Rpt. 1.

STEEL ~~STEAMER or~~ MOTORSHIP.

Received at London Office 27 SEP 1930

92165

State if Report has been sent on the Freeboard of the Vessel No

State if Report is sent on the Machinery of the Vessel Yes

Date of completion of report 24th Septr 1930 Port of NEWCASTLE-ON-TYNE No. 86253

Survey held at Newcastle-on-Tyne Date First Survey 29 Nov. 1929 Last Survey 22 Sept. 1930

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) single screw "PEIK" (machinery fitted aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full scantling State Type of Erections Disconnected

TONNAGE under Tonnage Deck 5412·07

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage 6098·94

Register Tonnage 3591·55

REGISTERED DIMENSIONS.

	FEET.
Length	396·2
Breadth	55·1
Depth	32·3

CLASS ✠ 100 A1 Carrying petroleum in bulk

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	395·0
Breadth (greatest moulded)	B	54·75
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)	D	32·0
1st Longitudinal Number (L × D)	=	12640
2nd Numeral L × (B + D)	=	34266
Framing Depth "d," at middle of length. See Sec. 3 (1d)		
Proportions—Depth to Length—Uppermost continuous deck to top of keel		12·34
Do. Long Bridge to top of keel		-
Draught Moulded		25'-9⅛"

Built at Walker-on-Tyne

Launched 25th July 1930 Yard No. 1057

Builders Sir W. G. Armstrong Whitworth & Co. (Shipbuilders) Ltd

Owners J. J. Salvesen

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

Residence Oslo

Port of Registry Oslo

If surveyed while building afloat, ~~or in dry dock~~ Yes.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	Longitudinal	
" " from ¾ length to Collision bulkhead	25½	
" " in peaks	24	
SIDE FRAMING.		
Frame Amidships, Angle, [or [	Longitudinal	
" " Extends up to		
Reversed Frame Amidships, Angle		
" " Extends up to		
Depth of Framing Girder		
Frames in Uppermost Continuous 'tween Decks, Angle, [or [		
" " **Second 'tween Decks,** Angle, [or [		
" " **Third** " " " "		
Framing in Peaks, ~~Angle or~~ [	7½ 3½ ·46	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	⅞ spaced 5¼	
State if Frame Joggled	-	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Longl. framing bulkhead flat	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 strakes bottom plating midship thickness, double frames &c	
SINGLE BOTTOM.		
Floors, Depth and thickness at mid-line in Holds		
Height of Brackets at side above base line at toe of frame		
Middle Line Keelson, on Floors, Angles, [or [		
" " " Through Plate or Intercostal Plate		
" " " Foundation Plate on Floors		
" " " Flat Plate Keel Angles		
Side Keelsons, No. each side		
" " thickness of Intercostal Plate		
" " Angles		
DOUBLE BOTTOM.		
Solid Floors, thickness and spacing	under engines ·40 every space.	
" " Are Frame and Reversed Frame joggled?	Yes	
Bracket Floors, breadth and thickness at middle line	-	
" " breadth and thickness at margin plate	-	

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame	-	
" " Reversed Frame	-	
" " Vertical Struts	-	
Centre Girder, depth and thickness amidships	Centre line bkd.	
" " top Angles	-	
" " bottom Angles	-	
Side Girders, No. each side and thickness	as per engine seating plan	
Margin Plate depth (excl. of flange) and thickness		
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem		
" " Vertical Angle to Tank side Bracket forward ¼ len. from stem		
" " Gussets, spacing and scantling abaft ¼ len. from stem		
" " Gussets, spacing and scantling forward ¼ len. from stem		
Tank Side Brackets, height above base line at toe of Frame and thickness		
INNER BOTTOM PLATING.		
Breadth and thickness of Middle Line Strake	·50 as per engs seat. plan	
Thickness of remainder in Holds	-	
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?	-	
BEAMS.		
Uppermost Continuous Deck, amidships in Wells, Angle, [or [	Longitudinal	
" " in way of Bridge, Angle, [or [		
Spacing		
Second Deck, amidships, Angle, [or [		
Spacing		
Third Deck, amidships, Angle, [or [		
Spacing		
Fourth Deck, amidships, Angle, [or [		
Spacing		
Poop Deck, ~~Angle, E or~~ [	7½ 3 ·42	
Spacing	every frame	
Bridge Deck, ~~Angle, E or~~ [	7½ 3 ·44	
Spacing	alt. frames	
Forecastle Deck, ~~Angle, E or~~ [	7 3 ·37	
Spacing	every frame.	

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Rpt. 1*.

M.V. "PEIK" Newcastle-on-Tyne No. 86253

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	Amidships. In Ship. Ins.	Ins.	Ins.	Ends. In Ship. Ins.	Ins.	Ins.	Amidships. Per Rule or as approved. Ins.	Ins.	Ins.	Ends. Per Rule or as approved. Ins.	Ins.	Ins.	Riveting. Rivets in Longitudinal Frames. Diam. Ins.	Speng. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter. Inches.
Framing of ◺, L ▭																	
Frames in Bridge 'tween Decks ...	Transverse framing																
Frames from Uppermost Continuous Deck No. 1	7½	3½	·36	6½	3½	·36	7½	3½	·36	6½	3½	·36	7/8	5 1/4	✓	8	7/8
„ 2	"	"	"	"	"	"	"	"	"	"	"	"	"	"		"	"
„ 3	"	"	"	2nd Deck			"	"	"	2nd Deck			"	"		"	"
„ 4	8	"	·44	7	3½	·46	8	"	·44	7	3½	·42	"	"		"	"
„ 5	8½	"	·42	7½	"	·40	8½	"	·42	7	"	·48	"	"		"	"
„ 6	9	"	·42	8	"	·40	9	"	·42	7½	"	·46	"	"	9@ 3 15/16	9	"
„ 7	9	"	·46	8½	"	·40	9	"	·46	8	"	·46	"	"	—"—	"	"
„ 8	9½	"	·42	9	"	·42	9½	"	·42	8½	"	·46	"	"	—"—	10	"
„ 9	9½	"	·50	9	"	·50	9½	"	·50	9	"	·46	"	"	—"—	"	"
„ 10	10	"	·46	9½	"	·48	10	"	·46	9	"	·52	"	"	9@ 3 1/16	"	"
„ 11	12	"	·46	9½	"	·48	11½	"	·50	9½	"	·48	"	"	—"—	11	"
„ 12	12×3½×3½× ·54/60			10	"	·48	12×3½×3½× ·54/·60			10	"	·48	"	"	—"—	16	"
to „ 14													"	"			
„ 15																	
„ 16																	
Spacing of Longitudinal Frames: Amidships		30						30									
Spacing of Longitudinal Frames: At Ends					30						30						
Double Bottoms ◺, L or ⊏: Tank Top Longitudinals																	
Double Bottoms ◺, L or ⊏: Bottom „																	
Spacing of Longitudinals: Amidships																	
Spacing of Longitudinals: At Ends...																	
Transverses.													Rivets in Lugs to Shell Diam.	Speng.			
In Bridge 'tween Decks: Depth and Thickness																	
In Bridge 'tween Decks: Face Angles																	
In Bridge 'tween Decks: Lugs to Shell*.....																	
In Upper 'tween Decks: Depth and Thickness		20½	·42		18	·38		20½	·42		18	·38					
In Upper 'tween Decks: Face Angles Single	3½	3½	·42	3	3	·40	3½	3½	·42	3	3	·40					
In Upper 'tween Decks: Lugs to Shell Joggled	3½	3	·40	3½	3	·38	3½	3	·40	3½	3	·38	7/8	3 15/16			
In Hold: Depth and Thickness		30	·46		30	·50		30	·46		30	·50					
In Hold: Face Angles	6	3½	·52	Double 8	3½	·46	6	3½	·52	Double 8	3½	·46					
In Hold: Lugs to Shell Joggled	6	6	·46	6	6	·50	6	6	·46	6	6	·50	7/8	3 15/16			
In Hold: „ „ Back Bars ...		–		at lower ends				–		at lower ends							
In Hold: Brackets			·46			·40			·46			·40					
Spacing of Transverse Frames			as approved														

* State if joggled or liners.

Longitudinal Beams of ◺, L ▭															Spacing.	Transverse Beams. In Ships. Plate.	Angles.	As approved. Plate.	Angles.
Bridge Deck ...	Transverse beams																		
Upper „	6½	3	·42	6	3	·32	6½	3	·42	6	3	·32	30			17×·40	flange	17×·40	flange
Second „	7½	3	·40	5½	3	·44	7½	3	·40	5½	3	·44	30			20×·40	6×3½×·52	20×·40	6×3½×·52
Third „		–																	

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.*

500.12.27.—T.

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MIDSHIP BULKH'D, Upper tween decks	·34	6½×3×·44	30			
„ „ Second „	–					
„ „ Third „	–					
„ „ Holds	·50–·37	4 webs		9½×3½×·46	30	
COLLISION „ (in Hold)	·46–·34	1 web		8×3×·44	24	
AFTER PEAK „ „	·46–·30	–		8½×3×·44	24	

RUDDER mainpiece at head ...	Forging	9 1/4 Witteveiziger
„ „ heel ...		" Bergbau
„ how constructed		Balanced reaction
„ double or single plate		Single ? Double
„ coupling, vertical or horizontal		Vertical

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Consett, Dorman Long

Cargo Fleet, Skimingrove, Appleby Iron Co, S. Durham, Colville.

Open hearth process.

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

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PILLARS AND DECKS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows		-		
" in 'tween Decks, Size and Spacing		-		
" " " " "	Centre line			
" in Holds " "	bulkhead			
" " " " "		-		
Centre Line Bulkhead. Stiffeners and Spacing	9½	3½	·49	spaced 30'
Plating, thickness of	·41	to	·50	
STRINGERS AND DECKS. **Uppermost Continuous Deck.** Stringer Plate, breadth and thickness ~~in Wells~~		57	·58	
" " " " in way of Bridge		-		
" Angle in Wells	6	6	·60	
Thickness of Plating abreast Deck openings ~~in way of Wells~~			·47	
Thickness of Plating abreast Deck openings in way of Bridge		-		
Thickness of Plating within line of openings			·47	
If Sheathed, material and thickness		-		
Second Deck. Stringer Plate, breadth and thickness ~~in Wells~~		72	·42	
Stringer Plate, breadth and thickness in way of Bridge		-		
Thickness of Plating abreast Deck openings ~~in way of Wells~~			·41	
Thickness of Plating abreast Deck openings in way of Bridge		-		
Thickness of Plating within line of openings			·41	
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	·34	
Plating, Sheathing, material and thickness	·26 with	2½	wood sheathing	
Bridge Deck. Stringer Plate, breadth and thickness		40	·40	
Plating, ~~Sheathing, material and thickness~~			·34	
Forecastle Deck. Stringer Plate, breadth and thickness		42	·36	
Plating, ~~Sheathing, material and thickness~~			·34	

SHELL PLATING.

SCANTLINGS.

Strakes.	As in Vessel. Amidships. Breadth. (Inches.)	Amidships. Thickness. (Inches.)	Forward. Thickness. (Inches.)	Aft. Thickness. (Inches.)	Any Departure from Approved Plans to be Noted.
Flat Plate Keel	50½	·90	·69	·69	
" Dblg. (if any)					
Bottom Plating, No. of Strakes 4. (A B C D.)		·60	·48	·50	
Bilge Plating, No. of Strakes one (E)		·60	·48	·50	
Side Plating, No. of Strakes 4. (F G H I.)		·57	·45	·45	
Upper Deck, Sheer-strake in Wells	60	·75	·53	·45	
Upper Deck, Sheer-strake in Bridge (L.)		·90			
Strake below Sheer-strake in Wells (K.)		·66	·45	·45	
Strake below Sheer-strake in Bridge (K.)	a. b and c strakes midship thickness to collision bhd.				
Poop Side Plating				·38	
Bridge Side Plating		·44			+ ·03
Forec'tle Side Plating			·41		

RIVETING.

Strakes.	Edges. State if joggled? no. Single or Double.	Rivets. Diam. (Inches.)	Rivets. Spacing cr. to cr. (Inches.)	Butts. No. of Rows of Rivets.	Rivets. Diam. (Inches.)	Rivets. Spacing cr. to cr. (Inches.)	Strapped or Lapped.
Flat Plate Keel	Double	⅞	3½	5	1	3¾	Lapped
" Dblg. (if any)							
Bottom Plating	"	"	"	4	⅞	3½	"
Bilge Plating	"	"	"	"	"	"	"
Side Plating	"	"	"	3	"	3⅛	"
Upper Deck, Sheer-strake in Wells	"	"	"	4	1	4	"
Upper Deck, Sheer-strake in Bridge	"	1	4	5	1	4½	"
Strake below Sheer-strake in Wells	"	⅞	3½	4	⅞	3½	"
Strake below Sheer-strake in Bridge							
Poop Side Plating	Single	⅞	3½	2	¾	2⅝	
Bridge Side Plating	"	"	"	2	"	"	
Forec'tle Side Plating	"	¾	3	1	"	"	

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 *c*) 9

" Deck next below 5

As per Rule 14 as approved.

	Plating Thickness.	Stiffeners. Vertical. Scantlings.	Stiffeners. Vertical. Spacing.	Stiffeners. Horizontal. Scantlings.	Stiffeners. Horizontal. Spacing.
MIDSHIP BULKH'D, Upper tween decks	·34	6½×3×·44	30		
" " Second "	-				
" " Third "	-				
" " Holds	·50-·37	4 webs		9½×3½×·46	30
COLLISION " (in Hold)	·46-·34	1 web		8×3×·44	24
AFTER PEAK " "	·46-·30	-		8½×3×·44	24

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		-		
STEM		10×2 7/16		
STERN FRAME Propeller Post	Casting	10½×7⅞	Darlington	
STERN FRAME Rudder "	"	9×7⅞	Forge	
RUDDER—A×D		Tubin rudder		
Speed of Vessel 10¾ Knots				
RUDDER mainpiece at head	Forging	9¼	Witkowitzer	
" " heel		"	Bergbau	
" how constructed		Balanced reaction		
" double or single plate		Single ? double		
" coupling, vertical or horizontal		Vertical		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Consett, Dorman Long, Cargo Fleet, Skimingrove, Appleby Iron Co, S. Durham, Colville. open hearth process.

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

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EQUIPMENT No. 35874 LETTER Z . ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 53. Cwts.	Description of Anchor	Makers.	Where and when tested and Superintendent.
63831	1st Bower ...	64	1	14	-	-	-	50	12	2	0	63¾	Byer's stockless	Taylor & Sons	T 17/6/30 W. A. Drysdale
63857	2nd " ...	63	3	0	-	-	-	50	7	2	0	63¾	" "	" "	T 25/6/30 " "
63819	3rd " ...	54	3	14	-	-	-	45	5	3	21	54½	" "	" "	T 13/6/30 " "
	Collective weight.	183	0	0								182			
18405	Stream	17	2	0	14	2	7	18	12	2	0	17½	Rodger's	Hendrick & Mole	C 28/7/30 L. L. Wright

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied. Length.	Diam.	Test per Certificate. Statutory.	Breaking.	Weight of Chain Cable. Supplied.	Per Rule.	Length and Size per Table 53. Length.	Diam.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied. Length.	Cir.	Breaking Test of Steel Wire.	Length and Size per Table 53. Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Kilos	Fathoms.	Ins.
344468	135	2¼	91⅛	127½	344-2-21	682¼	270	2¼	Stud link	Hendrick & Mole	C. 29/7/30 L. L. Wright	TOWLINE...	120	5	74170	120	5
344444	135	"	"	"	344-2-14				" "	" "	C 17/7/30 " "	HAWSERS & WARPS	2-90	3¼	22350	180	2¾
	270				689-1-7							"	2-90	3	18290	180	2½
		Cir.		Kilos				Cir.									
~~Iron Stream Chain or~~ Steel Wire	90	4¾		47750			90	4¾				"	2-90	8	Manilla		
													2-90	7	—"		

Steering Gear, Steam Donkin's Scott type - electric. **Steering Gear, Hand** Blocks & tackles

Boats 2 @ 25'-0" & one @ 18'-0" **Steering Chains,** Size and Test — **Windlass** Emerson Walker

Ceiling in Holds, thickness and material — **Cargo Battens,** thickness, material and spacing —

Cargo Hatchways.—(Upper Deck) Steel plates & angles **Thickness of Hatches** Steel covers.

Size of **No. 1 Hatchway** (Forward) 10'-0" × 10'-0" **No. 2** and **No. 3** oiltight **No. 4** hatches **No. 5** **No. 6**

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

For SIR W. G. ARMSTRONG, WHITWORTH & Co. (SHIPBUILDERS) LTD.

Builder's Signature Stewart MANAGING DIRECTOR.

GENERAL DECLARATION. *It should be stated (a) whether the vessel 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* ✓ *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 with instructions as per Secretary's letters, as well as with the Printed Rules. The materials & workmanship are good. All the oil tanks, cofferdams, bunkers, peak, deep & double bottom tanks have been tested as required by the Rules. The weather decks & watertight bulkheads above the tanks have been satisfactorily tested.

The approved plans have been retained for dealing with duplicate vessels excepting the midship section & profile and deck plans which are at present in the London Office for your guidance in dealing with sister vessels previously reported. Kindly return these in due course, copies of these plans of the vessel as built are enclosed also 3 forging & casting certificates. This vessel is practically a duplicate of the same Builders M.V. Kim No. 1062, Rive Rpt. No. 86110. Oil fuel is carried in the side bunkers & double bottom tank aft also in the fore deep tank — F.P. above 150° F.

The amount of Entry Fee ..... £ 10 : 0 : 0 Fees applied for, 26 SEP 1930

Special Survey Fee.... £ 528 : 14 : 3 Received by me, 4 10 : 30

Travelling Expenses, if any £ : :

I am of opinion the Vessel should be Classed ✠ 100 A1 "Carrying petroleum in bulk".

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

Certificate to be sent to Newcastle-on-Tyne Date of issue 17/10/30.

Signature J. Macdonald. R. M. Scott.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 30 SEP 1930

Character assigned ✠ 100 A1 Carr. petroleum in bulk Lloyd's arch, & Lnch 9.30 oil Sys. CL. 2 D.B. - 180 ft

Write flag 30/9/30

The Surveyors are requested not to write on or below the Committee's Minute.

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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.*)

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	42 cwts 0 qrs 4 lbs.	M.A.B.	No. 4607. 21/2/30.
	2nd „	42 . 0 . 10 .	D.C.B.	No. 3262 12/3/30.
	3rd „	35 . 2 . 0 . 10 .	A.B.	No. 2736 16/4/30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 96.75 ft., R.Q.D. – ft., Bridge 29 ft., Forecastle 35.75 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated (not joined)

No. and Material of Decks (*this information is to be given as it should appear in the Register Book*) 2 Dks (Stl)

Official No. ; Signal Letters

Is bottom of Vessel coated with cement Yes ~~if not give particulars of composition~~ outside oil compartments

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Feed water	30.75	62	Fore peak tank,	22.3	135
Double bottom, under Engines and Boilers,			After peak tank,	22	121
Double bottom, if under Engines only,	25.5	130	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	34	347
Double bottom, forward,	56.25		Other tanks, if fitted,		
	Total capacity of double bottom	192	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5376

Date 16.10.29

Dates of Surveys held while building

1929 Nov. 29. Dec. 10. 11. 1930 Jan. 23. 29. 30. Feb. 7. 10. 12. 14. 19. 24. 25. 27. Mar. 3. 5. 7. 11. 13. 17. 19. 24. 26. 31. Apl. 3. 7. 9. 11. 15. 17. 24. 28. 30. May 1. 2. 6. 9. 12. 14. 19. 21. 23. 28. 29. 30. June 2. 4. 6. 10. 13. 16. 18. 19. 20. July 1. 2. 3. 4. 7. 8. 9. 10. 11. 14. 15. 16. 18. 21. 22. 25. Aug. 8. 19. 22. 27. 28. Sep. 4. 8. 11. 12. 16. 19. 22.

Total No. of Visits 82.

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