

STEEL STEAMER OR MOTORSHIP.

Received at London Office.

State if Report has been sent on the Freeboard of the Vessel.

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

Date of completion of report.

Port of

No. 104651

Survey held at

Date First Survey

Last Survey

1947

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

S.S. "ASHANTIAN" (SINGLE SCREW)

Machinery amidships

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

Complete Superstructure

State Type of Erections

Poop end fitted on Superstructure Dk.

TONNAGE under Tonnage Deck ...

4238.27

CLASS *100 A.1.

State if with freeboard as condition of Class

Y₀

Built at

Walker on Tyne

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 425.00

Launched

22/3/47

Yard No. 14

Breadth (greatest moulded)

B 56.00

Builders

SHAWDON & CO. LTD. (TYNE BRANCH)

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

D 38.04

Owners

UNITED AFRICA CO., LTD.

1st Longitudinal Number (L x D)

(2-37) 15,725

Managers

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D)

89,525

Residence LONDON

REGISTERED DIMENSIONS.

FEET

Length

431.2

Breadth

56.3

Depth

24.2

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

21.83

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

11.18

Do. Long Bridge to top of keel

—

Draught Moulded

24'-2 3/4"

Port of Registry

LIVERPOOL

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.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	36"	✓	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	43 1/4" x 54"	
Frame Amidships, Angle, E or F	12" 3 1/2" 5/8" to 2nd deck, but to upper deck where cantilevers or handovers are fitted on 2nd and/or upper deck generally on every third frame		" " " top Angles	3 1/2" 3 1/2" 48" double	
" " " Extends up to			" " " bottom Angles	4" 4" 54" double	
Reversed Frame Amidships, Angle			" " " 7" 3" 42" B.A. top & verticals		
" " " Extends up to			Side Girders, No. each side and thickness	2 at 7" 3 1/2" 42" B.A. to bottom	
Depth of Framing Girder			Margin Plate depth (excl. of flange) and thickness	56"	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	6" 3 1/2" 44" O.A. amidships		" " " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
" " " Second 'tween Decks, Angle, E or F	5" 3 1/2" 35" O.A. aft		" " " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
" " " Third 'tween Decks, Angle, E or F	8" 3 1/2" 35" O.A. forward		" " " Gussets, spacing and scantling abaft 1/2 len. from stem	14" x 42" continuous	
" " " from 1/2 len. for'd. to 15% len. from Stem	12" 3 1/2" 5/8" B.A.	✓	" " " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	14" x 42" continuous	
" " " in Peaks, Angle, E or F	8" 3 1/2" 35"	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	99 1/2" x 48"	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" - 3" to 6" multiple spacing. (max 4 1/2")		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes	✓	Breadth and thickness of Middle Line Strake	Plated transversely. 46" 42" 48" under hatchways.	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	Thickness of remainder in Holds		
Are the scantlings and arrangements in way of the Bottom Forward 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	✓
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Transverses, Angle, E or F	18 1/4" 4 1/2" 41/62 E with 7 1/2" 3 1/2" 42 O.A. reverse bar.	
Height of Brackets at side above base line at toe of frame			" " " in way of Bridge, Angle, E or F	12 x 4 x 4 x 50/60	
Middle Line Keelson, on Floors, Angles, E or F			Half-transverses, Angle, E or F		
" " " Through Plate or Inter-costal Plate			Spacing of transverses	9'-0"	
" " " Foundation Plate on Floors			Longitudinals, B.A.	6 3 1/2" 40 spaced 14 3/4"	
" " " Flat Plate Keel Angles			Second Deck, amidships, Angle, E or F	Double ridges 14" x 1" (top) and 14" x 1" (bottom)	
Side Keelsons, No. each side			Spacing of cantilevers	9'-0"	
" " " thickness of Inter-costal Plate			Third Deck, amidships, Angle, E or F	Transverses 12 x 3 1/2" 43 1/2" x 35/50 with 6" x 5/8" rider plates, ends of transverses similar to cantilevers	
" " " Angles			Spacing of transverses	9'-0"	
DOUBLE BOTTOM.			Orlop	Longitudinals 7 x 3 x 40 B.A. spaced 142" and as approved.	
Solid Floors, thickness and spacing	42" every frame	✓	Fourth Deck, amidships, Angle, E or F	15 x 4 x 4 x 41/62 E at 36" and 12 x 3 1/2" 57 B.A. at 27"	
" " " Is Frame and Reversed Frame joggled?	Yes	✓	Spacing	1/2 beams 9 x 3 1/2" 46 B.A. at 36"	
Bracket Floors, breadth and thickness at middle line			Spacing	9 3 1/2" 52 } B.A.'s	
" " " breadth and thickness at margin plate			Spacing	7 3 33 } B.A.'s	
			Spacing	6 3 40 O.A.	
			Spacing	24" - 36"	
			Bridge Deck, Angle, E or F		
			Spacing		
			Forecastle Deck, Angle, E or F		
			Spacing	8 3 42	
				7 3 48	
				6 3 44	
				24" - 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	✓			
„ in 'tween Decks, Size and Spacing	✓			
„ „ „ „ „	✓			
„ in Holds „ „ „	✓			
„ „ „ „ „	✓			
Centre Line Bulkhead.				
Stiffeners and Spacing	$\left\{ \begin{array}{l} 6 \times 3 \times 3/8 \text{ in. in fore deck.} \\ 8 \times 3 \times 3/8 \text{ in. in holds (aft)} \\ 10 \times 3 \times 3/8 \text{ in. in holds (fore)} \end{array} \right.$ spaced 36"-42" as approved ✓			
Plating, thickness of	$\left\{ \begin{array}{l} \text{Holds} \dots 30" \\ \text{Fore deck} \dots 26" \end{array} \right.$			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	90 3/4" x 70" - 42" at ends.			
„ „ „ „ in way of Bridge	✓			
„ Angle in Wells	6" x 6" - 68" - 50" at ends of fore and aft.			
Thickness of Plating abreast Deck openings in way of Wells	65" - 36" at ends.			
Thickness of Plating abreast Deck openings in way of Bridge	70" - 36" at ends.			
Thickness of Plating within line of openings...	40" - 36"			
If Sheathed, material and thickness.....	none			
Second Deck.				
Stringer Plate, breadth and thickness in Wells	90 1/4" x 44" - 36" at ends			
Stringer Plate, breadth and thickness in way of Bridge	90 1/4" x 70" - 42" at ends.			
Thickness of Plating abreast Deck openings in way of Wells	40" - 32"			
Thickness of Plating abreast Deck openings in way of Bridge	44" - 36"			
Thickness of Plating within line of openings...	44" - 30"			
If Sheathed, material and thickness.....	none			
Third Deck. (Orlop deck - has 2 & 3 trans only)				
Stringer Plate, breadth and thickness.....	88 1/2" x 34"			
If Plated, state thickness	34" - 40"			
Fourth Deck.				
Stringer Plate, breadth and thickness.....	/			
If Plated, state thickness.....	/			
Poop Deck.				
Stringer Plate, breadth and thickness.....	36"			
Plating, Sheathing, material and thickness	30"; 2 1/2" Oregon Pine.			
Bridge Deck.				
Stringer Plate, breadth and thickness.....	/			
Plating, Sheathing, material and thickness	/			
Forecastle Deck.				
Stringer Plate, breadth and thickness.....	36" (bent plate 50)			
Plating, Sheathing, material and thickness...	32"; 2 1/2" Oregon Pine.			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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.....	53 7/8	.80	.70	.70		Double	7/8	3-6		Electric welded			
" Dblg. (if any).....	A 72 7/8	.64	.56	.54	Increased to .68" at stem frame								
Bottom Plating, No. of Strakes.....	B 72 7/8 C 72 7/8	.68 .64	.56 .53	.54 .53	Increased to .63 at stem frame	Double	7/8	3-6	4	7/8	3 1/2	Lapped	
Bilge Plating, No. of Strakes 2, D, E....	93 3/8	.68	.50	.50	Increased to .63 at stem frame	"	"	"	4	7/8	3 1/2	inside straps	
Side Plating, No. of Strakes 3, F, G, H....	94 3/8	.68	.46	.46		"	"	"	3	7/8	3	Lapped	
Upper Deck, Sheer- strake in Wells J....	92 7/8	.73	.46	.46	Stem plate .66.				4	1	4	Lapped	
Upper Deck, Sheer- strake in Bridge....	H strake at break .73" Plating in painting area = .58" in lieu of stringer.												
Strake below Sheer- strake in Wells.....	Bottom shell forward 1/2 L - 3/5 L = .75"; fore of 3/5 L = .70".												
Strake below Sheer- strake in Bridge....	Butts of E, F, G, H and J strakes elec. welded at ends from about 1/2 L aft and 3/5 L forward.												
Poop Side Plating.....	B and D strake butts (after mid) elec. welded.												
Poop Bridge Side Plating.....	-	-	-	.40		Elec. welded.				Elec. welded.			
Forecastle Side Plating	-	-	.40	-						Elec. welded.			

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 7. (Coll to Shiloh. dk. 6 to 2nd OK)

Extending to Upper Deck (Sec. 3 c) At fr. no. 144 (coll.)

” Deck next below At fr. nos. 9, 31, 52, 68, 75, 95, 121

As per Rule 7 ✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Department from Approval Plans to be Noted
KEEL, Bar <i>M.S. plates</i> ✓	-	-	-	-
STEM <i>Rollid steel</i>	-	<i>10" x 2 1/2"</i> ✓		
STERN FRAME {	<i>Fabricated as per approved plan.</i> ✓			
Propeller Post}				
Rudder "				
Speed of Vessel	<i>11 knots.</i> ✓			<i>C. J. M. L. L.</i>
RUDDER—Type <i>Ordinary, with pintle top and bottom</i>				State
" A x D	<i>577-1</i> ✓			Certific
" Diam. of head	<i>Forging 11 5/8"</i> ✓			Com
" Mainpiece at top pintle	<i>Fabricated as per approved plan.</i> ✓			
" " heel				
" how constructed	<i>5/8" double plate.</i>			Cha
" double or single plate coupling, vertical or horizontal	<i>horizontal.</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.</i>
	<i>Cornwall Iron Co., Ltd.; Appleby - Spaldingham Steel Co., Ltd.; Cargo Fleet Iron Co., Ltd.; Colvilles Ltd.; Dorman Long & Co., Ltd.; Skinningrove Iron Co., Ltd.; Steel Co. of Scotland, Ltd.; Dunham Iron and Steel Co., Ltd.</i>
	Has the Steel been tested as required by the Rules? <i>Yes.</i>

EQUIPMENT No. 40,611

LETTER A.7 (see note on leaf) 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.				
29798	1st Bower	69	1	0	✓	✓	✓	53	7	2	0	68	Stockless - Byers	✓	Low Walker: 22/1/46: R. J. Vogan.
50172	2nd "	67	0	25	✓	✓	✓	52	5	0	0	68	Improved Type	✓	Smideland: 20/1/46: R. J. Vogan.
50212	3rd "	59	2	16	✓	✓	✓	48	4	1	14	58½		✓	Smideland: 27/1/46: R. J. Vogan.
	Collective weight	196	0	13								194½			
60744	Stream	19	1	21	✓	✓	✓	20	6	1	0	19	Ranger forged W. Walker	✓	Bradley Heath: 1/9/45: W. Walker.

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.	
	Fathoms.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
240	25½	1 1/8	16-25	134/7	658-0-7	720¾		270	25½	Steel	Kendrick & Moore, Ltd.	Low Walker: 18/1/47: Vogan.	TOWLINE	120	1 3/4	64/6	120	1 3/4
307½	25½	1 1/8	16-25	134/7	86-2-24					Steel	Kendrick & Moore, Ltd.	Bradley Heath: 16/1/47: Vogan.	HAWSERS & WARPS	24-90	2 1/4	15-2	20-90	2 1/4
✓	✓	3-00	✓	0-0-4	2nd Shackle for 15½" steel chain cable					Steel	Kendrick & Moore, Ltd.	Low Walker: 18/1/47: Vogan.		24-90	7" Manila	20-90	7"	Manila
90	5	✓	528	✓	✓	✓		90	5	1/2	Springer, Ltd.	Steel. Kinks. 14/10/46.						

Gear, Type (Power or hand) Dunkin Steam Helicopter Steer.Alternative Means of Steering Blocks & tackle to after wheel.Chains (Size and Test) noneWindlass Steam (Emerson & Walker)Boats 4-24' wood boats (1 with motor)

Holds, thickness and material

2½ O.P. at bilges only
In Vegetable Oil Tank - 2½ O.P. close ceiling - Cargo Batts, thickness, material and spacing 6"x2" O.P.
(Tank top plating + 0.8" under hatchways)

Hatchways. (Upper Deck)

Thickness of Hatches 2½"

Hatchways No. 1 (Fwd.)

31'6" x 23'0" No. 2 36'0" x 23'0" No. 3 36'0" x 23'0" No. 4 20'1" x 12'0" No. 5 36'0" x 23'0" No. 6 30'0" x 23'0"

of Shifting Beams

Fore and Afters

6

7

7

2

7

6

Builder's Signature

For and on behalf of SHIPBUILDING CORPORATION LIMITED (TYNE BRANCH)

J. Graham

GENERAL MANAGER.

AL 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).

This ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. The materials and workmanship are good. The vessel is fitted for carriage of vegetable oil in deep tank (No. 4 Hold). The double bottom, peak and deep tanks have been tested by water pressure, and the watertight bulkheads, weather decks and tunnel box tested as required by the Rules, and found satisfactory. The pumping arrangements have been tested. The windlass, steering, and auxiliary steering gear have been operated under power on Sea Trials and at Builder's quay, and found satisfactory. The assigned freeboards have been marked on the vessel's sides, verified, cut in and pointed. Wireless, directional wireless, and echo sounding device fitted. Oil fuel is carried in D.B. tanks nos. 2, 3, 4, 6 and 7 (or alternatively, water ballast) and Pocket Bunkers, port and starboard sides of Boiler Room. The flash point of fuel and vegetable oil is above 150°F.

The amount of Entry Fee £ : : Fees applied for, 8 - AUG 1947
Freight Assignment £ 16:0:0
Special Survey Fee £ 461:0:0, £ 487:0:0
Specification £ 113:5:0, £ 121:15:0
Travelling Expenses, if any £ : : Received by me, 19

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

I am of opinion the Vessel should be Classed *100A1 with freeboard.State whether the Vessel has been built under Special Survey Yes.

Signature

J. H. Gammie + G. Campbell
Surveyor to Lloyd's Register of Shipping.Certificate to be sent to ManchesterDate of issue 2/10/47

Committee's Minute

Character assigned

*100A1 with freeboard

"Carrying vegetable oil in midships deep tank"

Lloyd's A+C.P.

Fitted for oil fuel 7.47 P.P. above 150°F

+ LMC 7.47

F.D. C.L.

2 SB 220 lb (Sph.) 1 Anc SB 220 lb

While here.

0003 2 1/2

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.)

Partially Fabricated "D" type Standard vessel. Sister vessel - s.s. "MARTITA" - see Newcastle Report no 103951

Copies of the approved plans as listed below are forwarded. It is requested that these be returned as soon as possible for reference in building sister vessel.

Tank top and Double Bottom.

After End Framing.

Hatch Plan.

Engine and Boiler Casings.

Centreline Bulkheads.

Centreline Bulkheads in way of Orlop Deck.

Fore Body Bulkheads.

Hy to Fore Body showing Girders in Deep Tank.

Framing Plan.

Keel and Centre girder.

Poop Deck.

Upper Deck.

Second Deck.

Orlop Deck.

Orlop Deck Hatch Girders.

Shell Expansion.

Pumping Arrangements.

Heating coils to O.T. and S.B. tanks.

Auxiliary Steering Gear.

Rudder and Sternframe.

The following Reports are also forwarded:-

Fabricated Sternframe, Rudder Stock, Quadrant and Filler, Rudder Bottom Arm, Steel mast.

NOTE:- Equipment Letter A has been specially approved for the "D" type vessel, although the numeral is slightly in excess of the grade number 40,000. The equipment letter used for fees is B.T. (See classing letter to Newcastle Report no. 103951, s.s. "MARTITA").

PARTICULARS OF ELECTRIC WELDING (if employed) Keel and Centre girder butts, side shell butts at ends, sternframe and rudder, double bottom and after deep tank top butts and seams, margins to shell and frame brackets, gussets to margins, margin brackets to shell and frames, bulkheads to double bottom tank tops and decks, tunnel seams and stiffeners, intermediate tween deck frames to second deck, upper deck to shell in way of Poop and Forecastle, and 2nd deck to shell. Also a number of minor items.

SPECIAL NOTATIONS:- Either as part of the vessel's class or for record in the Register Book. D.F., E.S.D., Brunner Stern, Part electric welded, Lloyd's A.&C.P. Fitted for oil fuel, 7,47, F.P. above 150°F. Carrying vegetable oil in deep tank.

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

1st Bower. Wt.:— 40 cwt.— 3gr.— 12 lb.: A.E.G.: but. no. 8810: 24/9/46.
2nd " Wt.:— 44 cwt.— 3gr.— 0 lb.: J.H.J.: but. no. 8100: 18/9/46.
3rd " Wt.:— 35 cwt.— 0gr.— 0 lb.: A.E.G.: but. no. 8675: 26/7/46.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 31.5 ft., R.Q.D. — ft., Bridge — ft., Forecastle 38.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 181090 Signal Letters Extreme Breadth over Belting no belting Over-all Length 447.8 ft. (Circ. 1611) (Circ. 1703)

No. and Material of Decks 2 decks (steel) and part third deck (steel) {In nos. 2 and 3 Holds}.

Parts of Bottom of Vessel coated with cement or approved composition Rant heads on bottoms covered with cement, and the steelwork cement washed in nos. 1 and 8 D.B. tanks. Cement fitted at plate edges and butts in nos. 2, 3, 4, 6 and 7 D.B. tanks.

Particulars of composition (if fitted) and of approval Bottom of Fore and After Peaks cemented. no 5 D.B. (below boilers) cement washed and bottom covered with cement.

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,	66	252	Fore peak tank,	—	144
Double bottom, under Engines and Boilers,	39	186	After peak tank,	—	100
Double bottom, if under Engines only, Cofferdams	—	—	Deep tank, aft,	51	323
Double bottom, if under Boilers only,	—	—	Deep tank, forward, (midship) — no. 4 Hold.	21	731
Double bottom, forward,	205.5	827	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	310.5	1265	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 5763

Date 22/6/45

Dates of Surveys held while building

(1945) June 11, 19 (1946) Jan. 7, 22, 24, 28 Feb. 7, 12, 19 Apr. 5, 11, 16, 24, 25 May 29 June 3, 7, 18 July 10 Aug. 13, 22, 27 Sept. 4, 16, 24, 27 Oct. 2, 3, 4, 7, 9, 16, 18, 21 Nov. 1, 4, 7, 12, 21, 26, 28 9, 13, 16, 20 (1947) Jan. 5, 7, 13, 14, 17, 20, 22, 28, 30, 31 Feb. 4, 10, 17, 19, 21 Mar. 3, 12, 17, 20, 24, 28 Apr. 22 May 6, 9, 19, 20, 23, 27, 28, 29, 30 June 2, 3, 4, 6, 9, 10, 16, 20, 27 July 9

Total No. of Visits 91