

STEEL STEAMER OR MOTORSHIP.

10 APR 1952

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES - FROM NEWCASTLE OFFICE.Date of completion of report 8 APRIL 1952Port of SUNDERLANDNo. 35445Survey held at SUNDERLANDDate First Survey 2 February 1951Last Survey 31 MARCH 1952On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTOR TANKER"SANDALWOOD"MACHINERY AFTState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLINGState Type of Erections POOP, BRIDGE & FORECASTLETONNAGE under Tonnage Deck ... 8932.65CLASS 100 A.1.State if with freeboard as condition of Class NOBuilt at SUNDERLANDDo. 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 425.00Launched 30th OCTOBER 1951 Yard No. 672Breadth (greatest moulded) B 62.375Builders J. L. THOMPSON & SONS LTD.Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 32.333Owners JOHN I. JACOBS & CO. LTD.1st Longitudinal Number (L x D) 17290Managers ✓

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D) 49291Residence ✓Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.22Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

ALL (VESSEL UNDOCKED 16th MARCH 1952)

REGISTERED DIMENSIONS.

FEET

Length 484.10Breadth 62.50Depth 32.40

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 <u>MACH. SPACE AFT. AMIDSHIPS. BOTTOM FRAMES.</u>	<u>30"</u>	<u>✓</u>	Bracket Floors, Frame	<u>✓</u>	
" " <u>IN FORWARD DEEP TANK BOTTOM</u>	<u>27"</u>	<u>✓</u>	" " Reversed Frame	<u>✓</u>	
" " <u>from 1/2 length amidships to Collision bulkhead</u>	<u>24"</u>	<u>✓</u>	" " Vertical Struts	<u>✓</u>	<u>42" x 44" - 6" FL.</u>
" " in peaks	<u>24"</u>	<u>✓</u>	CENTRE GIRDER IN CARGO TANKS	<u>✓</u>	<u>6 1/2" x 55" - 46"</u>
SIDE FRAMING. (LONGITUDINAL)			Centre Girder, depth and thickness <u>MACH. SPACE AFT.</u>	<u>✓</u>	<u>WELDED TO TANK TOP</u>
Frame Amidships, Angle, [or]	<u>SEE</u>	<u>✓</u>	" " top Angles	<u>✓</u>	<u>DOUBLE 5/16" FS.</u>
" " Extends up to	<u>ATTACHED</u>	<u>✓</u>	" " bottom Angles <u>IN CARGO TANKS.</u>	<u>✓</u>	<u>DOUBLE 5/16" & DOUBLE 7/16" FS.</u>
Reversed Frame Amidships, Angle	<u>RPT. 1*</u>	<u>✓</u>	IN MACHINERY SPACE		
" " Extends up to	<u>RPT. 1*</u>	<u>✓</u>	Side Girders, No. each side and thickness	<u>22" x 60" to 43"</u>	<u>TANK TOP HORIZONTAL TO SHELL - 54"</u>
Depth of Framing Girder	<u>9" x 3 1/2" x 43"</u>	<u>✓</u>	Margin Plate depth (excl. of flange) and thickness <u>IN MACH. SPACE.</u>	<u>42" x 54"</u>	<u>✓</u>
Frames in <u>POOP</u> Uppermost Continuous 'tween	<u>7" x 3" x 33 2</u>	<u>✓</u>	" " Vertical Angle to Tank side	<u>✓</u>	<u>LONGITUDINAL FRAMING</u>
Decks, Angle, [or]	<u>8" x 3 1/2" x 39"</u>	<u>✓</u>	" " Bracket abaft 1/2 len. from stem	<u>✓</u>	
" " Second 'tween Decks, Angle, [or]	<u>9" x 3 1/2" x 43" CONT. FROM PEAK WITH</u>	<u>✓</u>	" " Vertical Angle to Tank side	<u>✓</u>	
" " <u>FOCSE</u> Third " " " "	<u>6" x 3" x 35" O.A. INTERMEDIATE.</u>	<u>✓</u>	" " Bracket from forward 1/2 len. from stem to Panting Area	<u>✓</u>	
" " from 1/2 len. for'd. to 15% len. from Stem	<u>✓</u>	<u>✓</u>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<u>✓</u>	
" " in Peaks, Angle or [<u>9" x 3 1/2" x 43"</u>	<u>✓</u>	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<u>✓</u>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>SEE RPT. 1* ATTACHED</u>	<u>✓</u>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>✓</u>	
State if Frame Joggled	<u>✓</u>	<u>✓</u>	INNER BOTTOM PLATING. IN MACH. SPACE		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>YES</u>	<u>✓</u>	Breadth and thickness of Middle Line Strake	<u>54" x 46" - 1.25"</u>	<u>✓</u>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>YES</u>	<u>✓</u>	Thickness of remainder in <u>Holds</u>	<u>54" x 46" - 1.25"</u>	<u>✓</u>
SINGLE BOTTOM. FORWARD			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?	<u>YES</u>	<u>✓</u>
Floors, Depth and thickness at mid-line in <u>HOLD. DEEP TANK FORWARD</u>	<u>39" x 44" - 6" FL.</u>	<u>✓</u>	BEAMS. LONGITUDINAL		
Height of Brackets at side above base line at toe of frame	<u>LONGITUDINAL FRAMING</u>	<u>✓</u>	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<u>✓</u>	
Middle Line Keelson, on Floors, Angles, [or]	<u>CENTRE LINE BULKHEAD</u>	<u>✓</u>	" " in way of Bridge, Angle, [or]	<u>✓</u>	
" " Through Plate or Inter-costal Plate	<u>✓</u>	<u>✓</u>	Spacing	<u>SEE REPORT</u>	<u>✓</u>
" " Foundation Plate on Floors	<u>WELDED DIRECT TO KEEL</u>	<u>✓</u>	Second Deck, amidships, Angle, [or]	<u>1* ATTACHED</u>	<u>✓</u>
" " Flat Plate Keel Angles	<u>DOUBLE 7/16" FS.</u>	<u>✓</u>	Spacing	<u>TIE BEAMS IN WING TANKS</u>	<u>✓</u>
Side Keelsons, No. each side	<u>BOTTOM LONGITUDINALS CARRIED FORWARD.</u>	<u>✓</u>	Third Deck, amidships, Angle, [or] <u>UPPER.</u>	<u>VERT. PLATE 21" x 42" - 3 1/2" FS.</u>	<u>✓</u>
" " thickness of Inter-costal Plate	<u>✓</u>	<u>✓</u>	Spacing	<u>HORIZ. - 16" x 42" - 6" FL.</u>	<u>✓</u>
" " Angles	<u>✓</u>	<u>✓</u>	Fourth Deck, amidships, Angle, [or] <u>LOWER.</u>	<u>VERT. PLATE 21" x 47" - 3 1/2" FS.</u>	<u>✓</u>
DOUBLE BOTTOM. IN MACHINERY SPACE	<u>INTERCOSTAL BETWEEN GIRDERS</u>	<u>✓</u>	Spacing	<u>HORIZ. - 16" x 47" - 6" FL.</u>	<u>✓</u>
Solid Floors, thickness and spacing <u>AFT.</u>	<u>43" x 30"</u>	<u>✓</u>	POOP DECK, Angle, [or]	<u>7" x 3" x 33 2</u>	<u>APPROVED TWA</u>
" " Are Frame and Reversed Frame joggled?	<u>WELDED SHELL NO JOGGLES</u>	<u>✓</u>	Spacing	<u>6" x 3" x 35"</u>	<u>6" x 3" x 40" ETC.</u>
Bracket Floors, breadth and thickness at middle line	<u>✓</u>	<u>✓</u>	Bridge Deck, Angle, [or] <u>LONGITUDINAL.</u>	<u>7" x 3" x 33 2</u>	<u>APPROVED TWA</u>
" " breadth and thickness at margin	<u>✓</u>	<u>✓</u>	Spacing	<u>27" x 36"</u>	<u>6" x 3" x 40" B.A.</u>
			Forecastle Deck, Angle, [or]	<u>8" x 3" x 39"</u>	<u>APPROVED AT</u>
			Spacing	<u>EVERY FRAME</u>	<u>✓</u>

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	TWO LONGITUDINAL BIDS IN CARGO TANKS. ✓			Stringer Plate, breadth and thickness in way of Bridge	✓
POOP	4" x 4" x 9/8" O.R. ✓			Thickness of Plating abreast Deck openings in way of Wells	✓
" in/tween Decks, Size and Spacing	2 RS APPROVED. ✓			Thickness of Plating abreast Deck openings in way of Bridge.....	✓
BRIDGE TWEEN DECKS	3 1/8 DIA - 2 ROWS. ✓		APPROVED 2 7/8" - 2 3/4" DIA. ADDITIONAL PILLARS FORCED	Thickness of Plating within line of openings...	✓
" FOC'S LK " " " "	5" x 5" x 5/8" O.R. ✓			If Sheathed, material and thickness.....	✓
" in Hold\$ FORWARD. " "	FABRICATED 1 1/2" x 1 1/2" x 3/8" ✓			Third Deck.	
" IN MACHINERY SPACE " " " "	12" x 50" - 2 FL. WITH DOUBLE 6" x 3" x 50 BAR 2 RS. APPROVED ✓			Stringer Plate, breadth and thickness.....	✓
Centre Line Bulkhead. IN FORWARD DEEP TANK.	10" x 1 1/2" x 1/2" B.A. ✓			If Plated, state thickness	✓
Stiffeners and Spacing	VERT WEBS 2 1/2" x 40" - 5 FL. ✓			Fourth Deck.	
LONGITUDINAL BULKHEADS IN CARGO TANKS	VERT WEBS 3 1/2" x 41" - 7 FL. ✓			Stringer Plate, breadth and thickness.....	✓
Plating, thickness of	5/16" - 1/4" - .53" TROUGHED 11" TO 6" ✓			If Plated, state thickness.....	✓
STRINGERS AND DECKS.				Poop Deck.	
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	30" ✓
Stringer Plate, breadth and thickness in Wells	78" x 78" - 9/16" AT POOP ✓			Plating, Sheathing, material and thickness ...	30 WITH 2 1/2" O.P. ✓
" " " " in way of Bridge	78" x 94" ✓			Bridge Deck.	
" Angle in Wells	7" x 7" x 78" - 5/8" AT FIRE END. ✓			Stringer Plate, breadth and thickness.....	33" ✓
Thickness of Plating abreast Deck openings in way of Wells	5/16" & 6/16" ✓			Plating, Sheathing, material and thickness ...	33 NO SHEATHING. ✓
Thickness of Plating abreast Deck openings in way of Bridge.....	5/16" & 6/16" ✓			Forecastle Deck.	
Thickness of Plating within line of openings...	5/16" ✓			Stringer Plate, breadth and thickness.....	33" ✓
If Sheathed, material and thickness.....	✓			Plating, Sheathing, material and thickness...	3 1/2" O.P. IN WAY OF WINDLASS. ✓
Second Deck. DEEP TANK FORWARD					
Stringer Plate, breadth and thickness in Wells	40" ✓				

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. NO State if joggled?			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.....	55 ✓	1.01 ✓	1.01	1.01 ✓		WELDED ✓							
„ Dblg. (if any)													
Bottom Plating, No. of Strakes (1) A, B, C, D. }	A	.74 ✓	.48	.53 ✓	NOTE "A", "B", "C" STRAKES INCREASED TO .79" FORWARD OF 1/2 L TO .05 L "A" APPROVED. PLATING IN WAY OF STERN FRAME INCREASED TO 1.01 & .64 AS APPROVED.	A, B & C TO D							
	B	.76 ✓	.48	.62 ✓		WELDED..							
	C	.78 ✓	.74	.72 ✓		"E" TO "D" & "E" TO "F"							
	D	.72 ✓	.48	.52 ✓									
Bilge Plating, No. of Strakes (2) E, F, G. }	E	.72 ✓	.48	.52 ✓		DOUBLE	7/8 ✓	3 1/2 ✓					
	F	.65 ✓	.58	.65 ✓		WELDED							
Side Plating, No. of Strakes (3) G, H, I. }	G	.65 ✓	.48	.48 ✓		} WELDED ✓			ALL BUTTS WELDED				
	H	.65 ✓	.48	.48 ✓									
Upper Deck, Sheer- strake in Wells "K". }	72" ✓	.90 ✓	.48	.56 ✓	.43 DOUBLING IN WAY OF HAWSE PIPE	WELDED							
Upper Deck, Sheer- strake in Bridge ... }	72" ✓	.90 ✓					WELDED						
Strake below Sheer- strake in Wells "J". }	81" ✓	.65 ✓				WELDED							
Strake below Sheer- strake in Bridge ... }		.65 ✓				WELDED							
Poop Side Plating.....			.48	.39 ✓		WELDED.							
Bridge Side Plating.....		.44 ✓				SET IN BRIDGE FLAT WELDED TO DK	3/4 ✓	3 3/4 ✓					
						SINGLE							
Forecastle Side Plating			.43 ✓			WELDED.							

WATERTIGHT BULKHEADS.

FORGINGS AND CASTINGS.

STIFFENERS.					
Plating Thickness.	VERTICAL.		HORIZONTAL.		
	Scantlings.	Spacing.	Scantlings.	Spacing.	
		TROUGHED 6" DEEP 2		DEEP TANK TOP.	
MIDSHIP BULKH'D, Upper tween decks	.30	4" x 3" x .30 T.W.A AT SIDES			
" " Second " WINGS	.50	CORRUGATED	UPPER GIRDER	48" x 46" - 9" FL.	
" " Third " "	.46	TROUGHS 12" x 24"	LOWER - RT BASE -	48" x 46" - 9 1/2" FL.	
" " Holds CENTRE.	.42	12" x 24"	LOWER -	9" x 3 1/2" x 3/2" x 1/4" [5/16"]	
" " COLLISION " (in Hold) ..FR..88..	.57 to .37	5" x 3" x .32 T.W.A	30"	24" x 36" - 3" FL.	
AFTER PEAK " " ..FR..8 & 4.	.60 - .75 - .3	TROUGHED 6" 2		2 W.T. FLAT	6'-0"
		12" x 40" - 4" FL	24 To 36"	E.R. 2 W.T. FLATS 2	
		AS APPROVED		18" x 34" - 3" FL. 2	

STEEL.

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

APPLEBY - FRIDGINGHAM STEEL CO., CARGO FLEET IRON CO., LTD.; COLVILLE LTD.; CONSETT IRON CO., LTD.; DARMAN, LONG & CO., LTD.
RAINE & CO., LTD.; SKINNINGROVE IRON CO., LTD.; SOUTH DURHAM STEEL & IRON CO., LTD.

Has the Steel been tested as required by the Rules? YES.

Committee's Report

Character assigned

+100A1 "Carrying Petroleum in bulk"

3.52 Sld.

Lloyd's A & CP

+LMC 3.52 Oil Eng. Rm.

C.L.

(with torsional endorsement)

203 16016

note for SRL.

0013 1/3

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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.)

and cargo tanks have been tested by water pressure and found satisfactory. The weather decks clear of cargo tanks, superstructure bulkheads and water tight doors etc., have been hose tested with satisfactory results. The main and auxiliary steering gear, windlass and anchor and cable have been tried at sea under working conditions and found satisfactory. Heating coils are fitted throughout the cargo tanks and fuel oil tanks and these have been tested under hydraulic pressure with satisfactory results. In addition to the normal steel steam & pipe heating coils, cast iron heating coils have been fitted in No 3 wing tank port side and an arrangement of built-in heating coils fitted in No 6 centre cargo tank. Both these latter arrangements have been tested under hydraulic pressure and under steam pressure with satisfactory results. It is recommended that a notation (in italics) be made in the Special Reasons list that the structure in way of the built-in heating coils be kept under observation (See Secretary's letter dated 15th November 1951). The freeboards assigned by the Committee have been marked on the vessel's sides, verified and cut in.

DOCKING The vessel placed in Messrs Greenwells drydock, Sunderland, the bottom and rudder cleaned, examined and found satisfactory and recoated. The vessel undocked on the 16th March 1952.

The following list of approved plans and forging and casting certificates forwarded herewith:—

CERTIFICATES

PLANS

RUDDER HEAD, MAINPIECE & RUDDER ARMS.	AFT END SCANTLINGS.	STERN FRAME & RUDDER	BOTTOM STRUCTURE IN PUMP ROOMS.
STERN FRAME, HEEL BUSH & RUDDER BEARING KEEP.	AFT END BHDS & TRANSVERSES.	CENTRE TRANSVERSE BHDS.	SHELL EXPANSION
FABRICATED HATCH COVERS	FORE END BHDS, TRANSVERSES & SCANTLINGS.	ARRGT. OF CARGO LINE	MODIFIED ARGT OF BUSH IN STERN FRAME FOR RUDDER BOTTOM PLATE.
STEERING GEAR.	SMALL HATCHES.	O/T HATCHES	PUMP ROOM SUCTION RESERVOIRS.
TILERS.	BRIDGE ERECTION & DECK HOUSE SCANTLINGS.	AMENDMENT TO P.A. BHD.	LONG ^E BHD PLATING.
CAST IRON HEATING COILS.	MIDSHIP SECTION & BHD SCANTLINGS.	PROFILE, DECK & TANKS	ARRGT OF C.I. HEATING COILS IN NO 3 TANK PORT.
	PROPOSED BUILT IN HEATING COILS IN NO 6 CENTRE TANK	ARRGT OF CARGO PUMP ROOMS	ARRGT. OF CARGO, DECK, & OF FILLING LINES.

SISTER SHIP "LONDON GLORY" LAINE'S YARD NO 793

PARTICULARS OF ELECTRIC WELDING (if employed) THE VESSEL IS ENTIRELY WELDED EXCEPT:— THE SEAMS OF UPPER, POOP AND FORECASTLE DECK; UPPER DECK, SIDE SHELL AND BOTTOM SHELL LONGITUDINALS; POOP, BRIDGE & FORECASTLE DECK BEAMS; UPPER DECK STRINGER ANGLE; SEAMS OF BILGE ("E") STRAKE; PART DECKHOUSES AND A NUMBER OF MISCELLANEOUS MINOR ITEM ALL OF WHICH ARE RIVETED.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
OIL ENGINES; 1DK; CRUISER STERN; LONGITUDINAL FRAMING; MACHY AFT;
PE. ELEC. WELDED; LLOYDS R & CP; D.F; ESD; G.Y.C; RADAR;
CARRYING PETROLEUM IN BULK.

RADAR Equipment (State if fitted) YES
State Type or Pattern No. SEASCAN 267/F1319
State } Maker SIEMENS BROS. & CO. LTD.
Name } and/or
of } Supplier

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	CWTs	ARS	LLBS.	(INCLUDES WT. OF PIN)	D.P.	12/9/50
	2nd "	54	0	12	" " " "	A.E.G.	1956 28/11/50
	3rd "	48	0	0	" " " "	A.E.G.	2148 16/2/51

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 99.00 ft., R.Q.D. ✓ ft., Bridge 42.50 ft., Forecastle 45.33 ft.

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

Official No. 184595 Signal Letters G.M.Y.R. Extreme Breadth over Bolting 67'-6 1/2" Over-all Length 505'-7" (Circ. 1811) (Circ. 1703)

No. and Material of Decks ONE DECK STEEL. (SECOND DECK STEEL IN WAY OF FORE DEEP TANK & MACHINERY SPACE).

Parts of Bottom of Vessel coated with cement or approved composition AFTER PEAK AND FORE PEAK ONLY.

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,	Feet.	S.W. Tons.	Fore peak tank,	Feet.	S.W. Tons.
Double bottom, under Engines and Boilers,	✓		After peak tank, (INCLUDES CRUISER STERN)	26.58	156.00
Double bottom, if under Engines only,	✓		Deep tank, aft,	18.37	169.00
Double bottom, if under Boilers only,	O.F. ONLY 42.50	66.50	Deep tank, forward,	27.00	808.00
Double bottom, forward,	FEED WATER TANK 32.625	38.00	Other tanks, if fitted, COFFERDAM FORWARD	3.00	88.00
Total length (if continuous) and Capacity	✓		(If necessary furnish further information by sketch.) AFT.	3.00	127.00

Order for Special Survey No. 6356

Date 26.9.50

Dates of Surveys held while building

1951 Feb 27, Mar 5, 7, 20, 29 Apr 3, 11, 12, 17, 18, 20, 23, 24, 27, 30 May 1, 3, 4, 7, 9, 15, 21, 22, 23, 25, 30 Jun 1, 4, 7, 12, 15, 19, 21, 22, 25
27, 29 Jul 4, 6, 9, 11, 12, 17, 19, 23, 26 Aug 3, 7, 9, 13, 15, 16, 17 Sep 11, 13, 14, 17, 18, 19, 20, 21, 24, 27, 28 Oct 1, 3, 8, 9, 10, 11, 12, 15, 16
18, 19, 22, 23, 24, 25, 26, 28, 29, 30 Dec 4, 5, 7, 11, 24 1952 Jan 4, 9, 15, 16, 18, 21, 23, 24, 25, 28, 29, 31 Feb 1, 5, 7, 13, 14, 15, 18, 20, 21
22, 25, 26, 27, 29 Mar 3, 4, 6, 7, 10, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, 31

Total No. of Visits 137