

RETAIN

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

No. 67107

Last Survey 17th Aug 1943

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **COMPLETE SUPERSTRUCTURE (TONNAGE OPENING CLOSED)** State Type of Erections **FORECASTLE**

State if with freeboard } **with free** Built at WHITEINCH - GLASGOW.
as condition of Class }

Length from fore part of stem to after part of stern } **L** 455.0 ✓
post on summer L.W.L. See Sec. 3 (1a) }

Launched 18th MARCH 1943 Yard No. 691

Breadth (*greatest moulded*)B 62'5"

Builders **BARCLAY CURLE & CO LTD.**

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **ACT** 40.75
DGR 40.25

Owners PENINSULAR & ORIENTAL S. N. CO

1st Longitudinal Number (L x D).....= 18313-75

Managers HAIN STEAMSHIP CO., LD.
(Where necessary to be entered in Reg. Book.)

Framing Depth "d." at middle of length. See) Motor Sp 16:20
18:24

Residence **AS RECORDED**

Framing Depth "d," at middle of length. See Motor Sp 16.20 ✓
18.04 ✓
Sec. 3 (1d)

Port of Registry **LONDON**

Proportions—Depth to Length—Uppermost continuous deck to top of keel } 11.17 ✓
Do. Long Bridge to top of keel }

If surveyed while building, afloat, or in dry dock

Braught Moulded 28' - 11 $\frac{1}{4}$ "

BUILDING, AFLOAT & DRY DOCK.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	33"	✓
" " from ¾ length amidships to Collision bulkhead.....}	27"	✓
" " in peaks.....	24"	✓
SIDE FRAMING.		
Frame Amidships, Angle, E or L 11	3½ "	'51 ✓
" " Extends up to .2 nd & 3 rd DECK ALTERNATELY. ✓		
Reversed Frame Amidships, Angle	✓	
" " Extends up to... ..	✓	
Depth of Framing Girder.....	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or L.....}	6 3½ "	'40 ✓
" " Second 'tween Decks, Angle, E or L.....}	11 3½ "	'51 ✓
" " Third " " " " " " }	6 3½ "	'40 ✓
" " Third " " " " " " }	B.A.	
" " from ¼ len. for'd. to 15% len. from Stem.....	12 3½ "	'50 ✓
" " in Peaks, Angle or L FORE PEAK AFTER PEAK..	9 3½ "	'38 ✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	8 3½ "	'44 ✓
State if Frame Joggled	7/8 "	Δ 5¼ " ✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved ?.....	YES. ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved ?.....	AS APP ^d	
SINGLE BOTTOM.		
Floors, Depth and thickness at mid-line in Holds	AS App ^d	
Height of Brackets at side above base line at toe of frame	AS App ^d	
Middle Line Keelson, on Floors, Angles, [or]		
" " Through Plate or Intercostal Plate....		
" " Foundation Plate on Floors		
" " Flat Plate Keel Angles		
Side Keelsons, No. each side		
" " thickness of Intercostal Plate....		
" " Angles		
DOUBLE BOTTOM.		
Solid Floors, thickness and spacing	✓	
" " Are Frame and Reversed Frame joggled ?.....	✓	
Bracket Floors, breadth and thickness at middle line.....	✓	
" " breadth and thickness at margin plate.....	✓	
Bracket Floors, Frame	✓	
" " Reversed Frame	✓	
" " Vertical Struts	✓	
Centre Girder, depth and thickness amidships	44	'56 ✓
" " top Angles	3½ 3½ "	'50 ✓
" " bottom Angles	5 5 "	'56 ✓
Side Girders, No. each side and thickness	1 Δ "	'40 ✓
Margin Plate depth (excl. of flange) and thickness	39½ "	'56 ✓
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem	T. BAR 6½ 6½ "	'55 ✓
" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area	6½ 6½ "	'55 ✓
" " Gussets, spacing and scantling abaft ¼ len. from stem.....	44 CONT ^s PLATE	✓
" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area.....	44 CONT ^s PLATE.	✓
Tank Side Brackets, height above base line at toe of Frame and thickness)	73⅝ 95⅞ "	'46 '45 MOTOR SPACE. ✓
INNER BOTTOM PLATING.		
Breadth and thickness of Middle Line Strake ...	75 /	'54 ✓
Thickness of remainder in Holds	*48 INCREASED *DB UNDER HATCHES.	
Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Pankers and Boiler Room?.....	TANK TOP ES 1¼ "	'70 & '56 ✓
BEAMS.		
Uppermost Continuous Deck, amidships } in Welle, Angle, E or L }	9 3½ "	'44 ✓
" " in way of Bridge, Angle, E or F }	AS App ^d .	✓
Spacing	EVERY FRAME	✓
Second Deck, amidships, Angle, E or L	10 3½ "	'42 ✓
Spacing.....	AS App ^d . EVERY FRAME.	✓
Third Deck, amidships, Angle, E or L	11 3½ "	'43 ✓
Spacing.....	2 AS App ^d EVERY FRAME	✓
Fourth Deck, amidships, Angle, [or]	✓	
Spacing.....	✓	
Poop Deck, Angle, [or]	✓	
Spacing.....	✓	
Bridge Deck, Angle, [or]	✓	
Spacing.....	✓	
Forecastle Deck, Angle, E or L	8 3 "	'36 ✓
Spacing	& AS App ^d EVERY FRAME.	✓

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</i> ✓			Stringer Plate, breadth and thickness in way of Bridge	✓	
„ in 'tween Decks, Size and Spacing.....	<i>WIDE SPACED PILLARS &</i>		Thickness of Plating abreast Deck openings in way of Wells.....	<i>41</i> ✓	
„ „ „ „ „	<i>DEEP GIRDERS IN HOLDS &</i>		Thickness of Plating abreast Deck openings in way of Bridge <i>E.A.B. CASING</i>	<i>EC</i> <i>54</i> ✓	
„ in Holds „ „	<i>TWEEN DECKS AS APPROVED</i> ✓		Thickness of Plating within line of openings...	<i>BC</i> <i>58</i> ✓	
„ „ „ „ „			If Sheathed, material and thickness	<i>35</i> <i>33</i> & <i>32</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....	<i>51</i> <i>34</i> ✓	
Plating, thickness of	✓		If Plated, state thickness.....	<i>30</i> ✓	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	<i>75</i> ✓ <i>74</i> <i>66</i> ✓		If Plated, state thickness	✓ <i>11</i> <i>82</i>	
„ „ „ „ in way of Bridge			Poop Deck.		
„ Angle in Wells	<i>6</i> <i>6</i> <i>66</i> ✓ <i>40</i> <i>81</i>		Stringer Plate, breadth and thickness	✓	
Thickness of Plating abreast Deck openings in way of Wells	<i>63</i> ✓ <i>59</i> ✓		Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating abreast Deck openings in way of Bridge <i>E.A.B. CASING</i>	<i>69</i> ✓ <i>65</i> ✓		Bridge Deck.		
Thickness of Plating within line of openings...	<i>42</i> <i>40</i> & <i>38</i> ✓ <i>1-82</i>		Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness <i>2 1/2 TEAK OVER ACCOMMODATION AFT.</i> ✓			Plating, Sheathing, material and thickness ...	<i>28</i> <i>22</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>51</i> ✓ <i>45</i> ✓		Stringer Plate, breadth and thickness.....	<i>36</i> ✓	
„ „ <i>AT E & B CASING</i>	<i>58</i> & <i>63</i> ✓		Plating, Sheathing, material and thickness ...	<i>36</i> ✓	
			<i>50 UNDER WINDLASS & SHEATHED.</i> ✓		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if jogged? <i>No</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.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>55</i>	<i>86</i>	<i>78</i>	<i>76</i>		<i>DOUBLE</i>	<i>1"</i>	<i>3 3/8</i>	<i>4R</i>	<i>1"</i>	<i>4'0</i>	<i>LAPPED.</i>
" <i>DBLG. if any</i>	<i>3 STRAKES (P&S) NEXT KEEL FROM 1/2" FORW TO COLL'D BHD</i>				<i>7/4</i>							
BOTTOM PLATING, No. of Strakes <i>4</i>	<i>67</i>	<i>52</i>	<i>54</i>			<i>DOUBLE</i>	<i>7/8</i>	<i>3 3/8</i>	<i>4R-3R</i>	<i>7/8</i>	<i>3 1/2-3 3/8</i>	<i>"</i>
BILGE PLATING, No. of Strakes	<i>67</i>	<i>52</i>	<i>54</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>4</i>	<i>65</i>	<i>50</i>	<i>50</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>3R</i>	<i>"</i>	<i>3 1/8</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells	<i>75</i>	<i>76</i>	<i>50</i>	<i>50</i>					<i>4R-3R</i>	<i>1"-7/8</i>	<i>4'0-3 3/8</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...												
STRAKE BELOW Sheer-strake in Wells	<i>75</i>	<i>72</i>	<i>50</i>	<i>50</i>		<i>"</i>	<i>1"-7/8</i>	<i>3 3/8-3 1/2</i>	<i>4R-3R</i>	<i>7/8</i>	<i>3 1/2-3 3/8</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...												
POOR SIDE PLATING												
BRIDGE SIDE PLATING ...												
FOREC'TLE SIDE PLATING		<i>42</i>				<i>SINGLE</i>	<i>3/4</i>	<i>3'0</i>	<i>1R</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>

WATERTIGHT BULKHEADS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
Total No. of W.T. BULKHEADS in Vessel—	7					
	Extending to Upper Deck (Sec. 3 c)	1				
	Deck next below	6				
	As per Rule	7				
			6 DIVISIONAL W.T. BHP IN UPPER TWEEN DECK OPENINGS IN BHP CLOSED WITH SPECIAL HOOK BOLTED PLATES AS PER APPR PLAN.			
MIDSHIP BULKHD, Upper tween decks		26	ANGLE 5 x 3 x .34	30"		
" " Second "		26-27	B.A. 5 x 3 x .38	33"	✓	✓
" " Third "		28-29	6 x 3 x .30	33"	✓	✓
" " Holds No. 113		41-30	B.A. 11 x 3 1/2 x .50	30"		
" " " "		43-32	11 x 3 1/2 x .58	33"	✓	✓
COLLISION " (in Hold)		56-32	7 x 3 x .48	27"	3 SEMI BOX BEAMS.	
AFTER PEAK " "		50-30	B.A. 12 x 3 1/2 x .45	18"	1 SEMI BOX & TUNNEL FLAT.	
			8 6 x 3 x .34			

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	ROLLED STEEL	10 1/4 x 2 3/4		
STERN FRAME {	Propeller Post	AS APP ^d	STEEL CO	
{ Rudder ..	CASTING	E	SCOTLAND	
Speed of Vessel 16 K				
RUDDER—Type	ORDINARY	SINGLE PLATE		
„ A x D 9.57.13				
„ Diam. of head	FORGING	15 1/4	DENNISTOWN	
„ Mainpiece at top pintle ..	„	14 1/2	FORGE CO	
„ „ heel ...	„	11		
„ how constructed		BUILT FORGING		
„ double or single plate		1.05		
„ 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.

Has the Steel been tested as required by the Rules? **YES.** ✓

EQUIPMENT No 48583												LETTER 4	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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Owts.			
41976	1st Bower ...	81	3	21	Stockless			59	10	0	0		BYERS IMPROVED	NOT STATED.	SUNDERLAND 30-5-42
42057	2nd „ ...	81	3	14	“			59	10	0	0	3 BOWERS	□°	□°	W. V. NORMAN
	3rd „ ...														□° 17-6-42
	Collective weight.											232			
1680	Stream	24	0	0	6	0	10	23	17	2	0	23 1/2	RODGERS	S. TAYLOR & SONS	NETHERTON 25-7-42
															J. A. REE

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-tory.	Break-ing.	Supplied.	Per Rule.			Length. Diam.					Length. Cir.	Tons.	Length. Cir.
116996	300 2 3/16	120.6	168.7	773-2-21				300 2 3/16	TRAYCO STUD LINK	S. TAYLOR & SONS	NETHERTON 16-7-42	TOWLINE	130 5 1/2	84.4	130 5 1/2
								300 2 3/16	ordinary			HAWSERS & WARPS	2x100 2 3/4	15.2	2x100 2 3/4
													2x100 2 3/4	15.2	2x100 2 3/4
Stream Chain or Steel Wire	120 4 3/4	64.6						120 4 3/4	4.9-N						

Steering Gear, Type (Power or hand) STEAM-HYDRAULIC BY HASTIE & CO. GREENOCK Alternative Means of Steering BY BLOCK & TACKLE TO AFT WINCH.

Steering Chains (Size and Test) TELE MOTOR GEAR Windlass STEAM EMERSON WALKER L Boats 6 STEEL LIFEBOATS (ONE FITTED WITH MOTOR)

Ceiling in Holds, thickness and material NONE in lieu of ceiling Cargo Battens, thickness, material and spacing NONE

Cargo Hatchways. (Upper Deck) STEEL COAMINGS & ANGLES Thickness of Hatches 2 7/8" SOLID COVERS.

Size of Hatchways No. 1 (Fwd.) 24'-9" x 18'-0" No. 2 35'-9" x 22'-0" No. 3 30'-3" x 22'-0" No. 4 30'-3" x 22'-0" No. 5 30'-3" x 22'-0" No. 6

Number of Shifting Beams and/or Fore and Afters 4 6 5 5 5

Builder's Signature For BARCLAY, CURLE & Co., Ltd. Howaldt & Smith Secretary

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 MOTORSHIP

(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). Oil fuel is carried in Nos 2, 3, 4 & 5 Double Bottom Tanks.

Oil fuel bunker at fore end of Engine Space & in Settling Tanks in lower tween deck at S. Side of Engine casing.

Section 20 of Rules complied with where applicable. Flash point above 150°F.H.I.

Wood Oil (Cargo) is carried in wing tank (P&S) at fore end of Engine Space.

This vessel has been built in accordance with approved Plans, the Secretary's letters of various dates, & in general conformity with the Society's Rules for the class contemplated. Workmanship & Materials are good.

All the double bottom tanks, cofferdams, fore Peak tank, after Peak tank, oil fuel bunker, Settling tanks & Wood Oil tanks were tested as required by the Rules with satisfactory results.

Weather Decks, Shaft tunnel & W.T. Bulkheads were hose tested & found satisfactory.

Freeboard verified & marks cut in. Windlass & Steering gear tried under working conditions & found satisfactory.

Anchor in accordance with emergency requirements. Cargo battens not fitted, frames in holds & tween decks punched for plates; plates supplied. Cargo battens to be fitted in holds & tween decks at first opportunity.

Hatch covers not fitted on 3rd Deck hatches, but to be fitted at first opportunity.

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

Special Survey Fee £ 396 : 0 : 0 25 MAY 1943

FREEBOARD. Received by me, I am of opinion the Vessel should be Classed +100A1 WITH FREEBOARD

Travelling Expenses, if any £ 18 : 0 : 0

State whether the Vessel has been built under Special Survey YES. Signature R. Dunsmuir.

Certificate to be sent to GLASGOW Date of issue 23/6/43 Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 25 MAY 1943

Character assigned -1- 100A1 5.43

with freeboard

Moyas ASD -1- Linc 5.43 are Eng 200 120 lb.

Note: Expt. Co. pens. 14th Aug

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.)

List of Plans.

- (1) Midship Section
- (2) Profile & Becks.
- (3) Sternframe & Rudder.
- (4) Tank top in Motor Room.
- (5) Fore end Pillars & Girders.
- (6) Oil fuel bunker & Wood Oil tanks.
- (7) After end framing.
- (8) Fore end framing.
- (9) Pillars & Web frames in Machinery Space.
- (10) Stiffening under Boilers.
- (11) W. T. Box for Sea inlet.
- (12) Pillars & Girders in tunnel.
- (13) Outline erections for equipment.
- (14) Root & Vent beamings.
- (15) Pumping arrangements.
- (16) Oil heating arrangements.
- (17) Pillars & Girders aft.
- (18) Hatch webs.
- (19) Strengthening in bottom forward.
- (20) Arrangement of A/S compartment.
- (21) Structural plan of A/S compartment.
- (22) Closing plates for tonnage openings.
- (23) Tonnage exempt spaces.
- (24) Midship Deckhouse on Shelter Deck.
- (25) Boat Deck plating.
- (26) Emergency Steering Gear.
- (27) Fire extinguishing arrangements.
- (28) Piping arrangements.
- (29) Rigging Plan.
- Midship Section (as built).

Forgings & Castings.

Sternframe

Rudder Stock

Propeller Brackets

Tiller

PARTICULARS OF ELECTRIC WELDING (if employed) Pillars, Leads & keels in Holds & Tween Decks.

Stringer plates to shell in way of Peak Tanks & Oil Tanks. Margin gussets to tank top.
Bulkhead stiffener brackets to tank top & decks. Other minor details.

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

Swivel Stern. Oil Engine. Lloyds A & C.P. Direction Finder. Echo Sounding.
1st & Shelter Deck. 3rd Deck except in No. 5 Hold.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WEIGHT HEAD & PIN	SURV. INIT.	CERT NO.	DATE OF TEST.
	2nd "	51-3-7	SPR	4648	27-2-42
	3rd "	52-0-14	SPR	4656	28-2-42

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle 51'0 ft.

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

Official No. 168430 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 485'-6" (Circ. 1703)

No. and Material of Decks 1st & SHELTER DECK. 3rd DECK EXCEPT IN NO. 5 HOLD.

Parts of Bottom of Vessel coated with cement or approved composition Portland cement in peak tanks

Cement fillets in Nos. 1, 6, 7 & 8 double bottoms. Oil resistant solution in oil fuel double bottoms & oil fuel bunker.

Particulars of composition (if fitted) and of approval Wales Dove.

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.
Double bottom, aft,	112'75	246	Fore peak tank,	21	73
Double bottom, under Engines and Boilers,	57'75	293	After peak tank,	26	142
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, WOOD OIL TANKS (P&S) AT FORE }	27'5	102 PORT 102 STAR
Double bottom, forward,	216'0	853	Other tanks, if fitted, END OF ENGINE SPACE }		
Total length (if continuous) and Capacity (INC. COFFERDAMS)	391'5	1392	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 6616

Date 23.9.41

Dates of Surveys held while building

1942 Feb 20, 24 Mar 4, 13, 18, 20, 24 Apr 9, May 1, 4, 7, 12, 14, 19, 25, 28 Jun 4, 10, 16, 19, 29 July 8, 9
16, 28 Aug 4, 13, 21, 27 Sep 2, 7, 8, 15, 21, 23 Oct 13, 14, 20, 23, 26 Nov 4, 6, 9, 11, 16, 18, 25, 27 Dec 1, 3, 10, 17, 18, 22
24, 25, 28, 29, 31 1943 Jan 4, 5, 6, 7, 8, 11, 12, 14, 18, 20, 21, 22, 25, 26, 28 Feb 1, 2, 3, 4, 5, 8, 9, 11, 15, 17, 18, 19, 22, 25
26 Mar 1, 3, 4, 11, 12, 17, 18, 26 Apr 8, 13, 21 May 4, 10, 11, 12, 13, 15, 17

Total No. of Visits 107