

WRECK  
SECTION

No. 950

STEEL STEAMER ~~or MOTORSHIP~~

Received at London Office

21 APR 1926

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 16th April, 1926Port of GREENOCKNo. 18528Survey held at PORT - GLASGOWDate First Survey 4th August, 1924Last Survey 15th April

1926

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

SINGLE SCREW STEAMER "MARGALAU"

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

FULL SCANTLINGState Type of Erections POOP, BRIDGE & FOCLTONNAGE under Tonnage Deck... 4303.36CLASS 100A1State if with freeboard as condition of Class NoBuilt at PORT - GLASGOWDo. 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 384.0Launched FEB 1926 Yard No. 766Total 4303.36Breadth (greatest moulded) B 51.75Builders LITHGOW'S LIMITEDGross Tonnage 4540.72Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 29.0Owners WALMAR STEAMSHIP COMPANY LIMITEDRegister Tonnage 2885.711st Longitudinal Number (L x D) = 11136Managers KAYE SON & CO. LTD.  
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) = 31008Residence LONDONREGISTERED DIMENSIONS.  
FEET.Length 385.0Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.04Breadth 52.0Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.24Depth 26.6Do. Long Bridge to top of keel 10.45Draught Moulded 23-9/16Port of Registry LONDON✓ surveyed while building, ✓ afloat, or in dry dockYES

## 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	7	3 1/2	34	6 1/2 x 3 1/2 x 34
" " from 1/2 length to Collision bulkhead	27"				" " Reversed Frame	6	3	34	
" " in peaks	24"				" " Vertical Struts	24	3	38	
INSIDE FRAMING.					" " Vertical Struts	6	3	34	
Frame Amidships, Angle, <u>45°</u>	10	3 1/2	45		Centre Girder, depth and thickness amidships	4 1/2		51	
" " Extends up to	2ND DECK.				" " top Angles	3 1/2	3 1/2	48	
Reversed Frame Amidships, Angle	✓				" " bottom Angles	4	4	55	
" " Extends up to	✓				Side Girders, No. each side and thickness	ONE	2	38	
Depth of Framing Girder	10"				Margin Plate depth (excl. of flange) and thickness	4 1/2		49	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>45°</u>	7	3 1/2	35		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	5	5	41	
" " Second 'tween Decks, Angle, <u>45°</u>	✓				" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	6	6	42	
" " Third " " " "	✓				" " Gussets, spacing and scantling abaft 1/4 len. from stem	NO GUSSETS. ADDITIONAL RIVETING IN MARGIN CONNECTIONS.			
Framing in Peaks, Angle, <u>45°</u>	7 1/2	3	33		" " Gussets, spacing and scantling forward 1/4 len. from stem	GUSSET ANGLES ON EVERY FRAME.			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8	2	6 1/4"		Tank Side Brackets, height above base line at toe of Frame and thickness	4 1/2		38	
State if Frame Joggled	YES				INNER BOTTOM PLATING.				
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	WEB FRAME SYSTEM. 3 WEBS 27" x 48" & 3 SIDE STRINGERS 27" x 36" AS APP <sup>d</sup> .				Breadth and thickness of Middle Line Strake	70		46	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	DOUBLE FRAMES & ADDITIONAL INTERCOSTALS AS APPROVED.				Thickness of remainder in Holds			41	
SINGLE BOTTOM.					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			
Floors, Depth and thickness at mid-line in Holds					BEAMS.				
Height of Brackets at side above base line at toe of frame					Uppermost Continuous Deck, amidships in Wells, Angle, <u>45°</u>	8	3	34	
Middle Line Keelson, on Floors, Angles, <u>45°</u> or <u>60°</u>					" " in way of Bridge, Angle, <u>45°</u>	8 1/2	3	40	
" " Through Plate or Intercoastal Plate					Spacing	EVERY.			
" " Foundation Plate on Floors					Second Deck, amidships, Angle, <u>45°</u>	8 1/2	3	44	
" " Flat Plate Keel Angles					Spacing	EVERY.			
Side Keelsons, No. each side					Third Deck, amidships, Angle, <u>45°</u> or <u>60°</u>	✓			
" " thickness of Intercoastal Plate					Spacing				
" " Angles					Fourth Deck, amidships, Angle, <u>45°</u> or <u>60°</u>	✓			
DOUBLE BOTTOM.					Spacing				
Solid Floors, thickness and spacing	38	EVERY 3RD FR			Poop Deck, Angle, <u>45°</u>	8 1/2	3	36	
" " Are Frame and Reversed Frame joggled?	YES				Spacing	ALTERNATE.			
Bracket Floors, breadth and thickness at middle line	47	38	31 1/2" x 38		Bridge Deck, Angle, <u>45°</u>	7	3	39	
" " breadth and thickness at margin plate	33 1/2	38	31 1/2" x 38		Spacing	EVERY.			
					Forecastle Deck, Angle, <u>45°</u>	10	3 1/2	42	
					Spacing	ALTERNATE.			



## PILLARS AND DECKS.

			INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	Two				
" in 'tween Decks, Size and Spacing.....	Two Rows of <b>SOLID</b> <b>WIDE SPACED PILLARS</b> <b>AS PER APPROVED</b> <b>PLAN.</b>				
" " " " "					
" in Holds " "	Two Rows of <b>BUILT</b> <b>WIDE SPACED PILLARS</b> <b>AS PER APPROVED</b> <b>PLAN.</b>				
" " " " "					
<b>Centre Line Bulkhead.</b>					
Stiffeners and Spacing.....	<b>HOLD.....</b>	<b>B.A.</b>	6	3	'34
" " " " "	<b>TWEEN DECK O.A.</b>	4	3		'30
Plating, thickness of .....	<b>HOLD.....</b>				'30
" " " " "	<b>TWEEN DECK.</b>				'26
<b>STRINGERS AND DECKS.</b>					
<b>Uppermost Continuous Deck.</b>					
Stringer Plate, breadth and thickness in Wells	55			'86	
" " " " in way of Bridge	55			'38	
" Angle in Wells .....	6	6		'86	
Thickness of Plating abreast Deck openings in way of Wells .....				'57	
Thickness of Plating abreast Deck openings in way of Bridge .....				'34	
Thickness of Plating within line of openings	IN BRIDGE			'32	
	CLEAR OF "			'40	
If Sheathed, material and thickness .....	✓				
<b>Second Deck.</b>					
Stringer Plate, breadth and thickness in Wells...	70			'38	
<b>Stringer Plate, breadth and thickness in way of Bridge .....</b>					
<b>Thickness of Plating abreast Deck openings in way of Wells .....</b>					
<b>Thickness of Plating abreast Deck openings in way of Bridge .....</b>					
<b>Thickness of Plating within line of openings</b>					
<b>If Sheathed, material and thickness .....</b>					
<b>Third Deck.</b>					
<b>Stringer Plate, breadth and thickness .....</b>					
<b>If Plated, state thickness.....</b>					
<b>Fourth Deck.</b>					
<b>Stringer Plate, breadth and thickness.....</b>					
<b>If Plated, state thickness .....</b>					
<b>Poop Deck.</b>					
<b>Stringer Plate, breadth and thickness .....</b>					
<b>Plating, Sheathing, material and thickness ...</b>					
<b>Bridge Deck.</b>					
<b>Stringer Plate, breadth and thickness.....</b>					
<b>Plating, Sheathing, material and thickness ...</b>					
<b>Forecastle Deck.</b>					
<b>Stringer Plate, breadth and thickness.....</b>					
<b>Plating, Sheathing, material and thickness ...</b>					

## 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.	
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL .....	49	✓ .76 ✓	✓ .66 ✓	✓ .66 ✓		DOUBLE	1"	4	FOUR	1	4	LAPPED.	
„ DBLG. (if any)	✓												
BOTTOM PLATING, No. of Strakes <i>FOUR</i> ...		✓ .60 ✓	✓ .46 ✓	✓ .46 ✓		DOUBLE	7/8	3 1/2	THREE	7/8	3 1/8	"	
BILGE PLATING, No. of Strakes <i>TWO</i> .....		✓ .60 ✓	✓ .46 ✓	✓ .46 ✓		"	7/8	3 1/2	"	7/8	3 1/8	"	
SIDE PLATING, No. of Strakes <i>THREE</i> .....		✓ .58 ✓	✓ .44 ✓	✓ .44 ✓		"	7/8	3 1/2	"	7/8	3 1/8	"	
UPPER DECK, Sheer-strake in Wells.....	50 1/2	✓ .86 ✓	✓ .44 ✓	✓ .44 ✓	50" x .86	"	1"	4	FIVE	1	4 1/2	"	
UPPER DECK, Sheer-strake in Bridge ...		✓ .60 ✓				"	7/8	3 1/2	THREE	7/8	3 1/8	"	
STRAKE BELOW Sheer-strake in Wells.....	52	✓ .76 ✓	✓ .44 ✓	✓ .44 ✓	50" x .76	"	7/8	3 1/2	FOUR	1	4	"	
STRAKE BELOW Sheer-strake in Bridge ...		✓ .60 ✓				"	7/8	3 1/2	THREE	7/8	3 1/8	"	
POOP SIDE PLATING .....				✓ .38 ✓		SINGLE	3/4	3	ONE	3/4	2 5/8	"	
BRIDGE SIDE PLATING ...		✓ .56 ✓				DOUBLE	7/8	3 1/2	THREE	7/8	3 1/8	"	
FOREC'TLE SIDE PLATING			✓ .40 ✓			SINGLE	3/4	3	ONE	3/4	2 5/8	"	

## WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel— 6				Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted.	
Extending to Upper Deck (Sec. 3 c) 5											
,, Deck next below 1											
As per Rule 6 TO UPPER DECK											
		Plating Thickness.		STIFFENERS.							
				VERTICAL.		HORIZONTAL.					
				Scantlings/Spacing.		Scantlings/Spacing.					
MIDSHIP BULKH'D, Upper tween decks		27-26	ANGLE 5x3x32	28 1/2	✓	✓					
„	„ Second „	✓									
„	„ Third „	✓									
„	„ Holds .....	41-29	B.A. 11x3 1/2 x 26	28 1/2	✓	✓					
COLLISION „ (in Hold) .....		50-32	B.A. 9 1/2 x 3 1/2 x 52	24			ONE SEMI BOX BEAM.				
AFTER PEAK „ „ .....		50-30	B.A. 6 1/2 x 3 x 38	24			TUNNEL RECESS.				
KEEL, Bar .....				✓							
STEM .....				ROLLED STEEL BAR.		9 x 2 1/2		PORTLAND FORGE		9 1/4 x 2 3/8 ✓	
STERN FRAME { Propeller Post .....				CASTING.		10 1/4 x 7 1/4		SKODA WORKS. PILSEN.			
STERN FRAME { Rudder „ .....				"		9 x 7 1/4		D <sup>2</sup>			
RUDDER—AxD... 438.6				✓							
Speed of Vessel... UNDER 10 KNOTS.				✓							
RUDDER mainpiece at head ...				FORGING.		9 1/2"		PORTLAND			
„ „ „ heel ...				"		7 1/4"		FORGE			
„ „ how constructed .....				BUILT FORGING.							
„ double or single plate				SINGLE		1.06					
„ 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 PROCESS.

W. Colville & Sons; Wm Beardmore & Co L<sup>d</sup>; Steel Company of Scotland L<sup>d</sup>; Lancashire Steel Coy L<sup>d</sup>; Skinningrove Iron Co L<sup>d</sup>; Stewarts & Lloyds; Phoenix; Dillinger Huttenuwerke;

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



21 APR 1926

EQUIPMENT No. 32437

LETTER Y

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.	Cwts.				
28632	1st Bower ...	60	3	0	Stockless	48	15	0	0	60		BYERS.	NOT STATED.	SUNDERLAND 24.12.24. J. H. BUTLER.		
28603	2nd „ ...	60	1	0	“	48	10	0	0	60		D <sup>o</sup>	“ “	SUNDERLAND 5.12.24. J. H. BUTLER.		
28553.	3rd „ ...	50	3	14	“	42	18	1	21	50½		D <sup>o</sup>	“ “	SUNDERLAND 8.11.24. LEIBRECHT.		
	Collective weight.	171	3	14						170½						
37264	Stream .....	16	2	10	4 1 7	17	18	1	21	16¼		ORDINARY	J. HESTWOOD & SONS	NETHERTON 18.12.24. H. GREEN.		

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.	Statu-ry.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
76608	270	2 <sup>3</sup> / <sub>16</sub>	86 <sup>1</sup> / <sub>8</sub>	120 <sup>1</sup> / <sub>2</sub>	645	3	5	645 <sup>3</sup> / <sub>4</sub>	270	2 <sup>3</sup> / <sub>16</sub>	STUD LINK.	J. WESTWOOD & SONS.	NETHERTON. 18. 12. 24 H. GREEN.	TOWLINE...	120	4 <sup>3</sup> / <sub>4</sub>	47 <sup>1</sup> / <sub>2</sub>	120	4 <sup>3</sup> / <sub>4</sub>
													HAWSERS & WARPS }		2290	2 <sup>3</sup> / <sub>4</sub>	15 <sup>1</sup> / <sub>2</sub>	2290	2 <sup>3</sup> / <sub>4</sub>
													"		2290	2 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	2290	2 <sup>1</sup> / <sub>2</sub>
Stream Chain of Steel Wire	90	4 <sup>3</sup> / <sub>4</sub>		47 <sup>1</sup> / <sub>2</sub>					90	4 <sup>3</sup> / <sub>4</sub>	S. H.	NESTER & COY.		"					

Steering Gear, Steam BY MAC GREGOR PORT GLASGOW

Steering Gear, Hand BY RELIEVING TACKLE LEAD TO POOP WINCH

Boats 2 LIFEBOATS, 1 GIG & 1 DINGHY. Steering Chains, Size and Test 1 3/8 DIA<sup>S</sup>; 22 5/8 TONS. Windlass STEAM BY EMERSON, WALKER, THOMPSON.

Ceiling in Holds, thickness and material 2 1/2" W.P. FITTED THROUGHOUT. Cargo Battens, thickness, material and spacing 2" W.P. & 9" SPACING.

Cargo Hatchways.—(Upper Deck) BUILT OF STEEL PLATES AND ANGLES. Thickness of Hatches 2 1/2" W.PINE.

Size of No. 1 Hatchway (Forward) 24'-9" x 19'-0" No. 2 28'-0" x 19'-0" No. 3 14'-0" x 19'-0" No. 4 35'-0" x 19'-0" No. 5 25'-8" x 19'-0" No. 6 ✓

Number of Shifting Beams and/or Fore and Afters No 1 HATCH 4; No 2 HATCH 5; No 3 HATCH 2; No 4 HATCH 6; No 5 HATCH 5;

Builder's Signature For LITHGOWS LIMITED.

GENERAL DECLARATION THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS, THE SECRETARY'S LETTERS REFERRING THERETO AND IN GENERAL CONFORMITY WITH THE SOCIETY'S REVISED RULES FOR THE CLASS CONTEMPLATED.

THE WORKMANSHIP IS GOOD, AND THE MATERIALS USED IN THE VESSEL'S CONSTRUCTION ARE ALSO GOOD.

ALL THE DOUBLE BOTTOM TANKS, DEEP TANK, AFTER PEAK TANK, AND THE FORE PEAK HAVE BEEN TESTED AS REQUIRED BY THE RULES AND FOUND SATISFACTORY.

DOUBLE BOTTOM TANKS NOS 1, 2, 4 & 5 HAVE BEEN MADE SUITABLE FOR OIL FUEL AND THE REQUIREMENTS OF SECT 35 OF THE RULES HAVE BEEN FULLY CARRIED OUT.

THE W.T. BULKHEADS, TUNNEL AND WEATHER DECKS WERE HOSE TESTED AND FOUND SATISFACTORY.

THE FREEBOARDS HAVE BEEN VERIFIED AND THE MARKS CUT IN ON THE VESSEL'S SIDES

COPY OF OWNER'S LETTER REGARDING "OMISSION OF TWEEN DECK BULKHEAD IN AFTER HOLD" ATTACHED.

The amount of Entry Fee ..... £ 8 : 0 : 0

Fees applied for,

Special Survey Fee.... £ 302 : 1 : 0

Received by me,

FREEBOARD.

Travelling Expenses, if any £ 10 : 0 : 0

19. 4. 1926

I am of opinion the Vessel should be Classed \*100A1  
INTERMEDIATE TWEEN DECK BHP IN AFTER HOLD DISPENSED WITH  
5 BULKHEADS TO UPPER DK; 1 BHP TO 2ND DECK.

State whether the Vessel has been built under Special Survey YES

Signature R. H. Cairns & Robert Dunsmeith  
Surveyors to Lloyd's Register of Shipping.

Certificate to be sent to GREENOCK. Date of issue 27.5.26.

Committee's Minute GLASGOW 20 APR 1926

Character assigned - 100A1.

4.26 Lloyd's A+C.P.

+ LMC 4.26 7D

Fitted for oil fuel 4.26 F.P. above 150° F

Intermediate Tw. DK. B.H. in after hold dispensed with  
5 B.H. to Upper DK 1 B.H. to 2nd DK

0240 212



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 IS A SISTER VESSEL TO THE "MARISTON" GRK REP N<sup>o</sup> 18253 (NO)  
See approved plans

LIST OF PLANS.

MIDSHIP SECTION.

PROFILE AND DECKS.

MIDSHIP SECTION (AS BUILT).

PROFILE AND DECKS (AS BUILT).

STERN FRAME

RUDDER

TUNNEL PLAN.

2<sup>ND</sup> DECK IN E & B SPACE.

TWEEN DECK PILLAR CONNECTIONS.

W. T. BULKHEADS.

W. T. BULKHEAD N<sup>o</sup> 85.

PILLARS & GIRDERS

ADDITIONAL STRENGTHENING FORWARD.

DEEP TANK.

HATCH PLAN.

PANTING ARRANGEMENTS.

RUDDER QUADRANT.

AMENDED PUMPING ARRANGEMENTS.

STERN FRAME FORGING REPORT

RUDDER

TILLER

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

1st Bower	WEIGHT HEAD & PIN 39 - 0 - 21	SURVEYORS INIT <sup>s</sup> K.H.	N <sup>o</sup> of CERT <sup>s</sup> 3215	DATE OF TEST. 13-11-24
2nd "	38 - 1 - 0	K.H.	3182	15-10-24.
3rd "	33 - 1 - 14	K.H.	3190	15-10-24.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33.42 ft., R.Q.D. ✓ ft., Bridge 112.0 ft., Forecastle 44.1 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

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

2 DKS (STL)

Official No. 148748 ; Signal Letters

Is bottom of Vessel coated with cement YES, if not give

particulars of composition PORTLAND CEMENT ON BOTTOM IN DRY TANK ; ELSEWHERE CEMENT FILLETS IN D.B. TANKS. PEAK TANKS CEMENT ON BOTTOM ; FLOORS CEMENT WASHED.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	116.67	345.0 ✓	Fore peak tank,		
Double bottom, under Engines and Boilers,	21.0	82.0 ✓	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,	30.33	16.0 ✓
Double bottom, if under Boilers only, DRY TANK.	18.67	✓	Deep tank, forward,		
Double bottom, forward,	172.83	576.0 ✓	Other tanks, if fitted,		
	Total capacity of double bottom	1003.0 ✓	(If necessary, furnish further information by sketch.)		
		329.17 ✓			

Order for Special Survey No. 3109.

Date 28.1.24.

Dates of Surveys held while building

(1924) Aug. 4. 8. 11. 19. 22. 26. Sept. 1. 4. 5. 10. 11. 16. 18. 23. 30. Oct. 3. 7. 14. 20. 22. 27. 30. Nov. 5. 7. 11. 14. 18. 24. 28. Dec. 2. 4. 8. 11. 15. 18. 23. 29. (1925) Jan. 8. 13. 20. 22. 27. 29. Feb. 3. 5. 9. 11. 13. 17. 19. 20. 24. 26. 27. Mar. 3. 4. 5. 10. 13. 17. 19. 23. 25. 27. Apr. 2. 8. 10. 15. 20. 27. May 13. 15. Sept. 6. 23. Oct. 23. Dec. 28. (1926) Jan. 16. 22. 25. Feb. 2. 5. 9. 15. 16. 18. 19. 22. 24. Mar. 9. 19. 31. Apr. 2. 15.

Total No. of Visits 92.