Rpt. 1

DISCLOSED SECTION No. 856 A

N/N "GOLAR PATRICIA"

STEEL STEAMER OR MOTORSHIP.

DISCLOSED SECTION No. 856 A

Received at London Office 20 MAY 1953

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: 12. MAY 1953 Port of: KOBE No. 1364-A

Survey held at: Kobe Date First Survey: 19th February, 1952 Last Survey: 24th January, 1953.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw): Single Screw Steamer "PATRICIA" Machinery aft.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings): Tanker State Type of Erections: P. B. & E.

TONNAGE under Tonnage Deck: 16364.57

Do. of space or spaces between Tonnage Dk. and Upper Dk.:

Total:

Gross Tonnage: 17735.85

Register Tonnage: 13697.91

REGISTERED DIMENSIONS.

	FEET
Length	606.70
Breadth	83.55
Depth	44.40

CLASS +100A1 Carrying Petroleum in bulk. State if with freeboard or condition of Class: No

		FEET
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	L	594.98
Breadth (greatest moulded)	B	83.33
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)	D	44.37

1st Longitudinal Number (L × D) =

2nd Numeral L × (B + D) =

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

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

Do. Long Bridge to top of keel:

Draught Moulded: 33.51

Built at: Kobe

Launched: 6th October'52. Yard No. 925

Builders: Kawasaki Dockyard Co., Ltd.

Owners: Ocean Oil Operation Incorporated

Managers: – (Where necessarry to be entered in Reg. Book)

Residence: –

Port of Registry: Panama

If surveyed while building, afloat, & in dry dock: Yes; Undocked 11/1/53.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	–	
,, ,, from $\frac{3}{5}$ length amidships to Collision bulkhead	685	
,, ,, in peaks	610	
SIDE FRAMING. at ends. (Fw'd / Aft	300x125x12 / 300x90x10/15.5	Flanged plate / channel
Frame ~~Amidships, Angle, [or [~~		
,, ,, Extends up to	Upper deck	
Reversed Frame Amidships, Angle	–	
,, ,, Extends up to	–	
Depth of Framing Girder	–	Longitudinal framing in cargo tanks.
Frames in Uppermost Continuous 'tween Decks, Angle, [or [	–	
,, ,, **Second 'tween Decks,** Angle, [or [	–	
,, ,, **Third** ,, ,, ,, ,,	–	
,, **from $\frac{1}{2}$ len. for'd. to 15% len. from Stem**	–	
,, **in peaks,** Angle or [	250x90x11/14.5	Channels
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 ; 154	
State if Frame Joggled		
Are the scantlings and arrangements in the **Panting Area** in accordance with the Rules and/or as approved?	Yes	
Are the scantlings and arrangements in way of the **Bottom Forward** in accordance with the Rules and/or as approved?	Yes	
SINGLE BOTTOM.		
Floors, Depth and thickness at mid-line in Holds		
Height of Brackets at side above base line at toe of frame		
Middle Line Keelson, on Floors, Angles, [or [		
,, ,, ,, Through Plate or Intercostal Plate		
,, ,, ,, Foundation Plate on Floors		
,, ,, ,, Flat Plate Keel Angles		
Side Keelsons, No. each side		
,, ,, thickness of Intercostal Plate		
,, ,, Angles		
DOUBLE BOTTOM.		
Solid Floors, thickness and spacing	12.5 every frame	
,, ,, Are Frame and Reversed Frame joggled?	Welded	
Bracket Floors, breadth and thickness at middle line	None	
,, ,, breadth and thickness at margin plate	None	

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame		
,, ,, Reversed Frame		
,, ,, Vertical Struts		
Centre Girder, depth and thickness amidships	1500x15.5	
,, ,, top Angles	Welded	
,, ,, bottom Angles	Welded	
Side Girders, No. each side and thickness	2 ; 12.5	
Margin Plate depth (excl. of flange) and thickness	flat 16	
,, ,, Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	Welded	
,, ,, Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area		
,, ,, Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
,, ,, Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area		
Tank Side Brackets, height above base line at toe of Frame and thickness	1000x950x12.5	
INNER BOTTOM PLATING. in E.R.		
Breadth and thickness of Middle Line Strake	1600 x 16	
Thickness of remainder in ~~Holds~~ E.R.	16	
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	
BEAMS.		
Uppermost Continuous Deck, amidships in Wells, Angle, [or [	See Particulars of Longitudinal Framing	
,, ,, in way of Bridge, Angle, [or [		
Spacing		
Second Deck, amidships, Angle, [or [		
Spacing		
Third Deck, amidships, Angle, [or [		
Spacing		
Fourth Deck, amidships, Angle, [or [		
Spacing		
Poop Deck, Angle, [or [1.0A	230x90x9/13	
Spacing	Every frame	
Bridge Deck, Angle, [or [1.0A	180x90x8/13.5	
Spacing	Every frame	
Forecastle Deck, Angle, [or [1.0A	200x90x8/13.5	
Spacing	Every frame	

DISCLOSED SECTION No. 856 A

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PILLARS AND DECKS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	-	
,, in 'tween Decks, Size and Spacing	-	
,, ,, ,, ,, ,,		
,, in Hold ~~x~~ /dry cargo ,, ,, ,,	250 dia.x12. as approved.	
Longitudinal ,, ,, ,, ~~Cant. Lnx~~ Bulkhead.s Stiffeners and Spacing flanged plates	180x100x11.5 to 360x100x11.5 spaced 760	
Plating, thickness of	15 to 11.5	
STRINGERS AND DECKS.		
Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	1800 x 28	
,, ,, ,, ,, in way of Bridge	1800x 34 & 28	
,, Angle in Wells	200 x200x 25	
Thickness of Plating abreast Deck openings in way of Wells	-	
Thickness of Plating abreast Deck openings in way of Bridge	-	
Thickness of Plating ~~xxxxxxxx~~ ~~xxxxxx~~	25,27 & 26.5 as approved	
If Sheathed, material and thickness	-	
Second Deck. Stringer Plate, breadth and thickness in Wells	-	

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge		
Thickness of Plating abreast Deck openings in way of Wells		
Thickness of Plating abreast Deck openings in way of Bridge		
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	12,10,9,8.5	
Plating, Sheathing, material and thickness	Exposed 63 Oregon Pin Enclosed 30 compositi	
Bridge Deck. Stringer Plate, breadth and thickness	1830 x 9	
Plating, Sheathing, material and thickness	8.5 Not sheathed (30 composition inside house)	
Forecastle Deck. Stringer Plate, breadth and thickness	9 not sheathed.	
Plating, Sheathing, material and thickness		

SHELL PLATING.

SCANTLINGS.

STRAKES.	As in Vessel. Amidships. Breadth.	Amidships. Thickness.	Forward Thickness.	Aft. Thickness.	Any Departure from Approved Plans to be Noted.
Flat Plate Keel	1600	x 30	30	30	
,, **Dblg.** (if any)	-	-	-	-	
Bottom Plating, No. of Strakes 6		23.5	22	16	
Bilge Plating, No. of Strakes 1	G	26	22	14	
Side Plating, No. of Strakes 7	H J to N	22 19	14	14	
Upper Deck, Sheer-strake in Wells P	P	31	14	14	
Upper Deck, Sheer-strake in Bridge		-	-	-	
Strake below Sheer-strake in Wells		19	14	14	
Strake below Sheer-strake in Bridge		-	-	-	
Poop side Plating		-	-	12.5	
Bridge Side Plating		12.5	-	-	
Forecastle Side Plating		-	12.5	-	

RIVETING.

Upper EDGES. State if joggled? No

Single or Double.	Butts. Rivets. Diam. Inches.	Butts. Rivets. Spacing cr. to cr. Inches.	No. of Rows of Rivets.	Butts. Rivets. Diam. Inches.	Butts. Rivets. Spacing cr. to cr. Inches.	Strapped or Lapped.
D.R.	25	100				
A to E welded	-	-				
F Double	28	112				
Double	28	112				
Welded	-	-				
-	-	-				
-	-	-				
Double	25	100				
-	-	-				
Welded						
Welded						
Welded						

Electric Welded.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel — 14 BH

Extending to Upper Deck (Sec. 3c) 15

Deck next below -

As per Rule

	Plating Thickness.	Stiffeners. Vertical. Scantlings.	Stiffeners. Vertical. Spacing.	Stiffeners. Horizontal. Scantlings.	Stiffeners. Horizontal. Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
,, ,, Second ,,					
,, ,, Third ,,					
,, ,, ~~xxxx~~ Cargo tanks (in Hold)	11.5-14	Corrugated vertically		as approved	
COLLISION ,,	7-14	150x90x12	10A 616	610x10.5 fl.150	1600
AFTER PEAK ,, ,,	8-13.5	200x90x 8/13.5	1.0A. 620	-	-

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	-	-	-	
STEM	Plate	-	Builders	
STERN FRAME Propeller Post	Cast Steel	-	Sumitomo Metal Ind.	
STERN FRAME Rudder ,,				
Speed of Vessel	15.5 knots.			
RUDDER — Type	Balanced			
,, A x D		837 sq.ft.		
,, Diam. of head	Forging	385	Kawasaki Steel Wks., K	
,, Mainpiece at top pintle	Cast Steel		Do	
,, ,, heel				
,, how constructed	Welded plates			
,, double or single plate	Double			
,, coupling, vertical or horizontal	Horizontal			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Basic open h

Yawata; Kawasaki; Nippon Kokan, Tsurumi.

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

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Rpt. 1*.

S.S. "PATRICIA"

Kobe, F.E. Prt. No. 1364 B

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	Amidships. In Ship. Ins. Ins. Ins.	Ends. In Ship. Ins. Ins. Ins.	Any Departure from Approved Plans to be Noted.	Riveting. Rivets in Longitudinal Frames. Diam. Ins.	Spcng. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter. Inches.
ming of L, L or C	Flanged plate	serrated						
mes in Bridge 'tween Decks ...	-							
mes from Uppermost Continuous Deck No. 1	180x100x11.5							
" 2	180x100x11.5							
" 3	180x100x11.5							
" 4	200x100x11.5							
" 5	230x100x11.5							
" 6	250x100x11.5							
" 7	280x100x11.5							
" 8	280x100x11.5							
" 9	300x100x11.5							
" 10	330x100x11.5							
" 11	330x100x11.5							
" 12	360x100x11.5							
" 13	360x100x11.5							
" 14	380x100x11.5							
" 15	410x100x12							
" 16	430x100x12							
No.17 to 31	480x130x12							
Spacing of Longitudinal Frames: Amidships	760mm							
Spacing of Longitudinal Frames: At Ends								
ble ms or C: Tank Top Longitudinals								
Bottom "								
g of Longitudinals: Amidships								
At ends...								
Transverses. Side (Bridge 'tween Decks): Depth and Thickness				Rivets in Lugs to Shell. Diam.	Spcng.			
Face Angles								
Lugs to Shell*.....								
Side (Hold): Depth and Thickness	1100 to 1400x12							
Face ~~Angles~~ Plate	160x12							
Lugs to Shell*.....	Welded							
Bottom: Depth and Thickness	1400x12							
Face ~~Angles~~ Plates	(160x12 side tanks (250x14 centre tanks							
Lugs to Shell*.....	Welded							
" " Back Bars	None							
Brackets	Full depth x 600x12							
pacing of Transverse Frames...	3000							

* State if joggled or liners.

Welded

Welded

					Spacing.
itudinal ms of or C	Bridge Deck ...	-			
	Upper " ...	250x100x11.5	Flanged plates	serrated	760
	Second " ...	-			
	Third " ...	-			

Transverse Beams.	Plate.	Face ~~Angle~~ plates	Any departure from Approved Plans to be Noted.
	1000 x11.5	160x12	in Side tanks
	1040 x11.5	250x 14.5	in Centre "

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.*

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+LMC 1,33

EQUIPMENT No. 776.74 LETTER nt ANCHORS.

Number of Certificate.	Anchors.	Weight. Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	WEIGHT REQUIRED BY TABLE 53. Cwts.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
Y3108	1st Bower	122	0	1				75	10	0	0	127	Latest Hall's type	Tokyo Steel Casting Co. Ltd.	Tokyo 26.5.52
Y3109	2nd "	121	1	19				75	10	0	0		do		K. Nakano
Y3110	3rd "	121	0	25				75	10	0	0		do	do	do
	Collective weight	364	2	17								362			
Y3111	Stream	42	1	18	11	0	2	37	10	0	0	39	Admiralty pattern	do	do

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	WEIGHT OF CHAIN CABLE Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length and Size per Table 53. Length. Fathoms	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
277	334.1	2¾	181	253 4/10	1310.3.6	1256.7	330	2¾	Cast Steel	Osaka C.& Mchy.Mfg. Co.	Kaizuka 22/5/52 & 5/7/52 M.Sugihara 20/6/52 K. Urayama 27/6/52 A. Imaizumi
								S.	Stud Link		
							3¼	S.			
		Cir.						Cir.			
~~Stream~~ ~~Steel~~ Steel Wire	156	6 (6x24)	-	108.3			150	6	F.S. WR	Kobe Steel Works Amagasaki	Amagasaki 1/10/52 M.Matsumoto

HAWSERS AND WARPS.

Material.	Length and Size supplied. Length. Fathoms	Cir. Ins.	Breaking Test of Steel Wire. Tons.	Length and Size per Table 53. Length. Fathoms	Cir. Ins.
TOWLINE	146	7	136.7	140	7
Hawsers & Warps	127	8¼	Manila 120		8
	127	8¼	Manila 120		8
	127	8¼	Manila 120		8
"	126	2¾	F.S.W.R.120		2¾
	126	2¾	F.S.W.R.120		2¾
"	126	2¾	F.S.W.R.120		2¾

Steering Gear, Type (Power or hand) Hydraulic — Alternative Means of **Steering** Mannal

Chains (Size and Test) - — **Windlass** Steam — **Boats** 4 steel lifeboats 7.32M 1 Dinghy wood 5.0M

in Holds, thickness and material 63mm Pine — **Cargo Battens,** thickness, material and spacing None

Hatchways. - (Upper Deck) Steel Plates and angles — **Thickness of Hatches** Steel covers

Oil hatches 750m/m DIA.

f Hatchways No. 1 (Fwd) 4000x3425 on f'csle. ~~No.2~~ ~~No.3~~ ~~No.4~~ ~~No.5~~ ~~No.6~~

er of Shifting Beams / or Fore and Afters NONE

Builder's Signature Saburo Yamanaka.
Managing Director of Kawasaki Dockyard.

AL 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 *(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 ar cargo should 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 & Regulations the Secretary's letters. The scantlings and arrangements of the ship as built are as given in port and as shown and amended on the "Approved" and "As Built" plans now forwarded. All modi- ions or additions to the original approved arrangements made during construction have been ated on the plans and have been approved as being in accordance with or by standards equiva- to Rule requirements. The plans of Midship Section and Profile & Decks showing the ship as built been checked with the approved arrangements and found in order. The weather decks clear of anks and Watertight bulkheads have been tested and found satisfactory. All cargo tanks, peak e bottom and deep tanks have been tested as required by the Rules and found tight. The require- of Section 20 of the Rules for carrying oil fuel, flash point above 150°F, have been complied where applicable. The windlass main and auxiliary steering gear have been tried under working tion and found satisfactory. Oil fuel is carried in wing tanks at forward end of engine room, in engine room double bottom tanks and in forward deep tank. The materials and workmanship are good. The freeboards assigned by the Society have been pointed, verified and cut in on the Ships sides.

The amount of Entry Fee £ 146 24.000
Tonnage Calculation 100.000
Load line 100.000
Special Survey Fee £ : :
+ General 64.000
Travelling Expenses, if any £ : :

Fees applied for, 12. MAY 1953 19
Received by me, 19

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

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 K. Urayama
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Kobe in TRIPLICATE — Date of issue 26/6/53

Committee's Minute FRI. 12 JUN 1953

Character assigned +100A1 Carrying Petroleum in bulk.
1.53 Kob. Fitted for oil fuel 1.53 FP above 150°F
Lloyds A+CP
+LMC 1.53
FD CL
2 WTB 455lb (Sph 427lb)

Write Kob.

Note for SRL.

CLASSIFICATION CERTIFICATES WRITTEN.

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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*).

The following plans are forwarded herewith:-

As Built	"As Approved"
Midship Section	Midship Section
Profile & Decks (2 sheets)	Profile & Decks.(2 sheets)
Stern frame	
Rudder	
Shell Expansion	
Longitudinal Bulkhead in cargo oil tank	
Transverse Bulkhead in cargo oil tank	
Double bottom in Engine Room	
Bow Construction	
Stern Construction	
Capacity Plan	
General Arrangement (3 sheets)	

The following Forging & Casting Reports are forwarded herewith:-

Rudder stock

Stern frame

Rudder castings.

P 403 Sect 7 see special plan

PARTICULARS OF ELECTRIC WELDING (*if employed*) All shell butts; Side and bottom shell seams excluding keel bilge & sheer; All upper deck butts; Deck seams except centre strake; Poop & f'csle decks; longitudinals; transverses; bulkheads; houses; casings.

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

Lloyds A. & C.P.; ESD; DF: GyC; Radar; Cruiser stern; pt. elec welded; Mchy aft; Longitudinal framing in cargo tanks. fitted for oil fuel

RADAR *Equipment* (*State if fitted* Yes

State Type or Pattern No. 1402 S Bond

State Name of Maker and/or Supplier U.S. Raytheon

-

Particulars of **Drop Test** of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.					
	1st Bower	79 cwts 3 - 27 lbs.	KN	Y3104	14/5/52
	2nd "	79 cwts 2 grs. 11 lbs.	KN	Y3105	14/5/52
	3rd "	79 cwts 2 grs. 0 lbs.	KN	Y3106	14/5/52
		42 cwts 1gr. 18 lbs.	KN	Y3107	14/5/52

for record 44 4 AE of 1k

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 134.1 ft., R.Q.D. - ft, Bridge -39 ft, Forecastle 82.3 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated -

(Forward)

Official No. Signal Letters HPCF Extreme Breadth over Belting (Circ. 1611) - Over all Length (Circ. 1703) 631.3 ft

No. and Material of Decks One, steel.

Parts of Bottom of Vessel coated with cement or approved composition F. & A. peak tanks - D.B. fresh water tanks, feed & F.W. tanks aft.

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. Feet.	Water Capacity. Salt Tons.
Double bottom, aft,	47.2	121.6
Double bottom, under Engines and Boilers,	-	-
Double bottom, if under Engines only,	55.1	114.5 P.S. 116.9 S.S.
Double bottom, if under Boilers only,	-	-
Double bottom, forward,	-	-
Total length (if continuous) and Capacity	102.3	353.0

Where Fitted.	Length. Feet.	Water Capacity. Salt Tons.
Fore peak tank,		318.9
After peak tank, NWBHOF		220.6
Deep tank, aft,		
Deep tank, forward, No.1 Fuel oil	51.4	1648.9
Other tanks, if fitted,		
(If necessary furnish further information by sketch)		

Order for Special Survey No.

Date

Dates of Surveys held while building

RI. 19th Feb., 18th Aug., 11th Sept., 3rd Oct., 13th Nov., 21st Dec., 1952 22nd Jan., 1953.
KU 26th & 30th Apr., 6th & 20th May, 3rd, 12th & 24th Jun.,7th,22,23,24,28 & 30th Jul., 4,5,6,7,8,9,10,12,14,15,18,19,20,22,23,28,30th Aug.,2,3,4,5 6,8,9,10,13,17,18,25 & 27th Sept., 6 & 11th Oct., 1952. 19th & 24th Jan.
JN 8th Jan., 1953. KT 14th & 16th Jan., 1953.

Total No. of Visits 57

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