

STEEL STEAMER OF MOTORSHIP.

Received at London Office

28 SEP 1936

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 **21st SEPTEMBER 1936** Port of **BREMEN**No. **1824**Survey held at **VEGEJACK AND BREMEN** Date First Survey **16th SEPTEMBER 35** Last Survey **3rd SEPTEMBER 1936**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **STEEL SINGLE SC MOTOR TANKER "TORNALLS"** **MACHINERY FITTED AFT.**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING** State Type of Erections **POOP, BRIDGE AND FORECASTLE.**TONNAGE under Tonnage Deck... **7223.57**CLASS **100 A 1** State if with freeboard **NOT**
CARRYING PETROLEUM IN BULK as condition of ClassBuilt at **VEGEJACK**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 460.0**Launched **21st JULY 1936** Yard No. **722**Total **✓**Breadth (greatest moulded) **B 59.0**Builders **BREMER VULKAN**Gross Tonnage **8053.58**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 34.0**Owners **SARAWAK OILFIELDS LTD.**Register Tonnage **4756.36**1st Longitudinal Number (L x D) **= 15640**Managers **✓**

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

2nd Numeral L x (B + D) **= 42780**Residence **MIRI (SARAWAK)**REGISTERED DIMENSIONS.
FEET.Length **465.0**Framing Depth "d," at middle of length. See Sec. 3 (1d) **✓**Port of Registry **MIRI**Breadth **59.4**Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.52**

If surveyed while building, afloat, or in dry dock

Depth **33.85**Draught Moulded **27.33****WHILE BUILDING, AFLOAT AND IN DRYDOCK.**

FRAMES, DOUBLE BOTTOM AND BEAMS.

	in/m IN SHIP.	Any Departure from Approved Plans to be Noted.		in/m IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	810		Bracket Floors, Frame	✓	
" " from $\frac{3}{8}$ length to Collision bulkhead	810 AND 686		" " Reversed Frame	✓	
" " in peaks	610		" " Vertical Struts	✓	
SIDE FRAMING. LONGITUDINAL FRAMING AT BOTTOM AND DECK—SEE LONGITUDINALS			Centre Girder, depth and thickness amidships	1525 x 14.5-18.0	
Frame Amidships, Angle \angle or \square	250 90 12.5		" " top Angles	DOUBLE T. 90 90 14	
" " Extends up to	UPPER DECK		" " bottom Angles	14 100 100 16	
Reversed Frame Amidships, Angle	NONE		Side Girders, No. each side and thickness	3. TWO: 15 AND 11 ONE: 12.5 IN HALF HEIGHT	
" " Extends up to			Margin Plate depth (incl. of flange) and thickness	13.2-28-13.7	
Depth of Framing Girder	250		" " Vertical Angles to Tank side	200 150 19	
Frames in Uppermost Continuous Deck	280 90 11.5		Bracket abaft $\frac{1}{2}$ len. from stem in ENGINE SPACE	160 160 14	
" " ABOVE DEEPTANK DECK	230 90 10.5		" " Vertical Angle to Tank side	✓	
" " IN MOTOR SPACE	250 90 11.5		Bracket forward $\frac{1}{2}$ len. from stem	✓	
" " FORECASTLE	180 75 10		Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	✓	
" " POOP ALTERNATE	200 75 10		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	✓	
Framing in Peaks, Angle \angle or \square	200 90 12.5		Tank Side Brackets, height above base line at toe of Frame and thickness	2500 x 12	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 - 120		INNER BOTTOM PLATING, IN MOTOR ROOM		
State if Frame Joggled	YES		Breadth and thickness of Middle Line Strakes	2x2350 x 28	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	2 WEB FRAMES 3 SIDE STRINGERS 3 TIER OF BEAMS		CONNECTED BY CENTRE LINE BUT STRAP	550 x 30	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 BOTTOM STRAKES OF 18.8" THICKNESS DEEPTANK BOTTOM FRAMES 150x150x15 BACK BARS TO LONGITUDINALS IN WAY OF TANK NO 8 AND 9. EXTRA INTERCOSTALES.		Thickness of remainder in Motor Room	132	
SINGLE BOTTOM, IN CENTRE TANKS			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & D. space and framing in Boiler and Boiler Room?	YES	
Floors, Depth and thickness at mid-line	1015 x 11.2		BEAMS, SEE LONGITUDINALS ON RAT 1*		
" " IN WING TANKS	940 x 11.2		Uppermost Continuous Deck, AFT	200 75 12.5-14.5	
Height of Brackets at side above base line at toe of frame	1830 ~ 2050		" " in Way of Bridge, Angle \angle or \square	200 75 11	
Middle Line Keelson, on Floors, Angles, \angle or \square	1015 x 10.7		" " Spacing	781 AND 610	
" " Through Plate or Intercostal Plate	INTERCOSTAL		Second Deck, FORWARD	200 90 10	
" " Foundation Plate on Floors	NONE		" " Angle \angle or \square	180 75 10	
" " Flat Plate Keel Angles	100 100 13		" " Spacing	200 75 11-12.5	
Side Keelsons, No. each side	NONE		Third Deck, amidships, Angle \angle or \square	✓	
" " thickness of Intercostal Plate	✓		" " Spacing	✓	
" " Angles	✓		Fourth Deck, amidships, Angle \angle or \square	✓	
DOUBLE BOTTOM, IN MOTOR ROOM			" " Spacing	✓	
Solid Floors, thickness and spacing	11.5 x 781		Poop Deck, Angle \angle or \square	200 75 12.5-14.5	
" " Are Frame and Reversed Frame joggled?	YES		" " Spacing	180 75 10.5	
Bracket Floors, breadth and thickness at middle line	NONE		" " Spacing	781 AND 610	
" " breadth and thickness at margin plate	✓		Bridge Deck, Angle \angle or \square	200 75 12	
			" " Spacing	810	
			Forecastle Deck, Angle \angle or \square	250 90 10.5	
			" " Spacing	230 75 10	
			" " Spacing	200 75 10	
			" " Spacing	810, 686, 610	

PILLARS AND DECKS.													
IN SHIP.				Any Departure from Approved Plans to be Noted.		IN SHIP.				Any Departure from Approved Plans to be Noted.			
PILLARS. No. of Pillars <i>Two</i> LONGITUDINAL BULKHEADS Vertical Stiffeners <i>FORWARD 6 250 90 115</i> <i>in between Decks</i> <i>Spacing</i> <i>810 90 115</i> TWO HORIZONTAL STIFFENERS. <i>NO. 1</i> <i>FACE BAR 660 90 102</i> <i>NO. 2</i> <i>FACE BAR 660 90 102</i> <i>NO. 3</i> <i>FACE BAR 660 90 102</i> LUGS. 3 FRAME SPACES FROM BULKHEAD CORNERS <i>160 160 114</i> Centre Line Bulkhead. IN DEPTANK Stiffeners and Spacing <i>AND 230 90 10</i> <i>SPACING 250 90 12.5</i> Plating, thickness of <i>688 10.0</i>						Stringer Plate, breadth and thickness in way of Bridge <i>8.5 ~ 8.0</i> Thickness of Plating abreast Deck openings in way of Wells <i>8.5 ~ 8.0</i> Thickness of Plating abreast Deck openings in way of Bridge <i>8.5 ~ 8.0</i> Thickness of Plating <i>8.5 ~ 8.0</i> If Sheathed, material and thickness <i>NOT</i> Third Deck. Stringer Plate, breadth and thickness <i>940 x 9.5</i> If Plated, state thickness <i>7.5 PINE 65</i> Fourth Deck. Stringer Plate, breadth and thickness <i>940 x 9.5</i> If Plated, state thickness <i>7.5 PINE 65</i> Poop Deck. Stringer Plate, breadth and thickness <i>940 x 9.5</i> Plating, Sheathing, material and thickness <i>6.5 PINE 65</i> Bridge Deck. Stringer Plate, breadth and thickness <i>2250 x 11</i> Plating, Sheathing, material and thickness <i>8.5 NONE</i> Forecastle Deck. Stringer Plate, breadth and thickness <i>890 x 9.5</i> Plating, Sheathing, material and thickness <i>7.5 PINE 65</i>							
STRINGS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Way <i>2420 x 19.8</i> " " " " in way of Bridge <i>2420 x 22.2</i> " Angle in Way <i>180 180 175</i> Thickness of Plating abreast Deck openings in way of Wells <i>19.0</i> Thickness of Plating abreast Deck openings in way of Bridge <i>230 ~ 19.0</i> Thickness of Plating within line of openings <i>14.7</i> If Sheathed, material and thickness <i>NOT</i> Second Deck. Stringer Plate, breadth and thickness in Way <i>940 x 9.5</i>										SHELL PLATING. SCANTLINGS. STRAKES. AS IN VESSEL. AMIDSHIPS. FORWARD. AFT. Breadth. Thickness. Thickness. Thickness. FLAT PLATE KEEL <i>2200 22 19.8 19.8</i> " DELG. (if any) <i>1820 17 18.8 13.5</i> STRAKE B <i>2500 16.3 18.8 13.5</i> BOTTOM PLATING, No. of Strakes <i>3</i> BILGE PLATING, No. of Strakes <i>4</i> SIDE PLATING, No. of Strakes <i>3</i> UPPER DECK, Sheer-strake in Way <i>1700 26.0 14.5 12.7</i> UPPER DECK, Sheer-strake in Bridge <i>1700 31.5</i> STRAKE BELOW SHEER-strake in Way <i>2300 19.3 12.7 12.7</i> STRAKE BELOW SHEER-strake in Bridge <i>2300 19.3</i> POOP SIDE PLATING <i>2220</i> BRIDGE SIDE PLATING <i>2220 11.0</i> FORECASTLE SIDE PLATING <i>1300</i>		RIVETING. EDGES. State if jogged? <i>NO</i> SINGLE OR DOUBLE. Rivets. Diam. Spacing or to cr. BUTTS. Rivets. Diam. Spacing or to cr. STRAPPED OR LAPPED. DOUBLE 25 100 FIVE 25 112 LAPPED DOUBLE 22 88 FOUR 22 88 LAPPED " 22 88 " 22 88 " " " 22 88 " 22 88 " " " 25 100 FIVE 28 126 " " " 28 112 THREE 28 126 DOUBLE STRAPPED " 25 100 FOUR 22 88 LAPPED " 25 100 " 22 88 " " SINGLE 22 88 TWO 19 66 " " DOUBLE 22 88 " 19 66 " " SINGLE 19 76 " 19 66 " "	
WATERTIGHT BULKHEADS. Total No. of W.T. BULKHEADS in Vessel <i>17</i> Extending to Upper Deck (Sec. 3 c) <i>17</i> " Deck next below <i>✓</i> As per Rule <i>YES AS APPROVED</i>										FORGINGS and CASTINGS. Casting or Forging. Scantlings. Maker's Name. Any departure from approved plans to be noted. KEEL, Bar. <i>FLAT PLATE KEEL</i> STEM. <i>FORG. 28470 DORTM. HOERDER H.V. AND</i> STERN FRAME. Propeller Post <i>CASTING PLAN GUTENHOFFEN</i> Rudder <i>FORGINGS 2546 HUTTE A.G.</i> Speed of Vessel. <i>12 KNOTS BREMER</i> RUDDER-Type. <i>SIMPLEX BRUNNEN</i> " A x D <i>387</i> " Diam. of head <i>FORGING 279 HUTTE A.G. DUISBURG</i> " Mainpiece at top pintle <i>✓</i> " " heel <i>✓</i> " how constructed <i>ELECTRICALLY WELDED</i> " double or single plate <i>DOUBLE PLATES 15 1/2</i> " coupling, vertical or horizontal <i>HORIZONTAL 8 BOLTS 2 1/2 x 6</i>			
STIFFENERS. Plating Thickness. VERTICAL. HORIZONTAL. Scantlings. Spacing. Scantlings. Spacing. MIDSHIP BULKHEAD. CENTRE TANKS <i>10.4-13.0 5 250 x 90 x 11</i> " " " " <i>838</i> " " " " <i>11.2-13.5 5 280 x 90 x 12</i> " " " " <i>838</i> " " " " <i>10.2-12.5 5 250 x 90 x 11</i> " " " " <i>838</i> " " " " <i>10.8-13.2 5 280 x 90 x 12</i> " " " " <i>838</i> COLLISION (in Hold) <i>7.5-12.0 5 200 x 7 x 9</i> AFTER PEAK <i>7.5-15.0 5 165 x 7 x 8</i> STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>OPEN HEARTH PROCESS</i> <i>GUTENHOFFENHUTTE WERK OBERHAUSEN; DORTMUND HOERDER HUTTENVEREIN A.G. WERK HÖRDE AND WERK DORTMUND; AUGUST THYSEN HUTTE A.G.; DILLINGER HUTTENWERKE, DILLINGEN-SAAR.</i> Has the Steel been tested as required by the Rules? <i>YES, BY THE SOCIETY'S SURVEYORS.</i>													

EQUIPMENT No 44265 LETTER C+ ✓ 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.													
24792	1st Bower	74	2	14	50	5	0	0	77	UNION STOCKLEIGH DORTM. UNION	LPHLW-3.36-GREEN																		
24794	2nd "	74	2	21	50	5	0	0	77	UNION STOCKLEIGH	LPHLW-3.36-GREEN																		
24793	3rd "	74	2	21	50	5	0	0	77	UNION STOCKLEIGH	LPHLW-3.36-GREEN																		
24795	Stream	22	2	7	22	16	3	14	22	ORDINARY STOCK ANCHOR	LPHLW-3.36-GREEN																		
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.							
14706	300	2 1/2	106	180	106	180	956	1:14	890	14	300	2 1/2	106	180	106	956	1:14	890	14	130	5 1/2	87.84	130	5 1/2					
										ORDIN. STUD. LINK.		SCHLIEFER KETTENWERKE GRAINE NEITH.		LPHLW-3.36-GREEN		TOWLINE		2x100 3 1/4		22.32		2x100 2 1/4		22.32					
										OK. FLEXIBLE ROPE		UNION STOCKLEIGH				HAWSERS & WARPS		2x100 3 1/4		22.32		2x100 2 1/4		22.32					
																		8" 40.21											
Rpt. 1*.										STEEL SC. "TORNUS" BREMEN REPORT No 1874.										TACKLE - GOOD.									
PARTICULARS OF LONGITUDINAL FRAMING.										AT DECK AND BOTTOM.																			
FRAMING.		AMIDSHIPS.		ENDS.		AMIDSHIPS.		ENDS.		RIVETING.		RIVETS IN BRACKETS TO BULKHEADS.		RIVETS IN BRACKETS TO BULKHEADS.		RIVETS IN BRACKETS TO BULKHEADS.													
Framing of		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 Transverse and Bulkheads.		Number.		Diameter.													
Frames in Bridge 'tween Decks		NONE		✓		NONE		✓		✓		✓		✓		✓													
Frames from Uppermost Continuous Deck		NONE		✓		NONE		✓		✓		✓		✓		✓													
" 1		NONE		✓		NONE		✓		✓		✓		✓		✓													
" 2		NONE		✓		NONE		✓		✓		✓		✓		✓													
" 3		NONE		✓		NONE		✓		✓		✓		✓		✓													
" 4		NONE		✓		NONE		✓		✓		✓		✓		✓													
" 5		NONE		✓		NONE		✓		✓		✓		✓		✓													
" 6		NONE		✓		NONE		✓		✓		✓		✓		✓													
" 7		NONE		✓		NONE		✓		✓		✓		✓		✓													
" 8		NONE		✓		NONE		✓		✓		✓		✓		✓													
" 9		NONE		✓		NONE		✓		✓		✓		✓		✓													
Bottom Frames, Centre Trs.		E 431.8 x 101.6 x 13.2 x 17.3		✓		E 431.8 x 101.6 x 13.2 x 17.3		✓		22 132 M Rivets 77		9 22		22 132 M Rivets 77		9 22													
" " Wing Trs.		E 431.8 x 101.6 x 13.2 x 17.3		✓		E 431.8 x 101.6 x 13.2 x 17.3		✓		22 132 M Rivets 77		9 22		22 132 M Rivets 77		9 22													
Upper Stringer in Wing Trs.		To Shell = 660 x 10.7		✓		To Longitudinal Bulkhead = 660 x 10.2		✓		✓		✓		✓		✓													
Second Stringer in Wing Trs.		To Shell = 760 x 11.2		✓		To Longitudinal Bulkhead = 760 x 10.7		✓		✓		✓		✓		✓													
Spacing of Longitudinal Frames		838		✓		838		✓		✓		✓		✓		✓													
Double Bottoms		NONE		✓		NONE		✓		✓		✓		✓		✓													
Spacing of Longitudinals		NONE		✓		NONE		✓		✓		✓		✓		✓													
Transverses.		CENTRE TANKS		WING TANKS		CENTRE TANKS		WING TANKS		Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverse and Bulkheads.		Number.		Diameter.													
In Bridge 'tween Decks		Depth and Thickness		Face Angles		Lugs to Shell		Depth and Thickness		Face Angles		Lugs to Shell		Depth and Thickness		Face Angles													
In Upper 'tween Decks		Depth and Thickness		Face Angles		Lugs to Shell		Depth and Thickness		Face Angles		Lugs to Shell		Depth and Thickness		Face Angles													
Bottom Transverses		Depth and Thickness		Face Angles		Lugs to Shell		Depth and Thickness		Face Angles		Lugs to Shell		Depth and Thickness		Face Angles													
In Hold.		Depth and Thickness		Face Angles		Lugs to Shell		Depth and Thickness		Face Angles		Lugs to Shell		Depth and Thickness		Face Angles													
Spacing of Transverse Frames		3240		3240		3240		3240		3240		3240		3240		3240													
Longitudinal Beams of		AMIDSHIPS		ENDS		AMIDSHIPS		ENDS		Spacing.		In Ship.		As approved.		As approved.													
Upper (CENTRE TANKS)		230 90 11		TRANVERSE		230 x 90 x 11		TRANVERSE		838		735 x 107 x 150 x 11		735 x 107 x 150 x 11		735 x 107 x 150 x 11													
Lower (WING TANKS)		230 90 11		FRAMING		230 x 90 x 11		FRAMING		762		735 x 107 x 150 x 11		735 x 107 x 150 x 11		735 x 107 x 150 x 11													
The particulars of framing in peaks (if ordinary), Floors, Centre Girders, 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.																													
50,1124-T.																													
Machy aff. Rudder Electrically welded. C.L. oil Engines																													
Wale Rudder.																													
001711-001716-0141 3/3																													
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0141 (2/3)																													

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.)

and found in accordance with the same. All steel materials used in the construction of the vessel are made at works recognized by the Committee and tested in accordance with the requirements of the Rules by the Society's Surveyors. The General Equipment has been examined and found in order.

Attached: 4 Forging and Casting Certificates.
1 Interims Certificate
1 Midship Section as built
6 Approved plans of the vessel.

Sister Vessels: MESSRS. DEUTSCHE WERFT'S YARD No 169 "TARON"

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book *MACHINERY AFT. - CARRYING PETROLEUM IN BULK. - CRUISER STERN. - LONGITUDINAL FRAMING AT BOTTOM AND DECK. - RUDDER ELECTRICALLY WELDED. - LLOYD'S A. & C.P. - DIRECTION FINDING APPARATUS AND ECHO SOUNDING APPARATUS HAVE BEEN INSTALLED. WIRELESS HAS BEEN INSTALLED.*

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

1st Bower *HEAD: 48:1:27 - K.H. - 10361 - 11.5.36; SHANK: 25:3:9 - KH 1731 - 11.5.36. - CAST STEEL*
2nd " *" 48:3:6 - K.H. - 10362 - 11.5.36; " 25:2:22 - KH 1730 - 11.5.36. - " "*
3rd " *" 48:3:4 - K.H. - 10363 - 11.5.36; " 25:2:8 - KH 1729 - 11.5.36. - " "*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *91.71* ft., R.Q.D. ☒ ft., Bridge *47.11* ft., Forecastle *48.28* ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated *NOT JOINED.*

No. and Material of Decks *1 DECK. STEEL.*

Official No. *658*; Signal Letters

Is bottom of vessel coated with cement *YES, IN PEAKS AND IN* ~~if not give~~

~~particulars of composition~~ *DOUBLE BOTTOM COOLING WATER TANK. CARGO TANKS NOT COATED.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <i>LUBRICATING OIL</i>	<i>7.7</i>	<i>13.8</i>	Fore peak tank,	<i>23.0</i>	<i>139.3</i>
Double bottom, under Engines and Boilers, <i>FUEL OIL</i>	<i>33.3</i>	<i>105.0</i>	After peak tank,	<i>16.0</i>	<i>85.4</i>
Double bottom, if under Engines only, <i>COOLING WATER</i>	<i>23.0</i>	<i>22.0</i>	Deep tank, aft,	<i>✓</i>	<i>✓</i>
Double bottom, if under Boilers only,	<i>✓</i>	<i>✓</i>	Deep tank, forward,	<i>24.75</i>	<i>272.0</i>
Double bottom, forward,	<i>✓</i>	<i>✓</i>	Other tanks, if fitted,	<i>✓</i>	<i>✓</i>
Total capacity of double bottom		<i>140.8</i>	(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. *62*

Date *6th SEPT. 1935*

Dates of Surveys held while building

SEP. 16, 21, 28; OCT. 31; JAN. 4, 8, 10, 14, 16, 18, 22, 23, 27, 30; FEB. 5, 7, 14, 18, 20, 22, 25; MARCH 2, 6, 10, 12, 16, 20, 24, 28, 30; APRIL 3, 7, 11, 18, 21, 24, 28, 30; MAY 4, 6, 7, 11, 18, 25, 28; JUNE 2, 4, 9, 10, 11, 12, 13, 16, 17, 18, 19, 22, 24, 25, 26, 29, 30; JULY 1, 3, 8, 16, 17, 21, 23, 28, 31; AUG. 4, 7, 11, 15, 19, 24, 27, 29, SEPT. 1, 3, 13.

Total No. of Visits *81*