

DISCLOSED

STEEL STEAMER MOTORSHIP

DISCLOSED

SECTION

SECTION

No. 816C

No. 816C

No. 102881

Date of completion of report

Port of NEWCASTLE-ON-TYNE

Survey held at Wallaseed on Tyne

Date First Survey (1943) June 18th Last Survey May 14th 1945

On the (State if Machinery fitted Aft and if not, Twin or Triple Screw)

H.M.S. "OLNA" Single Screw. Machinery aft.

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

Full Scantling.

State Type of Erections Bridge & Forecastle.

TONNAGE under Tonnage Deck ... 10950.96

CLASS ± 100 A.I. Carrying Petroleum in bulk State if with freeboard as condition of Class ho.

space or spaces in Tonnage Dk. Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 550'0"

Breadth (greatest moulded) B 70'0"

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 40'6"

1st Longitudinal Number (L x D) = 21725

2nd Numeral L x (B + D) = 60225

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.58

Do. Long Bridge to top of keel

Draught Moulded 31'7"

Built at Wallaseed on Tyne.

Launched 28th December 1944 Yard No. 1689.

Builders Messrs Swan, Hunters & Wigham

Richardson & Co.

Owners The Admiralty.

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry

If surveyed while building, afloat, & 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	33	✓	Bracket Floors, Frame		
" " from $\frac{1}{2}$ length amidships to Collision bulkhead	29 1/2	✓	" " Reversed Frame		
" " FROM $\frac{1}{2}$ LAFT.	32 1/2	✓	" " Vertical Struts		
" " in peaks	24	✓	Centre Girder, depth and thickness amidships	60 x 5/8 x 66	
DE FRAMING.			" " top Angles	all welded.	
Frame Amidships, Angle, E or C	11 3 1/2	43 ✓	" " bottom Angles		
" " Extends up to	Upper Deck	✓	Side Girders, No. each side and thickness	ONE 48 x 56	
Reversed Frame Amidships, Angle		✓	Margin Plate depth (excl. of flange) and thickness		
" " Extends up to		✓	" " Vertical Angle to Tank side		
Depth of Framing Girder	11	✓	" " Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	11 3 1/2	43 ✓	" " Vertical Angle to Tank side		
" " ABOVE DECK TOP TO UPPER & FOLLO DE Second 'tween Decks, Angle, E or C	10 3 1/2	40 ✓	" " Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " Third		✓	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem		✓	" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
" " in Peaks, Angle or C	10 3 1/2	40 ✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 - 4 7/8	✓	INNER BOTTOM PLATING. E.R.M. ONLY		
State if Frame Joggled	all welded shell	ho. ✓	Breadth and thickness of Middle Line Strake	BREADTHS AS APPROVED x 64 x 60	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	yes.	✓	Thickness of remainder in Holds		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes.	✓	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?		
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, C or C	SEE RPT. 1	✓
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, C or C		
Middle Line Keelson, on Floors, Angles, C or C			Spacing		
" " Through Plate or Inter-costal Plate			Second Deck, amidships, Angle, C or C		
" " Foundation Plate, on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, C or C		
Side Keelsons, No. each side			Spacing		
" " thickness of Inter-costal Plate			Fourth Deck, amidships, Angle, C or C		
" " Angles			Spacing		
DOUBLE BOTTOM. ENGINE ROOM ONLY			Bridge Deck, Angle, E or C	7 3 37 1/2	
Solid Floors, thickness and spacing EVERY FRAME	5 1/2, 48, 5 7/8	✓	Spacing	EVERY FRAME	
" " Are Frame and Reversed Frame joggled?	all welded	✓	Forecastle Deck, Angle, E or C	9 3 37 1/2	
Bracket Floors, breadth and thickness at middle line			Spacing	EVERY FRAME	
" " breadth and thickness at margin plate					

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	✓		Stringer Plate, breadth and thickness in way of Bridge	✓
" in 'tween Decks, Size and Spacing	✓		Thickness of Plating abreast Deck openings in way of Wells	✓
" " " " " "	✓		Thickness of Plating abreast Deck openings in way of Bridge.....	✓
" in Holds " " " "	✓		Thickness of Plating within line of openings...	✓
" " " " " "	✓		If Sheathed, material and thickness.....	✓
2 LONGIT. Bulkheads Bulkheads Stiffeners and Spacing ... SPACED 33" ✓		10 x .44 BULB PLATE ✓	Third Deck. Stringer Plate, breadth and thickness.....	✓
Plating, thickness of56 & .45 ✓		If Plated, state thickness	✓
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	87 x 1.00 ✓		Fourth Deck. Stringer Plate, breadth and thickness.....	✓
" " " " " in way of Bridge	87 x 1.10 & 1.20 ✓		If Plated, state thickness.....	✓
" Angle in Wells E. WELDED TO SHEER STRAKE ✓			Poop Deck. Stringer Plate, breadth and thickness.....	54 x .40 & .50 ✓
Thickness of Plating abreast Deck openings in way of Wells	CENTRE STRAKE 1.00, 1.50 IN WAY OF PUMPS ✓		Plating, Sheathing, material and thickness50 & .30 BARE STEEL ✓
Thickness of Plating abreast Deck openings in way of Bridge.....	HATCH " 1.00 ✓ see plan		Bridge Deck. Stringer Plate, breadth and thickness.....	46 x .47 ✓
Thickness of Plating within line of openings...	THRO' STRAKE 1.00, 1.20 IN WAY OF BRIDGE ENDS. ✓ see plan		Plating, Sheathing, material and thickness38 BARE STEEL. ✓
If Sheathed, material and thickness.....	BARE STEEL ✓		Forecastle Deck. Stringer Plate, breadth and thickness.....	.40 ✓
Second Deck. Stringer Plate, breadth and thickness in Wells	✓		Plating, Sheathing, material and thickness...	.38 BARE STEEL. ✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAPPED 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.....	84	1.06	.90	.90									
„ Dblg. (if any)	✓												
Bottom Plating, No. of Strakes4.....		.90	.56	.56									
Bilge Plating, No. of Strakes1.....		.90	.56	.56	Transverse plate at								
Side Plating, No. of Strakes3.....		.76	.52	.52	bulkheads on flat of								
Upper Deck, Sheer- strake in Wells.....	75	1.20	.52	.52	bottom 1' 18" as								
Upper Deck, Sheer- strake in Bridge ...	75	1.20	1.44	at break of edge approved.									
Strake below Sheer- strake in Wells}	84	.95	.52	.52									
Strake below Sheer- strake in Bridge ...}	84	.95											
Poop Side Plating.....				.68, .50, .44									
Bridge Side Plating.....			.47										
Forecastle Side Plating				.47									

WATERTIGHT BULKHEADS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)						
,, Deck next below						
As per Rule						
MIDSHIP BULKH'D, Upper 'tween decks			C.L. Web 66" x .50 with 18" x 1.1" face Rats.	H		
,, Second			10" x .40 B. PLATE.	30"		
,, Third			5 1/4" x 42 50 to 76	30"		
,, Holds			9" x 4" x .60 7 x 3 1/2 x .35 5" x 3" x .30 7 x 3 1/2 x 4/8 50 to 30	1 24"		
COLLISION (in Hold)			ONE 6" x .50 B. PLATE Two 7 x 3 1/2 x 3/8	48"		
AFTER PEAK			6 x 3 x 5/16	24"		

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Detail from Approved Plans to be
KEEL, Bar	✓			
STEM		PLATE STEM.	✓	
STERN FRAME {		as	Darlington Forge	
Propeller Post	} CASTING	as approved.	✓	
Rudder "				
Speed of Vessel	17 Knots ✓			
RUDDER—Type	"Simple" as approved.		Darlington Forge	
" A × D	671 ✓			
" Diam. of head	FORGED STEEL	14 1/2" ✓	Darlington Forge	
" Mainpiece at top pintle	} as approved. ✓			
" " heel				
" how constructed				
" double or single plate coupling, vertical or horizontal		Double	Horizontal. ✓	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth*
Appley Frodingham, Corbett Iron Co, Steel Co. of Scotland, Colvilles & Skinningrove Iron Co, Donnam
Cargo Fleet Iron Co, South Durham Steel & Iron Co. Raine & Co.
Has the Steel been tested as required by the Rules? *yes*

H.M.S. "OLNA." NEWCASTLE-ON-TYNE. Rpt. No. 102881
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.		Rivets in Brackets to Bulkheads.	
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Inches.	Number.	Diameter.
								Ins.	Ins.			Inches.
en Decks ... Continuous No. 1 " 2 " 3 " 4 " 5 " 6 " 7 " 8 " 9 " 10 " 11 " 12 " 13 " 14 " 15 " 16 ips Longitudinals " 1 " 2 " 3 " 4 " 5 " 6 " 7 " 8 " 9 " 10 " 11 " 12 " 13 " 14 " 15 " 16 At Ends...		Top Stringer to Shell in Wing Tanks.			Top Stringer to Trans. Bhd. Wing Tanks							
		Plate 21" x 42" with 8" x 44" face flat.			Plate 33" x 40" with 8" x 50" face flat.							
		Middle 00			Middle 00							
		Plate 23" x 42" with 8" x 44" face flat.			Plate 33" x 40" with 8" x 50" face flat.							
		Lower 00			Lower 00							
		Plate 25" x 42" with 8" x 47" face flat.			Plate 36" x 42" with 8" x 50" face flat.							
					Top Stringer to Trans. Bhd. Cr. Tanks.							
					Plate 24" x 40" with 8" x 50" face flat.							
					Middle 00							
					Plate 24" x 40" with 8" x 57" face flat.							
					Lower 00							
					Plate 27" x 40" with 8" x 57" face flat.							
		Struts in Wing Tanks at Stringers & Transverse.			Top stringer to Longit. Bhd.							
		24" x 42"			Plate 21" x 40" with 8" x 42" face flat.							
		Channel 18" x 4" x 4" x 4" .62			Middle 00							
		.42" Webs 3 in width			Plate 23" x 40" with 8" x 42" face flat.							
	30"			Lower 00								
				Plate 25" x 40" with 8" x 45" face flat.								
				Centre line Longit. Girder to upper Deck.								
				Plate 66" x 40" with 7 1/2" x 50" Face flat. Stiffeners 5" x 40"								
				Plats spaced 33" apart.								
				Centre line Longit. Girder to Shell.								
				Plate 53" x 42" with 10" x 54" Face flat. with tripping								
				Brackets & flat stiffeners as approved.								
				all Welded Construction.								

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., 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, etc., on the first page.

EQUIPMENT No. 62660 ✓										LETTER 2f ✓		ANCHORS. 3/3.15. ✓	
Number of Certificate.	Anchors.	WEIGHT, LESS STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.			
6777	1st Bower	101	0	0	-	-	-	67	12	2	0	Byers improved type.	L.P.H.S. 18/11/44. F.W. Dorsey.
6417	2nd "	100	3	0	-	-	-	67	12	2	0	0°	L.P.H.S. 12/9/44. F.W. Dorsey.
46418	3rd "	100	1	0	-	-	-	67	12	2	0	0°	L.P.H.S. 12/9/44. F.W. Dorsey.
	Collective weight	302	0	0									
2681	Stream	31	3	14	7	3	7	30	0	2	14	31 (ex stock) Hook Jaw type.	N. Hingley & Sons L.P.H.N. 11/11/44. J.A. Raff.

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.	Stations.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Ins.		Length.	Ins.
873	90	2 1/16	133 3/8	186 3/4	356-3-7						Stud.	N. Hingley & Sons Ltd.	L.P.H.N. 13/12/44. S. Adlam	TOWLINE	130	6 1/2	112.3	130	6 1/2
838	120	2 1/16	133 3/8	186 3/4	483-2-14						0°	0°	L.P.H.N. 17/11/44. J.A. Raff.	HAWSERS & WARPS	2@120	3 1/4	21.7	2@120	2 3/4
839	120	2 1/16	133 3/8	186 3/4	483-2-0	1317	330	2 1/16	0°	0°	0°	0°	L.P.H.N. 17/11/44. J.A. Raff.		2@120	3 1/4	21.7	2@120	2 3/4
	330				1323-3-21						6/24								
n Stream	120	5 1/2		84.4															
eel Wire																			

Steering Gear, Type (Power & hand)	Steam Hydraulic by J. Hastie & Sons ✓	Alternative Means of Steering	Blocks & Tackle. ✓
Steering Chains (Size and Test)	✓	Windlass	Steam by Emerson Walker. ✓
Boats	Admiralty Supply. ✓		
Ceiling in Holds, thickness and material	✓	Cargo Battens, thickness, material and spacing	✓
Cargo Hatchways.—(Upper Deck)	Steel Plates—Standard Circular 3'0" Deck opening—4'0" dia. Hatch	Thickness of Hatches	Steel corner 4'2" ✓
Size of Hatchways No. 1 (Fwd.)	8'0" x 8'0" ✓	No. 2	✓
No. 3	✓	No. 4	✓
No. 5	✓	No. 6	✓
Number of Shifting Beams and/or Fore and Afters	Stiffened. ✓		
Builder's Signature	FOR SWAN, HUNTER, & WIGHAM RICHARDSON, LTD		
	W. Buckle.		
	Chief Draughtsman.		

GENERAL 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—Imho Electric. ✓	
(b) 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).
This ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans.	
The materials and workmanship are good. ✓	
The weather decks clear of oil tanks, and W.T. bulkhead above peak tank forward have been hose tested and found satisfactory. The peak tanks, all cargo tanks, deep tank forward, oil fuel bunkers, settling tanks, cofferdams, F.W. tanks, and double bottom tanks have been tested as required by the Rules and found satisfactory.	
The requirements of Section 20 of the Rules, where applicable for the carriage of oil fuel, having a flash point above 150°F. have been complied with. The windlasses and steering gear have been tried over, (quayside), and found satisfactory. The assigned fireboards have been marked on the vessel's sides, verified, and cut in. The oil fuel is carried in bunkers at the forward end of the engine room, in fore deep tank, and part of the double bottom under the machinery space.	

The amount of Entry Fee.....	£12 : 0 : 0	Fees applied for, 29 MAY 1945	(Special notations, where part of class, to be stated.)
Special Survey Fee.....	£725 : 0 : 0	Received by me,	
Fireboard	20 0 0		
Travelling Expenses, if any	£ : : :		
State whether the Vessel has been built under Special Survey	Yes.	I am of opinion the Vessel should be Classed	+100A1 "Carrying Petroleum in Bulk."
Certificate to be sent to	NEWCASTLE-ON-TYNE.	Signature	E. H. Dean. & H. Little
Date of issue	24/7/45	Surveyor to Lloyd's Register of Shipping.	
Committee's Minute	FRI. 6 JUL 1945		
Character assigned	+100A1 Carrying Petroleum in Bulk		
	Lloyd's A+CP		
	Fitted for oil fuel 5.45 F.P. above 150°F		
	+LMC 5.45		
White type.	F.D. C.L. 3-W.T.B. 450/6 (Spt. 440/6.)		
DB. 180/6			

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.)

Approved plans as per enclosed list are forwarded with this report, together with the necessary forging reports.

It is requested that the approved plans may be returned as soon as finished with, for reference in dealing with the sister vessel yard No 1711.

Note: To meet the requirements of the Admiralty the following alterations have been incorporated in the vessel from the original design.

No. 8 tank forward has been subdivided with a new transverse bulkhead at frame 15-8, of same scantlings as the original structure. In the wings of No. 8 tank, a one frame space cofferdam transversely & longitudinally has been built port & starboard sides & these tanks are used for the carriage of diesel oil. The centre tank has been converted to a pump room with additional pump room entrance in accordance with approved plan.

No. 8 A tank & No. 9 tank are 8 carry petrol, and 60 lbs. mild steel plating has been fitted over these tanks on upper deck, and at the ship's side shell to a line 26'-0" above base, in accordance with approved plan.

Two substantial steel flats have been introduced into No. 1 centre tank, aft, and these spaces utilised as store rooms &c.

PARTICULARS OF ELECTRIC WELDING (if employed) Vessel all electrically welded except the ship's side frames, riveted, and details of the structure generally.

The electrodes used and the methods employed are in accordance with the Rules.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Cruiser stern, machinery aft, longitudinal framing at bottom and decks, Lloyd's A.R.P. E.S.D., D.F., electrically welded.

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

1st Bower	W ⁵	57-0-14	Int. A.E.G.	No. 5305	Date 29-11-43.
2nd	"	55-3-23	"	A.E.G.	" 5231, " 21-9-43.
3rd	"	55-3-0	"	A.E.G.	" 5301, " 26-10-43.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 146'-10" ft., R.Q.D. ft., Bridge 50'-6 1/4" ft., Forecastle 46'-3" ft.

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

Official No. Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1703) 583'-5"

No. and Material of Decks 1 D⁵ Stl. Part 2nd Stl. clear of oil cargo tanks.

Parts of Bottom of Vessel coated with cement or approved composition Bottoms of fore and after peak tanks.

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,	28'-1"	92
Double bottom, under Engines and Boilers,			After peak tank,	32'-8 1/2"	115 1/2
Double bottom, if under Engines only, OIL FUEL	27'-1"	54	Deep tank, aft,		
Double bottom, if under Boilers only,	78'-6"	218	Deep tank, forward, OIL FUEL	44'-3"	846
Double bottom, forward,	105'-7"	272	Other tanks, if fitted, after C.D.	3'-0"	216
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)	3'-0"	159

* 95% FULL DILAT 38 1/2 C.F. PER TON

Order for Special Survey No. 5685

Date 1/3/43

Dates of Surveys held while building

(1943) June 18, July 7, 9, 27, 28 Aug 10, 13, 20, 26, 30 Sept. 2, 6, 8, 10, 14, 24, 29 Oct. 1, 5, 8, 13, 18, 21, 26 Nov. 1, 4, 5, 9, 12, 17, 26 Dec. 2, 9, 12, 16, 22, 30 (1944) Jan. 4, 6, 10, 12, 20, 24, 26, 31 Feb. 1, 7, 10, 22 Mar. 7, 9, 15, 16, 20, 23, 27, 30 Apr. 6, 12, 26, 28 May 3, 10, 12, 17, 24 June 6, 8, 13, 15, 16, 21, 22, 27, 28 July 3, 5, 6, 7, 10, 13, 24, 25, 26, 27 Aug. 2, 10, 11, 21, 24, 28, 29, 30 Sept. 4, 8, 15, 15, 20, 22, 26, 27 Oct. 2, 4, 5, 9, 11, 13, 17, 18, 23, 31 Nov. 2, 6, 7, 8, 10, 13, 16, 20, 21, 22, 23, 24, 25, 27, 28, 29 Dec. 1, 2, 4, 5, 6, 7, 8, 9, 11, 12, 13, 15, 18, 19, 20, 27, 28 (1945) Jan. 2, 10, 23, Feb. 13, 15, 16, 19, 22, 23 Mar. 5, 6, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 26, 27, 30 Apr. 4, 6, 7, 9, 11, 12, 13, 14, 17, 18, 19, 23, 24, 26, 27 May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 June 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 July 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Sept. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30

Total No. of Visits 197