

STEEL STEAMER OR MOTORSHIP

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 YesDate of completion of report 24th March 1953Port of GlasgowSurvey held at Fort GlasgowDate First Survey 11. 4. 1952Last Survey 17. 3. 1953

On the (State if Machinery fitted Aft and

Single Screw Junker "TUAREG"

State Type (Full Scantling, Complete Superstructure

Full ScantlingState Type of Erections Pop. Bridge, etc.

TONNAGE under

10350.65

CLASS

+ 100 A1 Canning

State if with freeboard

as condition of Class ✓Built at Fort Glasgow

Do. of space or spaces

Total

Gross Tonnage

11480

Register Tonnage

6569.31

Length from fore part of stem to after part of stern

520.0

Breadth (greatest moulded)

B

69.75

Depth, at middle of length from top of keel to top

D

37.25

1st Longitudinal Number (L x D)

19370

2nd Numeral L x (B + D)

55640

Framing Depth "d," at middle of length. See

✓

Proportions—Depth to Length—Uppermost con-

13.95

Do. Long Bridge to

✓

Draught Moulded

29'-9"Launched 20. 11. 1952Yard No. 1069

Builders

Lithgows Ltd.

Owners

Wilh. Wilhelmsen

Managers

(Where necessary to be entered in Reg. Book)

Residence Goldsbodgaten 20, OSLO.

Port of Registry

Sonsberg.

If surveyed while building, afloat, or in dry dock

Building, Afloat & in Dry Dock.Vessel under keel 11. 3. 53.

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	<u>Sheet 1. (Long)</u>		Bracket Floors, Frame	<u>✓</u>	
" " from <u>Sub Tank</u>	<u>27'</u>		" " Reversed Frame	<u>✓</u>	
" " Collision bulkhead	<u>30'</u>		" " Vertical Struts	<u>✓</u>	
" " in peaks	<u>24'</u>		Centre Girder, depth and thickness amidships	<u>4'-8 3/4" x 56" - 50"</u>	
SIDE FRAMING.			" " top Angles	<u>3 1/2 x 3 1/2 x 50"</u>	
Frame Amidships, Angle, <u>✓</u> or <u>✓</u>	<u>Sheet 1.</u>		" " bottom Angles	<u>4 x 4 x 50"</u>	
" " Extends up to	<u>✓</u>		" " 2 Continuous	<u>75"</u>	
Reversed Frame Amidships, Angle	<u>✓</u>		Side Girders, No. each side and thickness	<u>46"</u>	
" " Extends up to	<u>✓</u>		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	<u>✓</u>		" " Vertical Angle to Tank side	<u>Tank top runs out</u>	
Frames in <u>Machinery Space</u>	<u>12 3 1/2 . 57" BA.</u>		Bracket abaft 1/2 len. from stem	<u>Lead to Ship's side.</u>	
" " Uppermost Continuous	<u>8 3 1/2 . 38 BA.</u>		Vertical Angle to Tank side		
" " Decks, Angle, <u>✓</u> or <u>✓</u>	<u>10 3 1/2 . 44 BA.</u>		Bracket from forward 1/2 len. from stem to Panting Area		
" " Poop Second 'tween Decks, Angle, <u>✓</u> or <u>✓</u>	<u>12 3 1/2 . 50 BA.</u>		Gussets, spacing and scantling abaft 1/2 len. from stem	<u>✓</u>	
" " Third 'tween Decks, Angle, <u>✓</u> or <u>✓</u>	<u>9 3 1/2 . 48 BA.</u>		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<u>✓</u>	
" " In <u>Grand Deep Tank</u>			Tank Side Brackets, height above base line at toe of Frame and thickness	<u>✓</u>	
" " from 1/2 len. forward to 1/2 len. from Stem			INNER BOTTOM PLATING. In <u>H. Room</u>	<u>56" . 57"</u>	
" " in Peaks, Angle or <u>✓</u>	<u>Sheet 1</u>		Breadth and thickness of Middle Line Strake	<u>1.375 . 57"</u>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>Sheet 1</u>		Thickness of remainder in <u>H. Room</u>	<u>Motor Vessel</u>	
State if Frame Joggled (aft <u>✓</u> and <u>✓</u>)	<u>Yes</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?	<u>✓</u>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>as appd.</u>		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>as appd.</u>		Uppermost Continuous Deck, amidships in Wells, Angle, <u>✓</u> or <u>✓</u>	<u>Sheet 1</u>	
SINGLE BOTTOM.			" " in way of <u>Pop</u> , Angle, <u>✓</u> or <u>✓</u>	<u>10 3 1/2 . 40" BA.</u>	
Floors, Depth and thickness at mid-line in Holds			" " E or <u>✓</u>	<u>7 3 . 33" BA.</u>	
Height of Brackets at side above base line at toe of frame			Spacing	<u>30 - 24"</u>	
Middle Line Keelson, on Floors, Angles, <u>✓</u> or <u>✓</u>			Second Deck, amidships, Angle, <u>✓</u> or <u>✓</u>	<u>9 3 . 38 BA.</u>	
" " Through Plate or Intercostal Plate			" " W.T. FLAT AFT	<u>7 3 . 33 BA.</u>	
" " Foundation Plate on Floors			Spacing	<u>24"</u>	
" " Flat Plate Keel Angles			O.T. & W.T. FLAT FORD	<u>7 3 1/2 . 40 O.A.T.O.</u>	
Side Keelsons, No. each side			Third Deck, amidships, Angle, <u>✓</u> or <u>✓</u>	<u>6 3 . 40 O.A.T.O.</u>	
" " thickness of Intercostal Plate			Spacing	<u>27 - 24"</u>	
" " Angles			Fourth Deck, amidships, Angle, <u>✓</u> or <u>✓</u>	<u>✓</u>	
DOUBLE BOTTOM. In <u>Machinery Space</u>			Spacing	<u>✓</u>	
Solid Floors, thickness and spacing	<u>60 - 46 - 30</u>		Poop Deck, Angle, <u>✓</u> or <u>✓</u>	<u>9 3 . 38 BA.</u>	
" " Are Frame and Reversed Frame joggled?	<u>No.</u>		" " Spacing	<u>7 3 . 44 BA.</u>	
Bracket Floors, breadth and thickness at middle line	<u>✓</u>		Spacing	<u>30 - 24"</u>	
" " breadth and thickness at margin plate	<u>✓</u>		Bridge Deck, Angle, <u>✓</u> or <u>✓</u>	<u>✓</u>	
			Spacing	<u>9 3 . 44 BA.</u>	
			Forecastle Deck, Angle, <u>✓</u> or <u>✓</u>	<u>7 3 . 43 BA.</u>	
			Spacing	<u>27 - 24"</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.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	at ends and			Stringer Plate, breadth and thickness in way of Bridge	✓		
" in 'tween Decks, Size and Spacing	in bridge			Thickness of Plating abreast Deck openings in way of Wells	✓		
" " " " "	As approved.			Thickness of Plating abreast Deck openings in way of Bridge	✓		
" in Holds " " "				Thickness of Plating within line of openings	✓		
" " " " "				If Sheathed, material and thickness	✓		
Long. King Bulkheads				Third Deck. W.T. FLAT AFT			
Stiffeners and Spacing	8" x .42" BP.			Stringer Plate, breadth and thickness	.32"		
Plating, thickness of	13 1/4" x .56" BA. - 2'-6"-1'-9"			If Plated, state thickness	.32"		
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness	✓		
Stringer Plate, breadth and thickness in Wells	66" .93" .72"			If Plated, state thickness	✓		
" " " " in way of Bridge	66" 1.08"			Poop Deck.			
" Angle in Wells	7 7 .90"			Stringer Plate, breadth and thickness	Various - .32"		
Thickness of Plating abreast Deck openings in way of Wells	.86" - .62"			Plating, Sheathing, material and thickness	.32" (5 1/2" O.P. when exposed)		
Thickness of Plating abreast Deck openings in way of Bridge	.90" - .86"			Bridge Deck.			
Thickness of Plating within line of openings	.86" - .62"			Stringer Plate, breadth and thickness	.32"		
If Sheathed, material and thickness	No.			Plating, Sheathing, material and thickness	.32"		
Second Deck. O.T. W.T. FLAT FORD				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells	36" - .34"			Stringer Plate, breadth and thickness	.32"		
PLATING.				Plating, Sheathing, material and thickness	.50" - .32" 3" board for under hold		

SHELL PLATING.

		SCANTLINGS.				RIVETING.					
		AS IN VESSEL.				EDGES.					
		AMIDSHIPS.		FORWARD.		State if jogged?					
		Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.		RIVETS.		BUTTS.	
		Inches.	Inches.	Inches.	Inches.			Diam.	Spacing cr. to cr.	No. of Rows of Rivets.	STRAIPPED OR LAPPED.
Flat Plate Keel		57	1.07	1.07	1.07	E.W.	✓	✓			
" Dblg. (if any)	A	102	.77	.51	.51	E.W.					
Bottom Plating, No. of Strakes	3	95	.77	.51	.51	Double	1"	4"			
Bilge Plating, No. of Strakes	2	95	.76	.51	.51	E.W.					
Side Plating, No. of Strakes	3	75 1/2	.66	.51	.51	Double	7/8	3 1/2			
Upper Deck, Sheer-strake in Wells	K	72 1/2	1.27 at break of top	.51	.51	Double	7/8	3			
Upper Deck, Sheer-strake in Bridge		72 1/2	1.06			Double	7/8	3 1/2			
Strake below Sheer-strake in Wells		75 1/2	.66	.51	.51	Double	7/8	3 1/2			
Strake below Sheer-strake in Bridge		75 1/2	.66			Single	7/8	3 1/2			
Poop Side Plating				.55" - .46"							
Bridge Side Plating			12" Inboard								
Forecastle Side Plating				.46							

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	17	14 BHD
Extending to Upper Deck (Sec. 3 c)	17	
" Deck next below	✓	
As per Rule	As approved.	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	34" Flat			
STEM	Soft nose			
STERN FRAME	Propeller Post	C.S.		
	Rudder			
Speed of Vessel		15 knots		
RUDDER—Type		Semi-balanced		
" A x D		661		
" Diam. of head		F 13 3/8		
" Mainpiece at top pintle		✓		
" heel		✓		
how constructed		Steel casting plate		
double or single plate coupling, vertical or horizontal		Double plate E.W.		

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks									
" " Second									
" " Third									
" " Holds	.51" - .42"	WEB on L.		15 x 4 x 4 x 58/62 E		9 x 4 x 5 BP		30"	
COLLISION " (in Hold)	.52" - .30	7 x 3 1/4 x .44 AT.O. 24"		2 SEMI-Box BEAMS		As APPD.			
AFTER PEAK "	.75" - .30	6 x 3 x .34 AT.O. 24"		10 x 4 x .66 AT.O.		8 x 4 x .44 AT.O.			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
 Colvilles, Steel Co. of Scotland, Lanarkshire Steel Co.
 Dorman Long, Appleby.
 Has the Steel been tested as required by the Rules? *yes*

Rpt. 1*

"TUAREG" PARTICULARS OF LONGITUDINAL FRAMING.

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.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter Inches.
aming of L, L or C												
ames in Bridge 'tween Decks BA	9	3 1/2	.54					7/8	5 1/4	5 1/4		E.W.
ames from Uppermost Continuous Deck	9	3 1/2	.42					"	"	"		"
BA. No. 1	-	50-						"	"	"		"
" 2	-	50-						"	"	"		"
" 3	-	50-						"	"	"		"
" 4	9	3 1/2	.49					"	"	"		"
" 5	10	3 1/2	.44					"	"	"		"
" 6	11	3 1/2	.43					"	"	"		"
" 7	11	3 1/2	.50					"	"	3 7/8		"
" 8	11	3 1/2	.59					"	"	"		"
" 9	12	3 1/2	.49					"	"	"		"
" 10	12	3 1/2	.56					"	"	"		"
" 11	12	3 1/2	.62					"	"	3"		"
" 12	13 1/2	↓	.49					E.W.		E.W.		"
Channel " 13	15 x 4 x 4	52/62						"		"		"
" 14	17 x 4 x 4	48/68						"		"		"
" 15	17 x 4 x 4	60/68						"		"		"
Remainder " 16	17 x 4 x 4	67/68						"		"		"
Spacing of Longitudinal Frames	Amidships 30"			At Ends 30"								

Double Bottoms L or C	Tank Top Longitudinals										
	Bottom										
acing of Longitudinals	Amidships										
	At ends...										

Transverses.											
Side (between Decks)	Depth and Thickness	47 1/2 x .46									
	Face Angles	8 x .53									
	Lugs to Shell*	E.W.									
Side (in Hold)	Depth and Thickness	47 1/2 x .46									
	Face Angles	6 x .50									
	Lugs to Shell*	E.W.									
Bottom	Depth and Thickness	42 x .46									
	Face Angles	6 x .50									
	Lugs to Shell*	E.W.									
Bulkheads	Depth and Thickness	42 x .43									
	Face Angles	6 x .50									
	Lugs to Shell*	E.W.									
Spacing of Transverse Frames	as approved										

Longitudinal Beams of L or E	Bridge Deck	7 3 .50 BA									
	Upper	10 x .42 BP.									
	Second	-50-									
	Third										

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.

EQUIPMENT No. 57551

LETTER 9+

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.			
32698	1st Bower	95	2	21				65	15	0	0	Brown Improved type		Low Walker 22.11.52
32665	2nd "	94	3	7				65	7	2	0	Cast Steel Head		Low Walker 22.11.52
32620	3rd "	81	1	14				59	10	0	0	Do		Low Walker 22.11.52
	Collective weight	271	3	14								Do		Low Walker 22.11.52
32447	Stream	28	0	7	7	3	0	27	4	1	14	Rodgers Type EW		Low Walker 11.7.52 R.N.V.

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.	Ins.		Length.	Ins.
8077	210	2 5/16	134.8	188.7	588	1	10	330	2 5/16	FLORANT	N. British F.W. Co. Ltd.	26.9.52 W. D. Stone.	TOWLINE	130	6 1/2	112.3	130	6 1/2
8153	120	2 5/16	134.8	188.7	324	3	20			Do	N. British F.W. Co. Ltd.	6.11.52 L. H. Wright.	HAWSERS & WARPS	120	3 1/2	35.2	100	2 3/4
														20	120	3 1/4		
														20	100	2 1/2		
Iron Stream Chain or Steel Wire	120	5 1/2	-	84.4				120	5 1/2	Special Steel	Martin Black & Co. Ltd.	13.8.52						

Steering Gear, Type (Power or hand) Four ram electric-hydraulic (Hyster) Alternative Means of Steering Duplicate Pumps.

Steering Chains (Size and Test) Selenitor Windlass Steam by Emsdon Walker 44 at 24' x 8' x 3' 1/4" (2 notes)

Holds, thickness and material 7 x 2 1/2" Spence Cargo Battens, thickness, material and spacing None.

Decks (Upper Deck) 9'0" x 10'0" Inverted hatch Thickness of Hatches 1

Decks No. 1 (Fwd.) also 21 No. 2 oiltight No. 3 hatches No. 4 6'0" x 2'3" No. 5 oval No. 6 with

Shifting Beams and Afters .50" coaming, and .40" stiffeners & steel covers. For LITHGOWS LIMITED R. T. Stephenson

Builder's Signature

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. Motorship
 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.

arrangements and the arrangements of the ship are as given in the report and
 shown and approved on the approved plans now forwarded.

modifications and additions to the original approved arrangements
 during construction have been indicated on the plans and have
 been approved as being in accordance with or by standards equivalent
 to the requirements. The plans of Machinery Section, and Profile and
 showing the ship as built, now forwarded with this report, have
 been checked with the approved arrangements and found in order.

The materials and workmanship are of good quality.

all the double bottom tanks, fore peak tank and after peak tank, F.W. Tanks.

The amount of Entry Fee..... £ : : Fees applied for,
 27th March 1953.

(Special notations, where part of class, to be stated.)

Special Survey Fee..... £1720-0-0
 Freeboard 50-0-0
 Travelling Expenses, if any £ : :

Received by me, 19

I am of opinion the Vessel should be Classed +100 A1 Cargo

State whether the Vessel has been built under Special Survey Yes

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Date of issue.

Committee's Minute

Character assigned

GLASGOW

8 APR 1953

+100 A1

3.53 G/Ls

Carrying Petroleum in bulk

+ L.M.C. 3.53 @ 2021

with provisional endorsement

3 DB-180 lb

Lloyd's Register Foundation

W. H. H. H.

11

G.R.H.

10170 3/3

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 cargo tanks, oil fuel bunkers, settling tanks, forward deep tanks and Cofferdams have been tested to Rule requirements and found satisfactory. The weather deck and W.T. bulkheads have been hose tested with satisfactory results. The foreboard has been verified and the marks cut in on the vessel's sides. Steering arrangements, windlass, hand pumps, and bilge suction tried under working conditions. Oil fuel, F.P. above 150°F is carried in the Cross Bulk settling tanks, forward deep tank, and oil fuel double bottom tanks. The requirements of the Rules for Pumping & piping, and the requirements of Sections 21 & 23 of the Rules for vessels carrying petroleum in Bulk, have been complied with as far as they are applicable. Plans of Midship Section and Profile and Decks as built, also approved plans, and foreman's reports, are forwarded as per attached list.

PARTICULARS OF ELECTRIC WELDING (if employed) All shell and deck butts, most bottom plating and bilge seams; transverse to shell, decks and wing bulkheads; bridge side plating to deck; upper deck longls. to deck; various longl. stiffeners to wing bulkheads p.s. Part Hydraulically inverted.

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

Longl. framed; Lloyds A.R.C.P.; F.S.D.; D.F.; Radar; Cruiser stern; machy aft; Part E.W.; Carrying petroleum in Bulk. Gyro compass.

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. R.M.S.1; Serial No. 233.

State Name of Maker and/or Supplier British Thompson Houston

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

1st Bow (Including Pins)	58. 0. 21	AEG	3224	27. 5. 5v
2nd "	58. 1. 14	AEG	3204	20. 5. 5v
3rd "	51. 3. 14	AEG	3225	27. 5. 5v

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 122.5 ft., R.Q.D. ✓ ft., Bridge 143 ft., Forecastle 63.75 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. ✓ 12" INBOARD

Official No. Signal Letters L A N W. Extreme Breadth over Belting 70.0 (Circ. 1611) Over-all Length 548.25' (Circ. 1703)

No. and Material of Decks One Steel, and 2nd Deck class Spoil Tanks.

Parts of Bottom of Vessel coated with cement or approved composition Fore and aft peaks cement at bottom, remainder of tank cement washed; F.W. and Boiler Fuel tanks, cement fillets and cement washed.

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,		163 SW
Double bottom, under Engines and Boilers, F.W. TANK.	20'-0"	25 Fw	After peak tank,		122 F.W.
Double bottom, if under Engines only, LUB. OIL &	60'-0"	45 SW	Deep tank, aft, Cross Bunker	10'-0"	532 SW
Double bottom, if under Boilers only, O.F. TANKS WINGS.	50'-0"	76 SW	Deep tank, forward,	31'-6"	706 SW
Double bottom, forward,			Other tanks, if fitted, Diesel oil, Heavy oil & oil	10'-0"	149 SW
Total length (if continuous) and Capacity	90' INBOARD		(If necessary furnish further information by sketch.)	3'-0"	177 SW
				3'-0"	208 SW

Order for Special Survey No 3616

Date 9-2-1951.

Dates of Surveys held while building

(1952) APRIL 2-4-8-9-10-11-14-15-17-18-29. MAY 1-6-8-12-15-19-22-23-26-30. JUNE 3-4-5-6-9-11-13-16-18-19-30. JULY 2-3-4-16-21-22-24-25-28-29-30. AUG. 1-4-5-6-7-8-12-14-18-19-20-22-24-28-29. SEPT. 1-2-3-5-8-9-29-30. OCT. 1-2-3-6-8-9-10-13-14-15-16-17-20-22-23-27-28-29-30-31. NOV. 3-4-5-6-7-10-11-12-13-14-16-17-18-19-20. DEC. 1. (1953) JAN. 12-13-27. FEB. 4-6-9-11-12. MAR. 4-5-10-11-13-16-17.

Total No. of Visits 117