

Rpt. 1.

DISCLOSED

SECTION

No. 771

Date of completion of report

Survey held at

On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

TONNAGE under Tonnage Deck...

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

Total

Gross Tonnage

Register Tonnage

REGISTERED DIMENSIONS. FEET.

Length

Breadth

Depth

STEEL STEAMER or MOTORSHIP.

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

2nd August/1929.

Port of

Date First Survey

Last Survey

1929.

T.S. Bow well Bucket Hopper Dredger

'OTAKOU' (mach. fitted aft.)

Restricted Class

State Type of Erections

CLASS

*100 A.L. Hopper Dredger

State if with freeboard as condition of Class

ho

Built at

Paisley

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

L 249.75

Breadth (greatest moulded)

B 46.0

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

D 20.0

1st Longitudinal Number (L x D)

= 5000

2nd Numeral L x (B + D)

= 16500

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

16

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

12.5

Draught Moulded

16.5

Launched 10th April/29 Yard No. 494

Builders Fleming & Ferguson Ltd.

Owners Otago Harbour Board

Managers

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

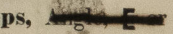
Residence Dunedin New Zealand.

Port of Registry Dunedin

If surveyed while building, afloat, or in dry dock

yes.

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	22" in way of Hopper		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length to Collision bulkhead	23 1/2		" " Reversed Frame		
" " in peaks	23 1/2		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, 	6 1/2 x 3 x 36 in way of Hopper		" " top Angles		
" " Extends up to	7 1/2 x 3 x 36 clear upper deck		" " bottom Angles		
Reversed Frame Amidships, Angle	3 x 3 x 42		Side Girders, No. each side and thickness		
" " Extends up to	across floor		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	7 1/2" and 6 1/2"		" " Vertical Angle to Tank side		
Frames in Uppermost Continuous tween Decks, Angle, [or]			" " Bracket abaft $\frac{1}{4}$ len. from stem		
" " Second tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Third " " "			" " Bracket forward $\frac{1}{4}$ len. from stem		
Framing in Peaks, Angle, [or]	6 1/2 x 3 x 36		" " Gussets, spacing and scantling		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 - 5/4		" " abaft $\frac{1}{4}$ len. from stem		
State if Frame Joggled	yes		" " Gussets, spacing and scantling		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Panting Stingers + web frames		Tank Side Brackets, height above base line at toe of Frame and thickness		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Deep floors in intercostals + close pitch riveting		INNER BOTTOM PLATING.		
SINGLE BOTTOM.			Breadth and thickness of Middle Line Strake		
Floors, Depth and thickness	24" x 42 in way of Hopper		Thickness of remainder in Holds		
" " " " "	36" x 42 in way of well		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?		
Height of Brackets at side above base line at toe of frame	28" x 42 clear of Hopper + well				
Middle Line Keelson, on Floors, Angles,	44" x 42 in way of Hopper		BEAMS.		
" " " " "	44" x 42 in way of well		Uppermost Continuous Deck,		
Through Plate	44" x 36 x 37		" " in way of Hopper		
Foundation Plates on Floors	45" x 39		" " in way of Bridge, Angle, [or]		
" " " " "	12" x 45 x 39		Spacing		
Flat Plate Keel Angles	4 x 4 x 51 - 47		Second Deck, amidships, Angle, [or]		
Side Keelsons, No. each side	61 in main space		Spacing		
thickness of Intercostal Plate	Two		Third Deck, amidships, Angle, [or]		
" " Angles	37		Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]		
Solid Floors, thickness and spacing	6 x 3 1/2 x 38		Spacing		
" " Are Frame and Reversed Frame joggled?	5 1/2 x 3 1/2 x 39 (approved)		Poop Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Bridge Deck, Angle, [or]		
			Spacing		
			Forecastle Deck, Angle, [or]		
			Spacing		

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>	<i>wide spaced</i>			
" <i>in between Decks, Sine and Spacing.</i>	<i>as per approved plan</i>			
" <i>in Holds</i>	<i>Plan</i>			
Centre-line Bulkheads				
Stiffeners and Spacing	<i>7 1/2 x 3 x 36 GA 23 1/2" apart.</i>			
Plating, thickness of	<i>.40</i>			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	<i>45" x .68 in way of Hopper</i>			
" " " " in way of Bridge	<i>.48 clear</i>			
Angle in Wells	<i>5 x 5 x .68 in way of Hopper</i>			
Thickness of Plating abreast Deck openings in way of Wells	<i>.68</i>			
Thickness of Plating abreast Deck openings in way of Bridge	<i>.44</i>			
Thickness of Plating within line of openings	<i>.33-.30</i>			
If Sheathed, material and thickness	<i>Deck plating chequered except under wood sheathing in way of accommodation</i>			
Second Deck.				
Stringer Plate, breadth and thickness in Wells				
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				
Plating, Sheathing, material and thickness				
Bridge Deck.				
Stringer Plate, breadth and thickness				
Plating, Sheathing, material and thickness				
Forecastle Deck.				
Stringer Plate, breadth and thickness				
Plating, Sheathing, material and thickness				

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.			
	AMIDSHIPS.		FORWARD.	AFT.		EDGES.		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		State if jogged?		No. of Rows of Rivets.	
	Inches.	Inches.	Inches.	Inches.		Single or Double.	Rivets.	Diam.	Spacing or to cr.
FLAT PLATE KEEL	<i>44</i>	<i>.70 in way of Hopper</i>				<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Double</i>
" DBLG. (if any)		<i>.54 throughout clear of Hopper</i>							<i>3/8</i>
BOTTOM PLATING, No. of Strakes		<i>.44</i>	<i>.40</i>	<i>.40</i>		<i>Double</i>	<i>3/4</i>	<i>3 1/2</i>	<i>Double</i>
BILGE PLATING, No. of Strakes		<i>.44</i>	<i>.40</i>	<i>.40</i>		<i>Double</i>	<i>3/4</i>	<i>3 1/2</i>	<i>Double</i>
SIDE PLATING, No. of Strakes		<i>.44</i>	<i>.40</i>	<i>.40</i>		<i>Single</i>	<i>3/4</i>	<i>3 1/2</i>	<i>Double</i>
UPPER DECK, Sheer-strake in Wells	<i>47</i>	<i>.62</i>	<i>.40</i>	<i>.40</i>	<i>.59-.38 approved</i>	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Double</i>
UPPER DECK, Sheer-strake in Bridge									
STRAKE BELOW Sheer-strake in Wells		<i>.55</i>	<i>.40</i>	<i>.40</i>	<i>.54-.38 approved</i>	<i>Single</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Double</i>
STRAKE BELOW Sheer-strake in Bridge									
POOP SIDE PLATING									
BRIDGE SIDE PLATING									
FORECASTLE SIDE PLATING									

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel				<i>Seven</i>
Extending to Upper Deck (Sec. 3 c)				<i>Seven</i>
Deck next below				<i>As approved</i>
As per Rule				
	Plating Thickness.	STIFFENERS.		
		VERTICAL.	HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.
MIDSHIP BULKH'D, Upper tween decks				
" " Second				
" " Third				
" " Holds				
" " in way of Orlop Bulkhead	<i>.38-.26</i>	<i>7 1/2 x 3 x .40 B.A.</i>	<i>8 x 3 x .44 B.A.</i>	
COLLISION (in Hold)	<i>.38-.30</i>	<i>7 x 3 x .40 B.A.</i>	<i>8 x 3 x .44 B.A.</i>	
AFTER PEAK	<i>.34-.30</i>	<i>8 x 3 x .50 B.A.</i>	<i>5 x 3 x .36 GA.</i>	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				
STEEL FRAME				
RUDDER—A x D				
Speed of Vessel				
RUDDER mainpiece at head				
" heel				
" how constructed				
" double or single plate coupling, vertical or horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth*
James Dunlop & Co. Ltd. Lanarkshire Steel Co. Ltd. Steel Coy of Scotland Ltd.
David Colville & Sons Ltd. Wm Beardmore & Co. Ltd. Consett Iron Co. Ltd.
 Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 16500										LETTER	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
44299	1st Dower	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	qrs.	lbs.	Cardiff 27/1/29 Paul
17928	2nd "	12	2	21	12	2	21	12	2	21	Cardiff 18/5/29 Jones
17928	3rd "	12	2	21	12	2	21	12	2	21	"
17928	4th "	12	2	21	12	2	21	12	2	21	"
17928	5th "	12	2	21	12	2	21	12	2	21	"
17928	6th "	12	2	21	12	2	21	12	2	21	"
17928	7th "	12	2	21	12	2	21	12	2	21	"
17928	8th "	12	2	21	12	2	21	12	2	21	"
17928	9th "	12	2	21	12	2	21	12	2	21	"
17928	10th "	12	2	21	12	2	21	12	2	21	"
17928	11th "	12	2	21	12	2	21	12	2	21	"
17928	12th "	12	2	21	12	2	21	12	2	21	"
17928	13th "	12	2	21	12	2	21	12	2	21	"
17928	14th "	12	2	21	12	2	21	12	2	21	"
17928	15th "	12	2	21	12	2	21	12	2	21	"
17928	16th "	12	2	21	12	2	21	12	2	21	"
17928	17th "	12	2	21	12	2	21	12	2	21	"
17928	18th "	12	2	21	12	2	21	12	2	21	"
17928	19th "	12	2	21	12	2	21	12	2	21	"
17928	20th "	12	2	21	12	2	21	12	2	21	"
17928	21st "	12	2	21	12	2	21	12	2	21	"
17928	22nd "	12	2	21	12	2	21	12	2	21	"
17928	23rd "	12	2	21	12	2	21	12	2	21	"
17928	24th "	12	2	21	12	2	21	12	2	21	"
17928	25th "	12	2	21	12	2	21	12	2	21	"
17928	26th "	12	2	21	12	2	21	12	2	21	"
17928	27th "	12	2	21	12	2	21	12	2	21	"
17928	28th "	12	2	21	12	2	21	12	2	21	"
17928	29th "	12	2	21	12	2	21	12	2	21	"
17928	30th "	12	2	21	12	2	21	12	2	21	"
17928	31st "	12	2	21	12	2	21	12	2	21	"
17928	32nd "	12	2	21	12	2	21	12	2	21	"
17928	33rd "	12	2	21	12	2	21	12	2	21	"
17928	34th "	12	2	21	12	2	21	12	2	21	"
17928	35th "	12	2	21	12	2	21	12	2	21	"
17928	36th "	12	2	21	12	2	21	12	2	21	"
17928	37th "	12	2	21	12	2	21	12	2	21	"
17928	38th "	12	2	21	12	2	21	12	2	21	"
17928	39th "	12	2	21	12	2	21	12	2	21	"
17928	40th "	12	2	21	12	2	21	12	2	21	"
17928	41st "	12	2	21	12	2	21	12	2	21	"
17928	42nd "	12	2	21	12	2	21	12	2	21	"
17928	43rd "	12	2	21	12	2	21	12	2	21	"
17928	44th "	12	2	21	12	2	21	12	2	21	"
17928	45th "	12	2	21	12	2	21	12	2	21	"
17928	46th "	12	2	21	12	2	21	12	2	21	"
17928	47th "	12	2	21	12	2	21	12	2	21	"
17928	48th "	12	2	21	12	2	21	12	2	21	"
17928	49th "	12	2	21	12	2	21	12	2	21	"
17928	50th "	12	2	21	12	2	21	12	2	21	"
17928	51st "	12	2	21	12	2	21	12	2	21	"
17928	52nd "	12	2	21	12	2	21	12	2	21	"
17928	53rd "	12	2	21	12	2	21	12	2	21	"
17928	54th "	12	2	21	12	2	21	12	2	21	"
17928	55th "	12	2	21	12	2	21	12	2	21	"
17928	56th "	12	2	21	12	2	21	12	2	21	"
17928	57th "	12	2	21	12	2	21	12	2	21	"
17928	58th "	12	2	21	12	2	21	12	2	21	"
17928	59th "	12	2	21	12	2	21	12	2	21	"
17928	60th "	12	2	21	12	2	21	12	2	21	"
17928	61st "	12	2	21	12	2	21	12	2	21	"
17928	62nd "	12	2	21	12	2	21	12	2	21	"
17928	63rd "	12	2	21	12	2	21	12	2	21	"
17928	64th "	12	2	21	12	2	21	12	2	21	"
17928	65th "	12	2	21	12	2	21	12	2	21	"
17928	66th "	12	2	21	12	2	21	12	2	21	"
17928	67th "	12	2	21	12	2	21	12	2	21	"
17928	68th "	12	2	21	12	2	21	12	2	21	"
17928	69th "	12	2	21	12	2	21	12	2	21	"
17928	70th "	12	2	21	12	2	21	12	2	21	"
17928	71st "	12	2	21	12	2	21	12	2	21	"
17928	72nd "	12	2	21	12	2	21	12	2	21	"
17928	73rd "	12	2	21	12	2	21	12	2	21	"
17928	74th "	12	2	21	12	2	21	12	2	21	"
17928	75th "	12	2	21	12	2	21	12	2	21	"
17928	76th "	12	2	21	12	2	21	12	2	21	"
17928	77th "	12	2	21	12	2	21	12	2	21	"
17928	78th "	12	2	21	12	2	21	12	2	21	"
17928	79th "	12	2	21	12	2	21	12	2	21	"
17928	80th "	12	2	21	12	2	21	12	2	21	"
17928	81st "	12	2	21	12	2	21	12	2	21	"
17928	82nd "	12	2	21	12	2	21	12	2	21	"
17928	83rd "	12	2	21	12	2	21	12	2	21	"
17928	84th "	12	2	21	12	2	21	12	2	21	"
17928	85th "	12	2	21	12	2	21	12	2	21	"
17928	86th "	12	2	21	12	2	21	12	2	21	"
17928	87th "	12	2	21	12	2	21	12	2	21	"
17928	88th "	12	2	21	12	2	21	12	2	21	"
17928	89th "	12	2	21	12	2	21	12	2	21	"
17928	90th "	12	2	21	12	2	21	12	2	21	"
17928	91st "	12	2	21	12	2	21	12	2	21	"
17928	92nd "	12	2	21	12	2	21	12	2	21	"
17928	93rd "	12	2	21	12	2	21	12	2	21	"
17928	94th "	12	2	21	12	2	21	12	2	21	"
17928	95th "	12	2	21	12	2	21	12	2	21	"
17928	96th "	12	2	21	12	2	21	12	2	21	"
17928	97th "	12	2	21	12	2	21	12	2	21	"
17928	98th "	12	2	21	12	2	21	12	2	21	"
17928	99th "	12	2	21	12	2	21	12	2	21	"
17928	100th "	12	2	21	12	2	21	12	2	21	"

CHAIN CABLES.										HAWERS 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.	Length.
	Fathoms.	Ins.	Tons.		Owts.	qrs.	lbs.		Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
32768	240	1 1/2	34 1/2	68 1/2	37 1/2	0	2 1/2	as approved.			Shaw-Walker	Kendrick & Co	Cardiff 4/2/29 Jones	TOWLINE	90	3 1/2	26	90	3 1/2
33059	360	1 1/2	22 1/2	45 1/2	36 1/2	2	0				"	"	" 15/11/29						
33059	600	1 1/2	15 1/2	30 1/2	41 1/2	1	0				"	"	"						
33059	210	1 1/2	15 1/2	30 1/2	41 1/2	1	7				"	"	"						
33060	210	1 1/2	15 1/2	30 1/2	41 1/2	0	2 1/2				"	"	"						
33061	210	1 1/2	10 1/2	21	10 1/2	1	14				"	"	"						
33062	210	1 1/2	10 1/2	21	10 1/2	0	14				"	"	"						
33063	90	3/4	6 1/4	12 1/2	29	2	2 1/2				"	"	"						
33064	90	3/4	3	6	13	2	7			"	"	"							
		Oir.								Oir.									
Iron Stream Chain or Steel Wire																			

Steering Gear, Steam *by Jesters Ltd, Paisley* Steering Gear, Hand *Blocks + Steel wire operated by hand*

Boats (2) *19' x 6'-6" x 2'-7 1/2"* Steering Chains, Size and Test *1 1/16" 13 1/2 Tons* *Bridging knuck by Builders*

Ceiling in Halls, thickness and material *2 1/2 W.P.* Cargo Battens, thickness, material and spacing *none*

Gauge Hatchways.—(Upper Deck) *Steel Plate rangles* Thickness of Hatches *2 1/2"*

Size of No. 1 Hatchway (Forward) *11'-9" x 8'-2"* No. 2 *5'-10 1/2" x 6'-0"* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams *at Hatch to Hoisting Engine space* 2 Shifting Beams *7 1/2" x 7" P.P. are fitted*

Builder's Signature *A. H. Westwood*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *✓* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Oil fuel is carried in Port + Starboard Bulkheads at after end of Hopper extending over four frame spaces.

The materials + workmanship are good.

The vessel has been built in accordance with the approved Plans, the Secretary's Letters of various dates, + in general conformity with the Rules for the class contemplated.

The after Peak Tank, Fuel water Tanks, + oil fuel Tanks have been tested under water Pressure + Rule Requirements + weather deck + Bulkheads have been tested all being found satisfactory.

Vessel fitted for burning oil fuel flash point above 150° F. The requirements of Section 34 of the Rules 1927/8 have been complied with.

Freeboard (for voyage to Port Chalmers only) marked on vessel's side + verified.

P.T.O.

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, *6 - AUG 1929*

Special Survey Fee.... £ 171 : 13 : 0 Received by me, *20-8-29*

Automa Su Travelling Expenses, if any £ 5 : 10 : 0

State whether the Vessel has been built under Special Survey *yes* Signature *T.R. McIlvenna*

Certificate to be sent to *hls*

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 approved Plans are forwarded herewith:—

① Midship Section

Midship Section (as built) forwarded in advance

② Profile & Deck

③ Stempost & Rudder

④ W.T. Bldg W.T. Hat, & Oil Fuel Bunkers

⑤ Amendments to Main Deck

⑥ Oil Fuel Bunkers

⑦ Propeller Bracket

⑧ Pumping Plan

4 "Forging" & 3 "Casting" Certificates attached.

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

1st Bower

2nd "

3rd "

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) One Deck (Steel)

Official No. Signal Letters

particulars of composition Bitumastic

Is bottom of Vessel coated with cement no if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	19.88'	145"
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	3.9'	75' total
Double bottom, forward,			Other tanks, if fitted,	7.83'	138' total
Total capacity of double bottom			Reserve fuel water Oil Bunkers		
* The wells are not to be included in the lengths of the tanks.			* Specific Gravity taken at 38½		

Order for Special Survey No. 595

Date 29.6.28.

Dates of Surveys held while building

1928. July 25. Aug. 15. 22. 28. Sept. 4. 10. 11. 14. 17. 25. Oct. 2. 9. 15. 17. 26.
Nov. 1. 6. 12. 14. 16. 22. 26. Dec. 3. 5. 11. 12. 25.
1929. Jan. 16. 21. 28. 31. Feb. 8. 14. 15. 19. 25. Mar. 4. 11. 12. 15. 19. 23. 27. 28. Apr. 2. 5. 10. 14.
May 2. 7. 13. 16. 22. 23. 30. June 3. 6. 10. 12. July 2. 10. 12. 24. 25. 26. 28. 29.

Total No. of Visits 68.