>			✓	<i>Single</i>	<i>3/4</i>	<i>3</i>	✓				
FOREC'TLE SIDE PLATING			<i>.31</i>		✓	<i>Single</i>	<i>"</i>	<i>"</i>	✓	<i>one</i>	<i>3/4</i>	<i>2 9/8</i> <i>Lapped</i>	

## WATERTIGHT BULKHEADS.

**Total No. of W.T. BULKHEADS in Vessel—**

Extending to Upper Deck (Sec. 3 c)	4	✓
„ Deck next below		✓
As per Rule	4	✓

FORGINGS and CASTINGS.

Rudder Not approved 6 1/2" wide - fitted 7" wide		Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	✓				
STEM .....	Roller bar		7 1/4" x 1 7/8"		
STERN FRAME	{ Propeller Post Forging { Rudder		(8 1/4" x 5 1/8") (6 1/4" x 5 1/8")		
Speed of Vessel .....	10 knots				
RUDDER—Type .....	Ordinary (stream lined)				
" A x D .....	192				
" Diam. of head .....	6 1/2" x 5"				
" Mainpiece at top pintle .....	as per plan				
" " heel ...	6 1/2" x 4" and as per plan				
" how constructed	Main piece, 4 arms, 4 gudgeons all in one forging				
" double or single plate	double				
" coupling, vertical or	vertical				
" horizontal .....	Horizontal				

		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKHEAD, Upper tween decks							
"	"	Second	"				
Frame No.	"	Third	68	40	6x3x30	24	Top hat forms w.t. tank and as per plan.
"	"	Holds	26x28	44	10x3 1/2x40	30	
COLLISION		(in Hold)	97	40	7x3x32	24	One shelf one w.t. flat
AFTER PEAK		"	5	42	7x3x30	24	24 @ 2' 9" height
	"	"		42	6x3x36	24	24 @ 2' 9" height

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Colville & Co. Ltd.*  
*The Steel Company of Scotland, Dorman Long & Co. Ltd., Consett Iron Works.*  
*Swimmingpool & Co. Ltd., Cargo Fleet Iron Co. (P.H.)*  
Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 14483												LETTER	P.	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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
36366	1st Bower	30	2	21				29	3	3	0	30 1/2	Peters Improved, Hastated	Sunderland	2/8/36 J.H.G.
36363	2nd "	30	1	7				28	18	0	14	30 1/2	" "	"	2/8/36 "
36074	3rd "	26	0	14				25	14	1	14	26	" "	"	29/7/36 "
	Collective weight.	87	0	14				"	13	1	21	87	" "	"	25/7/36 "
36069 49575	Stream	4	2	14	1	0	12	6	12	2	0	9 1/2	Ordinary	"	Cradley Heath 25/9/36 L.P.
CHAIN CABLES.												HAWSERS AND WARPS.			

# 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.	Statio- tory.	Break- ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
53270	240	1 1/8	15 1/2	7 1/2	34 1/2	34 1/2			240	1 1/8	Steel	Not stated	23/9/36 Cradley Heath L.P.	TOWLINE	90	3 1/4	21.7	90	3 1/4
NB:- This cable is in 14 lengths each 15 fathoms.																			
NOTE:- The above chain is installed 1 1/8" clear (Ominimum requirement) in lieu of 1 1/8" clear.																			
Iron Stream Chain or Steel Wire	75	1	18	27	38-1-21	38 1/2			75	1	Steel	Not stated	Cradley Heath 24/9/36 L.P.	HAWSERS & WARPS	60	2 1/2	13.2	60	2 1/4
NB:- Two service pieces of fine spinning shankles, each 3' 6" long, weight 3 @ 2 1/2 lbs.																			

Steering Gear, Steam *Don't know* *10/2/34* Steering Gear, Hand *Relining tail shaft lead to winch.*  
Boats *2 life boats* Steering Chains, Size and Test *none* (Telemotor) Windlass *John Brown 10/2/34*  
*1 work boat*  
Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *none*  
Cargo Hatchways. (Upper Deck) *of plate & angles* Thickness of Hatches *3"*  
Size of No. 1 Hatchway (Forward) *48' 9" x 27'* No. 2 *41' x 27'* No. 3 *38' 3" x 27'* No. 4 *—* No. 5 *—* No. 6 *—*  
Number of Shifting Beams and/or Fore and Afters *Nº 1 none, Nº 2 fine, Nº 3 fine.*

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.

Builder's Signature

DIRECTOR

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 ☒ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, and in general conformity with the Rules. The material and workmanship are good. The double bottom tanks, the fore & after beam tanks, the bulk heads, the decks have all been tested in accordance with the Rule requirements with satisfactory results. The shell plating to the stem frame is of midship rule thickness. The steering gear, the windlass & the hand pump have been seen in good working order.

The following plans are forwarded herewith:- midship section; Profile & Decks; stem & bulkhead frames; Hatch bearing; Hatch web bearing & locking arrangement; Arrangement for draining upper & lower fore beam tanks. Amendment to hatch end on frame Nº 64; Pumping plan. Also two reports on forgings & two on castings. Breadth extreme 38'-3" Length extreme 245'-3".

The amount of Entry Fee ..... £ 5 : 0 : 0 Fees applied for, 28-4-1937 (Special notations, where part of class, to be stated.)  
Special Survey Fee.... £ 154 : 14 : 0 Received by me, 15-5-1937  
Travelling Expenses, if any £ 3 : 2 : 0 I am of opinion the Vessel should be Classed *+100A1*  
*Forward 11 0 0* " WITH FREEBOARD "  
State whether the Vessel has been built under Special Survey Signature *Ernest Carraro*  
Certificate to be sent to *Mr. W. L. L. L.* Date of issue *19.5.37* Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

FRI 30 APR 1937

+100A1

With freeboard

Cargo battens not fitted  
Lloyd's accp  
OL

+Limb. 4.37  
JD, Og.

Write & Ld



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Lloyd's Register Foundation

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.)

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

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

1st Bower *cent* 18-0-10<sup>✓</sup> WH 5803. 17-7-36.  
2nd „ 18-0-1<sup>✓</sup> WH 5804. 17-7-36.  
3rd „ 15-2-6<sup>✓</sup> RL 4292. 17-4-36.  
*Stream* 5-3-24<sup>✓</sup> WH 5612. 5-3-36.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 145 ft., Bridge 16 ft., Forecastle 22 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks *One, steel.*

Official No. *165452*; Signal Letters ☒ Is bottom of vessel coated with cement *part cement* if not give  
particulars of composition *Cement fills over rivet heads in D.B. Tanks. In way of boiler bituminous enamel  
Mature Briggs & Son of Dundee.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.		Where Fitted.	*Length.		Water Capacity.	
	Feet.	Tons.				Feet.	Tons.		
Double bottom, aft,	<i>N<sup>o</sup> 2</i> 94.5	352 <sup>✓</sup>			Fore peak tank, <i>upper 63 Tons</i> <i>lower 104 Tons</i>	22	167 <sup>✓</sup>		
Double bottom, under Engines and Boilers, <i>Fuel Water</i> 6.75	13				After peak tank,	8	12 <sup>✓</sup>		
Double bottom, if under Engines only, <i>N<sup>o</sup> 4</i>	17.7	19 <sup>✓</sup>			Deep tank, aft,				
Double bottom, if under Boilers only,					Deep tank, <i>amidships</i>	13-5"	56 <sup>✓</sup>		
Double bottom, forward, <i>N<sup>o</sup> 1</i>	64	200 <sup>✓</sup>			Other tanks, if fitted,				
		Total capacity of double bottom 571 <sup>✓</sup>			(If necessary, furnish further information by sketch.)				

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. *1243*

Date

*6/9/35*

Dates of Surveys held while building

*1936 Oct 6, 23, 30 Nov 23  
Decem 14 15 22 28  
1937 Jan 5 7 12 15 19 26 29 Feb 2 5 8 12 16 22 26 27  
March 5 April 21 23 26.*

Total No. of Visits *28*