

**STEEL STEAMER or MOTORSHIP.**

Received at London Office 27 Oct 1939

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 *Oct 10<sup>th</sup> 1939*Port of *Gothenburg*No. *12615*Survey held at *Gothenburg*Date First Survey *Feb 17<sup>th</sup> 1939*Last Survey *Oct. 5<sup>th</sup> 1939.*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single screw Motorship "SALAMIS". Machinery fitted aft.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *Prop. Bridge, Tide.*TONNAGE under Tonnage Deck... *7570.94*CLASS *100 A1*State if with freeboard as condition of Class *No*Built at *Gothenburg*

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) *L 458'5"*Launched *June 22<sup>nd</sup> 1939* Yard No. *535*Total *7570.94*Breadth (greatest moulded) *B 59'0"*Builders *A/B Götaverken*Gross Tonnage *8286.40*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35'6"*Owners *A/S Salamis*Register Tonnage *4900.77*1st Longitudinal Number (L x D) *= 15815*Managers *I. M. Skangem*

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

**REGISTERED DIMENSIONS.**

FEET.

Length *465.1*2nd Numeral L x (B + D) *= 42862*Residence *Oslo*Breadth *59.4*Framing Depth "d," at middle of length. See Sec. 3 (1d) *34.5'*Port of Registry *Oslo, Norway.*Depth *35.9*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.9*

If surveyed while building, afloat, or in dry dock

*Building, Afloat for floating dock***FRAMES, DOUBLE BOTTOM AND BEAMS.**

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b> .....	<i>825</i>		<b>Bracket Floors, Frame</b> .....	<i>✓</i>	
" " from $\frac{1}{2}$ length amidships to Collision bulkhead.....	<i>825 815 675</i>		" " Reversed Frame .....	<i>✓</i>	
" " in peaks.....	<i>610</i>		" " Vertical Struts .....	<i>✓</i>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b> <i>1092 x 132-112</i>		
Frame Amidships, Angle, <i>E</i> or <i>C</i> .....	<i>250 90 11</i>		" " top Angles <i>50°</i> .....	<i>90 90 12 1/2</i>	
" " Extends up to .....	<i>Upper deck</i>		" " bottom Angles .....	<i>Welded</i>	
<i>Bottom</i> Reversed Frame Amidships, Angle <i>L</i> .....	<i>250 90 12</i>		<b>Side Girders, No. each side and thickness</b> <i>2</i> .....	<i>2 x 19 / 12.5 up.</i>	
" " Extends up to... <i>centre tanks</i>			<b>Margin Plate</b> depth (excl. of flange) and thickness .....	<i>13.5 level</i>	
Depth of Framing Girder.....	<i>250</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem .....	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>C</i> or <i>E</i> .....	<i>✓</i>		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area .....	<i>✓</i>	
" " Second 'tween Decks, Angle, <i>C</i> or <i>E</i> .....	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem.....	<i>✓</i>	
" " Third " " " " .....	<i>✓</i>	<i>see plan</i>	" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area.....	<i>✓</i>	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem .....	<i>250 90 11</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b> .....	<i>see approved plan</i>	
" " in Peaks, Angle or <i>C</i> .....	<i>230 90 11</i>		<b>INNER BOTTOM PLATING.</b>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships .....	<i>22 @ 135</i>		Breadth and thickness of Middle Line Strake ...	<i>2916 x 13.5</i>	
State if Frame Joggled .....	<i>Bottom frame only</i>		Thickness of remainder in Holds .....	<i>13.5</i>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? .....	<i>As approved</i>		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? .....	<i>Yes</i>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? .....	<i>As approved</i>		<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<i>in Centre tanks</i> Uppermost Continuous Deck, (amidships) in Wells, Angle, <i>E</i> or <i>C</i> .....	<i>L 200 90 10.5</i>	
Floors, Depth and thickness at mid-line in Holds .....	<i>✓</i>		" " <i>in transverse tanks</i> in way of Bridge, Angle, <i>E</i> or <i>C</i> .....	<i>200 90 11.5</i>	
Height of Brackets at side above base line at toe of frame .....	<i>✓</i>		Spacing .....	<i>825</i>	
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>C</i> .....	<i>250 90 12</i>		<b>Second Deck, amidships, Angle, <i>C</i> or <i>E</i> .....</b>	<i>✓</i>	
" " Through Plate or Interstitial Plate .....	<i>1680 x 12.5</i>		Spacing.....		
" " Foundation Plate on Floors .....	<i>✓</i>		<b>Third Deck, amidships, Angle, <i>C</i> or <i>E</i> .....</b>	<i>✓</i>	
" " Flat Plate Keel Angles .....	<i>Welded</i>		Spacing.....		
Side Keelsons, No. each side <i>in Centre Tanks</i> .....	<i>one</i>		<b>Fourth Deck, amidships, Angle, <i>C</i> or <i>E</i> .....</b>	<i>✓</i>	
" " thickness of Interstitial Plate... <i>depth f through</i> .....	<i>1680 x 12.5</i>		Spacing.....		
" " Angles <i>To Shell</i> .....	<i>Welded</i>		<b>Poop Deck, Angle, <i>E</i> or <i>C</i> .....</b>	<i>230 90 11</i>	
<b>DOUBLE BOTTOM, in Motor Room</b>			Spacing.....	<i>825 f 610</i>	
Solid Floors, thickness and spacing .....	<i>10.5 @ 825</i>		<b>Bridge Deck, Angle, <i>E</i> or <i>C</i> .....</b>	<i>150 75 10</i>	
" " Are Frame and Reversed Frame joggled? .....	<i>Frames only</i>		Spacing .....	<i>@ 825 - 1200</i>	
Bracket Floors, breadth and thickness at middle line.....	<i>✓</i>		<b>Forecastle Deck, Angle, <i>E</i> or <i>C</i> .....</b>	<i>230 90 11</i>	
" " breadth and thickness at margin plate.....	<i>✓</i>		Spacing .....	<i>675 f 610</i>	



## PILLARS AND DECKS.

	No. of LINES IN SHIP.	Any Departure from Approved Plans to be Noted.	No. of LINES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	✓		Stringer Plate, breadth and thickness in way of Bridge .....	✓
" " 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...	✓
" " " " "	✓		If Sheathed, material and thickness .....	✓
<b>Longitudinal Centre Line Bulkheads</b>	220 x 9 = 80 + 122		<b>Third Deck.</b>	
Stiffeners and Spacing... Channels	@ 8257-		Stringer Plate, breadth and thickness.....	✓
Plating, thickness of from bottom	13, 11.5, 10.5, 10, 9.5		If Plated, state thickness.....	✓
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>	
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	✓
Stringer Plate, breadth and thickness in Wells	1610 x 22 ✓		If Plated, state thickness .....	✓
" " " " in way of Bridge	1610 x 27.5 ✓		<b>Poop Deck.</b>	
" Angle in Wells .....	160 x 160 x 24 ✓		Stringer Plate, breadth and thickness .....	9.0
Thickness of Plating abreast Deck openings) in way of Wells .....	20.0 ✓		Plating, Sheathing, material and thickness ...	6.5 2 1/2" O.P.
Thickness of Plating abreast Deck openings) in way of Bridge .....	✓		<b>Bridge Deck.</b>	
Thickness of Plating within line of openings...	12.0 ✓		Stringer Plate, breadth and thickness.....	1100 x 11 ✓
If Sheathed, material and thickness .....			Plating, Sheathing, material and thickness ...	9.0
<b>Second Deck.</b>			<b>Forecastle Deck.</b>	
Stringer Plate, breadth and thickness in Wells...	940 x 10 flanged		Stringer Plate, breadth and thickness.....	9.0
Beam in way of Stringer & ...	200 x 90 x 10		Plating, Sheathing, material and thickness ...	9.0

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>Sides only</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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.	
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>		<i>Inches.</i>	<i>Inches.</i>		<i>Inches.</i>	<i>Inches.</i>		
FLAT PLATE KEEL .....	<i>7<sup>1</sup>/<sub>2</sub></i>	<i>7<sup>1</sup>/<sub>2</sub></i>	<i>7<sup>1</sup>/<sub>2</sub></i>	<i>7<sup>1</sup>/<sub>2</sub></i>	✓	<i>Double</i>	<i>7<sup>1</sup>/<sub>2</sub></i>	<i>7<sup>1</sup>/<sub>2</sub></i>				
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes .....	<i>A</i>	<i>17.5</i>	<i>15.0</i>	<i>14.0</i>	✓							
	<i>B</i>	<i>20.0</i>										
	<i>C</i>	<i>17.5</i>				<i>"</i>	<i>22</i>	<i>90.6</i>		<i>"</i>		
BILGE PLATING, No. of Strakes .....	<i>D</i>	<i>17.5</i>	<i>14.0</i>	<i>14.0</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>		<i>"</i>		
	<i>E</i>											
SIDE PLATING, No. of Strakes .....	<i>F</i>	<i>16.5</i>	<i>13.0</i>	<i>13.0</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>		<i>"</i>		
	<i>G</i>											
UPPER DECK, Sheer-strake in Wells .....	<i>14.5</i>	<i>25.0</i>	<i>13.0</i>	<i>13.0</i>	✓					<i>"</i>		
UPPER DECK, Sheer-strake in Bridge ...						<i>Upper</i>	<i>25</i>	<i>"</i>				
STRAKE BELOW Sheer-strake in Wells .....	<i>16.5</i>	<i>19.5</i>	<i>13.0</i>	<i>13.0</i>	✓	<i>Std. Lower</i>	<i>22</i>	<i>"</i>		<i>"</i>		
STRAKE BELOW Sheer-strake in Bridge ...												
POOF SIDE PLATING .....				<i>10.0</i>		<i>Single</i>	<i>22</i>	<i>90.6</i>		<i>Welded</i>		
BRIDGE SIDE PLATING ...	<i>Ends middle</i>	<i>15.0-13.0</i>			<i>Ends middle</i>				<i>3.</i>	<i>22</i>	<i>80</i>	
FOREC'TLE SIDE PLATING			<i>10.5</i>			<i>Single</i>	<i>22</i>	<i>90.6</i>		<i>Welded</i>		

## 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)		10 f 4 in Centre tanks only				
Deck next below						
As per Rule		7				
		STIFFENERS.				
Plating Thickness.		VERTICAL.		HORIZONTAL.		
		Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKHEAD, Upper tween decks						
" " Second "						
" " Third "						
" " Holds		10 f 13	225 x 90 x 10	5 810	3 Horiz. Stringers	
COLLISION " (in Hold)		6.5-11.5	230 x 90 x 11	5 610	3 Horiz. Stringers + bulk top	
AFTER PEAK " "		6.5-11.5	200 x 75 x 9	5 610	1 Horiz. Stringer + Recess top	
			150 x 75 x 8	5 610		

KEEL, Bar	Flat plate keel
STEM	Plate stem.
STERN FRAME	{ Propeller Post ..... As per approved plans
	{ Rudder " ..... Casting by König. Mas. Staat
Speed of Vessel	12 1/2 k.
RUDDER—Type	Double plate
" A x D	✓
" Diam. of head	Forging 324
" Mainpiece at top pintle	Castings as per Appd. plans
" " heel	by König. u. St. Eisen u. Dr.
" how constructed	
" double or single plate	Double 11.57
" coupling, vertical or horizontal	Horizontal

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth.*  
*Deutsche Rohrenwerke Akt. Werk Mulheim Ruhr, Königl. ung. Staatl. Eisen, Diösgyör, Dortmund. Hoerder*  
*Hüttenverein, Mannesmannröhren-Werke, Thyssenhütte, Bethlehem Steel Co. Columbus, Ltd.*  
Has the Steel been tested as required by the Rules? *Yes*



EQUIPMENT No 44647 ✓										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.	
2363	1st Bower ...	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	Union Stockless	Boorman-Hoerder	Boorman 11/29/39 J. A. A. D.
2364	2nd „ ...	75	3	25				56	15	0	0	77	„	„	„
2365	3rd „ ...	75	1	26				56	10	0	0	„	„	„	„
	Collective weight.	227	0	11								219½			
2366	Stream .....	22	3	16	6	0	16	23	2	2	0	22	Ordinary Stock	„	„

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. Ins.	Tons.	Cwts.	qrs.	lbs.	Fathoms. Ins.					Fathoms. Ins.	Tons.	Fathoms. Ins.		
89646	150 2 1/16 106%	149 1/2	448	1	0		Stud Link	Hingley Bros	L.P.H. N. 24/39	TOWLINE	120 5 1/4	77.5	120 5 1/4		
89648	150 2 1/16 106%	149 1/2	449	2	0	300 2 1/16	"	"	J.A. Relf		20		20		
	300 4		899	3	0				"	HAWSERS & WARPS	100 3	25.7	100 2 3/4		
									"		40 3	25.7	40 2 3/4		
									"		90 3	25.7	90 2 3/4		
Iron Stream Chain or Steel Wire	120 5" -	10.9 (6.24)				120 5" (6.24)									

Steering Gear, Type (Power or hand) *Steam by Donkin & Co.* Alternative Means of Steering *Block & Tackle to Murch*

Steering Chains (Size and Test) *Windlass Steam by Helsingborgs Varf* *Boats 20 6.5 x 2.24 x 0.55 - 7.77 m. 27 mm*

Ceiling in Holds, thickness and material *3" pine on 2" battens* Cargo Battens, thickness, material and spacing *None*

Cargo Hatchways.-(Upper Deck) *D.T. Hatches. Steel Laming 815/ high* Thickness of Hatches *Steel Cover*

Size of Hatchways *No. 1 (Ewd) 71 x 1.69 No. 2 No. 3 No. 4 No. 5 No. 6*

Number of Shifting Beams and/or Fore and Afters *None*

AKTIEBOLAGET GÖTAVERKEN

Builder's Signature

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 *Motor ship*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *Oil tanker* 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 vessel has been built in accordance with the approved plans & instructions of the Surveyor's letters of various dates in conformity with the Rules for the Class contemplated. The material & workmanship are good. The ship is constructed to carry Petroleum in bulk. The ship is also constructed to carry oil fuel in the double bottom under the machinery, in the oil fuel bunkers situated at each side of the forward end of the machinery space, & in the forward deep tank. The flash point of the oil fuel is above 150° F. Lubricating oil is carried in the centre portion of the double bottom under the engine. The tanks, cofferdams, bulkheads, decks & watertight doors on deck have been tested in accordance with the Rules. The requirements of Section 20 of the Rules (1938.9) have been complied with, where applicable. The preboards have been verified & the marks cut in on the vessel's sides.

The amount of Entry Fee ..... £ *kn. : 209.00* Fees applied for, *13th Oct 1939*

Special Survey Fee... £ *11604.00* Received by me, *25/10/1939*

Forward fee *420.00*

Travelling Expenses, if any £ *80.00*

Survey Fee *6.00*

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

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

I am of opinion the Vessel should be Classed *Carrying Petroleum in bulk*

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Göteborg* Date of issue *27/10/39*

Committee's Minute

Character assigned

*+ 100 ft*

*Carrying petroleum in bulk*

*Bunks & shell & dk. plth Elec. Weld.*

*Lloyd's arch. of E.S.D. Ept to C+*

*+ Lmb 10. 290*

*2 SB. 150 ft*

Lloyd's Register Foundation

0169 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.)

This vessel is sister vessel to M/s N.R. Lundgren, Yard No 513, Jot. report No 11623.  
M/s Britannica, Yard No 511, Jot. report No 12333, M/s Nike, Yard No 512, Jot. report No 12495.

There are approved plans in the London office sent with Sotkending first entry report No 12333 in respect of:

Midship Section  
Longitudinal Section & plans  
Shell expansion  
Double bottom &  
Holds in Engine Room.  
After Peak  
Rudder

Hatches to Oil tanks  
Stem  
Transverse Bld on ps 97-99  
Oil fuel bunkers on ps 34-41  
Fore peak & deep tank.  
Rudder head  
Rudder quadrant & tiller

Approved plans now forwarded.  
Stem frame.

"As fitted" plans now forwarded.  
Midship Section  
Longitudinal Section & plans  
Stem Frame

Rudder  
Rudder head

Copy of internal certificate & forgings & castings reports are attached herewith.

#### PARTICULARS OF ELECTRIC WELDING (if employed)

Part electrically welded  
including butts of decks top side & bottom shell, transverse O.T. bldgs.  
(excluding boundaries), butts of bottom long. & deck girders in tanks, bottom longitudinal girders to shell, all horizontal stringers to shell, transverse & long. bldgs.  
Stem frame & other details.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "Carrying Petroleum in bulk",  
Cruiser Stern, Wireless direction finding apparatus, Echo sounding apparatus. "Butts of shell & deck electrically welded."

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.		Anchor Head				Anchor Shank			
		1st Bower	2nd "	3rd "	Stream	1st Bower	2nd "	3rd "	Stream
		50.0.12	50.0.3	50.0.7	22.3.16	J.Q. 1278	J.Q. 1279	J.Q. 1280	J.Q. 1281
		26.1.39	26.1.39	26.1.39	26.1.39	25.2.41	25.3.22	25.1.19	25.1.19
		1284	1283	1282	1281	26.1.39	26.1.39	26.1.39	26.1.39

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 101.7 ft., R.Q.D. — ft., Bridge 38.2 ft., Forecastle 59.5 ft.

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

Official No. Signal Letters **LKHX** Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1703) **483'9"**  
No. and Material of Decks **One deck (steel)**  
Parts of Bottom of Vessel coated with cement or approved composition **Cement on Fresh Water double bottom tanks, fore & after peaks, & E. R. bilge.**  
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.	Salts	Water Capacity.	Where Fitted.	Length.	Salts	Water Capacity.
	Feet.		Tons.		Feet.		Tons.
Double bottom, aft,				Fore peak tank,	N.B.		79.1
Double bottom, under Engines and Boilers,				After peak tank,	N.B.		150.7
Double bottom, if under Engines only, <b>Fuel Oil</b>	29.8		131.3	Deep tank, aft,	<b>Oil Fuel Bunkers</b>	19.0	410.0
Double bottom, if under Boilers only, <b>Fresh Water</b>	47.2		92.2	Deep tank, forward,	" " "	22.2	256.2
Double bottom, forward,				Other tanks, if fitted,			
Total length (if continuous) and Capacity				(If necessary, furnish further information by sketch.)			
<b>Later. Oil Tank</b>	<b>27.05</b>	<b>+</b>	<b>25.76m<sup>3</sup></b>				

Order for Special Survey No. **262**

Date **29.7.37**

Dates of Surveys held while building

1939:— Feb 17, 20, 24 Mar. 7, 8, 9, 10, 20 April 1, 14, 17, 19, 22, 26, 26 May 2, 4, 8, 12, 13, 15, 16, 17, 19, 20, 22, 25, 26, 30 June 1, 2, 5, 6, 7, 8, 9, 12, 13, 14, 16, 17, 20, 21, 30 July 3, 14, 18, 21, 31 Aug. 3, 8, 10, 31 Sept. 6, 15, 16, 16, 17, 17, 18, 18, 19, 19, 20, 20 20, 21, 21, 25, 25 Oct. 2, 4, 5

Total No. of Visits **74**