

Rpt. 1

"NIN COSMO TRADER"

STEEL STEAMER OR MOTORSHIP

1- OCT 1942

Received at London Office

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 *28th September 1942* Port of *Leith* No. *20789*Survey held at *Burntisland* Date First Survey *April 9th 1942* Last Survey *24th September 1942*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *STEEL SCLE. SG. STR. "CARLTON"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Hulk Deck with freeboard* State Type of Erections *yes*TONNAGE under Tonnage Deck *6786* CLASS *A 100. A.1* State if with freeboard as condition of Class *yes* Built at *Burntisland*Do. of space or spaces between Tonnage Dk. and Upper Dk. *yes* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *412.0* Launched *15th July 1942* Yard No. *263*Total *6786* Breadth (greatest moulded) *57.67* Builders *The Burntisland S.S. Co. Ltd.*Gross Tonnage *7210* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *28.75* Owners *R. Chapman & Son*Registry Tonnage *4311* 1st Longitudinal Number (L x D) *15141* Managers *Maritime Buildings, Newcastle*

REGISTERED DIMENSIONS.

FEET

*420.0**58.0**35.3*CLASS *A 100. A.1* State if with freeboard as condition of Class *yes*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *412.0*Breadth (greatest moulded) *57.67*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *28.75*1st Longitudinal Number (L x D) *15141*2nd Numeral L x (B + D) *38899*Framing Depth "d," at middle of length. See Sec. 3 (1d) *24.63*Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.91*Do. Long Bridge to top of keel *27.07*Draught Moulded *27.07*Built at *Burntisland*Launched *15th July 1942* Yard No. *263*Builders *The Burntisland S.S. Co. Ltd.*Owners *R. Chapman & Son*Managers *Maritime Buildings, Newcastle*Residence *Newcastle/Tyne*Port of Registry *NEWCASTLE*

If surveyed while building, afloat, or in dry dock

while building & afloat.

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.....	30		Bracket Floors, Frame	6 3/2 .43	
" " from 1/2 length amidships to Collision bulkhead.....	27		" " Reversed Frame.....	6 3 .35	
" " in peaks	24		" " Vertical Struts	8 3/2 3/2 .42	
DE FRAMING.			Centre Girder, depth and thickness amidships	4 3/4 .54	
Frame Amidships, Angle, E or F	12 3/2 .63	SEE PLANS OF AMENDMENT TO LOWER DECK BEAM KNEES & MODIFICATION TO PROFILE & DECK.	" " top Angles	DOUBLE 3 1/2 3/2 .48	
" " Extends up to 1' 0" BELOW 2 ND DECK.			" " bottom Angles.....	DOUBLE 4 4 .58	
Reversed Frame Amidships, Angle	4 3/2 .50		Side Girders, No. each side and thickness.....	ONE .35	
" " Extends up to BEAM KNEE TO TANK BKT.			Margin Plate depth (excl. of flange) and thickness	40 1/2 .54	
Depth of Framing Girder.....	12		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 .47	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	6 3/2 7/16	AS PER APPROVED PLANS.	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	— Do. —	
" " Second 'tween Decks, Angle, E or F			" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	EVERY .41.	
" " Third			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	CONTINUOUS PLATE .42 1/2 1/4 to 1/2.	
" " from 1/2 len. for'd. to 15% len. from Stem	12 3/2 .63		Tank Side Brackets, height above base line at toe of Frame and thickness	80 3/4 .47	
" " in Peaks, Angle, E or F	8 3/2 7/16		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	9 3/2 .375	5/8 RIVETS SPACED 5 1/2" APART ON THE AVERAGE. CLOSED UP AT BILGE	Breadth and thickness of Middle Line Strake.....	53 1/4 .50	
State if Frame Joggled.....	YES.		Thickness of remainder in Holds44 INCREASED UNDER MATCHWAYS.	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES & AS APPROVED.		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 & AS APPROVED.		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships	8 3/2 .34	7 1/2 3/2 .34
Floors, Depth and thickness at mid-line in Holds.....			" " in way of Bridge, Angle, E or F		
Height of Brackets at side above base line at toe of frame.....			Spacing	30	
Middle Line Keelson, on Floors, Angles, E or F			Second Deck, amidships, Angle, E or F	9 3 .375	ABREAST LACING.
" " Through Plate or Intercoastal Plate			Spacing	8 3 .41	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, E or F		
" " Flat Plate Keel Angles			Spacing	30	
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, E or F		
" " thickness of Intercoastal Plate.....			Spacing		
" " Angles			Poop Deck, Angle, E or F		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing41 EVERY 4 TH FRAME .42 FOR 3/16.		Bridge Deck, Angle, E or F		
" " Are Frame and Reversed Frame joggled?	FRAMES ONLY.		Spacing		
Bracket Floors, breadth and thickness at middle line	41 .41		Forecastle Deck, Angle, E or F		
" " breadth and thickness at margin plate.....	36 .41		Spacing		

(MADE IN ENGLAND.)

004206-004212-0060

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 <i>Two Rows widely spaced and centre line bulkhead.</i>				Stringer Plate, breadth and thickness in way of Bridge <i>CASING</i>		<i>.48</i>	✓
" in 'tween Decks, Size and Spacing <i>as per approved plan.</i>				Thickness of Plating abreast Deck openings in way of Wells.....		<i>.37</i>	✓
" " " " " " " "				Thickness of Plating abreast Deck openings in way of Bridge <i>CASING</i>		<i>.42</i> + <i>.50</i>	✓
" in Holds " <i>I</i> " <i>as per approved plan.</i>				Thickness of Plating within line of openings...		<i>.34</i>	✓
Centre Line Bulkhead. Stiffeners and Spacing <i>Stiffeners on alternate beams. as per approved plan.</i>				If Sheathed, material and thickness.....		<i>No sheathing</i>	✓
Plating, thickness of				Third Deck. Stringer Plate, breadth and thickness.....			
STRINGERS AND DECKS. Uppermost Continuous Deck.				If Plated, state thickness			
Stringer Plate, breadth and thickness in Wells <i>71 x .72</i>				Fourth Deck. Stringer Plate, breadth and thickness.....			
" " " " " in way of Bridge <i>✓</i>				If Plated, state thickness.....			
" Angle in Wells <i>6 6 .72</i>				Poop Deck. Stringer Plate, breadth and thickness.....			
Thickness of Plating abreast Deck openings in way of Wells <i>.59</i>				Plating, Sheathing, material and thickness ...			
Thickness of Plating abreast Deck openings in way of Bridge <i>CASING .49, 1.04 .76</i>				Bridge Deck. Stringer Plate, breadth and thickness.....			
Thickness of Plating within line of openings... <i>.40</i>				Plating, Sheathing, material and thickness ...			
If Sheathed, material and thickness... <i>No sheathing</i>				Forecastle Deck. Stringer Plate, breadth and thickness.....			
Second Deck. Stringer Plate, breadth and thickness in Wells <i>68 3/8 x .40</i>				Plating, Sheathing, material and thickness...			

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		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.	
Flat Plate Keel.....	<i>52</i>	<i>.81</i>	<i>.71</i>	<i>.71</i>		<i>DOUBLE</i>	<i>7/8 3/3</i>	<i>QUAD + TREBLE</i>	<i>7/8 3/8</i>	<i>LAPPED.</i>	✓
" Dblg. (if any) <i>✓</i>											
Bottom Plating, No. of Strakes <i>4</i>	<i>8. 76 3/8</i>	<i>.65</i>	<i>.69</i>	<i>.50</i>	<i>.62 ON STERN FRAME.</i>	<i>DOUBLE</i>	<i>7/8 3/3</i>	<i>QUAD + TREBLE</i>	<i>7/8 3/8</i>	<i>LAPPED.</i>	✓
Bilge Plating, No. of Strakes <i>2</i>	<i>4. 6 1/8</i>	<i>.60</i>	<i>.54</i>	<i>.50</i>		"	"	"	"	"	
Side Plating, No. of Strakes <i>2</i>	<i>4. 76 3/8</i>	<i>.65</i>	"	"		"	"	<i>TREBLE</i>	"	"	
Upper Deck, Sheer-strake in Wells <i>4</i>	<i>79</i>	<i>.73</i>	<i>.46</i>	<i>.46</i>		<i>DOUBLE</i>	<i>7/8 3/3</i>	<i>QUAD + TREBLE</i>	<i>1 1/8 3/8</i>	<i>LAPPED.</i>	✓
Upper Deck, Sheer-strake in Bridge <i>4</i>	<i>77 3/8</i>	<i>.60</i>	<i>.46</i>	<i>.46</i>		"	"	<i>TREBLE</i>	<i>7/8 3/8</i>	"	
Strake below Sheer-strake in Wells <i>4</i>	<i>82 5/8</i>	"	"	"		"	"	"	"	"	
Strake below Sheer-strake in Bridge <i>✓</i>											
Poop Side Plating <i>✓</i>											
Bridge Side Plating <i>✓</i>											
Forecastle Side Plating <i>✓</i>											

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>7 BH (Coll 6 Wdk, 6 1/2 2nd dk) 6 divisional WT Btl in 'tween dks</i>
Extending to Upper Deck (Sec. 3 c)	<i>6. ✓</i>
" Deck next below	<i>1. ON Fth 8 + 11. Steel W.T. doors closed by hinged</i>
As per Rule	<i>SEVEN. See 3rd Rpl</i>

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		<i>NONE</i>		
STEM		<i>9 1/2 x 2 3/8 PLATE STEM ABOVE.</i>		
STERN FRAME	Propeller Post	<i>FABRICATED AS PER APPROVED PLAN.</i>	<i>THE COLVILLE CONSTRUCTIONAL CO. L^{td}.</i>	
	Rudder			
Speed of Vessel		<i>12 KNOTS.</i>		
RUDDER—Type		<i>FABRICATED ORDINARY DOUBLE PT.</i>		
" A x D.....		<i>NOT EXCEEDING 335.</i>		
" Diam. of head		<i>ES. 9"</i>	<i>T.S. FORSTER & SONS L^{td}.</i>	
" Mainpiece at top pintle		<i>SM. SEE APPROVED PLAN.</i>	<i>THE COLVILLE CONSTRUCTIONAL CO. L^{td}.</i>	
" " heel		<i>STEEL</i>		
" how constructed		<i>FABRICATED.</i>		
" double or single plate		<i>.50</i>		
" coupling, vertical or horizontal		<i>SEE COUPLING PLAN.</i>		

	Plating Thickness.	2 nd DECK. STIFFENERS. TW nd DECKS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	<i>38.</i>	<i>29-39</i>	<i>12 x 3 1/2 x 53 1/2</i>	<i>30</i>	<i>33 3/4</i>
" " Second	<i>64.</i>	"	"	"	"
" " Third	<i>83.</i>	<i>29-45</i>	"	"	"
" " Holds	<i>133</i>	"	"	"	"
COLLISION (in Hold)	<i>158 + 160</i>	<i>49 to 32</i>	<i>8 x 3 x 34 1/2</i>	<i>24</i>	<i>24</i>
AFTER PEAK	<i>11 + 8</i>	<i>34-30</i>	<i>8 x 3 x 48 1/2</i>	<i>27 + 24</i>	<i>24</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>The Steel Co. of Scotland, L^{td}. Bessemer Iron Co. L^{td}. Colville L^{td}. Dorman Long & Co. L^{td}. Skinner & Co. L^{td}. Lanarkshire Steel Co. L^{td}. Langa Steel, Appleby & Huddersfield Steel Co. L^{td}. South Durham S^{teel} Co. L^{td}.</i>	
	Has the Steel been tested as required by the Rules?	<i>Yes.</i>

EQUIPMENT No. <i>NOT EXCEEDING 40,400</i>											LETTER <i>of</i>	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.			
<i>1482.</i>	1st Bower	<i>68</i>	<i>2</i>	<i>7</i>	<i>Stackless</i>			<i>53</i>	<i>1</i>	<i>3</i>	<i>14</i>	<i>68</i>	<i>Hingley Challenge Type. (L.S. H.A.A.)</i>	<i>M. Hingley & Sons Ltd</i>	<i>Betherton 26/2/42</i>
<i>1493.</i>	2nd "	<i>68</i>	<i>2</i>	<i>0</i>	<i>do.</i>			<i>52</i>	<i>18</i>	<i>3</i>	<i>0</i>	<i>68</i>	<i>do.</i>	<i>do.</i>	<i>Betherton 28/2/42</i>
	3rd "											<i>58 1/2</i>			<i>L.S. P.S.F.</i>
	Collective weight											<i>194 1/2</i>			
<i>1504</i>	Stream	<i>19</i>	<i>0</i>	<i>21</i>	<i>4</i>	<i>3</i>	<i>7</i>	<i>20</i>	<i>1</i>	<i>3</i>	<i>14</i>	<i>19</i>	<i>Ordinary</i>	<i>M. Hingley & Sons Ltd</i>	<i>Betherton 2/3/42</i>
															<i>L.S. P.S.F.</i>

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.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Diam.						Fathoms	Ins.	Tons.	Fathoms	Ins.
116829	120 1/3	2 5/16	96 1/4	134 3/4	323-2-0			720 3/4	270 2 5/16	Steel	M. Hingley & Sons Ltd.	18/3/42	J.A.R.E.L.	TOWLINE	120 4 1/4	64-6	120 4 1/4		
116830	105 1/3	2 5/16	96 1/4	134 3/4	282-1-21					do.	do.	do.	do.	HAWSERS & WARPS	22 2 3/4	15-2	22 2 3/4		
Two of the lengths of this cable are in two parts viz:- 14 fathoms + 1 fathom.															90 2 1/2	13-2	90 2 1/2		
	90 4 1/2								90 5 6/12										

Steering Gear, Type (Power or hand) Steam by Donkin, Alternative Means of Steering Power & hand combined

Steering Chains (Size and Test) Telemotor control, Windlass Steam by Emerson

Ceiling in Holds, thickness and material Bore fitted, tank top under hatchways, increased in line, Cargo Battens, thickness, material and spacing None fitted, to be fitted on occasion of repair

Cargo Hatchways.—(Upper Deck) Efficiently constructed of steel plates & angles, Thickness of Hatches 3"

Size of Hatchways No. 1 (Fwd.) 33'9" x 22' No. 2 35'0" x 22' No. 3 30'0" x 22' No. 4 35'0" x 22' No. 5 35'0" x 22' No. 6 ✓

Number of Shifting Beams Five at No. 1, 2, 4 & 5 hatchways; Four at No. 3 hatchway

Builder's Signature W. Douthwaite FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD. DIRECTOR

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 No.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No. 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 vessel has been built in accordance with the approved plans, the Society's Rules & the Society's Rules for the class contemplated. The materials & workmanship are good & to my satisfaction. The double bottom tanks, the fore & after peak tanks, tunnel, the decks, w.t. bulkheads, including tween decks, w.t. doors, ash shoot & hand pumps, have been tested in accordance with the Society's requirements, with satisfactory results. The windlass & steering gear, tested under working conditions and found satisfactory. The freeboards as assigned by the Society, have been verified on the vessel's sides, cut in and painted. The spare breast anchor was not supplied and the chain cable reduced as a war emergency, also no wood covers supplied or fitted to hatchways to the 2nd Deck. Hatch webs have been fitted to the 2nd deck hatchways. The built in fresh water tanks amidships, dispensed with and portable fresh water tanks fitted.

The amount of Entry Fee £ 10 0 0 Fees applied for, 30-9-1942 (Special notations, where part of class, to be stated.)

FREEBOARD £ 18 0 0

Special Survey Fee £ 380 5 0

Travelling Expenses, if any £ 2 17 0

Received by me, 19

I am of opinion the Vessel should be Classed + 100 A.I. with freeboard.

State whether the Vessel has been built under Special Survey Yes. Signature Robert Wood Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Lith Date of issue 4/11/42

Committee's Minute Glasgow FEB 16 1942

Character assigned + 100 A.I.

With freeboard

Lloyd's arch. od.

note for S.R.L. write G.D.

+ Lmb. 9.42

32, Ch.

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 a sister ship to the same Builders No. 255. S.S. "NELETON" 1st Report No. 20697.
The following plans are forwarded herewith:—
Midship Section — Amended Midship Section — Profile & Decks — Pumping Plan.
Deck Girders & Pillars. — Amended Pillar Heads. — Tween Deck Pillars, welded connections.
Tank Bracket Gusset Angle. — Modification to Tank Bracket Connections.
Arrangement of Plug Welding Tank Bracket Gussets.
Proposed Centre Line Runner Connections to Beams on Upper Deck.
Stern Frame (fabricated). — Fabricated Stern Frame (for welding). — Fabricated Rudder.
Fabricated Rudder (for welding). — Welding Details of Mainpiece to fabricated rudder.
Modified Rudder Coupling. — Stern Framing.
W.T. Tween Deck Bulkheads. — Bunker Plan.
Welded Mast & Derrick Posts — Welded Butts in Stern Post.
Amended Arrangement of Plate Stern.
Proposed Welded Shell connections of Aft Peak Stringers.
Basing Beaming on 2nd Deck.
Part Profile & Decks fore end. — Modification to Profile & Decks.
Proposed 7/8" Riveting throughout Keel.
Amendment to Lower Deck Beam Knees.
Sea Inlet Reservoir.
General Arrangement.
Modification to Part of Profile & Decks.
Forging & Basting Reports. (S.O.F.)

PARTICULARS OF ELECTRIC WELDING (if employed) Fabricated Stern Frame, Fabricated Rudder, Derrick posts, Tank gussets to margin, base plate, inlet reservoir, small items & deck fittings.

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

Cruiser Stern; 2 dks; D.F. Hatch covers dispensed with in tween decks, 5 Divisional W.T. B.H.s in tween dks.

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

1st Bower	34-0-21	J.D. - 3930 - 8.1.42
2nd "	34-1-10	J.D. - 3929 - 8.1.42
3rd "		

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

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

Official No. 165841. Signal Letters B.F.B.D. Extreme Breadth over Belting 58.0' Over-all Length 436.0' (Circ. 1611) (Circ. 1703)

No. and Material of Decks 2. steel.

Parts of Bottom of Vessel coated with cement or approved composition The inside of the double bottom & bilges fore & aft cemented at all shell landings, double bottom in way of boilers covered with cement, remainder of tanks, i.e.; floors, girders, intercostals, shell & underside of tank, cement washed.

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,	No. 7. 57.5	109	Fore peak tank,	27.62	258
Double bottom, under Engines and Boilers,	No. 6. 76.0	279	After peak tank,	22.00	277
Double bottom, if under Engines only,	No. 5. 20.0	97	Deep tank, aft,	✓	
Double bottom, if under Boilers only,	No. 4. 20.0	103	Deep tank, forward,	✓	
Double bottom, forward,	No. 3. 47.5	247	Other tanks, if fitted,	✓	
	No. 2. 80.0	378	(If necessary furnish further information by sketch.)	✓	
	No. 1. 56.5	198			
Total length (if continuous) and Capacity	351.5	1411			

Order for Special Survey No. 2053.

Date 4/12/41.

Dates of Surveys held while building

1942. April 9th, 10th, 21st, 24th, 28th May 1st, 7th, 19th, 26th June 2nd, 13th, 16th, 19th, 23rd, 25th, 26th, 30th July 3rd, 7th, 10th, 13th, 15th, 28th, 30th August 6th, 14th, 31st September 8th, 18th, 22nd & 24th.

Total No. of Visits 31.