

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

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Elections BAP, BRIDGET FORECAST LE

Built at SOUTH BANK-ON-TEES.

Breadth (greatest moulded) B. 61'-0"

Total.....6398.05.

Gross Tonnage 4486.08

Register Tonnage 4145.58

Breadth (greatest moulded) B. 61'-0"

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1a) } D 31.0

1st Longitudinal Number (L x D) = 13330

2nd Numeral $L \times (B + D)$ = 39560

Framing Depth "d," at middle of length. See 19.8.

Proportions—Depth to Length—Uppermost continuous deck to top of keel } 13.9

Do. Long Bridge to }
top of keel }

Draught Moulded

Launched 22-5-51 Yard No. 1212

Builders SMITH'S DOCK CO. LTD.

Owners ATHEL LINE LTD.

Managers

Part of Register LIVERPOOL

If surveyed while building afloat or in dry dock

WHILST BUILDING AFLOAT & 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.....		24	LONGLY FRAMED.	Bracket Floors, Frame		—	
" " from $\frac{3}{8}$ length amidships to Collision bulkhead.....		—		" " Reversed Frame.....		—	
" " in peaks		24	✓	" " Vertical Struts		—	
SIDE FRAMING.				Centre Girder, depth and thickness amidships		50	✓
Frame Amidships, Angle, [or [		—		" " top Angles		4	✓
" " Extends up to.....		—		" " bottom Angles.....		4	✓
Reversed Frame Amidships, Angle		—		Side Girders, No. each side and thickness.....		4	✓
" " Extends up to		—		Margin Plate depth (excl. of flange) and thickness		—	
Depth of Framing Girder.....		—		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		—	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [		—		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		—	
" " Second 'tween Decks, Angle, [or [		—		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....		—	
" " Third " " " " " "		—		" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		—	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem		—		Tank Side Brackets, height above base line at toe of Frame and thickness		—	
" " in Peaks, Angle or [		—		INNER BOTTOM PLATING.			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		See 2 nd 1*	✓	Breadth and thickness of Middle Line Strake...		50	✓
State if Frame Joggled.....		—		Thickness of remainder in Holds		50	✓
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, [or [...		—	
Floors, Depth and thickness at mid-line in Holds.....		48	✓	" " in way of Bridge, Angle, [or [—	
Height of Brackets at side above base line at toe of frame.....		—		" " Spacing		—	
Middle Line Keelson, on Floors, Angles, [or [		—		Second Deck, amidships, Angle, [or [—	
" " Through Plate or Inter-costal Plate		—		" " Spacing		—	
" " Foundation Plate on Floors		—		Third Deck, amidships, Angle, [or [—	
" " Flat Plate Keel Angles		—		" " Spacing.....		—	
Side Keelsons, No. each side.....		2	✓	Fourth Deck, amidships, Angle, [or [—	
" " thickness of Inter-costal Plate.....		42	✓	" " Spacing.....		—	
" " Angles		6 3	42	Poop Deck, Angle, [or [		5 3	36
DOUBLE BOTTOM. (MACHINERY SPACE)				" " Spacing.....		30 1/2 31	✓
Solid Floors, thickness and spacing		40 42	✓	Bridge Deck, Angle, [or [		6 3	48
" " Are Frame and Reversed Frame joggled ?		YES	✓	" " Spacing.....		30 1/2 31	✓
Bracket Floors, breadth and thickness at middle line		—		Forecastle Deck, Angle, [or [		8 3	35
" " breadth and thickness at margin plate.....		—		" " Spacing.....		—	

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				Stringer Plate, breadth and thickness in way of Bridge .....	.45 ✓		
„ 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...	.43 ✓		
„ „ „ „ „				If Sheathed, material and thickness	—		
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing				Stringer Plate, breadth and thickness	—		
Plating, thickness of				If Plated, state thickness	—		
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness	—		
Stringer Plate, breadth and thickness in Wells				If Plated, state thickness	—		
„ „ „ „ in way of Bridge				Poop Deck.			
„ Angle in Wells				Stringer Plate, breadth and thickness .....	.36 ✓		
Thickness of Plating abreast Deck openings in way of Wells				Plating, Sheathing, material and thickness ...	.36 ✓ 5x2 1/2 wood.		
Thickness of Plating abreast Deck openings in way of Bridge				Bridge Deck.			
Thickness of Plating within line of openings...				Stringer Plate, breadth and thickness .....	.45 .42 ✓		
If Sheathed, material and thickness				Plating, Sheathing, material and thickness ...	.32 ✓ 5x2 1/2 wood.		
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells				Stringer Plate, breadth and thickness .....	.35 x .36 ✓		
				Plating, Sheathing, material and thickness ...	.34 ✓ no sheathing		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jagged?	NO.	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.		SINGLE OR DOUBLE.	Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel.....	82	.86	.45			DR.	1"	4				
„ Dblg. (if any)	—					—	—					
Bottom Plating, No. of Strakes 3A.B.C....		.42	.60	.52	Rule .48 at ends.	DR.	7/8	3 1/2				
Bilge Plating, No. of Strakes 2.D.E....		.42	.60	.52		DR.	7/8	3 1/2				
Side Plating, No. of Strakes 4.F.G.H.J		.60	.60	.58		DR.	7/8	3 1/2				
Upper Deck, Sheer- strake in Wells..J	66	1.00	.60	.48	Rule. 51" x 1.02"	DR.	1	4				
Upper Deck, Sheer- strake in Bridge J.		1.20 (BREAK)										
Strake below Sheer- strake in Wells..H.	90	.85	.60	.48	Rule. 51" x .84"	DR.	7/8	3 1/2				
Strake below Sheer- strake in Bridge H.		.85										
Poop Side Plating.....		.40	.50 at Break.			S.R.	3/4	3 3/8				
Bridge Side Plating.....		.42	.50 at Break.			S.R.	3/4	3 3/8				
Forecastle Side Plating		.42				S.R.	3/4	3 3/8				

WATERTIGHT BULKHEADS.

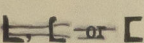
FORGINGS AND CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
Extending to Upper Deck (Sec. 3 c) <i>16 as per approved plans</i>					
Deck next below —					
As per Rule —					
		STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Upper 'tween decks	34✓	5" x 3" x 36" T.T.P.	31✓	
"	Second "	—			
"	Third "	50✓	9" x 4" x 50" T.T.P.	31✓	18" x 3" 38" NO LONGER
"	Holds	13.39✓	9" x 4" x 50" T.T.P.	30✓	5" x 3" 38" 2" SPACING
COLLISION	(in Hold)	46.10✓	5" x 3" x 42" T.T.P.	30✓	15" x 3" 38" 2" SPACING
AFTER PEAK	FR. 9	44.10✓	8" x 4" x 44" T.T.P.	30✓	2" SPACING
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)		Dorman Long & Co Ltd. South Durham			
Has the Steel been tested as required by the Rules?		Yes ✓			

Top 1*.

SMITH'S DOCK CO. LTD. SHIP NO 1212, M.V. "ATHELFOAM"

PARTICULARS OF LONGITUDINAL FRAMING. Mdb. Rpt. No.19490.

FRAMING.		AMIDSHIPS.			ENDS.		AMIDSHIPS.			ENDS.			RIVETING.		RIVETS IN BRACKETS TO BULKHEADS.			
		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.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Inches.	Number.	Diameter.	
Plating of 		15	4	4	50/62	F 7x3 1/2 x 40 BA				AS	APPROVED							
Plating in Bridge 'tween Decks ...		1	3 1/2	46	BA	7x3 1/2 x 33 BA						7/8	5/4		6	7/8	Long	
Plating from Uppermost Continuous Deck No. 1		1	3 1/2	46	BA	7x3 1/2 x 40 BA												
" 2		4	3 1/2	36	BA	7x3 1/2 x 33 BA												
" 3		8	3 1/2	35	"	7x3 1/2 x 40 BA												
" 4		9	3 1/2	38	"	7x3 1/2 x 40 BA												
" 5		9	3 1/2	38	"	7x3 1/2 x 40 BA												
" 6		9	3 1/2	43	"	7x3 1/2 x 40 BA												
" 7		10	3 1/2	40	"	7x3 1/2 x 40 BA												
" 8		10	3 1/2	40	"	7x3 1/2 x 40 BA												
" 9		10	3 1/2	40	"	7x3 1/2 x 40 BA												
" 10		11	3 1/2	52	"													
" 11		15	4	4	50/62	7x3 1/2 x 40 BA												
" 12		"	"	"	"	7x3 1/2 x 40 BA												
" 13		"	"	"	"	7x3 1/2 x 40 BA												
" 14		LONG GIRDER				7x3 1/2 x 40 BA												
" 15		15	4	4	50/62	7x3 1/2 x 40 BA												
" 16		NO 18 LONG GIRDER				7x3 1/2 x 40 BA												
To " 21		15	4	4	50/62	7x3 1/2 x 40 BA												
Plating of Longitudinal frames		Amidships																
" " " "		SIDES																
" " " "		At Ends																
Plating of Longitudinal frames		Tank Top Longitudinals																
" " " "		Bottom																
Plating of Longitudinal frames		Amidships																
" " " "		At Ends																
Transverses.																		
Bridge in Decks		Depth and Thickness	20	40														
" " " "		Face Angles	6	42	FLATS													
" " " "		Lugs to Shell*																
In 'tween Decks.		Depth and Thickness	17 1/2	40	CENTRE													
" " " "		Face Angles	13	41	(SUMMER TANKS)													
" " " "		Lugs to Shell*	4		FLANGED 57 (CENTRE)													
Hold.		Depth and Thickness	46	46	(BOTTOM)													
" " " "		Face Angles	29	46	(SIDE)													
" " " "		Lugs to Shell*	10	66	FLAT (WELDED)													
" " " "		Back Bars	6	44	FLATS													
" " " "		Brackets																
Plating of Transverse Frames			8	3	7	8	4											
*State if joggled or liners.																		
Longitudinal frames of		Bridge Deck	6	3	48	BA												
" " " "		Upper	4	3 1/2	38	BA												
" " " "		Second	4	3	42	BA												
" " " "		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.

Lloyd's Register Foundation

0177 3

EQUIPMENT No. 41784

LETTER 6+

ANCHORS. 38.15.

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.			
5053	1st Bower	74	0	4	-	-	-	56	0	0	0	Stockless	Samuel Taylor & Sons	Netherthorpe 22.11.1950
5055	2nd "	43	0	14	-	-	-	55	10	0	0	"	"	"
5054	3rd "	61	3	0	-	-	-	49	6	3	14	"	"	"
	Collective weight	208	3	21	-	-	-							
5079	Stream	20	3	7	5	1	0	21	10	1	7	End of anchor (blue webbed)	"	Netherthorpe 22.11.1950

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.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
13418	200	2 1/8	107 1/2	119 1/2	644	2	4	300	2 1/8	STEEL	Samuel Taylor & Sons	Netherthorpe 9.11.50	TOWLINE	130	5	70.9	130	5
13632	1/2	2 1/8	107 1/2	119 1/2	3	5	7											
13633	1/2	2 1/8	107 1/2	119 1/2	3	5	7											
13634	1/2	2 1/8	107 1/2	119 1/2	3	5	7											
13419	3/4	2 1/8	107 1/2	119 1/2	3	5	7											
13420	3/4	2 1/8	107 1/2	119 1/2	3	5	7											
Iron Stream	120	5																
Steel Wire																		

Steering Gear, Type (Power or hand) Electric Hydraulic - twin pump Alternative Means of Steering win motor at gear
controlled from bridge by Electric Controller
Steering Chains (Size and Test) also local control Windlass Clarke Chapman 10 cwt Boats 4 - Steel
2 1/8 Dia cable. 125.95 x 8.5 x 3.65 = 43 persons
126.0 x 8.5 x 3.6 = 43 "
126.5 x 8.5 x 3.65 = 43 "
126.1 x 8.5 x 3.65 (MS) = 41 persons
Ceiling in Holds, thickness and material 6" x 2" Vertical - 6" spacing Cargo Battens, thickness, material and spacing in fore hold.
Cargo Hatchways. - (Upper Deck) 6" x 2" Vertical - 6" spacing Thickness of Hatches all hatch covers of steel.
Size of Hatchways No. 1 (Fwd.) 4' 6" x 4' 9" x 4' 11" No. 2 6' 2" x 4' 9" x 4' 11" No. 3 6' 2" x 4' 9" x 4' 11" No. 4 6' 2" x 4' 9" x 4' 11" No. 5 6' 2" x 4' 9" x 4' 11" No. 6
Number of Shifting Beams and/or Fore and Afters 12

Builder's Signature

For SMITH'S DOCK, LTD.

SHIPYARD 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. Yes 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 ship has been built in accordance with the provisions of the Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are given in the report and as shown and amended on the approved plans now forwarded all amendments or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with or by standards equivalent to the Rule Requirements. The plans of midship section & Profile and Decks showing the ship as built, now forwarded herewith have been checked with the approved arrangements and found in order. The workmanship and materials are good. Oil or kerosene is carried in two main cargo tanks No. 1 & 2 & six summer tanks No. 3. Oil fuel (flash point above 150°F) is carried in the double bottom in the engine room, cross bunkers at the fore end of the machinery space & deep tank forward. The main cargo tanks, summer tanks after & fore peaks, deep tank, double bottom tanks, bunkers & cofferdams have been tested to Rule Requirements and found satisfactory. The weather decks clear of tanks, w.t. doors & cargo hatch cover have been tested and found tight. The steering gear, windlass & anchor & cable arrangements have been tested at sea under working conditions & found satisfactory. Freeboards as assigned by the Committee have been marked on vessel's side, verified, cut in & painted & the load line certificate placed on board.

The amount of Entry Fee..... £ : : 15.11.19 51.
Special Survey Fee..... £11 25-0-0
FRIDGE SURVEY FEE 32-0-0
Travelling Expenses, if any £ : : 19

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

Longitudinal framing with web frames.I am of opinion the Vessel should be Classed +100A1.(CARRYING MOLASSES OR PETROLEUM IN BULK)

Signature

J. D. Rufus.
Surveyor to Lloyd's Register of Shipping.State whether the Vessel has been built under Special Survey YesCertificate to be sent to MIDDLEBROUGH OFFICE. Date of issue 24/12/51.

Committee's Minute

TOES. 11 DEC 1951

Character assigned

+100A1 "Carrying Molasses or Petroleum in bulk"10.51 Molb.Lloyd's A+CP+LMC 10.51 Oil Eng.C.L.2 DB 180lbWhite Molb (h)

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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.)

Vessel undocked - 18-10-51.

PARTICULARS OF ELECTRIC WELDING (if employed) *Shell - Butts. Seams fixed in way of anchor.*
Decks - Upper Deck - Butts. 2nd Deck - Seams & Butts. Bulkheads - Seams, butts & stiffeners
& connection to deck - Transverses in cargo tank & shell. Longitudinals to bottom shell.
Long. bulkhead - Butts, seams, girders & connection to deck & shell; hatches to deck, end to deck.
Shell, plating - Seams, butts, girders & connection to deck & shell; hatches to deck, end to deck.
all electric welded machinery aft.

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

Cruiser Stern, W.T. D.F. Echo Sounding, Gyro Compass
(Sherriff), Longitudinal Framing, Oil Fuel for Boilers (Flash Point
above 150°F) Part electric welded, machinery aft.

RADAR Equipment (State if fitted) *YES.*

State Type or Pattern No. *Radio Location Mark*

State } Maker *MARCONI CO. LTD.*
Name } and/or
of } Supplier

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

1st Bower	<i>T. C. gr.</i> <i>47-1-4</i> ✓	<i>R.L.</i>	<i>C9547.</i>	<i>16-3-50.</i> ✓
2nd "	<i>46-1-4.</i> ✓	<i>R.L.</i>	<i>C275.</i>	<i>15-8-50.</i> ✓
3rd "	<i>34-0-14</i> ✓	<i>R.L.</i>	<i>C268.</i>	<i>24-4-50.</i> ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *125* ft., R.Q.D. — ft., Bridge *31.92* ft., Forecastle *40.55* ft.

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

Official No. *183822* Signal Letters *G.M.F.N.* Extreme Breadth over Belting *6'-4 1/8* Over-all Length *459-3*
(Circ. 1611) (Circ. 1703)

No. and Material of Decks *2. Steel*

Parts of Bottom of Vessel coated with cement or approved composition *aft. Peak, Fore Peak, Nos. 2, 4, 6, 9, centre cargo tanks, feed water tanks &c.*

D.B. Pump Room c/ds. main cargo tanks are coated with Latex 10' down from decks, summer tanks hatch
coatings coated. Butimastic. Fore & after peaks, chain locker 40' in S.R. 20'. E.R. tank up to 15' up side & Pump Room bottom
Particulars of composition (if fitted) and of approval *See note book in accommodation*

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.		Where Fitted.	Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<i>22.5</i> ✓	<i>37.4</i>	Fore peak tank,	<i>21.8</i>	<i>147.2</i>
Double bottom, under Engines and Boilers,	<i>45.0</i>	<i>149.4</i>	After peak tank,	<i>19.0</i>	<i>45.6</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	<i>31.6</i>	<i>305.79</i>
Double bottom, forward,			Other tanks, if fitted,	<i>3.0</i>	<i>59.6</i>
Total length (if continuous) and Capacity	<i>67.5</i>		(If necessary furnish further information by sketch.)	<i>3.0</i>	<i>156.0</i>

Order for Special Survey No. *16016*

Date *14-4-48*

Dates of Surveys held while building

(1950)
July 11 25 Aug 22 24 28 Sept 1 5 6 11 13 15 20 22 26 28 Oct 2 3 4 10 11 17 18 23 24 25 27 31
86
Nov 2 7 8 14 15 22 24 29 30 Dec 4 5 6 11 13 14 15 19 20 28 29 Jan 3 5 9 10 11 15 18 19 23 24
29 Feb 2 5 6 7 9 11 14 15 19 20 21 24 28 Mar 2 7 8 9 12 13 15 16 19 20 21 22 28 29 30 Apr 2 3
9 10 11 12 14 17 18 19 20 23 24 25 26 27 May 1 2 3 4 7 9 10 11 15 16 17 18 21 22 30 June 1 5 20 25 26
July 3 5 24 26 27 Aug 13 15 16 29 Sept 2 12 13 14 17 18 25 26 27 Oct 1 2
3 4 5 9 10 11 12 15 17 18 19 22 23 24 25
(1951)
Jan 3 5 9 10 11 15 18 19 23 24
Feb 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
Mar 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
Apr 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
May 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
June 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
July 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
Aug 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
Sept 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
Oct 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
Nov 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
Dec 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Total No. of Visits