

WRECK

SECTION

No. 8371A

STEEL ~~STEAMER~~ OR MOTORSHIP.

Received at London Office

27 MAR 1948

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 15TH MARCH 1948 Port of NEWCASTLE-ON-TYNE No. 105153Survey held at WALLSEND-ON-TYNE Date First Survey 2ND JULY, 1946 Last Survey FEBRUARY 27TH 1948On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW "LEMBULUS" (MACHINERY AFT)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections POOP, BRIDGE & F.C.E.TONNAGE under Tonnage Deck ... 5529.77CLASS 100 A1 State if with freeboard as condition of Class No.Built at WALLSEND-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) 425.0Launched 24TH SEP 1947 Yard No. 1755

Total

Breadth (greatest moulded) B 54.25Builders SWAN HUNTER Wigham Richardson L^{td}Gross Tonnage 6502.57Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 31.0Owners ANGLO-SAXON PETROLEUM CORegister Tonnage 3593.621st Longitudinal Number (L x D) 13175

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

WRECK

SECTION

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REGISTERED DIMENSIONS.

FEET

Length 430.0

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

Residence

Breadth 54.42Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.7Port of Registry LONDONDepth 30.76Do. Long Bridge to top of keel ✓

If surveyed while building, afloat, & in dry dock

Yes

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONG TH FRAMING PAGE 5.	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.	31 3/4 ✓		Bracket Floors, Frame	
" " DEEP TANK FW ² from 1st length amidships to Collision bulkhead.	27 ✓		" " Reversed Frame	
" " IN MACHINERY SPACE	26 1/4 ✓		" " Vertical Struts	
" " in peaks	24 ✓		Centre Girder, depth and thickness amidships	60" x 54" x 1 1/4"
SIDE FRAMING.			" " top Angles	ALL
Frame Amidships, Angle, E or C ✓	9 3 1/2 x 40 ✓		" " bottom Angles	WELDED.
" " Extends up to	UPPER DECK ✓		Side Girders, No. each side and thickness	3 AS APPROV. PLAN. ✓
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness	60" x 54" x 1 1/4"
" " Extends up to	✓		" " Vertical Angle to Tank side	ALL
Depth of Framing Girder	9" ✓		Bracket abaft 1/2 len. from stem	WELDED.
Frames in DEEP TANK FW ² ✓			" " Vertical Angle to Tank side	3 AS APPROV. PLAN. ✓
Uppermost Continuous Deck, Angle, E or C ✓	10 3 1/2 x 42 ✓		Bracket from forward 1/2 len. from stem to Panting Area	60" x 54" x 1 1/4"
ABOVE DEEP TANK TOP.	8 3 x 40 ✓		Gussets, spacing and scantling abaft 1/2 len. from stem	NO
Second Between Decks, Angle, E or C ✓	10 3 1/2 x 40 ✓		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	BILGE.
" " N ² 7 TANK FW ² ✓	11 3 1/2 x 42 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	FRAME BRKTS WELDED TO TANK TOP
" " Third N ² 8 TANK FW ² ✓	9 3 1/2 x 37 1/2 ✓		INNER BOTTOM PLATING. IN ENGINE ROOM	
" " MACHINERY SPACE ✓	8 3 x 35 ✓		Breadth and thickness of Middle Line Strake	1 3/8" x 5 1/2"
" " from 1st len. forward to 15% len. from Stem	8 3 x 35 ✓		Thickness of remainder in Hold	5 1/2"
" " in Peaks, Angle or C	7 3/8 @ 4 7/8 ✓		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?	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	No. ✓		BEAMS.	
State if Frame Joggled	Yes ✓		Uppermost Continuous Deck, amidships in	7 3 x 40 ✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes ✓		" " WELDED, Angle, E or C ✓	8 7 3 x 33 ✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes ✓		" " AFT in way of Bridge, Angle, E or C ✓	8 3 x 35 ✓
SINGLE BOTTOM. FW ² DEEP TANK.			" " E or C ✓	7 3 x 40 x 33 ✓
Floors, Depth and thickness at mid-line in Hold	48" x 36" ✓		Spacing	EVERY FRAME.
Height of Brackets at side above base line at toe of frame	7'-0" ✓		FW ² ✓	
Middle Line Keelson, on Floors, Angles, E or C	✓		Second Deck, amidships, Angle, E or C ✓	5 3 x 30 ✓
CENTRE LINE 84" Through Plate or Inter-costal Plate	10 4 x 48 ✓		Spacing	EVERY FRAME.
" " STIFFENING ANGLES TOE OR FOUNDATION PLATE on Floors	✓		2 ND AFT	
" " Flat Plate Keel Angles	WELDED TO SHELL. ✓		Third Deck, amidships, Angle, E or C ✓	5 3 1/2 x 40 ✓
Side Keelsons, No. each side	ONE. ✓		Spacing	EVERY FRAME.
" " thickness of Inter-costal Plate	WITH 60" x 60" FACE PLATE. ✓		DEEP TANK TOP	
" " Angles	WELDED. ✓		Fourth Deck, amidships, Angle, E or C ✓	7 3 1/2 x 50 ✓
DOUBLE BOTTOM. IN ENGINE ROOM.			Spacing	EVERY FRAME.
Solid Floors, thickness and spacing	50" x 48" x 40 ✓		POOP DECK, Angle, E or C ✓	7 3 x 40 ✓
" " Are Frame and Reversed Frame joggled?	EVERY FRAME ALL WELDED. ✓		Spacing	EVERY FRAME.
Bracket Floors, breadth and thickness at middle line	✓		Bridge Deck, Angle, E or C ✓	7 3 x 40 ✓
" " breadth and thickness at margin plate	✓		Spacing	EVERY FRAME.
			Forecastle Deck, Angle, E or C ✓	8 3 x 40 x 34 ✓
			Spacing	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				Stringer Plate, ^{FOR 2} breadth and thickness in way of Bridge		60" x 34"	✓
" in 'tween Decks, Size and Spacing				Thickness of Plating abreast Deck openings in way of Wells A.F.T.		36	✓
" " " " " "				Thickness of Plating abreast Deck openings in way of Bridge		✓	
" in Holds				Thickness of Plating ^{IN PEAKS} within line of openings		34" AFT 36" FWD	✓
" " " " " "				If Sheathed, material and thickness		✓	
Longitudinal Bulkhead 10'-10" P&S FROM CR				Third Deck. FWD DEEP TANK.		38	✓
Stiffeners and Spacing	9" x 4 1/4" BULB PLATE 3 1/4" APART. 43		AND AS APPROVED.	Stringer Plate, breadth and thickness		38	✓
Plating, thickness of	88 1/2" x 63			If Plated, state thickness		38	✓
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness		✓	
Stringer Plate, breadth and thickness in Wells	88 1/2" x 63			If Plated, state thickness		✓	
" " " " " in way of Bridge	88 1/2" x 63 75 AT ENDS.			Poop Deck.			
" Angle in Wells	WELDED CONNECTION.			Stringer Plate, breadth and thickness		78" x 36	✓
Thickness of Plating abreast Deck openings in way of Wells	59			Plating, Sheathing, material and thickness		30" x 26	✓
Thickness of Plating abreast Deck openings in way of Bridge	8 AS APPROVED PLAN.			Bridge Deck.			
Thickness of Plating within line of openings	UN SHEATHED.			Stringer Plate, breadth and thickness		48" x 42	✓
If Sheathed, material and thickness	UN SHEATHED.			Plating, Sheathing, material and thickness		32	✓
Second Deck. AFT				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells	40			Stringer Plate, breadth and thickness		36	✓
	8 AS APPROVED.			Plating, Sheathing, material and thickness		34	✓
						50 UNDER WINDLASS.	UN SHEATHED.

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? No.	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
Flat Plate Keel	55	.92	.71	.71							
" Dblg. (if any)											
Bottom Plating, No. of Strakes THREE		.63	1 @ .69	.50, .51							
Bilge Plating, No. of Strakes ONE		.63	.54	.51							
Side Plating, No. of Strakes TWO		.60	.46	.46							
Upper Deck, Sheer-strake in Wells	60	.90	.50	.46							
Upper Deck, Sheer-strake in Bridge	63	.90	1.08 AT BREAKS.								
Strake below Sheer-strake in Wells	77	.72	.46	.46							
Strake below Sheer-strake in Bridge	77	.72									
Poop Side Plating	(1 STRAKE)		.48 AT BREAK.	.38							
Bridge Side Plating	(1 STRAKE)	.42	.48 AT ENDS.								
Forecastle Side Plating	(2 STRAKES)	.42									

EDGES & BUTTS ALL ELECTRICALLY WELDED.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	16
Extending to Upper Deck (Sec. 3 c)	16
" Deck next below	✓
As per Rule	APPROVED 16

FORGINGS AND CASTINGS.

	Castings or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	✓			
STEM	PLATE STEM.			
STERN FRAME	Propeller Post	CASE	AS APPROVED STEEL CO OF SCOTLAND	
	Rudder	STEEL	PLAN	
Speed of Vessel		11 1/2 KNOTS.		
RUDDER—Type		"SIMPLEX TYPE"		
" A x D.		300 x 5		
" Diam. of head		FORGING 9 1/2	WOLSELEY STEEL CO	
" Mainpiece at top pintle				
" " heel				
" how constructed		SIMPLEX TYPE		
" double or single plate coupling, vertical or horizontal		DOUBLE .60		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, CR TANKS.	508 x 40	10 x 40	32 1/2	1 PLATE 36 x 40 WITH 10 x 80 FACE FLAT	
" " " " " "				1 PLATE 30 x 40 WITH 10 x 80 FACE FLAT	
" " " " " "	508 x 40	10 x 40	32 1/2	1 PLATE 24 x 40 WITH 8 x 46 FACE FLAT	
" " " " " "				1 PLATE 24 x 40 WITH 6 x 46 FACE FLAT	
" " " " " "		7 x 3 1/2 x 40		2 DECKS	
" " " " " "		9 x 4 x 56	24	1 SEMI BOX BEAM	
" " " " " "		5 1/2 x 3 x 38	24	5 1/2 x 3 x 38	
" " " " " "		42 x 30	24	8 AS APPROVED	

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	(OPEN HEARTH PROCESS)
	CONSETT IRON CO L ^o , CARGO FLEET IRON CO L ^o , SKINNINGROVE IRON CO L ^o , DORMAN LONG & CO L ^o , APPLEBY FROTHINGHAM STEEL CO, STEEL CO OF SCOTLAND L ^o , COLVILLES L ^o	
	Has the Steel been tested as required by the Rules?	YES.

EQUIPMENT No. 38229.										LETTER af✓		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.				
29952	1st Bower	65	1	14				51	5	0	0	✓ 65	BYERS STOCKLESS	-	LOW WALKER, 24/11/47, R. VOGAN.	
29924	2nd "	65	0	0				51	0	0	0	✓ 65	" "	-	" " 11/1/47 " " "	
29925	3rd "	64	2	14				50	17	2	0	✓ 64 1/2	" "	-	" " 11/1/47 " " "	
	Collective weight	195	0	0	✓							✓ 194 1/2				
64334	Stream	19	2	0	✓	4	3	14	20	6	1	0	✓ 19 Cwts (with)	RODGERS ORDINARY	-	CRAIGHEAD 24/7/47, W. NORMAN.

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.	Stations.	Break-ing.	Supplied.	Per Rule.	Cwts.	qrs.	lbs.	Fathoms.	Ins.				Fathoms.	Ins.		Fathoms.	Ins.
8166	135	2 5/16	96 1/4	134 3/4	360-3-14	720 3/4				270	2 5/16	STUD LINK	N. HINGLET & SONS	NETHERTON, 18/9/47, NORMAN	120	4 3/4	64.6	120	4 3/4
8167	135	2 5/16	96 1/4	134 3/4	360-1-21	TOTAL						"	"	"	2090	3 1/4	21.7	2090	2 3/4
					1-3-14										2090	3	18.6	2090	2 1/2
					2-3-0														
Lean Stream	90	5"			52.8					90	5"	R. HOOD HAGGIE	MAKERS WORKS.						

Steering Gear, Type (Power or hand) HASTIES STEAM HYDRAULIC ✓ Alternative Means of Steering BLOCKS & TACKLE ✓

Steering Chains (Size and Test) NONE ✓ Windlass STEAM BY EMERSON WALKER Boats 4 STEEL (1 MOTOR) ✓

Ceiling in Holds, thickness and material NONE ✓ Cargo Battens, thickness, material and spacing NONE

Cargo Hatchways.—(Upper Deck) STEEL PLATED & ANGLES ✓ Thickness of Hatches STEEL COVERS 40 AT CARGO
OIL HATCHES & FORE HOLD.

Size of Hatchways No. 1 (Fwd.) 8'-0" x 8'-0" ✓ No. 2 24 CARGO ✓ No. 3 FORE HOLD ✓ No. 4 OIL HATCHES 4'-0" DIA, 10' HIGH. No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters NONE ✓

Builder's Signature FOR SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.
W. J. Fife

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 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).

THIS SHIP HAS BEEN BUILT IN CONFORMITY WITH THE SOCIETY'S RULES & REGULATIONS & THE SECRETARY'S LETTERS. ✓

THE SCANTLINGS & ARRANGEMENTS ARE IN ACCORDANCE WITH OR EQUIVALENT TO THOSE SHOWN ON THE APPROVED PLANS, THE MATERIALS & WORKMANSHIP ARE GOOD. ✓

CARGO OIL TANKS, OIL FUEL BUNKERS, FW & AFTER COFFERDAMS, DEEP TANK FW, F & A PEAK TANKS, F.W. TANKS, DOUBLE BOTTOM TANKS & COFFERDAM, BULKHEADS & DECKS HAVE BEEN TESTED TO RULE REQUIREMENTS & FOUND SATISFACTORY. ✓

THE FREEBOARD VERIFIED & MARKS CUT IN ON VESSEL'S SIDES. ✓

BILGE SUCTIONS TRIED & FOUND SATISFACTORY. ✓

THE STEERING GEAR & WINDLASS TRIED UNDER WORKING CONDITIONS & FOUND SATISFACTORY ✓

OIL FUEL F.P. ABOVE 150°F IS CARRIED IN OIL BUNKERS AFT, DEEP TANK FW & DOUBLE BOTTOM IN MACHINERY SPACE, SECTION 20 OF THE RULES HAS BEEN COMPLIED WITH. ✓

The amount of Entry Fee..... £655: 10: 0 } Fees applied for
Special Survey Fee..... £ : : }
FREEBOARD.
Travelling Expenses, if any..... £17: 0: 0 }
Received by me, 19.....

(Special notations, where part of class, to be stated.)
"LONGITUDINAL FRAMING AT BOTTOM & DECK"
"ELECTRICALLY WELDED"

I am of opinion the Vessel should be Classed 100A1
"CARRYING PETROLEUM IN BULK"

State whether the Vessel has been built under Special Survey YES

Certificate to be sent to NEWCASTLE OFFICE Date of issue 4/6/48

Signature for E. H. Dean & self
Surveyor to Lloyd's Register of Shipping.
W. J. Fife

Committee's Minute

Character assigned

2.48 Wal
Lloyd's A+C.P.

+100A1 "Carrying Petroleum in bulk"
+LMC 2.48 Oil Engs.
C.L.

D.B. 18016

FRI. 30 APR 1948

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.)

STERN FRAME & RUDDER
MIDSHIP SECTION, O.T. TRANSVERSE BAYS & SIDE STRINGERS
PROFILE & DECK PLANS
FORE END FRAMING
AFTER END FRAMING (ENGINE ROOM)
STRINGERS IN FW^o TANKS.
OIL FUEL BUNKERS & FW^o & AFTER COFFERDAMS.
FLOORS & KNEES IN FW^o & AFTER WING CARGO TANKS.
TANK TOP PLATING & D. BOTTOM IN ENGINE ROOM.
AFTER END FRAMING & CRUISER STERN.
MIDSHIP TRANSVERSES (WELDING SPECIFICATION)
KEEL, CR GIRDER & BOTTOM SHELL.
UPPER DK PLATING.
POOP, BRIDGE & FLE END BULKHEADS.
SHELL PLAN.
MIDSHIP SUPERSTRUCTURE
PLAN OF BREAKS
PUMPING ARRANGEMENT.
SCANTLINGS & STRUCTURAL AREA OF MIDSHIP SUPERST²

THE FOLLOWING FORGING OR CASTING RPTS ENCLOSED HEREWITH

RUDDER HEAD
" BACK POST.
" COUPLING.
STERN FRAME
TILLERS
STEERING GEAR.

PARTICULARS OF ELECTRIC WELDING (if employed) VESSEL ALL ELECTRICALLY WELDED EXCEPT THE SHIP'S SIDE FRAMES, & DETAILS OF VESSELS STRUCTURE.

THE METHODS EMPLOYED & THE ELECTRODES USED ARE IN ACCORDANCE WITH THE RULES.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. "CARRYING PETROLEUM IN BULK", "LONG² FRAMING AT BOTTOM & DECK", "ELECTRICALLY WELDED", "CRUISER STERN", "1 DECK & 2ND DK CLEAR OF CARGO TANKS", "WIRELESS", "LLOYD'S A & C P", "OIL ENGINE", "DIRECTION FINDER", "ECHO SOUNDING DEVICE", "GYRO COMPASS", "MACHINERY AFT."

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

1st Bower WEIGHT INCLUDING PIN 42-3-0, A.E. GALLIPPO, CERT N^o 9049, 29TH NOV 1946.
2nd " " " 43-0-14 " " 9050, 29TH NOV 1946.
3rd " " " 42-0-0 " " 9025, 22ND NOV 1946.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 87.08 ft., R.Q.D. — ft., Bridge 54.20 ft., Forecastle 50.75 ft.

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

Official No. 181848 Signal Letters G.K.C.Q Extreme Breadth over Belting (Circ. 1611) Over-all Length 446.17 (Circ. 1703)
No. and Material of Decks ONE DECK & 2ND DECK CLEAR OF CARGO TANKS in way of mch space.
Parts of Bottom of Vessel coated with cement or approved composition FORE & AFTER PEAKS.

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. Feet.	Water Capacity. S.W. Tons.	Where Fitted.	Length. Feet.	Water Capacity. S.W. Tons.
Double bottom, aft, ENGINE ROOM.			Fore peak tank,	23.12	112
Double bottom, under Engines and Boilers.	19.687	18	After peak tank,	16.0	59
Double bottom, COFFERDAM IN	15.312		Deep tank, aft, F.W. TANKS (TWEEN DKS AFT)	14.0	67
Double bottom, under Engines only, ROOM.	30.625	93	Deep tank, forward,	24.75	260
Double bottom, IN ENGINE ROOM			Other tanks, if fitted,		
Double bottom, under Boilers only.			(If necessary furnish further information by sketch.)		
Double bottom, forward, DRAIN TANK IN COFFERDAM (1/2 DEPTH)	65.624	117			
Total length (if continuous) and Capacity					

Order for Special Survey No. 5807

Date 18/7/46

Dates of Surveys held while building

11946 JULY 2, 4, 8, 18, 24, 26, AUG. 8, 16, 19, 23, 28, SEPT. 3, 11, 13, 23, 26, OCT. 8, 18, 31, NOV. 6, 10, 13, 21, 25, DEC. 3, 5, 17, 20 (1947)
JAN. 10, 13, 16, 20, 31, FEB. 10, 12, 18, MAR. 4, 6, 12, 21, 28, APR. 3, 17, 23, MAY 13, 15, JUNE 3, 4, 11, 17, 23, 27, JULY 1, 3, 10, 17, 21, 23
AUG. 7, 14, 15, 18, 19, 20, 21, 22, 24, 27, 28, 29, SEPT. 1, 2, 5, 19, OCT. 9, 13, 29, NOV. 5, 13, 14, DEC. 3, 9, 29, (1948) JAN. 9, 14, 26, FEB. 2, 6, 11, 13, 16, 18, 19, 22, 25, 26, 27

Total No. of Visits 101

