

STEEL STEAMER OR MOTORSHIP

Received at London Office

27 APR 1944

State of Report has been sent on the Freeboard of the Vessel YESState of Report is sent on the Machinery of the Vessel YES

Date of completion of report

18th April, 1944

Port of NEWCASTLE-ON-TYNENo. 102027

Survey held at

HEBBURN-ON-TYNE

Date First Survey (1941)

Dec 31st

Last Survey

7th April

1944

On the

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

TWIN SCREW MOTOR VESSEL"CONDESA"

State Type

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

FULL SCANTLING

State Type of Erections

COMBINED BRIDGE AND FORECASTLE

TONNAGE under Tonnage Deck

6048.35

CLASS

100A1

State if with freeboard as condition of Class

No.

FEET

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 445.0

Breadth (greatest moulded)

B 65.25

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 38.208

1st Longitudinal Number (L x D)

17003

2nd Numeral L x (B + D)

46039

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

12.79

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

11.646

Do. Long Bridge to top of keel

9.665

Draught Moulded

31'-5 1/2"Built at HEBBURN-ON-TYNELaunched 17th August 1943Yard No. 655Builders HAWTHORN-LESLIE & CO. LD.Owners FURNESS-HOULDER ARGENTINE LINES LD.Managers HOULDER BROS & CO. LD.

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT & IN DRY DOCK.

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	28 ✓		Bracket Floors, Frame	✓	
" " from 1/2 length amidships to Collision bulkhead	27 ✓		" " Reversed Frame	✓	
" " in peaks	24 ✓		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	47 x .56 - .48 ✓	
Frame Amidships, Angle, <u>E or F</u>	9 1/2 3 1/2 .48 ✓		" " top Angles <u>DOUBLE</u>	3 1/2 x 3 1/2 x .50 - .46 ✓	
" " Extends up to <u>UPPER & BASE Dk ALTERNATELY</u>			" " bottom Angles	5 x 5 x .58 - .52 ✓	
Reversed Frame Amidships, Angle <u>FORD</u>	4 3 .30 EVERY 4TH FRAME ✓		Side Girders, No. each side and thickness	3 @ .40 CH. ✓	
" " Extends up to <u>4TH DECK</u>			Margin Plate depth (excl. of flange) and thickness	60" x .58 ✓	
Depth of Framing Girder	9 1/2" ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 6 .46 ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u>	9 1/2 3 1/2 .48 ALT. ✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	6 6 .46 ✓	
" " Second 'tween Decks, Angle, <u>E or F</u>	9 1/2 3 1/2 .48 ✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	NONE ✓	
" " Third " " "	5 9 1/2 3 1/2 .48 ✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	NONE ✓	
" " from 1/2 len. for'd. to 15% len. from Stem	9 1/2 3 1/2 .48 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	52" x .45 ✓	
" " in Peaks, Angle <u>E or F</u>	9 1/2 3 1/2 .61 ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" AT TOPS. ✓		Breadth and thickness of Middle Line Strake	55" x .54 - .46 ✓	
State if Frame Joggled	YES ✓		Thickness of remainder in Holds	.44 - .40 ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES ✓		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 ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES ✓		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or F</u>	8 x 3 1/2 x 3 1/2 x .59 - .52 ✓	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, <u>E or F</u>	8 x 3 1/2 x 3 1/2 x .59 - .52 ✓	
Height of Brackets at side above base line at toe of frame			" " Spacing	28" ✓	
Middle Line Keelson, on Floors, Angles, <u>E or F</u>			Second Deck, amidships, Angle, <u>E or F</u>	8 x 8 1/2 x 3 1/2 x .40 - .52 ✓	
" " Through Plate or Inter-costal Plate			" " Spacing	28" ✓	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, <u>E or F</u>	8 x 3 1/2 x 3 1/2 x .40 - .52 ✓	
" " Flat Plate Keel Angles			" " Spacing	28" ✓	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, <u>E or F</u>	8 x 3 1/2 x 3 1/2 x .40 - .52 ✓	
" " thickness of Intercostal Plate			" " Spacing	28" ✓	
" " Angles			Poop Deck, Angle, <u>E or F</u>	✓	
DOUBLE BOTTOM.			" " Spacing	✓	
Solid Floors, thickness and spacing	42 AT 28" ✓		Bridge Deck, Angle, <u>E or F</u> AMIDSHIPS	8 x 3 1/2 x 3 1/2 x .54 - .52 ✓	
" " Are Frame and Reversed Frame joggled?	YES ✓		" " Spacing	28" ✓	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, <u>E or F</u>	8 x 3 1/2 x 3 1/2 x .50 - .52 ✓	
" " breadth and thickness at margin plate	✓		" " Spacing	For'd. of 3/6 L 27" ✓	

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.
PILLARS, No. of Rows	2		Stringer Plate, breadth and thickness in way of Bridge	50 1/2 x 41-37	
BRIDGE			Thickness of Plating abreast Deck openings in way of Wells	36	
in 'tween Decks, Size and Spacing	3 1/2" @ 4' FRAMES APART		Thickness of Plating abreast Deck openings in way of Bridge	41-35	
UPPER " " " "	4 1/2" " 4" " "		Thickness of Plating within line of openings	33	
LOWER " " " "	7 1/2" " 4" " "		If Sheathed, material and thickness	INSULATED	
in Holds " " " "	7 1/2" " 4" " "		Third Deck.		
" " " " " "	all as per approved plans		Stringer Plate, breadth and thickness	50 1/2 x 34	
Centre Line Bulkhead.			If Plated, state thickness	30	
Stiffeners and Spacing			Fourth Deck.		
Plating, thickness of			Stringer Plate, breadth and thickness	50 1/2 x 34	
STRINGERS AND DECKS.			If Plated, state thickness	30	
Uppermost Continuous Deck.			Poop Deck.		
Stringer Plate, breadth and thickness in Wells	6 1/2 x 27.86	see plan	Stringer Plate, breadth and thickness		
" " " " in way of Bridge	6 1/2 x .44		Plating, Sheathing, material and thickness		
" Angle in Wells	6 6 .84		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Wells	.50		Stringer Plate, breadth and thickness	54 x 54	
Thickness of Plating abreast Deck openings in way of Bridge	41-35		Plating, Sheathing, material and thickness	54-42	
Thickness of Plating within line of openings	33		Forecastle Deck.		
If Sheathed, material and thickness	Insulated below		Stringer Plate, breadth and thickness	36 x 38	
Second Deck.			Plating, Sheathing, material and thickness	38-36	
Stringer Plate, breadth and thickness in Wells	50 1/2 x 40-38				

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>NO</i>	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.	
Flat Plate Keel.....	<i>54</i>	<i>.90</i>	<i>.81</i>	<i>.81</i>		<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>LAPPED</i>	
„ Dblg. (if any)													
Bottom Plating, No. of Strakes <i>4</i>		<i>.69</i>	<i>.53</i>	<i>.53</i>		<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>LAPPED</i>	
Bilge Plating, No. of Strakes <i>1</i>		<i>.71</i>	<i>.55</i>	<i>.55</i>	<i>+ .04 FOR'D</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
Side Plating, No. of Strakes <i>4</i>		<i>.65</i>	<i>.48</i>	<i>.44</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
Upper Deck, Sheer- strake in Wells <i>CLEAR OF BRIDGE</i>	<i>83</i>	<i>.64</i>	<i>-</i>	<i>.48</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
Upper Deck, Sheer- strake in Bridge ...	<i>83</i>	<i>.69</i>	<i>.53</i>	<i>-</i>	<i>+ .02 FOR SIDELIGHTS</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
Strake below Sheer- strake in Wells <i>CLEAR OF BRIDGE</i>	<i>83</i>	<i>.62</i>	<i>-</i>	<i>.48</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
Strake below Sheer- strake in Bridge ...	<i>83</i>	<i>.67</i>	<i>.48</i>	<i>-</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
Poop Side Plating.....	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>		<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	
Bridge Side Plating... <i>AND</i> Forecastle Side Plating	<i>SHEERS.</i> <i>STRONG</i> <i>BELOW</i>	<i>.71</i>	<i>.44</i>	<i>-</i>	<i>+ .02 FOR SIDELIGHTS</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>LAPPED</i>	
		<i>.69</i>	<i>.48</i>	<i>-</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	8 for Record
Extending to Upper Deck (Sec. 3 c)	7
" Deck next below	
As per Rule	7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FLAT PLATE			
STEM		10 1/2 x 2 1/2		
STERN FRAME	Propeller Post			CAST STEEL AS PER APP. PLANS.
	Rudder			
Speed of Vessel	SERVICE	14 1/2 KNOTS		
RUDDER—Type		SINGLE PLATE ORDINARY		
" A x D		1031		
" Diam. of head		14 1/2		
" Mainpiece at top pintle		14 1/2		
" " heel		10 1/2		
" how constructed		RIVETED TO ARMS		
" double or single plate		SINGLE PLATE 1/18"		
" coupling, vertical or horizontal		HORIZONTAL 6 BOLTS 4 1/2 DIA.		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	.26	4 x 3 1/4 L	30		
" " Second	.30	5 1/2 x 3 x 32 L	30		
" " Third	.36	6 x 3 x 3 1/2 L	30		
" " Holds	.44 x .36	10 x 3 1/2 x 3 1/2 L	30		
COLLISION " (in Hold)	.40	.38 8 x 3 x 38 L	24		
AFTER PEAK "	.34	.30 8 x 3 x 48 L	24		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Process.*
Cornwall Iron Co., Appleby, Fordingham Steel Co., So. Durham & Co., Sarnan Long & Co., Skinningrove I. Co. Ld., Colville,
Cargo Fleet Iron Co., Steel Co. of Scotland, Raine & Co.,
 Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 49371-5 ✓										LETTER et			ANCHORS. 25.15.		
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.				
1770	1st Bower	82	1	7	-	-	-	60	-	-	-	8 1/2 ✓	Stockless	Hingley & Son	L.P.M. 4.12.42 J. Relf ✓
1771	2nd "	82	1	-	-	-	-	60	-	-	-	8 1/2 ✓	"	" "	" " " " ✓
	3rd "														
	Collective weight														
1727	Stream	25	2	-	6	1	14	25	3	3	-	25 ✓	Ordinary Iron Stock	-	L.P.M. 8.12.42 J. Relf. ✓

CHAIN CABLES.										HAWERS 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.	Diam.	Stations.	Break- ing.	Supplied.	Per Rule.	Supplied.	Per Rule.	Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
3231	300	2 1/4	127.6	178.5	825.1	15	-	-	300	2 1/4	TAYCO	TAYLOR & SONS L.P.M. 11.2.43 J. Relf. ✓		TOWLINE	130	5 1/2	84.4	130	5 1/2
											STEEL	(BRIERLY HILLS)		HAWERS & WARPS	20/100	2 3/4	15.2	20/100	2 3/4
															20/100	2 3/4	15.2	20/100	2 3/4
Iron Stream																			
Steel Wire	120	4 3/4	64.6						120	4 3/4	Palmerston	BRITISH ROPE CO. ✓							

Steering Gear, Type (Power ~~on hand~~) STEAM (HASTIE'S) DIRECT COUPLED ✓ Alternative Means of Steering BLOCKS & TACKLE FROM WINCH ✓

Steering Chains (Size and Test) — Windlass STEAM ✓ Boats 4030' } 2-62 PERSONS
2-64 "

Ceiling in Holds, thickness and material INSULATED ✓ Cargo Battens, thickness, material and spacing INSULATED. NO BATTENS.

Cargo Hatchways.—(Upper Deck) STRONGLY CONSTRUCTED OF STEEL. ✓ Thickness of Hatches 2 1/2" INSULATED PLUGS.

Size of Hatchways No. 1 (Fwd.) 27'x16' No. 2 28'x16' No. 3 37'4"x16' No. 4 28'x16' No. 5 28'x16' No. 6 18'8"x16'
" 7'8"x16'

Number of Shifting Beams } 5. 5. 7. 5. 5. 3. 1. FOR R. & W. HAWTHORN, LESLIE & CO. LIMITED.
and/or Fore and Afters }

Builder's Signature C. Shepherd

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. MOTORSHIP ✓
(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 built in conformity with the Society's Rules & Regulations and the Secretary's letter.
The scantlings & arrangements are in accordance with, or equivalent to, those shown on the approved plans.
The material & workmanship are good. The decks, W.T. bulkheads, W.T. doors have been hose tested & the peak tanks, deep tanks & double bottom tanks tested by water pressure as required by the Rules & found satisfactory.
Oil Fuel, F.P. above 150°F is carried in the double bottom tanks aft, under the engine space and in deep tanks ahead the tunnels in No. 5 hold & in deep tanks under the 4th deck forward in way of No. 1 hold.
All holds & tween decks (except No. 1, No. 7, No. 4 Boat Trunk & No. 5 Boat & Bridge Trunks) are insulated for the carriage of refrigerated cargoes.
The windlass & steering gears have been tried under working conditions & found satisfactory.
The assigned freeboards have been marked on the vessel's sides, verified, cut in & painted.

The amount of Entry Fee..... £ 12: - - : Fees applied for,
24 APR 1944
Special Survey Fee..... £ 454: 11: 9
Received by me,
Travelling Expenses, if any £ : : : 19.

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed + 100 A1

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

Signature A. Hunter
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to NEWCASTLE-ON-TYNE Date of issue 9/5/44

Committee's Minute THURS 4 MAY 1944
Character assigned + 100 A1

Lloyds A & CP

+ Lmc H 444

Old Eng

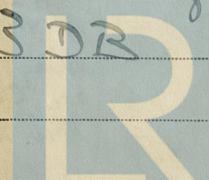
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3 DB

125 2020

Write Note

98



Lloyd's Register
Foundation

0051 2/2

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.)

T.S.M.V. "BEACON GRANGE" (Nmc. RPT. N° 96188)

T.S.M.V. "RIPPSHAM GRANGE" (Nmc. RPT. N° 101646)

Approved plans as per attached list are enclosed.

It was stated that while vessel was being moved along the quay on March 26th 1944, a buoy was fouled causing a slight indent in N^o 1 shell plate from aft in 4th strake below sheerstrake, starboard side. This was subsequently faired in place when vessel drydocked for final inspection &c.

It was also stated that during main engine basin trials on 24th March 1944 the port propeller struck an unknown object, but no damage was apparent to the hull structure on this account.

3 Towing reports herewith

PARTICULARS OF ELECTRIC WELDING (if employed) Tunnel sides aft, 4 deck in way of tunnels, and engine seats to tank top & minor items. Electrodes of approved make used throughout.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book D.F., 6Y.C., REFRIG. MACHINERY, CRUISER STERN, TWIN SCREW, LLOYDS A.C.P., A.C.M., E.S.D. See Rpt on Elec. Equip.

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

1st Bower 54.2.18 A.E.G. 4/33 28.4.42.
2nd " 54.1.11 A.E.G. 4/15 24.4.42.
3rd " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge 384.21 ft., Forecastle — ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated COMBINED BRIDGE AND FORECASTLE.

Official No. 169794 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 464.5 ft. (Circ. 1703)

No. and Material of Decks 4. STEEL.

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN WATER BALLAST 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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, FRAMES 15-61	107.33	187.19	Fore peak tank,	23.0	99
Double bottom, under Engines and Boilers,	—	—	After peak tank,	18.0	81.5
Double bottom, under Engines FRAMES 61-86.	58.33	375.8	Deep tank, aft, FRAMES 33-61	65.33	432.16
Double bottom, if under Boilers only,	—	—	Deep tank, forward, " 158-183	56.25	786.0
Double bottom, forward, FRAMES 87-157	165.33	761.7	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	331.00	1334.69	(If necessary furnish further information by sketch.)	—	—

Order for Special Survey No. 518

Date 6/1/42

Dates of Surveys held while building

(1941) Dec. 31, (1942) Jan. 20, 29 Feb. 6, Mar. 2, 10, 11, 18, Apr. 14, 21, 24, May 11, 18, June 18, 23, 25, 29 July 3, 13, 21, 28, 30 Aug. 7, 10, 18, 19, 21, 25, 27, 31 Sep. 4, 8, 11, 15, 21, 23 Oct. 1, 2, 6, 9, 13, 15, 20, 28 Nov. 3, 13, 17, 19, 25, Dec. 1, 8, 10, 16, 18, 23, (1943) Jan. 14, 16, 18, 19, 21, 25, 26, 28, 29 Feb. 1, 3, 10, 17, 24, 26, Mar. 2, 5, 9, 24, 29, 30 Apr. 3, 6, 7, 11, 12, 13, 15, 20, 23, 28, 30, May 3, 4, 5, 7, 15, 19, 26, 28, 31 June 1, 2, 4, 7, 10, 16, 17, 18, 22, 24, 28, 29, 30 July 6, 14, 15, 21, 23, 28, 29 Aug. 6, 10, 12, 16, 24, Oct. 1, 8, 13, 19, 20, 26, 27, Nov. 3, 9, 25, 29, Dec. 1, 9, 14, 20, 21, 23, (1944) Jan. 5, 13, 17, 18, 21, 24, 25, 26, 28 Feb. 2, 3, 4, 11, 15, 16, 21, 28, 29 Mar. 2, 3, 7, 10, 13, 14, 16, 20, 23, 24, 28, 29, 30, Apr. 5, 7, Total No. of Visits 176