

DISCLOSED
SECTION
No. 814B

STEEL STEAMER OR MOTORSHIP.

DISCLOSED

Received at London Office

SECTION

No. 814B

State if Report has been sent on the Freeboard of the Vessel Yes.State if Report is sent on the Machinery of the Vessel Yes.Date of completion of report 11th June, 1952 Port of M.A.L.M.Ö No. 12 JUN 1952Survey held at Malmö Date First Survey 17.10.51 Last Survey 30th May, 1952On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) single screw, mach. aft, M/T "SOYA-MARGARETA"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poor, Bridge, ForecastleTONNAGE under } 9.422.11
Tonnage Deck ... }Do. of space or spaces }
between Tonnage Dk. }
and Upper Dk. }Total Brit. 10.731.19Gross Tonnage Swed. 10.627.63Register Tonnage Brit. 6263.37
Swed. 7.905.53

REGISTERED DIMENSIONS.

in m.

Length 160.05 = 525.09Breadth 19.25 = 63.15Depth 11.85 = 39.47CLASS *100AL State if with freeboard } no
Carrying petroleum in }
as condition of Class }Length from fore part of stem to after part of stern } 500
post on summer L.W.L. See Sec. 3 (1a) }Breadth (greatest moulded) B 63Depth, at middle of length from top of keel to top } 38.5
of beam at side of uppermost continuous }
deck. See Sec. 3 (1c) }1st Longitudinal Number (L x D) = 187502nd Numeral L x (B + D) = 50250Framing Depth "d," at middle of length. See }
Sec. 3 (1d) }Proportions—Depth to Length—Uppermost con- } 12.99
tinuous deck to top of keel }Do. Long Bridge to }
top of keel }Draught Moulded 29' 9.84"Built at MalmöLaunched 12th March, 1952 Yard No. 343Builders Kockums Msk. Varkstads A.-B.Owners Rederi A.-B. SoyaManagers O. Wallenius

(Where necessary to be entered in Reg. Book)

Residence StockholmPort of Registry Stockholm

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.
Floors in E.R.			Bracket Floors, Frame		
FRAMES, Spacing amidships	820 ✓		" " Reversed Frame		
" " from 1/2 length amidships to Collision bulkhead	685 ✓		" " Vertical Struts		
" " in peaks	610 ✓		Centre Girder, depth and thickness amidships	1370x.50-200x12	
SIDE FRAMING.			" " top Angles in E.R.	.54 1240	
Frame Amidships, Angle, [or]			" " bottom Angles	Pl. welded	
" " Extends up to			Side Girders, No. each side and thickness...A...	.75-.44	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness		
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " 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		
" " from 1/2 len. for'd. to 15% len. from Stem			INNER BOTTOM PLATING. in E.R.		
" " in Peaks, Angle or [Breadth and thickness of Middle Line Strake	2280; .57 ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Thickness of remainder in Holds E.R.	.57 ✓	
State if Frame Joggled			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 ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?			BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?			Uppermost Continuous Deck, amidships in Wells, Angle, [or]		
SINGLE BOTTOM.			" " in way of Bridge, Angle, [or]		
Floors, Depth and thickness at mid-line in Holds			Spacing		
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, [or]		
Middle Line Keelson, on Floors, Angles, [or]			Spacing		
" " Through Plate or Intercostal 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 Intercostal Plate			Poop Deck, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM. in E.R.			Bridge Deck, Angle, [or]		
Solid Floors, thickness and spacing	.44-.54; 820 ✓		Spacing		
" " Are Frame and Reversed Frame joggled?			Forecastle Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line	Pl. welded top and bott.		Spacing		
" " breadth and thickness at margin plate					

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No. 814B

PILLARS AND DECKS.			
		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Long. bds.			
PILLARS, No. of Rows 2; plating	50-39		
15-horizontal stiffeners from	250x10, 5-210x16 mm		
" " " " to	6 3/8		
" " " " spacing of stiff. max	800		
" " " " from	9 4 1/2		
Centre Line Bulkhead, in DT	7 4 7/16		
Horiz. Stiffeners and Spacing 780 mm; to			
Plating, thickness of	46-34		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	2150 .80		
" " " " in way of Bridge ends	.92		
" Angle in Wells			
Thickness of Plating abreast Deck openings in way of Wells at Motor Room	.96-1.02		
Thickness of Plating abreast Deck openings in way of Bridge	1.20		
Thickness of Plating within line of openings	.72		
If Sheathed, material and thickness			
Second Deck.	F 2120 .34		
Stringer Plate, breadth and thickness in Wells	A 1200 .40		
Stringer Plate, breadth and thickness in way of Bridge			
Thickness of Plating abreast Deck openings in way of Wells			
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	1500 .34		
Plating, Sheathing, material and thickness	64mm .28		
Bridge Deck.			
Stringer Plate, breadth and thickness	1500 .44		
Plating, Sheathing, material and thickness	64mm .36		
Forecastle Deck.			
Stringer Plate, breadth and thickness	2600 .38		
Plating, Sheathing, material and thickness			

SHELL PLATING.				
SCANTLINGS.				
STRAKES.	AS IN VESSEL.			ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	AMIDSHIPS.	FORWARD.	AFT.	
	Breadth.	Thickness.	Thickness.	
Flat Plate Keel	2040	.96	.83	
" Dblg. (if any)				
Bottom Plating, No. of Strakes		.72	.52	
Bilge Plating, No. of Strakes		.82	.64	
Side Plating, No. of Strakes		.66	.50	
Upper Deck, Sheer-strake in Wells	2170	.97	.56	
Upper Deck, Sheer-strake in Bridge		1.1	1.1	
Strake below Sheer-strake in Wells	2360	.66	.50	
Strake below Sheer-strake in Bridge				
Poop Side Plating			.42	
Bridge Side Plating		.44		
Forecastle Side Plating		.44		

RIVETING.			
EDGES.			
SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.
	Diam.	Spacing cr. to cr.	
	Inches.	Inches.	
Seams and butts are			
butt welded.			
Angle of V - about 50°			

BUTTS.			
SINGLE OR DOUBLE.	RIVETS.		STRAPPED OR LAPPED.
	Diam.	Spacing cr. to cr.	
	Inches.	Inches.	

WATERTIGHT BULKHEADS.			
Total No. of W.T. BULKHEADS in Vessel—	13		
Extending to Upper Deck (Sec. 3 c)	13		
" Deck next below			
As per Rule			

FORGINGS AND CASTINGS.			
KEEL, Bar			
STEM	plate .66-50		
STERN FRAME	Propeller Post cast		
	Rudder steel		
Speed of Vessel	15 knots		
RUDDER—Type	simplex		
" A x D x L	1262		
" Diam. of head	300		
" Mainpiece at top pintle	cast steel		
" " heel			
how constructed	see plan		
double or single plate	.59		
coupling, vertical or horizontal	horizontal		

STIFFENERS.			
VERTICAL.	HORIZONTAL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	Scantlings.	Spacing.	
MIDSHIP BULKH'D, Upper Deck	51-34	corrugations 300 mm	
Vertical web in C.D.	1575x.50-200x20	deep. 780	
" Second	2400 from C.D.	1650x.52-250x20	459
" Third	in side tanks	1650x.52-250x20	
" Holds	5x3x5/16	800	str. 600x10, 5x1/100
COLLISION	51-20 8x4x5	800	DEPT. tops
AFTER PEAK	46-30 5x3x5/16	800	2-7x4x7/16; 4-6x4x2x, Boiler flat, AFT top

STEEL.	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	open hearth.
Plates - "Bisco" and Donnarvet	
Bars - Bethlehem Steel, Degerfors and "Bisco"	
Has the Steel been tested as required by the Rules?	yes

EQUIPMENT No. 52816										LETTER F +		ANCHORS.	
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
49321	1st Bower	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Evers Improved.	W. L. Byers & Co. Sunderland 24.446

Rpt. 1*.

Messrs. Kockums Mek. Verkstads' Yard No. 343 "SOYA-MARGARETA".

PARTICULARS OF LONGITUDINAL FRAMING.

12 JUN 1921

FRAMING.	AMIDSHIPS.			FORECASTLE.			Any Departure from Approved Plans to be Noted.	Welding of longitudinal frames to shell		Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Bulkheads.
	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.		Ins.	Speng.			
Framing of L, L or C												
Frames in Bridge 'tween Decks	2-6 x 4 x 3/8			F 6	3/8	3/8						
Frames from Uppermost Continuous Deck	No. 1	7	4	7/16	F 6	4	3/8					
"	" 2	7	4	7/16	F 6	4	3/8					
"	" 3	7	4	7/16	F 6	4	3/8					
"	" 4	8	4	7/16	F 6	4	3/8					
"	" 5	9	4	.50	F 180 x 90 x 7/16	4	3/8					
"	" 6	9	4	.56	F 180 x 90 x 7/16	4	3/8					
"	" 7	9	4	.63	F 180 x 90 x 7/16	4	3/8					
"	" 8	215x9-190x15			F 8	4	7/16					
"	" 9	215x9-190x15			F 8	4	7/16					
"	" 10	215x9-190x15			F 8	4	7/16					
"	" 11	215x9-190x15			F 8	4	7/16					
"	" 12	220x10-190x16			F 8	4	7/16					
"	" 13	250x10.5-210x16			F 8	4	7/16					
"	" 14	285x11-230x17			F 8	4	7/16					
"	" 15	285x11-230x17			F 8	4	7/16					
"	" 16	19-320x13-250x21			F 8	4	7/16					
Spacing of Longitudinal Frames	At Ends	780-825			650-830							
Double Bottoms	Tank Top Longitudinals											
"	Bottom											
"	Amidships											
"	At ends											
Transverses.	Depth and Thickness	580 x 12			F+A -480 x 10							
"	Face Angles	F1. 75			F+A -F1. 75							
"	Lugs to Shell											
"	Depth and Thickness	600-800.40"-44"			F740x11; 900x.48							
"	Face Angles	150x12.150x20 mm			A760-840x.50							
"	Lugs to Shell				F200x12; 300x30							
"	Depth and Thickness	1800 mm x .52"			A200x16; 350x23							
"	Face Angles	250 x 34 mm.										
"	Lugs to Shell											
"	" " Back Bars											
"	Brackets											
"	Spacing of Transverse Frames	3260 mm.										
"	State if jogged or liners.											
Longitudinal Beams of Forecastle	Bridge Deck	5	3	3/8	F 5	3	7/16					
"	Upper	9	4	9/16	F 5	3	7/16					
"	Second				F 6	3	7/16					
"	Third				F 6	3	7/16					
Transverse Beams.	Plate.											
"	Face Angles.											
"	Any departure from Approved Plans to be Noted.											

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.

0089 2/3

CL.

223 1806

White House (L).

note for S.R.L.

CLASSIFICATION CERTIFICATES WRITTEN 2021

Lloyd's Register Foundation

EQUIPMENT No. 52816 ✓												LETTER F + ✓		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53. Cwts.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
49321	1st Bower ...	86	2	0	-	-	-	61	17	2	0		Byers Improved.	W. L. Byers & Co.	Sunderland 24.446
3068	2nd „ ...	44	56	kg				64	25	0	kg		Union stockless	Hüttenwerk	Dortmund, 22.3.51, J. Quast.
3069	3rd „ ...	44	56	kg				64	25	0	kg		„	„	„
	Collective weight	133	00	kg								13080 kg		Hörde, A.G.	„
3071	Stream	137	4	kg	344	kg	27330	kg				1346 kg	Union stock anchor	„	„
CHAIN CABLES															

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.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
527 A	45	2 10/16	✓	123	172	8795	-	7887	300	2 10/16	Stud link	Ramnäs	1.3.46 SW	RB	138	5 1/2	88	130	5 1/2
7419	258	2 10/16	✓	122835	171958	8795	-	44693	-	-	Stud link	Bruks A. F. Ramnäs	19.5.52 LW	HA 7419	5-120	3 1/2	28	4-100	2 1/2
From Stream Chain or Steel Wire	120	5"	✓	76.5	-	-	-	-	120	5"	-	-	-	-	-	-	-	-	-

Steering Gear, Type (Power or hand) ASEA - electric ✓ Alternative Means of Steering ASEA - B1 ✓

Steering Chains (Size and Test) - Windlass steam-Helsingborgs VarvsBoats ✓ 4 (2 motor + 2 ord.)

Dry Cargo in Holds, thickness and material 2" Sw. Pine on 1" grounds ✓ Cargo Battens, thickness, material and spacing none ✓

Hatchways. — (Upper Deck) steel; height of coaming 825-840 mm ✓ Steel Thickness of Hatches covers - .36, .46 ✓

Hatchways No. 1 (Fwd) 3430x3400 No. 2 ~~xxxx~~ oil cargo No. 3 1500x1050 No. 4 ~~xxxx~~ No. 5 ~~xxxx~~ No. 6 ~~xxxx~~

of Shifting Beams } -

Fore and Afters }

Builder's Signature **KOCKUMS**
Mekaniska Verkstads Aktieförsäkring
Sten Stenlund

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 -

(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 (where required to be inserted in the Notation).

The ship has been built under Special Survey in conformity with the Society's Rules and Regulations and the Surveyor's letters. The scantlings and arrangements of the ship are as given in the Report and as shown and amended by approved plans, now forwarded. All modifications or additions to the originally approved arrangements, made in 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 Profile and decks and the Rudder of the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in accordance. The material and workmanship are good. All cargo oil tanks, cofferdams, oil fuel bunkers and daily oil tanks, forward, all compartments in double bottom under motor space, peak tanks and fresh water tanks aft have been tested by water pressure as required by the Rules. The decks and watertight bulkheads clear of tanks and cofferdams and shell plating of engine room have been hose tested. The Freeboard marking have been verified and cut on the ship's sides. The steering gear and windlass have been tested under working condition with satisfactory results. The vessel undocked on the 24th May, 1952.

Freeboard The amount of ~~Entry~~ Fee Kr. 790:- Fees applied for, 11-6-1952. (Special notations, where part of class, to be stated.)

Special Survey Fee Kr. 27480:- Received by me, 19

Travelling Expenses, if any £ : :

I am of opinion the Vessel should be Classed +100A1 Carrying Petroleum in Bulk.

State whether the Vessel has been built under Special Survey yes. Signature *A. Öner* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Surveyors' Office, Malmö Date of issue 29/7/52

Committee's Minute TUES. 8 JUL 1952

Character assigned +100A1 Carrying Petroleum in bulk

5.52 hmo.

Lloyd's A & CP

+LMC 5.52 Oil Eng.

C.L.

2 DB 180b.

White hmo (h).

Note for S.R.L.

CLASSIFICATION CERTIFICATES WRITTEN

Lloyd's Register Foundation

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.)

Sister ships:— SVITHIOD, Rpt. No.2970, SIRIUS, Rpt. No.3035, HAVFRU, Rpt. No. 3048, AVANCE, Rpt. No. 3088.

Plans of vessel as built, forwarded herewith:—

Midship Section, Profile and *drinks*, W.T. bulkheads and the Rudder.

Approved plans forwarded herewith:—

1) Profile and Plans.	2-Y	22) Bridge	43 Y
2) " " " alt. arrangement.	2-Y-I	23) Holes in centre girder	s-305 Y
3) Shell expansion.	15-P	24) Holes for heating coils	s-304 Y
4) Stern frame.	10-V	25) Holes for Butterworth	
5) Rudder head	9 II W	System	188 Y
6) Arrangement of Pump Room, Fr.64-65	s- 298		
7) " " " " " 52-53	S- 234-Y		
8) Double bottom	13 Y		
9) " "	13 Y 1		
10) Fore Peak and Collision bulkhead	28 Y		
11) Fore end sections	27 Y		
12) After peak sections	25 Y		
13) After end sections	32 Y		
14) Webs in cargo oil tanks etc.	10 Y		
15) Oil fuel bunkers	9 Y		
16) Proposed arrangement of longitudinals	s- 104 Y		
17) Oil tight hatches	71 Y		
18) Hatch to Dry Cargo Hold	72 Y		
19) Manholes in upper deck	s- 295	Approved plans for Midship Sections	
20) Platform in Motor Room	s- 116 Y	was sent with the report of sistership	
21) Boiler seats	s- 22 Y	"SIRIUS".	

PARTICULARS OF ELECTRIC WELDING (if employed) Electrically welded. ✓

Electrods used:— Fusarc OK 52 P, Z 2 P, Z 5 P, Z 12 P, OK Rapid I.

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

Longitudinal framing, Electr. welded. Cruiser stern, machinery aft,
Carrying Petroleum in Bulk, D.F., E.S.D., Gyro compass, Radar.

RADAR Equipment (State if fitted).....yes

State Type or Pattern No.....

State } Maker Raytheon.
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 Head:— 49 cwts.2 qrs.16 lbs.—JHT-7475-6.2.46;
2nd " " 2924 kg.—J.Q.—2448-10.2.51; shank-1542 kg.—J.Q.—2453-10.2.51. ✓
3rd " " 2858 " " 2449 " " 1578 " " 2452 " ✓
steam anchor 1374 " " 2454 " ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 95.0 ft., R.Q.D. — ft., Bridge 39.1 ft., Forecastle 67.2 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated no

Official No. 9347 ✓ Signal Letters SIUA ✓ Extreme Breadth over Belting reg. breadth. ✓ Over-all Length 533' 3" ✓
(Circ. 1611) (Circ. 1703)

No. and Material of Decks one, 2nd deck clear of cargo tanks, steel. ✓

Parts of Bottom of Vessel coated with cement or approved composition Cement in peak tanks and F.W. tanks, also in well at aft end of E.R.

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,	25.0	173 ✓
Double bottom, under Engines and Boilers,			After peak tank,	34.3	171 ✓
Double bottom, if under Engines only,	75	151 ✓	Deep tank, aft, Cross bunker	8.9	485 ✓
Double bottom, if under Boilers only,			Deep tank, forward,	34	613 ✓
Double bottom, forward,			Other tanks, if fitted, above APT (FW)		133 ✓
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No.168

Date 31st Aug., 1948

Dates of Surveys
held while building

17/10, 19/10, 20/10, 30/10, 2/11, 3/11, 5/11, 7/11, 8/11, 9/11, 14/11, 15/11, 16/11, 22/11, 24/11, 27/11, 3/12, 5/12, 17/12, 20/12, 21/12, 27/12, 28/12, 7/1, 10/1, 12/1, 16/1, 22/1, 24/1, 26/1, 29/1, 4/2, 9/2, 20/2, 21/2, 22/2, 23/2, 25/2, 26/2, 27/2, 28/2, 29/2, 1/3, 3/3, 4/3, 5/3, 6/3, 7/3, 8/3, 10/3, 11/3, 12/3, 18/3, 19/3, 28/3, 7/4, 8/4, 9/4, 10/4, 12/4, 16/4, 18/4, 19/4, 21/4, 22/4, 24/4, 25/4, 15/5, 16/5, 23/5, 26/5, 30/5.
Total No. of Visits 72.