

STEEL STEAMER OR MOTORSHIP.

Received at London Office

21286

State if Report has been sent on the Freeboard of the Vessel No-ASSIGNED BY THE AMERICAN BUREAU OF SHIPPING.

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

Date of completion of report 18TH JANUARY 1956 Port of GENOA No.Survey held at GENOA Date First Survey 7TH AUGUST 1954 Last Survey 16TH JANUARY 1956

On the (State if Machinery fitted Aft and) SINGLE SCREW S.S. "MIRAFLORES" MACHINERY AFT

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) TANKER - REVISED RULES State Type of Erections POOP, BRIDGE & FORECASTLE

Tonnage under
Tonnage Deck ...
of space or spaces
between Tonnage Dk.
and Upper Dk.

Gross Tonnage 20776

Registered Tonnage 12781

MOULDED
REGISTERED DIMENSIONS.
FEET 8 INCHES

Length 619'-6"

Breadth 85'-11 1/2"

Depth (ABOVE KEEL) 45'-8"

SE OF FLOOR = NIL.

CLASS *100 A1 CARRYING State if with freeboard
PETROLEUM IN BULK "THE SCANTLING as condition of Class
BEING SUITABLE FOR A SUMMER MOULDED DRAUGHT OF 10'4 1/2" M

Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) L 619.50

Breadth (greatest moulded) B 85.96

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 45.60
+ 21.5" FROM TOP
OF KEEL TO BASE LINE

1st Longitudinal Number (L x D) =

2nd Numeral L x (B + D) =

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

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel =

Do. Long Bridge to
top of keel =

Draught Moulded ABOVE TOP OF KEEL (34'-2 1/4") 10'4 1/2" MTS
EXTREME DRAUGHT 10'4 1/2" MTS

Built at GENOA - SESTRI

Launched 10TH JULY 1955 Yard No. 1499Builders ANSALDO S.P.A.
CANTIERI NAVALI - GENOVA - SESTRIOwners MIRAFLORES S.A. COMPANIA NAVIERA PANAMENA
AGENTE GENERALE NAVIMAR S.A.Managers
(Where necessary to be entered in Reg. Book)

Residence VIA CANOVA 1 LUGANO

Port of Registry PANAMA

If surveyed while building, afloat, or in dry dock

WHILE BUILDING & IN DRY DOCK

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. m. m.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. m. m.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships. LONGITUDINAL FRAMES SEE RPT 1 * ATTACHED			Bracket Floors, Frame	✓	
FOR'D END OF FOR'D DEEP COFFERDAM			" " Reversed Frame	✓	
" " from 1/2 length amidships to Collision bulkhead	815, 765, 710, 660	✓	" " Vertical Struts	✓	
" " in peaks	610	✓	" " IN MACHINERY SPACE		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1750 x 15	✓
Frame Amidships, Angle, [or]			" " top Angles WELDED DIRECT	DOUBLE FILLET WELDS 8"	✓
" " Extends up to			" " bottom Angles do do	do do do 9"	✓
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	3 @ 13"	✓
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	HORIZONTAL 17"	✓
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	WELDED	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	✓	
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
" " Third " " "			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
" " from 1/2 len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness	2747 x 12 - Ft 120	✓
" " in Peaks, Angle or [or]			INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships			Breadth and thickness of Middle Line Strake	16"	✓
State if Frame Joggled			Thickness of remainder in Holds	16"	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?			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 way of the Bottom Forward in accordance with the Rules and/or as approved?			BEAMS.		
SINGLE BOTTOM. FOR'D OF BHP 94			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	LONGITUDINAL BEAMS	
Floors, Depth and thickness at mid-line in Holds. FOR'D DEEP TANKS	1450 x 13 - 12.5	✓	" " in way of Bridge, Angle, [or]	SEE RPT 1 * ATTACHED	✓
Height of Brackets at side above base line at toe of frame	2650	✓	" " DECK AT ENDS - FOR'D Spacing AFT	220 x 11 B.P. 220 x 10 B.P. & 200 x 10 B.P. EVERY FRAME	✓
Middle Line Keelson, on Floors, Angles, [or]	CENTRE LINE BHP	✓	Second Deck, amidships Angle, [or]	200 x 10 B.P. 220 x 10 B.P. & 180 x 8 B.P.	✓
" " Through Plate or Inter- costal Plate	✓		Spacing	EVERY FRAME	✓
" " Foundation Plate on Floors	✓		Third Deck, AT AFTER END amidships, Angle, [or]	220 x 11 B.P. - 180 x 10 B.P.	✓
" " Flat Plate Keel Angles	WELDED	✓	Spacing	EVERY FRAME	✓
Side Keelsons, No. each side	3	✓	Fourth Deck, amidships, Angle, [or]	✓	
" " thickness of Intercoastal Plate	10.5	✓	Spacing	✓	
" " Angles	Ft 100"	✓	Poop Deck, Angle, [or]	200 x 9 B.P.	✓
DOUBLE BOTTOM, IN WAY OF MACHINERY			Spacing	EVERY FRAME	✓
Solid Floors, thickness and spacing	12.5 (14" AT W.T. FLOORS)	✓	Bridge Deck, Angle, [or]	200 x 11 B.P.	✓
" " Are Frame and Reversed Frame joggled?	EVERY FRAME NO - WELDED TOP & BOTTOM	✓	Spacing	EVERY FRAME	✓
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, [or]	220 x 10 B.P. - 200 x 9 B.P.	✓
" " breadth and thickness at margin plate	✓		Spacing	EVERY FRAME	✓

pt. 1

ing o
es in
es fre
Deek

IDE F
EAC

Spa
Long
Fr

Sid
'twee

Sic
(in E

Bot

SP

Longi

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth & electric furnace*
Societa Italiana Acciaierie Caviglioglio, The Japan Steel Works Ltd, Misawa Works Hokkaido, Breda-Siderurgica SpA
I.L.V.A. Alti Forni & Acciaierie D'Italia, Marghera, Trieste, Bagnoli, Novi Ligure, Dalmire SpA
 Has the Steel been tested as required by the Rules? *yes*

Has the Steel been tested as required by the Rules? yes

S.S. "MIRAFLORES"

pt. 1°.

PARTICULARS OF LONGITUDINAL FRAMING.

GENOA FIRST ENTRY REPORT N° 21286

Parture from
Plans to
Noted.

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. M.M.	Ins. M.M.	Ins. M.M.	Ins.	Ins.	Ins.		Diam. M.M.	Speng. M.M.	Inches. M.M.	Number.	Diameter. Inches.	
ing of L, L or E														
es in Bridge 'tween Decks ... es from Uppermost Continuous Deck		TRANSVERSE FRAMING IN BRIDGE							WELDED: SCALLOPED FRAMES WITH 8" FILLETS SCALLOPS 75" DEEP @ 240" APART FOR'D.		WELDED: DOUBLE 8" FILLETS, 1019" AND 1125" RESPECTIVELY IN LENGTH.		BRACKETS CONTINUED THROUGH BULKHEADS.	
No. 1														
" 2														
" 3		400 x 14												
" 4		FL 160												
" 5														
" 6														
FROM ABOVE														
" 7		N° 1 to 3 220 x 11 B.P.												
" 8		N° 4 220 x 12 B.P.												
" 9		N° 5 240 x 11 B.P.												
" 10		N° 6 & 7 260 x 12 B.P.												
" 11		N° 8 & 9 280 x 13 B.P.												
" 12		N° 10 280 x 14 B.P.												
" 13		N° 11 to 13 300 x 14 B.P.												
" 14		N° 14 & 15 300 x 16 B.P.												
" 15														
" 16														
" 17														
" 18														
" 19														
" 20														
" 21														
" 22														
" 23														
" 24														
" 25														
" 26														
" 27														
" 28														
" 29														
" 30														
" 31														
" 32														
" 33														
" 34														
" 35														
" 36														
" 37														
" 38														
" 39														
" 40														
" 41														
" 42														
" 43														
" 44														
" 45														
" 46														
" 47														
" 48														
" 49														
" 50														
" 51														
" 52														
" 53														
" 54														
" 55														
" 56														
" 57														
" 58														
" 59														
" 60														
" 61														
" 62														
" 63														
" 64														
" 65														
" 66														
" 67														
" 68														
" 69														
" 70														
" 71														
" 72														
" 73														
" 74														
" 75														
" 76														
" 77														
" 78														
" 79														
" 80														
" 81														
" 82														
" 83														
" 84														
" 85														
" 86														
" 87														
" 88														
" 89														
" 90														
" 91														
" 92														
" 93														
" 94														
" 95														
" 96														
" 97														
" 98														
" 99														
" 100														
" 101														
" 102														
" 103														
" 104														
" 105														
" 106														
" 107														
" 108														
" 109														
" 110														
" 111														
" 112														
" 113														
" 114														
" 115														
" 116														
" 117														
" 118														
" 119														
" 120														
" 121														
" 122														
" 123														
" 124														
" 125														
" 126														
" 127														
" 128														
" 129														
" 130														
" 131														
" 132														
" 133														
" 134														
" 135														
" 136														
" 137														
" 138														
" 139														
" 140														
" 141														
" 142														
" 143														
" 144														
" 145														
" 146														
" 147														
" 148														
" 149														
" 150														
" 151														
" 152														
" 153														
" 154														
" 155														
" 156														
" 157														
" 158														
" 159														
" 160														
" 161														
" 162														
" 163														
" 164														
" 165														
" 166														
" 167														
" 168														
" 169														
" 170														
" 171														
" 172														
" 173														
" 174														

EQUIPMENT No. 87865				LETTER pt		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.
442	1st Bower	7070	✓	82100	✓	ANSALDO'S CAST STEEL	S.I.A.C.	GENOA 9-12-55 G.M.
441	2nd "	7060	✓	82000	✓	" CAST STEEL SHANK	S.I.A.C.	GENOA 9-12-55 G.M.
440	3rd "	7000	✓	81575	✓	do	S.I.A.C.	GENOA 9-12-55 G.M.
	Collective weight	21130	✓		19770			
443	Stream	2190	✓	38750	✓	ADMIRALTY CAST STEEL	S.I.A.C.	GENOA 9-12-55 G.M.

443

Stream

215

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.			
					Cwts.	qrs. lbs.											Cwts.	Fathoms
6945	332½	2 1/8	186.75	261.5	1396-0-24		1317.25	330	2 1/8	"EGO" SPECIAL STEEL CABLE	N.V. KONINKLIJKE	LEIDEN 19-12-55 H.D.	TOWLINE	275	55-8	163500	255mm	
INCLUDED IN THE ABOVE ARE 2 SWIVELS																		
THE JOINING SHACKLES ARE OF THE LUKLESS TYPE																		
		DIA. 2 1/8																
on Stream Chain or Steel Wire	275mm	46-8			114113 Kgs													

Steering Gear, Type (Power & hand) ELECTRIC-HYDRAULIC BY J.HASTIE & CO. LTD. GREENOCK Alternative Means of Steering 2 MOTORS & 2 PUMPS ALSO HAND PUMP
 Steering Chains (Size and Test) TELE MOTOR CONTROLLED Windlass STEAM - KAMPNAGEL SCHARFFE, HAMBURG Boats 2 @ 7-35M. LIFEBOAT 32 PER. EACH.
 Olds, thickness and material NONE Cargo Battens, thickness, material and spacing 150x50-230 APART. W. 41
 Ways. (Upper Deck) CARGO TANKS - COAMINGS 780mm HIGH 12mm THICK CARGO TANKS Thickness of Hatches 12mm STEEL
 (FOCLE DECK) FOCLE SPACE HATCHWAY, COAMING 610mm HIGH, 11mm THICK FOCLE HATCH 7-5mm STEEL (MACGREGOR)
 Ways No. 1 (Fwd.) FOCLE 4530x5440 No. 2 CARGO TANKS 30. No. 3 OFF @ 1700x670 No. 4 AL. No. 5 No. 6
 Shifting Beams } NONE
 re and Afters }
 Builder's Signature [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 yes fitted
 whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo TANKER The positions in which oil is carried as fuel or cargo should
 be stated, together with the flash point (where required to be inserted in the Notation).
 This ship has been built under Special Survey in conformity with the Society Rules and Regulations
 set forth in the letter. The scantlings and arrangements of the ship are as given in the report and as
 and amended on the approved plans, now forwarded. All modifications or additions to the original
 arrangements made during construction have been indicated on the plans and have been approved
 in accordance with, or by standards equivalent to the Rule requirements. The plans of Midship Section
 of the hull and Deck 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. Oil fuel, flash point not
 below 150°F, is carried in the double bottom tanks at the fore end of the machinery space, in deep tanks at
 the end of the machinery space and in deep tanks at the forward end of the ship. The requirements of
 the Rule, so far as applicable, have been complied with. The double bottom tanks, deep peak and cargo
 tanks and cofferdams have been tested under water pressure and found good. The decks, bulkheads, w/p doors
 and hatches have been here tested and found good. The steering gear, secondary means of steering, windlass
 P.T.O.

NET ENTRY FEE AT 1% SCALE £1. 2263.133-
 GROSS SPECIAL RATE OF 30% £1. 3328.940-
 The amount of Entry Fee ACTUAL CHARGE 14400 £1. 5434.193-
 Fees applied for, 6-2-1956
 Special Survey Fee £1. 108.68
 Received by me, 19
 Travelling Expenses, if any £1. 151.223-
 REVENUE TAX £1. 179.838-
 State whether the Vessel has been built under Special Survey yes
 Certificate to be sent to Genoa Office Date of issue 18/4/56
 Committee's Minutes FRIDAY 16 MAR 1956
 Character assigned F100 A IV
Carrying Petroleum in Bulk.
L.A. & C.P. 1.56 Gen.
+ LMC 1.56
3 WTB 668 lb. OF 1.56
Wick Gen. CL.
 Signature [Signature]
 Surveyor to Lloyd's Register of Shipping.

Committee's Minutes FRIDAY 16 MAR 1956
 Character assigned F100 A IV
Carrying Petroleum in Bulk.
L.A. & C.P. 1.56 Gen.
+ LMC 1.56
3 WTB 668 lb. OF 1.56
Wick Gen. CL.
 Signature [Signature]
 Surveyor to Lloyd's Register of Shipping.

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.)

General Declaration Contd Windlass/ Lidge suction and hand pump have been tested with satisfactory results.

The freeboard markings have been verified and out in the vessel's sides.

This vessel is also built to class with the Registro Italiano Navale and the American Bureau of Shipping, and has also been surveyed by them during construction.

The freeboard has been assigned by the American Bureau of Shipping.

Sister Vessels:— "ARSEA PRIMA" Ausaldo, Sestri, yard No. 1494 - Genoa F.E. Report No. 20595.

"PURINA ITALM" (yard No. 1509) now fitting out and yard No. 1510 now building.

The "MIRELLA D'AMICO" - C.R.D.A. yard No. 1775 and the "MINA D'AMICO" Ausaldo, yard No. 1486 are similar in way of the cargo tanks, the ends are considerably different.

Special Features:— The wheelhouse is partly of aluminium. A gyro pilot is fitted. Cathodic protection using magnesium-alloy anodes is fitted in centre tanks Nos 1, 2, 3, 6, 7, 9 and 10 and in side tanks Nos 5 p.s. and No 9 p.s. (numbers from forward).

Forging and Casting Report etc forwarded herewith:— Rudder frame upper part, rudder frame lower part, stem frame boss, stem frame sole piece, stem frame rudder trunk, rudder post, rudder stock, tiller steering gear and windlass. Interim Certificate issued - copy attached.

P.403 Quality Steel:— For position and particulars of p.403 quality steel used in the construction of this ship - see separate file forwarded herewith.

Approved Plans forwarded herewith:— Plan No. 1 Midship Section, No. 2 Profile etc, No. 3 Upper & Superstructure Deck, No. 4 Capacity Plan, No. 5 Stiffening under Boilers, No. 6 Stiffening under Third Deck. For the other approved plans see list forwarded with the report of the sister vessel "ARSEA PRIMA" yard No. 1494.

Docking:— Vessel docked in No 4 Dry Dock at Genoa, bottom, stem frame and rudder cleared, examined and re-coated. Vessel undocked 17th January 1956.

PARTICULARS OF ELECTRIC WELDING (if employed) Electric welding has been carried out by experienced operators manually and by the "Union Melt" process. The electrodes used were of the approved type:— "OK 48" and "OK 49" CITOMAR & CITOBASIC and "ATLANTIC 50".

The structure is practically completely welded; the exceptions are the sheerstrake seam, seams of batten strakes C-D and G-H, and one seam each side on the upper deck. The upper deck stringer bar the shell and the fore-castle and poop stringer bars to the shell. A few frames at the ends forward and aft are riveted to the shell.

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

"LACP" 1st DK, 2nd 3rd DK IN WAY OF E.R. - 2nd DK AT FORE END. "MEN-AFT" "DF" "ESD" "GC" "RDR" "LONG" "PEAKING AT BOTTOM" "AT DECK" "CARRYING PETROLEUM IN BULK" "PT ELEC. WELDED" "FITTED FOR OIL FUEL 1.56 K.P. ABOVE 150°F" "CAL. DB. 97-77°F" "PT. FW. 160°F" "PT. OL." "16 BHP"

RADAR Equipment (State if fitted) YES

State Type or Pattern No. CLASS B SERIAL NO P0574
RECEIVER UNIT TYPE 4204 SERIAL NO P0567
State } Maker DECCA RADAR 45 MADE IN ENGLAND
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	4350	G.M.	426	8-11-55
		SHANK	1960	G.M.	426/BIS	29-10-55
		HEAD	4380	G.M.	425	8-11-55
	2nd "	SHANK	1920	G.M.	425/BIS	29-10-55
		HEAD	4345	G.M.	424	19-9-55
	3rd "	SHANK	1910	G.M.	424/BIS	19-9-55
	STREAM		2190	G.M.	427	29-10-55

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 138 ft., R.Q.D. ✓ ft., Bridge 50 ft., Fore-castle 82 ft.

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

Official No. Signal Letters HOAU Extreme Breadth over Belting 86.3 ft. (Circ. 1811) Over-all Length 666.2 ft. (Circ. 1703)

No. and Material of Decks 1 DECK (STEEL) - 2nd 3rd DK IN WAY OF ENGINE ROOM, 2nd DK AT FORE END

Parts of Bottom of Vessel coated with cement or approved composition Fore and after peak tanks, 4th W. double bottom tank ft 13 to 24,

transverse space, and deep tank forward cemented, 4th W. double bottom tank ft 30 to 43 coated with "RUST BAN" No. 297 by ESSO - STANDARD. E.R. bilges coated with Bitumastic

Particulars of composition (if fitted) and of approval as above.

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.	Tons.	Fore peak tank,	Feet.	Tons.
Double bottom, under Engines and Boilers, F# 13-51	✓	✓	After peak tank,	✓	✓
Double bottom, if under Engines only,	✓	160 F.W. pt OF	Deep tank, aft, F# 51 to 53 BUNKER	16.83 ft	OF
Double bottom, if under Boilers only,	✓	PT LUB. OIL	Deep tank, forward, F# 106 to 113	24.89 ft	2084 F.W.
Double bottom, forward,	✓		Other tanks, if fitted, F# 9 to 19	14.17	810 F.W.
Total length (if continuous) and Capacity	97.77	✓	TRANSVERSE SPACE	21 ft	227 F.W.
				20	32 F.W.

Order for Special Survey No.

Date 9/8/1954

Dates of Surveys held while building

1954 AUG 7 SEPT 17 OCT 14, 20 NOV 2, 3, 5, 10, 11, 12, 15, 18, 24 DEC 1, 2, 3, 6, 7, 10, 13, 14, 16, 17, 20, 21, 22, 24.
1955 JAN 3, 7, 10, 11, 13, 14, 18, 27, 28 FEB 2, 3, 5, 7, 15, 16, 18, 19, 22, 23, 24, 25, 26 MAR 1, 3, 7, 8, 9,
10, 11, 18, 22, 24, 28, 30 APRIL 1, 4, 5, 7, 13, 14, 15, 16, 18, 19, 22, 27, 28, 29 MAY 2, 5, 9, 10, 11, 12, 13,
16, 17, 18, 21, 23, 24, 25, 26, 27, 28, 30, 31 JUNE 1, 3, 4, 7, 8, 10, 11, 15, 16, 17, 20, 24, 27, 28, July 1, 6, 7, 12, 20,
SEPT 2, 5, 9, 12, 20, OCT 1, 6, 15, 18, 19, NOV 18, 22, 28 DEC 12, 13, 16, 17, 21, 23, JAN 56 2, 5, 7, 9, 12, 15, 16 Total No. of Visits 139