

STEEL STEAMER or MOTORSHIP.

Received at London Office

25 FEB 1921.

State if Report has been sent on the Freeboard of the Vessel hoState if Report is sent on the Machinery of the Vessel hoDate of completion of report 21-2-27Port of DUNDEENo. 8594Survey held at DUNDEEDate First Survey 11-5-26Last Survey 17-2-1927On the (State if Machinery fitted Aft and (If Single, Twin or Triple Screw) TWIN SCREW MOTOR OIL TANKER "ALETTA" MACHINERY AFT.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) SPECIAL NOTATION. LONGITUDINAL FRAMING AT BOTTOM & DECK. State Type of Erections TRUNK, POOP & FCL.

TONNAGE under Tonnage Deck

CLASS 100A.1. State if with freeboard as condition of ClassBuilt at DUNDEE. STANNERGATE YARD.

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 305.Launched 5-2-1927 Yard No. 308.

Total

Breadth (greatest moulded) B 50.Builders CALEDON SHIPBUILDING & ENG. CO. LD.

Gross Tonnage

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 19.25Owners ANGLO SAXON PETROLEUM CO. LD.

Register Tonnage

1st Longitudinal Number (L x D) = 5871

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

2nd Numeral L x (B + D) = 21121

Residence

REGISTERED DIMENSIONS. FEET.

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel

Port of Registry

If surveyed while building, afloat, or in dry dock

Draught Moulded

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 ... SIDE		32				Bracket Floors, Frame			
" " <u>FORE HOLD</u> from length to Collision bulkhead		27				" " Reversed Frame			
" " in peaks		24				" " Vertical Struts			
<u>MACHY. SPACE</u>		30				Centre Girder, depth and thickness <u>MACHY. SPACE</u>	48	44	36
SIDE FRAMING.						" " top Angles <u>TWO</u>	3	3	40
Frame Amidships, Angle, <u>E or F</u>	8	3	36			" " bottom Angles <u>TWO</u>	3 1/2	3 1/2	44
" " Extends up to <u>UPPER DECK</u>						Side Girders, No. each side and thickness <u>TWO</u>			625
Reversed Frame Amidships, Angle						<u>ONE AT FORE END FOR TWO SPACES.</u>			
" " Extends up to						Margin Plate depth (excl. of flange) and thickness	STRAIGHT ACROSS		
Depth of Framing Girder	8					" " Vertical Angle to Tank side			
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u>						" " Bracket abaft 1/4 len. from stem			
" " Second 'tween Decks, Angle, <u>E or F</u>						" " Vertical Angle to Tank side			
" " Third " " " " " "						" " Bracket forward 1/4 len. from stem			
Framing in Peaks, Angle, <u>E or F</u>	5 1/2	3	37			" " Gussets, spacing and scantling abaft 1/4 len. from stem			
Diameter and Spacing of Rivets through Frame and Shell Plating <u>amidships</u>	3/4		5 1/4	<u>Callaway</u>		" " Gussets, spacing and scantling forward 1/4 len. from stem			
State if Frame Joggled <u>YES</u>						Tank Side Brackets, height above base line at toe of Frame and thickness	AS PER PLAN.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars						INNER BOTTOM PLATING, <u>MACHY. SPACE</u>			
<u>WEB FRAMES BEAMS & SIDE STRINGERS</u>						Breadth and thickness of Middle Line Strake ...			42
STRENGTHENING OF BOTTOM FORWARD. State Particulars						Thickness of remainder in <u>HOLD MACHY. SPACE.</u>	1008		42
<u>DOUBLE RIVETED BOTTOM FRAMES & SIDE KEELSONS AS PER PLAN.</u>						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		
SINGLE BOTTOM.						BEAMS.			
Floors, Depth and thickness at mid-line in <u>FORE HOLD</u>	30		46			Uppermost Continuous Deck, amidships	8	3	40
Height of Brackets at side above base line at toe of frame	<u>NO BRACKETS.</u>					" " in Wells, Angle, <u>E or F</u>	6	3	34
Middle Line Keelson, on Floors, Angles, <u>E or F</u> <u>DOUBLE</u>	3	3	44			" " <u>AFT.</u> in way of Bridge, Angle, <u>E or F</u>	9 1/2	5 1/2	46
" " Through Plate or Intercoastal Plate	30		47			" " Spacing <u>FORE</u>	7 1/2	3	34
" " <u>RIDER</u> Foundation Plate on Floors	48		38			" " Spacing <u>AFT.</u>	27/24		30/24
" " Flat Plate Keel Angles	4	4	50			Second Deck, amidships, Angle, <u>E or F</u>			
Side Keelsons, No. each side <u>FORE HOLD</u>	<u>TWO</u>					Spacing			
" " thickness of Intercoastal Plate			40			Third Deck, amidships, Angle, <u>E or F</u>			
" " Angles <u>TOP DOUBLE</u>	3	3	40			Spacing			
DOUBLE BOTTOM. IN <u>MACHY. SPACE.</u>						Fourth Deck, amidships, Angle, <u>E or F</u>			
Solid Floors, thickness and spacing	42 3/4		30			Spacing			
" " Are Frame and Reversed Frame joggled?	<u>YES</u>					Poop Deck, Angle, <u>E or F</u>	6 1/2	3	41
Bracket Floors, breadth and thickness at middle line						Spacing	30/24		
" " breadth and thickness at margin plate						Bridge Deck, Angle, <u>E or F</u>			
						Spacing			
						Forecastle Deck, Angle, <u>E or F</u>	8	3	40
						Spacing	54/48		

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>P.N.E.</i>					Stringer Plate, breadth and thickness in way of Bridge				
" in 'tween Decks, Size and Spacing.....					Thickness of Plating abreast Deck openings in way of Wells	<i>64</i>	<i>36</i>		
" " " " " "					Thickness of Plating abreast Deck openings in way of Bridge				
" in Holds	<i>8 1/2 x 3 1/2</i>	<i>4 1/2</i>	<i>5 1/2</i>		Thickness of Plating within line of openings...				
" " " " " "	<i>SPACED 8'0"</i>	<i>7</i>	<i>3</i>	<i>42</i>	If Sheathed, material and thickness				
SIDE Centre Line Bulkheads	<i>8</i>	<i>3</i>	<i>36</i>	<i>SPACED 32"</i>	Third Deck.				
Stiffeners and Spacing.....	<i>12 x 3 1/2 x 3 1/2</i>	<i>5 1/2</i>	<i>500</i>	<i>8'0"</i>	Stringer Plate, breadth and thickness.....				
Plating, thickness of	<i>50</i>	<i>70</i>	<i>40</i>		If Plated, state thickness.....				
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....				
Stringer Plate, breadth and thickness in Wells	<i>49</i>	<i>46</i>			If Plated, state thickness				
" " " " in way of Bridge					Poop Deck.				
" Angle in Wells	<i>6</i>	<i>6</i>	<i>50</i>		Stringer Plate, breadth and thickness		<i>32</i>		
Thickness of Plating abreast Deck openings in way of Wells		<i>46</i>			Plating, Sheathing, material and thickness ...		<i>32</i>		
Thickness of Plating abreast Deck openings in way of Bridge					Bridge Deck.				
Thickness of Plating within line of openings...					Stringer Plate, breadth and thickness.....				
If Sheathed, material and thickness					Plating, Sheathing, material and thickness ...				
Second Deck. TRUNK TOP					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	<i>85</i>	<i>64</i>			Stringer Plate, breadth and thickness.....	<i>30</i>	<i>32</i>		
					Plating, Sheathing, material and thickness ...	<i>2 1/2 ATANK.</i>	<i>32</i>		

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.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.
FLAT PLATE KEEL	<i>53 3/8</i>	<i>68</i>	<i>54</i>	<i>60</i>		DOUBLE	<i>7/8</i>	<i>3 5/8</i>	QUAD	<i>7/8</i>	<i>3 1/2</i>
" DBLG. (if any)											LAPPED.
BOTTOM PLATING, No. of Strakes		<i>50</i>	<i>50</i>	<i>43</i>		DOUBLE	<i>3/4</i>	<i>2 1/8</i>	TREBLE	<i>3/4</i>	<i>2 5/8</i>
BILGE PLATING, No. of Strakes		<i>50</i>	<i>47</i>	<i>43</i>	<i>53 IN WAY OF 30" FR. SPACE.</i>	"	"	"	"	"	"
SIDE PLATING, No. of Strakes		<i>50</i>	<i>44</i>	<i>44</i>	<i>50 " " " 27 " "</i>	"	"	"	"	"	"
UPPER DECK, Sheer-strake in Wells.....	<i>44</i>	<i>50</i>	<i>44</i>	<i>40</i>		"	"	"	"	"	"
UPPER DECK, Sheer-strake in Bridge ...				<i>44</i>							
STRAKE BELOW Sheer-strake in Wells.....											
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING				<i>34</i>		SINGLE	<i>3/4</i>	<i>3</i>	SINGLE	<i>3/4</i>	<i>2 5/8</i>
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING			<i>38</i>			SINGLE	<i>3/4</i>	<i>3</i>	SINGLE	<i>3/4</i>	<i>2 5/8</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c) 3 W.T. 9 OIL TIGHT.					
,, Deck next below ✓					
As per Rule 5					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D.	FRAME 60	39. 40. 43	B.A.	32/36	27 x 40
	Upper tween decks	46. 51	7½ x 5½ x 40	✓ 1/36	Stringer with F.B. 3 x 3 x 50
“	“ Second “				27 x 38 web. F.B.
“	“ Third “				9½ x 3½ x 54 9/16
“	“ Holds				
COLLISION	(in Hold)	50. 38	B.A. 10 x 3 x 60	24.	W.T. FLAT.
AFTER PEAK	“	38. 31. 62½	8½ x 3 x 43 6 x 8 x 59	B.A. 24	“ “

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				<i>FLAT KEE PLATE</i>
STEM				<i>FORGING 7 1/4 x 2 1/8 CLELANDS.</i>
STERN FRAME	Propeller Post	<i>7" BRACKETS. STEEL FORG.</i>		<i>SMITH WORKS.</i>
	Rudder	<i>STEEL FORGING 8" 2 5/8 CLELANDS</i>		
RUDDER—A x D	<i>346.75</i>			
Speed of Vessel ... <i>10 KNOTS</i>				
RUDDER mainpiece at head ...	<i>FORGING.</i>	<i>9 1/2</i>	<i>CLELANDS.</i>	
" " heel ...		<i>7 3/8</i>		
" how constructed	<i>STEEL FORGING.</i>			
" double or single plate	<i>SINGLE PLATE 1.06</i>			
" coupling, vertical or horizontal.....	<i>HORIZONTAL</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *6 km North process.*
Messrs. Wm. Beardmore & Co. Ltd. Messrs. Pease & Partners Ltd, Messrs. Lintch & Partners Ltd, Messrs. Lintch & Partners Ltd.
 Has the Steel been tested as required by the Rules? *Yes*

20 Anchors last. See Batavia Rpt 112465-949

Classed

EQUIPMENT No. 22579												LETTER	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.				
29583	1st Bower ...	46	3	7	✓	✓	✓	40	8	1	21	45 - 0 - 0	BYERS / MP. STOCKLESS.	PER W.L.	SUNDERLAND 15-9-26 W.H.
29597	2nd „ ...	38	3	14	✓	✓	✓	35	0	3	21	38 - 3 - 0	“ “ “	BYERS & CO. LD	“ 5-10-26 W.BRECHT.
29596	3rd „ ...	36	0	0	✓	✓	✓	33	2	2	0	35 - 3 - 0	“ “ “	“	“ 5-10-26
	Collective weight.	121	2	21								119 - 2 - 0 1			
59784	Stream	11	1	24	2	3	14	13	7	2	0	11 - 1 - 24	ORDINARY IRON STOCK	NOAH BLOOMERY SONS	TIPTON 27-10-26 W.A. DRYSDALE

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.	Fathoms.	Ins.	Length.	Cir.			
					Cwts.	qrs. lbs.																Cwts.	Fathoms.	Ins.
61164	270 ³ / ₄	2"	72	100	540	-	9	425 ¹ / ₄	240	1 ¹¹ / ₁₆	NOAH BLOOMER & SONS LTD.	TIPTON 23-11-26	TOWLINE	100	4	35	100	4						
Iron Stream Chain or Steel Wire	100	Cir. 4 ¹ / ₄	35						75	Cir. 4 ¹ / ₄				2090	2 ¹ / ₂	12 ¹ / ₂	2090	2 ¹ / ₂						
																			HAWSERS & WARPS	2090	2 ¹ / ₄	9 ¹ / ₂	2090	2 ¹ / ₄

Steering Gear, Steam *for* *Hastie & Co.* Steering Gear, Hand *ho*

Boats *2 - 28' 1-18'* Steering Chains, Size and Test *Electric* Windlass *Steam*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *Forward Hold 10' x 9'* Thickness of Hatches *Steel Airtight 150*

Size of No. 1 Hatchway (Forward) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *✓*

THE CALLEDON BUILDING & ENGINEERING CO. L.
Builder's Signature *L. J. J. J.*

GENERAL DECLARATION *This vessel has been constructed under Special Survey in accordance with the approved plans and Rules.*

All tanks and cofferdams have been tested to the Rule requirements also the weather decks & waterways.

The materials and workmanship are sound and good.

The vessel has proceeded to Amsterdam where the machinery is to be fitted on board and tried under working conditions.

To complete the Survey the following remains to be done.

Engine & boiler casings to be closed.

Steering gear, windlass and anchors to be examined under working conditions.

The Amsterdam Surveyors, have been notified.

The approved plans, forging reports and steel invoices are forwarded herewith.

The amount of Entry Fee £ 7 : 0 : 0 } Fees applied for, 21-4-27

(See Transcript of) 343 : 17 : 6 } 22-5-1928

Special Survey Fee: £ 300 : 0 : 0 } Received by me, 5/4/27

Freeboard 8 : 0 : 0 } 30/4/27

Travelling Expenses, if any £ : : } 66 (£350-17-6)

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

State whether the Vessel has been built under Special Survey *for* Signature *W. J. J. J.*

Surveyor to Lloyd's Register of Shipping and *J. E. Siller.*

Certificate to be sent to *Dundee* Date of issue *26/27*

Amsterdam via Rotterdam

Committee's Minute *FRI. 20 MAY 1927*

Character assigned *+100 A1 Carrying Petroleum in Bulk.*

(on Ans. App. 10597)

Lloyd's A & C. P. *+ L.M.C. 5:24*

Oil Engines D.B. 150 lb.

Dist. 900

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Date 6-4-26

Date 6-4-26

MAY 1926 - 11, 13, 18, 20, 21, 25, 27, 28, 31. JUNE 1, 2, 4, 8, 9, 14, 15, 16, 18, 21, 22, 23, 26, 28, 30. JULY 2, 6, 13, 20, 22. AUG. 4, 5, 6, 10, 12, 17, 19, 24, 26, 31. SEPT. 1, 2, 3, 6, 7, 10, 13, 15, 21, 27, 29. OCT. 5, 8, 11, 14, 18, 19, 21, 22, 24, 25, 29. ~~OCT. 5, 6, 11, 14, 18, 19.~~ NOV. 3, 4, 5, 8, 10, 11, 15, 18, 19, 22, 24, 25, 29. DEC. 1, 3, 6, 7, 8, 9, 10, 13, 16, 17, 20, 21, 24, 28, 29. 31. JAN. 1927. 7, 10, 12, 13, 17, 18, 21, 24, 25. FEB. 1, 3, 14, 17.

Total No. of Visits.....103

List of Plans.

Midship Section Long & Trans. bulkheads.
 Profile & Decks and mid framing.
 Oil Light Hatch.
 Multiple punching diagram.
 Tank top & engine seating.
 Poring arrangements in Fore Hold.
 Arrangements for strengthening bottom forward.
 Shaft bossing.
 Web frames in Machinery Space.
 Frames in After Peak.
 Propeller "A" Brackets.
 Side frame connections in No. 1, 4 & 5 Tanks.
 Stringer in line of frame brackets to upper deck in Forecastle.
 Cast Steel Quadrant & Tiller.
 Deck Houses on Poop Deck.
 Stern post and Rudder.
 Aft mid framing.
 Stiffening under donkey boiler with engine room strong beam.
 Intermediate frame connections.
 Scuppers through upper deck.
 Proposed arrangement where the vertical stiffeners in way of main floors on the long bulkhead cross the landings.
 Pumping arrangement.
 Oil Fuel Buckers.

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

1st Bower	26 - 2 - 5	S.T.	6253	13 - 5 - 26.
2nd "	21 - 0 - 24	S.T.	6286	16 - 7 - 26.
3rd "	20 - 0 - 8	S.T.	6285	1 - 7 - 26.

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 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) / **DK. TRUNK.**

Official No. _____ ; Signal Letters _____ Is bottom of Vessel coated with cement **no** 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,			Fore peak tank,	18-6"	73
Double bottom, under Engines and Boilers, Fuel	27-6"	56	After peak tank,	16-6"	64.
Double bottom, if under Engines only, Oil Fuel	12-6	50	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
Total capacity of double bottom					

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

Order for Special Survey No. **955**

Date **6-4-26**

Dates of Surveys held while building

MAY 1926: 11, 13, 18, 20, 21, 25, 27, 28, 31. **JUNE:** 1, 2, 4, 8, 9, 14, 15, 16, 18, 21, 22, 23, 26, 28, 30. **JULY:** 2, 6, 13, 20, 22, **AUG.** 4, 5, 6, 10, 12, 17, 19, 24, 26, 31. **SEPT.** 1, 2, 3, 6, 7, 10, 13, 15, 21, 27, 29. **OCT.** 5, 8, 11, 14, 18, 19, 21, 22, 26, 28, 29. **NOV.** 3, 4, 5, 8, 10, 11, 15, 18, 19, 22, 24, 25, 29. **DEC.** 1, 3, 6, 7, 8, 9, 10, 13, 16, 17, 20, 21, 24, 28, 29. **JAN. 1927:** 7, 10, 12, 13, 17, 18, 21, 24, 25. **FEB.** 1, 3, 14, 17.

Total No. of Visits **103.**