



90666'S

STEEL STEAMER OR MOTORSHIP.

7 MAR 1955

Received at London Office

State if Report has been sent on the Freeboard of the Vessel. YES (Not Assigned)

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

Date of completion of report 26th FEBRUARY 1955 Port of NANTES No. 430Survey held at SAINT NAZAIRE Date First Survey 30th JULY 1953 Last Survey 18th FEBRUARY 1955

On the (State if Machinery fitted Aft and of Single, Twin or Triple Screw) SINGLE SCREW OIL TANKER "ISANDA" (MACHINERY AFT).

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections ROPE

TONNAGE under 18696
Tonnage Deck ...

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total 20713

Gross Tonnage 20713

Register Tonnage 10420

REGISTERED DIMENSIONS.

METRES

Length 195.32 (640.6')

Breadth 25.74 (84.4')

Depth 14.22 (46.6')

CLASS PETROLEUM IN BULK State if with freeboard as condition of Class

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 635.0

Breadth (greatest moulded) B 84.25

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 46.25

1st Longitudinal Number (L x D) 34.5

SCANTLING'S APP. FOR SUMMER MID. DRAFT OF ABOUT

2nd Numeral L x (B + D) =

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

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

Do. Long Bridge to top of keel

Draught Moulded 34.62

Built at ST. NAZAIRE

Launched 30th JULY 1954 Yard No. K15
S.A. CHANTIERS ET ATELIERS DE

Builders SAINT NAZAIRE (PENHOËT)

Owners SOCIÉTÉ MARITIME SHELL

Managers

(Where necessary to be entered in Reg. Book)

Residence 42 RUE WASHINGTON, PARIS

Port of Registry LE HAVRE

If surveyed while building, afloat, or in dry dock

YES. VESSEL UNDOCKED 24.1.55

FRAMES, DOUBLE BOTTOM AND BEAMS.

	MM. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		MM. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	781	/	Bracket Floors, Frame	/	
" " from 1/2 length amidships to Collision bulkhead.....	685.8	/	" " Reversed Frame.....	/	
" " in peaks	609.6	/	" " Vertical Struts	2438 x 14	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1892 x 16	/
Frame Amidships, Angle, [or] B.P.	300 x 12	/	" " top Angles	WELDED	/
" " Extends up to.....	LIPPER DK	/	" " bottom Angles.....	WELDED	/
Reversed Frame Amidships, Angle	/		Side Girders, No. each side and thickness.....	2 @ 13 to 14.5	/
" " Extends up to	/		Margin Plate depth (excl. of flange) and thickness	/	
Depth of Framing Girder.....	300	/	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	/	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	/		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area Gussets, spacing and scantling abaft 1/2 len. from stem.....	/	
" " Second 'tween Decks, Angle, [or]	/		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	/	
" " Third	/		Tank Side Brackets, height above base line at toe of Frame and thickness	1000 x 12	/
" " from 1/2 len. for'd. to 15% len. from Stem	300 x 12	/	INNER BOTTOM PLATING.		
" " in Peaks, Angle or [.....	SOLID PLT. FR. IN AFT PEAK 250 x 14 B.P. ALT. } IN FORE PEAK WITH 11MM WEB }	/	Breadth and thickness of Middle Line Strake...	16.5	/
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	/		Thickness of remainder in Holds	16.5	/
State if Frame Joggled.....	No		Are Rule requirements complied with regard- ing 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 the Panting Area in accordance with the Rules and/or as approved?	YES		BEAMS.	LONG BEAMS	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	(SEE PAGE 5)	/
SINGLE BOTTOM.			" " in way of Bridge, Angle, [or]	200 x 8	/
Floors, Depth and thickness at mid-line in Holds.....	/		Spacing	610	
Height of Brackets at side above base line at toe of frame.....	/		Second Deck, amidships, Angle, [or]	LONG BEAMS	/
Middle Line Keelson, on Floors, Angles, [or]	/		Spacing	/	
" " Through Plate or Inter- costal Plate	/		Third Deck, amidships, Angle, [or]	/	
" " Foundation Plate on Floors	/		Spacing	/	
" " Flat Plate Keel Angles	/		Fourth Deck, amidships, Angle, [or]	/	
Side Keelsons, No. each side.....	/		Spacing	/	
" " thickness of Intercoastal Plate...	/		Poop Deck, Angle, [or]	T.T.P. 150 x 90 x 11	/
" " Angles	/		Spacing	EVERY FR.	/
DOUBLE BOTTOM. IN M/C SPACE			Bridge Deck, Angle, [or]	T.T.P. 150 x 90 x 13	/
Solid Floors, thickness and spacing	FRS. 10 to 30 - 12.5MM } EVERY " 30 to 51 - 13.0MM } FRAME		Spacing	781	
" " Are Frame and Reversed Frame joggled?	WELDED	/	Forecastle Deck, Angle, [or]	B.P. 200 x 10	/
Bracket Floors, breadth and thickness at middle line	/		Spacing	EVERY FR.	/
" " breadth and thickness at margin plate.....	/				

PILLARS AND DECKS.

		MM. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	MM. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	TWO LONG. BHDS.				
" in 'tween Decks, Size and Spacing	THRO'OUT CARGO TANKS,				
" " " " "	PUMP RM., COFFERDAMS				
" in Holds " " "	AND O.F. TANKS				
" " " " "					
Centre Line Bulkheads Stiffeners and Spacing	300 x 12 B.P. SPACED 781				
Plating, thickness of	15MM AT BOTTOM 14MM AT TOP				
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	31.5				
" " " " in way of Bridge	38.5				
" Angle in Wells	200 x 200 x 28				
Thickness of Plating abreast Deck openings in way of Wells	38.5				
Thickness of Plating abreast Deck openings in way of Bridge	31.5				
Thickness of Plating within line of openings	16 TO 31.5				
If Sheathed, material and thickness	✓				
Second Deck. (FORWARD)					
Stringer Plate, breadth and thickness in Wells	12				
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Fourth Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness	11.5 TO 20				
Plating, Sheathing, material and thickness	10				
Bridge Deck.					
Stringer Plate, breadth and thickness	12				
Plating, Sheathing, material and thickness	10				
Forecastle Deck.					
Stringer Plate, breadth and thickness	12				
Plating, Sheathing, material and thickness	10				

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.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel.....	2050	31	31	31								
„ Dblg. (if any) A		28.5	22.0	18	30 AT STERN							
„ B		28.5	22.5	18	TRANSVERSE STRAKES OF							
Bottom Plating, No. of C		28.5	22.0	20	BOTTOM IN WAY OF TRANSVERSE							
Strakes D		28.5	20.0	24	BULKHS. = 29.5MM.							
„ E		27.5	24.0	24								
Bilge Plating, No. of F		27.5	24.0	27.5								
Strakes G		21.0	14.5	18.0	24.5 AT STERN							
Side Plating, No. of H		21.0	14.5	16.0	24.5 " "							
Strakes I		21.0	14.5	16.0	22.5 " "							
„ J		21.0	14.5	14.5								
Upper Deck, Sheer- strake in Wells.....												
Upper Deck, Sheer- strake in Bridge L	2285	32	14.5	14.5	27 AT STEM							
Strake below Sheer- strake in Wells K		21	14.5	14.5	27 AT STEM							
Strake below Sheer- strake in Bridge												
Poop Side Plating.....			25	13								
Bridge Side Plating.....												
Forecastle Side Plating			13	13	27 AT STEM							

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	15
Extending to Upper Deck (Sec. 3 c)	14
" Deck next below	1
As per Rule	APPROVED

STIFFENERS.

	Plating Thickness. MM.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " Second "					
" " Third "					
" " Hold CARGO TANK					
" " To 2 ND DK					
COLLISION " (in Hold) FR. 238	16.5	300 x 12 P	845	762 SIDE	3 HORIZ. 3,503
AFTER PEAK " FR. 11	14	250 x 12 P	610	17MM. PLT.	3270

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approve Plans to be Noted.
KEEL, Bar		FLAT PLATE		
STEM		ROUNDED PLATE STEM		
STERN FRAME	Propeller Post	FABRICATED AS APP ^d PLAN		
	Rudder	BY CHANTIER DE PENHOET		
Speed of Vessel		16.5 KNOTS		
RUDDER—Type		SEMI-BALANCED		
" A x D.	x.100	2584		
" Diam. of head		FORGING 408	AUBAGNA & CIE. ST. DENIS	
" Mainpiece at top pintle		FABRICATED E.W.	CHANTIER	
" " heel		AS PER APP ^d	DE	
" how constructed		PLAN	PENHOET.	
" double or single plate		DOUBLE		
" coupling, vertical or horizontal		HORIZONTAL - 6 BOLTS @ 111 DI		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Usine de Valenciennes, Rombas, Longuy (Mont St Martin), Denain (Nord), Dilling (Saar), Haute-Fourmains (Cher), Homecourt, Haute-Prance, De Wendel (Hayange, Fenderie), Arbed (Burbach), Senelle (Longuy, Bas), Usine, Le Creusot, Hutermeunier (Monte-Mannheim - Heilbronn).

Has the Steel been tested as required by the Rules?

YES

OPEN HEARTH

Foundation

PARTICULARS OF LONGITUDINAL FRAMING.

"ISANDA" - PAGE 5.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.
		Ins. MM	Ins. MM	Ins. MM	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.	Inches.	Number.	Diameter. Inches.
Framing of L, L or C													
Frames in Bridge 'tween Decks ...													
Frames from Uppermost Continuous Deck													
No. 1													
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames		Amidships			At Ends								
Tank Top Longitudinals		WEB 414 x 21			CENTRE TANK				WELODED				
SHELL Bottom		FLAT 100 x 18			CENTRE TANK								
" "		WEB 414 x 19			SIDE TANK								
" "		FLAT 100 x 18			SIDE TANK								
Spacing of Longitudinals		845			CENTRE TANK								
At ends...		762			SIDE TANK								
Transverses.													
Side (between Decks)		Depth and Thickness							Rivets in Lugs to Shell.				
		Face Angles							Diam. Speng.				
		Lugs to Shell*											
BOTTOM Side		Depth and Thickness			1625 x 12				WELODED				
in Hold		Face Angles FLATS			380 x 25								
FOR TANK		Lugs to Shell*			WELODED								
		Depth and Thickness			1170 x 12								
		Face Angles FLATS			200 x 16								
Bottom IN TANKS		Lugs to Shell*			WELODED								
		" " Back Bars			✓								
		Brackets			✓								
Spacing of Transverse Frames...		3124			3124								
* State if joggled or liners.													
Longitudinal Beams of L or E B.P. 6		Bridge Deck ...			✓			Spacing.		Transverse Beams.		Any departure from Approved Plans to be Noted.	
		Upper " B.P.			300 x 12			845 CENTRE		1220 x 11.5 250 x 20		CENTRE TANK	
		Second " B.P.			200 x 10 AFT 150 x 10 FOR?			762 SIDE		890 x 11.5 180 x 14		WING	
		Third " ...			250 x 10 FOR?			845					

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

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Lloyd's Register Foundation

0027 2/3

EQUIPMENT No. 84700				LETTER p +				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.	KGS.	Cwts. qrs. lbs.	KGS.	Tons. cwt. qrs. lbs.	KGS.				
37	1st Bower	7080	✓	-	-	82087	-	6590	BYERS STOCKLESS	SIROT - MESTREIT	HJM (SURVEYOR) ST. AMAND DES EAUX 21-12-53
67	2nd "	6989	✓	-	-	81575	-	6590	"	ST. AMAND	" " " 23-4-54
38	3rd "	7090	✓	-	-	82151	-	6590	"	"	" " " 21-12-53
	Collective weight	21159	✓					19770	✓		
	Stream	-		-		-		-			

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.		Length.	Cir.	Length.	Cir.
	Fathoms M	Inch MM	Tons.	Tons.	Cwts. — qrs. — lbs. TONS	Cwts.	Fathoms M	Inch MM					Fathoms M	Inch MM	Tons. K.	Fathoms M	Inch MM		
63	165	76	206.7	289.3	21.786		605	71	STUD	SIROT-MESTREIT	ST AMAND DES EAUX	TOWLINE	6/37	255	180	158,000	255	4/37	
64	165	"	"	"	21.779				LINK										
65	110	"	"	"	14.598			2 13/16	E.W.	ST. AMAND	31-5-54 H.J. MARTIN	HAWSE & WARPS	6/37	240	146	110,000	220	5@	
66	83.5	"	"	"	10.953			63.	SPECIAL					6@					1/24
67	89	"	"	"	12.340				QUALITY					1/24	220	89	39,400		
Iron Stream Chain or Steel Wire		612.5	Cir.	3"					Cir.										

Gear, Type (Power ~~or hand~~) *ELECTRIC HYDRAULIC BY DUCLOS MARSEILLES* Alternative Means of Steering *STEAM BY BRISSONNEAUX* *GEARED HANDWHEEL IN COMPT. & SHAFING TO STANDARD ON POOP*

Chains (Size and Test) *✓* Windlass *X LOTZ NANTES* Boats *1 @ 7.5 x 2.4 x 0.95 (MOTOR)*

Holds, thickness and material *NONE* Cargo Battens, thickness, material and spacing *NONE*

Hatchways.—(Upper Deck) *STEEL PLATE COAMINGS WELDED TO DECK* Thickness of Hatches *STEEL COVERS*
DRY CARGO HATCH CARGO TANKS: 32 @ 1054 x 686 ; 20 @ 762 DIA. ; 12 @ 736 DIA.

Hatchways No. 1 (Fwd) *2460 x 2460* No. 2 No. 3 No. 4 No. 5 No. 6

of Shifting Beams }
Fore and Afters }

Builder's Signature

Alfred Lefort

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. *YES*
whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. *(OIL 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).

Ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown on the approved plans now forwarded. All modifications or additions to the original approved plans made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, the Rule requirements. The plans of midship section and end decks showing the ship as built, now forwarded herewith, have been checked with the approved plans and found in order. The materials and workmanship are good. Cargo tanks, oil fuel bunkers, deep cofferdams, fore deep tank, peak tanks, double bottom, bulkheads and decks have been tested to Rule requirements & found satisfactory. Bilge suction satisfactorily tested. Steering gear & windlass tested under working conditions and found satisfactory. Oil fuel, F.P. above 150°F is carried in wing and settling tanks in engine room, in double bottom, and in deep tank forward.

No. 1, 4, 5 & 7 Side Tanks (P.S.) are fitted for the carriage of water-ballast only.

The amount of Entry Fee..... £ : :	Fees applied for,	(Special notations, where part of class, to be stated.)
	19	
Special Survey Fee..... <i>4,029.090</i>	Received by me,	
	19	
Travelling Expenses, if any <i>9,500</i>		
State whether the Vessel has been built under Special Survey <i>YES</i>	I am of opinion the Vessel should be Classed <i>+ 100 AT</i>	
	<i>CARRYING PETROLEUM IN BULK.</i>	
	<i>except — See Encl. 17/3/55</i>	
Certificate to be sent to <i>Nt.</i>	Signature <i>J. Bell</i>	Surveyor to Lloyd's Register of Shipping.
Date of Issue <i>10/8/55</i>		

Committee's Minute *TUESDAY 10 MAY 1955*

Character assigned *Deferred for Machinery*

TUESDAY 28 JUN 1955
see minute on Nt's 478

W. H. Nt.
S. H.

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.)

The following plans are forwarded herewith:-

1. Midship Section (as built)
 2. Profile and Decks (" ")
 3. Shell Expansion (" ")
 4. Upper Deck in way of Cargo Tanks (as built)
 5. Upper Deck Forward (" ")
 6. General Arrangement - Upper Deck & Hold
 7. " " - Poop, Poole & Bridge Deck
- 6 Basting & Forging Reports

PARTICULARS OF ELECTRIC WELDING (if employed) Electrically welded throughout except stringer angle riveted to sheerstrake and deck.

Keel plate, bottom & bilge shell plating, sheerstrake, upper deck stringer and deck plating over 25.5 mm thick are of steel in accordance with P.403 of the Rules, manufactured by South Durham Steel & Iron Co., Colvilles Ltd., Dilling (Saare), Longury (Mont. St. Martin), Voest (Liny Donau)

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

Carrying Petroleum in Bulk, Longitudinal framing at Bottom and Deck, Elec. Welded, Cruisers Stern, Machinery, Lloyds A & C.P. D/F, F.S.D., Cry. Co., Radar, Fitted for oil fuel F.P. above 155°F.

RADAR Equipment (State if fitted) Yes
State Type or Pattern No. DECCA P 45
State Name of Supplier COMPAGNIE RADIO MARITIME

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

1st Bower	4579	A.H.	37	28-5-53
2nd "	4195	A.H.	28	29-4-53
3rd "	4767	A.H.	50	30-9-53

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 125.43 ft., R.Q.D. ft., Bridge 42.0 ft., Forecastle 50.6 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.
Official No. Signal Letters FOTS Extreme Breadth over Belting 84.4' Over-all Length 659.6'
No. and Material of Decks ONE DECK & 2ND DECK (FOR P) CLEAR OF CARGO TANKS (STL.)
Parts of Bottom of Vessel coated with cement or approved composition Fore and Aft Peak Tanks & Double Bottom for 11-17 coated with bitumastic. Cement in lower part of Fore & Aft 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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, FRS. 17-52	87.9	0.6 & 0.0's	Fore peak tank,	22.0	192
Double bottom, under Engines and Boilers, FRS. 11-17	14.9	19.0 (FW)	After peak tank,	23.3	1144
Double bottom, if under Engines only,			Deep tank, aft, O.F. & SETTLING TANKS FRS. 48-58	43.5	1640
Double bottom, if under Boilers only,			Deep tank, forward,	9.16	216
Double bottom, forward,			Other tanks, if fitted, F.N. TANKS FRS. 10-14 AP		
Total length (if continuous) and Capacity	104.8		SEE ALSO GENERAL DECLARATION (If necessary furnish further information by sketch.)		

Order for Special Survey No. 30-4-53

Date 30-4-53

Dates of Surveys held while building

1953 July 30, AUG 4, 11, 18, SEPT 2, 21, 29, OCT 5, 8, 12, 13, 15, 21, 22, 23, 26, 29, NOV 3, 6, 10, 17, 19, 23, 25, 27, 30, 1954 Jan 4, 7, 19, 21, 25, 28, FEB 2, 8, 9, 10, 18, 19, 23, 24, 25, MAR 1, 4, 10, 12, 17, 30, APR 7, 9, 13, 15, 20, 22, 27, 29, 30, MAY 1, 2, 3, 5, 6, 7, 10, 11, 13, 14, 17, 18, 20, 24, 25, 26, 28, 29, 30, JUNE 2, 4, 5, 8, 9, 11, 12, 14, 15, 16, 17, 18, 19, 21, 22, 24, 26, 28, 29, 30, JULY 1, 3, 5, 6, 8, 9, 10, 12, 16, 26, 28, 30, AUG 6, 23, 30, SEPT 3, 9, 13, 14, 17, 20, 24, 30, OCT 1, 4, 6, 12, 13, 19, 22, 25, 28, 29, NOV 3, 12, 16, 19, 25, DEC 1, 6, 9, 13, 27, 31, 1955 JAN 13, 19, 20, 21, 22, 26, 28, FEB 7, 11, 12, 16, 18.

Total No. of Visits 153