

## STEEL STEAMER or MOTORSHIP.

Received at London Office 11 Feb 1926

State if Report has been sent on the Freeboard of the Vessel *Yes, No 6845*State if Report is sent on the Machinery of the Vessel *Yes, herewith.*Date of completion of report *21 January 1926* Port of *Trieste* No. *6978*  
Survey held at *Monfalcone* Date First Survey *21<sup>st</sup> June 1924* Last Survey *13<sup>th</sup> January 1926*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *S. S. MOTORSHIP "GIULIA"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantlings* State Type of Erections *Three islands*

TONNAGE under Tonnage Deck... *4955.05* CLASS *#100 A. 1.* State if with freeboard as condition of Class *no* Built at *Monfalcone*  
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) *L 389.42* Launched *6 April 1925* Yard No. *138*  
Total *4955.05* Breadth (greatest moulded) *B 53.75* Builders *Cantieri Navale Triestino*  
Gross Tonnage *5921.11* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 32.00* Owners *"Consulato" Soc. Tri. di Nav.*  
Register Tonnage *3736.80* 1st Longitudinal Number (L x D) *= 12461.44* Managers *✓*  
(Where necessary to be entered in Reg. Book.)  
2nd Numeral L x (B + D) *= 33392.76* Residence *Trieste*  
Framing Depth "d," at middle of length. See Sec. 3 (1d) *20.5"* Port of Registry *Trieste*  
Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.16* If surveyed while building, afloat, or in dry dock  
Do. Long Bridge to top of keel *9.85* *While building.*  
Depth *8.88* Draught Moulded *25'-9 1/2"*

## 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.
<b>FRAMES, Spacing amidships</b> <i>✓</i> <i>29.92</i>	<i>✓</i> <i>29.92</i>	<i>✓</i>	<b>Bracket Floors, Frame</b> <i>7.9 3 1/2 52</i>	<i>7.9 3 1/2 52</i>	<i>✓</i>
" " from 1/2 length to Collision bulkhead <i>✓</i> <i>24"</i>	<i>✓</i> <i>24"</i>	<i>✓</i>	" " Reversed Frame <i>7.9 3 1/2 48</i>	<i>7.9 3 1/2 48</i>	<i>✓</i>
" " in peaks <i>✓</i> <i>24"</i>	<i>✓</i> <i>24"</i>	<i>✓</i>	" " Vertical Struts <i>24" 40 flanged plate</i>	<i>24" 40 flanged plate</i>	<i>✓</i>
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b> <i>43 50</i>	<i>43 50</i>	<i>✓</i>
Frame Amidships, Angle, E or F <i>9 7/8 3 1/2 56</i>	<i>9 7/8 3 1/2 56</i>	<i>✓</i>	" " top Angles <i>4 4 50</i>	<i>4 4 50</i>	<i>✓</i>
" " Extends up to <i>2nd deck except between frames 68-102 where they extend to the upper deck.</i>	<i>2nd deck except between frames 68-102 where they extend to the upper deck.</i>	<i>✓</i>	" " bottom Angles <i>5 5 56 4 x 4 x 56</i>	<i>5 5 56 4 x 4 x 56</i>	<i>✓</i>
Reversed Frame Amidships, Angle <i>4 1/2 3 1/2 56 4 x 3 1/2 x 56</i>	<i>4 1/2 3 1/2 56 4 x 3 1/2 x 56</i>	<i>✓</i>	<b>Side Girders, No. each side and thickness</b> <i>ONE 40</i>	<i>ONE 40</i>	<i>✓</i>
" " Extends up to <i>2nd deck.</i>	<i>2nd deck.</i>	<i>✓</i>	<b>Margin Plate depth (excl. of flange) and thickness</b> <i>40 50 36" x 50</i>	<i>40 50 36" x 50</i>	<i>✓</i>
Depth of Framing Girder <i>9 7/8</i>	<i>9 7/8</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem <i>3 1/2 3 1/2 42</i>	<i>3 1/2 3 1/2 42</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, E or F <i>7 1/2 3 1/2 44</i>	<i>7 1/2 3 1/2 44</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem <i>3 1/2 3 1/2 42</i>	<i>3 1/2 3 1/2 42</i>	<i>✓</i>
" " Second 'tween Decks, Angle, E or F <i>✓</i>	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem <i>5 5 50</i>	<i>5 5 50</i>	<i>✓</i>
" " Third " " " <i>✓</i>	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem <i>5 5 50</i>	<i>5 5 50</i>	<i>✓</i>
Framing in Peaks, Angle or F <i>7 7/8 3 1/2 42</i>	<i>7 7/8 3 1/2 42</i>	<i>✓</i>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b> <i>68" 46</i>	<i>68" 46</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>7/8 4 5 1/4</i>	<i>7/8 4 5 1/4</i>	<i>✓</i>	<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled <i>NO</i>	<i>NO</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake <i>51 50</i>	<i>51 50</i>	<i>✓</i>
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars <i>DEEP FRAMING 2 9 7/8 3 1/2 56 REV. AT EVERY 4 1/2 3 1/2 60</i>	<i>DEEP FRAMING 2 9 7/8 3 1/2 56 REV. AT EVERY 4 1/2 3 1/2 60</i>	<i>✓</i>	Thickness of remainder in Holds <i>42 38</i>	<i>42 38</i>	<i>✓</i>
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars <i>SOLID FLOORS AT EVERY FRAME. DOUBLE RIVETED FRAMES. 3 STRAKES OF PLATING EACH SIDE. MAINTAIN MIDSHIP THICKNESS TO COLLAR. ONE EXTRA FULL DEPTH INTERCOSTAL.</i>	<i>SOLID FLOORS AT EVERY FRAME. DOUBLE RIVETED FRAMES. 3 STRAKES OF PLATING EACH SIDE. MAINTAIN MIDSHIP THICKNESS TO COLLAR. ONE EXTRA FULL DEPTH INTERCOSTAL.</i>	<i>✓</i>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in <i>motor</i> space and framing in Bunkers and Boiler Room? <i>yes.</i>	<i>yes.</i>	<i>✓</i>
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
Floors, Depth and thickness at mid-line in Holds <i>✓</i>	<i>✓</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Wells, Angle, E or F <i>7 7/8 3 36 W 52 F</i>	<i>7 7/8 3 36 W 52 F</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame <i>✓</i>	<i>✓</i>	<i>✓</i>	" " in way of Bridge, Angle, E or F <i>7 7/8 3 36 W 52 F</i>	<i>7 7/8 3 36 W 52 F</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, E or F <i>✓</i>	<i>✓</i>	<i>✓</i>	Spacing <i>29.92</i>	<i>29.92</i>	<i>✓</i>
" " Through Plate or Intercostal Plate <i>✓</i>	<i>✓</i>	<i>✓</i>	<b>Second Deck, amidships, Angle, E or F</b> <i>7 7/8 3 36 W 52 F</i>	<i>7 7/8 3 36 W 52 F</i>	<i>✓</i>
" " Foundation Plate on Floors <i>✓</i>	<i>✓</i>	<i>✓</i>	Spacing <i>29.92</i>	<i>29.92</i>	<i>✓</i>
" " Flat Plate Keel Angles <i>✓</i>	<i>✓</i>	<i>✓</i>	<b>Third Deck, amidships, Angle, E or F</b> <i>✓</i>	<i>✓</i>	<i>✓</i>
Side Keelsons, No. each side <i>✓</i>	<i>✓</i>	<i>✓</i>	Spacing <i>✓</i>	<i>✓</i>	<i>✓</i>
" " thickness of Intercostal Plate <i>✓</i>	<i>✓</i>	<i>✓</i>	<b>Fourth Deck, amidships, Angle, E or F</b> <i>✓</i>	<i>✓</i>	<i>✓</i>
" " Angles <i>✓</i>	<i>✓</i>	<i>✓</i>	Spacing <i>✓</i>	<i>✓</i>	<i>✓</i>
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, E or F</b> <i>7 7/8 3 36 W 46 F</i>	<i>7 7/8 3 36 W 46 F</i>	<i>✓</i>
Solid Floors, thickness and spacing <i>✓</i> <i>90 40</i>	<i>✓</i> <i>90 40</i>	<i>✓</i>	Spacing <i>EVERY FR.</i>	<i>EVERY FR.</i>	<i>✓</i>
Are Frame and Reversed Frame joggled? <i>NO</i>	<i>NO</i>	<i>✓</i>	<b>Bridge Deck, Angle, E or F</b> <i>7 7/8 3 36 W 46 F</i>	<i>7 7/8 3 36 W 46 F</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line <i>✓</i> <i>54 40</i>	<i>✓</i> <i>54 40</i>	<i>✓</i>	Spacing <i>EVERY FR.</i>	<i>EVERY FR.</i>	<i>✓</i>
" " breadth and thickness at margin plate <i>✓</i> <i>34 40</i>	<i>✓</i> <i>34 40</i>	<i>✓</i>	<b>Forecastle Deck, Angle, E or F</b> <i>7 7/8 3 36 W 46 F</i>	<i>7 7/8 3 36 W 46 F</i>	<i>✓</i>
			Spacing <i>EVERY FR.</i>	<i>EVERY FR.</i>	<i>✓</i>

# 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.
<b>PILLARS</b> , No. of Rows.....	TWO ROWS OF WIDELY SPACED QUARTER PILLARS & CENTRE LINE BHD.								
" in 'tween Decks, Size and Spacing.....	3" SOLID PILLARS 2 SPACES APART FOR QUARTER PILLARS SCANTLING ARRANGEMENT AS PER APPROVED PLAN								
" " " " " "									
" in Holds " " "									
" " " " " "									
<b>Centre Line Bulkhead.</b> AMIDSHIPS, SCANTLING OF STIFFENERS INCREASED AT END.									
Stiffeners and Spacing.....	7	10	3 1/2	48	2 SPACES APART				
Plating, thickness of .....					30				
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells		57		825					
" " " " in way of Bridge		57		40					
" Angle in Wells .....	6	6		80					
Thickness of Plating abreast Deck openings in way of Wells .....				64					
Thickness of Plating abreast Deck openings in way of Bridge .....				36					
Thickness of Plating within line of openings...		40 1/2		34					
If Sheathed, material and thickness .....	3" PINE SHEATHING IN WELLS ONLY.								
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells...		56		40	47 x 40				
Stringer Plate, breadth and thickness in way of Bridge .....						56	36	47 x 36	
Thickness of Plating abreast Deck openings in way of Wells .....							36		
Thickness of Plating abreast Deck openings in way of Bridge .....							32		
Thickness of Plating within line of openings...						34 1/2	30		
If Sheathed, material and thickness .....									
<b>Third Deck.</b>									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness.....									
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness .....									
<b>Poop Deck.</b>									
Stringer Plate, breadth and thickness .....						35	34		
Plating, Sheathing, material and thickness ..						STEEL	30		
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness.....						56	47 1/2		
Plating, Sheathing, material and thickness ..							37 1/2		
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness.....						35	34		
Plating, Sheathing, material and thickness ..							34		

# 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. OF ROWS OF RIVETS.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.	Inches.	Inches.
FLAT PLATE KEEL .....	53 1/2	92	68	70		DOUBLE	1"	3 3/4	FOUR.	1	4"
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes FOUR.....	70	63	50	48		DOUBLE	7/8	3 3/8	FOUR	7/8	3 1/2
BILGE PLATING, No. of Strakes ONE.....	69	63	50	48		"	"	"	"	"	"
SIDE PLATING, No. of Strakes FOUR.....	72	63	46	46		"	"	"	THREE	"	3 1/8
UPPER DECK, Sheer-strake in Wells.....	46	86	46	46		"	1	3 1/4	FOUR.	1	4"
UPPER DECK, Sheer-strake in Bridge ...	46	63	-	-		"	7/8	3 3/8	THREE	7/8	3 1/8
STRAKE BELOW Sheer-strake in Wells.....	54	70	46	46		"	1	3 1/4	FOUR	1	4"
STRAKE BELOW Sheer-strake in Bridge ...	52	63	-	-		"	7/8	3 3/8	THREE	7/8	3 1/8
POOP SIDE PLATING .....				38		SINGLE	3/4	3	ONE	3/4	2 5/8
BRIDGE SIDE PLATING ...		63				DOUBLE	7/8	3 3/8	FOUR	7/8	3 1/2
FORECASTLE SIDE PLATING			40			SINGLE	3/4	3	ONE	3/4	2 5/8

# WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—							
Extending to Upper Deck (Sec. 3 c)		Six					
,, Deck next below		ONE					
As per Rule		Six TO UPPER DECK.					
		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKHEAD, Upper tween decks		28	6 x 3 1/2	44	30"	-	-
,, Second ,,		✓	✓				
,, Third ,,		✓	✓				
,, Holds .....		✓	42 - 30	7 1/2	44	30"	
COLLISION ,, (in Hold) .....		✓	46 - 40	29 x 3 1/2	52	24"	TWO SEAM BOX BEHIND
AFTER PEAK ,, ,, .....			42 - 36	21 x 3 1/2	50	24"	TUNNEL RECESS.
STEEL.		Manufacturer's Name or Trade Mark of the Steel used in the construction Österreichische Alpine Montangesellschaft. 80					
		Has the Steel been tested as required by the Rules? Yes.					

# FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL</b> , Bar .....	-	-	-	-
<b>STEM</b> .....	FOOT CASTING	10 x 2 1/2	WITKOWITZ BERG. U. EISENH. GEM.	
<b>STERN FRAME</b> { Propeller Post .....	CASTING	10 x 7 1/2	"	
{ Rudder " .....	CASTING	10 x 7 1/2	"	
<b>RUDDER</b> —A x D. 439 x 52				
<b>Speed of Vessel</b> 12 KNOTS				
<b>RUDDER</b> mainpiece at head ...	FORGING	9 1/2	"	
" " heel ...	CASTING	7 1/2 x 6 3/8	"	
" how constructed .....	ARMS AT AND BETWEEN PINTLES			
" double or single plate	SINGLE PLATE	76		
" coupling, vertical or horizontal .....	HORIZONTAL.			

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EQUIPMENT No. 35040

LETTER 2

ANCHORS. 270 fathoms of 2 1/16 supplied

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.				
151	1st Bower	63	3	23				50	12	2	0		Stainless	O.V.S.B. RESICZ	Pola 20/7/21 J.C. Byres.	
63	2nd "	61	1	12				50	7	0	0		Stainless	Skodov	Chlova 17/1/20 C.R. Hughes.	
64	3rd "	60	3	2				50	7	0	0		"	"	"	
	Collective weight.	186	0	9								182				
92	Stream	16	3	9	4	0	27	18	12	0	0	17 1/2	Admiralty	"	" 18/2/21 "	

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.	Statutory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.			
208	285	2 1/16	16 1/8	120 3/4	706	2	26	682 1/4	270	2 1/4	Round	C. Bassoli	Leghorn 14/9/25	TOWLINE	120	6 1/2	71	120	6 1/2
														HAWSERS & WARPS	2x90	3		2x90	2 3/4
															2x90	2 3/4		2x90	2 1/2
Iron Stream Chain or Steel Wire	90	5		59					90	4 1/4									

Hydro Electric Steering Gear, Steam J. Hastie.

Steering Gear, Hand J. Hastie

Boats 2 lifeboats - 2 dinghies Steering Chains, Size and Test Tensometer.

Windlass Clarke Chapman.

Ceiling in Holds, thickness and material 2 1/2" IV. P.

Cargo Battens, thickness, material and spacing 6 x 2" bout 9".

Cargo Hatchways.-(Upper Deck) 42" x 44 coaming.

Thickness of Hatches 3"

ON BRIDGE.

Size of No. 1 Hatchway (Forward) 22'0" x 20'0" No. 2 30'0" x 20'0" No. 3 17'5" x 20'0" No. 4 12'6" x 20'0" No. 5 25'0" x 20'0" No. 6 25'0" x 20'0"

Number of Shifting Beams and/or Fore and Afters No 2 fore, No 1, 5 & 6 four, No 3 three & No 4 two.

Cantiere Navale Triestino

Builder's Signature

GENERAL DECLARATION This vessel has been built in accordance with the Rules and the approved plans. The following approved plans are accompanying this Report:

1) Framing

4) Motor seating

7) WT. bulkhead 1-35

2) Pillars & girders

5) Strengthening in hold space

8) WT. bulkheads 83-88.

3) Deep tank

6) Motor casing.

The other approved plans have been forwarded to London together with the Report No 6799 on the similar vessel "hardy" for 137.

The material has been tested as required by the Rules and the quality of the material is good. The plating has been verified and the marks "cut in" on the vessel's sides.

All the double bottom, peak and deep tanks, weather decks, bulkheads etc. have been tested with satisfactory results.

P.T.O.

The amount of Entry Fee ..... £1084.-

Special Survey Fee.... £41,900.-

Travelling Expenses, if any £1,230.-

Fees applied for, 1/2/ 1926

Received by me, 16-4-1926

I am of opinion the Vessel should be Classed 100 A-1.

State whether the Vessel has been built under Special Survey

Signature

Certificate to be sent to this office. Date of issue 16/2/26

Surveyor to Lloyd's Register of Shipping.

Committee's Minute 1UES. 16 FEB 1926

Character assigned 100 A-1

Lloyd's A & B P L.M.C 1.26. C.L.

Oil Engines

0 Beam

24

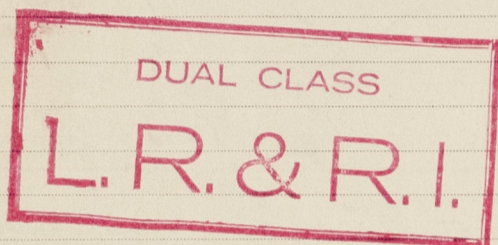
My

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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.)

Oil fuel F.P. above 150°F is carried in the double bottom. The requirements of Section 35 of the Rules, where applicable, have been complied with.

3 Certificates of test for forgings & castings are also endorsed.



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

1st Bower	Weight: 30 : 2 : 20	Surv. In. M.B.	No. of Cert. 136	Date of test 5/2/1917.
2nd "	" 30 : 1 : 23	" C.R.H.	" 377	" 30/10/20
3rd "	" 36 : 2 : 4	" C.R.H.	" 373	" 30/10/20

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 37.7 ft., R.Q.D. ✓ ft., Bridge 137.1 ft., Forecastle 39.4 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. U.D. ws. F.K. & B.H. (1 to 2nd dk) ft Cum

Official No. ✓ ; Signal Letters ✓ Is bottom of Vessel coated with cement No. & 7 tanks if not give particulars of composition ✓

**PARTICULARS OF WATER BALLAST.**—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	142.5	456	Fore peak tank,	18	108
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	22	30
Double bottom, if under Engines only,	35.0	139	Deep tank, aft,	37.5	1010
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,		
Double bottom, forward,	157.5	540	Other tanks, if fitted,		
	Total capacity of double bottom	1135	(If necessary, furnish further information by sketch.)		

\*The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 79

Date 12th November 1919

Dates of Surveys held while building

1924 June 21, 25, July 14, 11, 16, Aug 22, 26, Sep 5, 30, Nov 6, 11, 17, 17, Dec 16,  
1925 Jan 2, 5, 14, 14, 23, Feb 6, 11, 18, Mar 5, 23, 25, 26, Apr 1, 3, May 4, 13, 19, June 2,  
July 8, 10, 30, Sep 10, Oct 5, 7, 9, 21, 26, 30, Nov 10, 20, 25, Dec 2, 11, 18, 22, 23,  
1926 Jan 2, 4, 5, 13,

Total No. of Visits 54