

## IRON SHIP.

12th JUNE, 82.

3410

No. 3410 Survey held at Aberdeen Date, First Survey Oct 7 1881 Last Survey June 10 1882

On the *Dabulmanzi Iron Steamer*

AGE under  
Age Deck } 990.01  
Third, Spar,  
Deck }  
Miss room  
Poop, or }  
Or, Dk }  
Houses }  
Deck }  
House }  
Forecastle }  
Tonnage }  
Crew Space }  
Engine Room }  
Tonnage }  
out on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) . . . . . 14.5  
Depth from upper part of Keel to top of Upper Deck Beams . . . . . 14.5  
Girth of Half Midship Frame (as per Rule) . . . . . 21.0  
1st Number . . . . . 56.0  
1st Number, if a 3-Decked Vessel deduct 7 feet . . . . .  
Length . . . . . 208.5  
2nd Number . . . . . 490.1  
Proportions— Breadths to Length . . . . . 1.3  
Depths to Length— Upper Deck to Keel . . . . . 1.4  
Main Deck ditto . . . . .

Master *E. J. Langley*  
Built at *Aberdeen*  
When built *1882* Launched *May 2 1882*  
By whom built *James Hall, Dundee*  
Owners *J. J. Ronnie & Co*  
Residence *48 Regent Street, Aberdeen*  
Port belonging to *Aberdeen*  
Destined Voyage *India*  
If Surveyed while Building, Afloat, or in Dry Dock,  
*Under special Survey*

LENGTH Feet. Inches. Breadth Feet. Inches. DEPTH top of Floors to Upper Deck Beams Feet. Inches. Power of Engines . . . . . Horse. No. of Decks with flat laid No. of Tiers of Beams

Dimensions of Ship per Register, length 200.6 breadth 35.4 depth 21.2

	Inches in Ship.	Inches per Rule.				
EL, depth and thickness . . . . .	8 1/2 x 2 1/2	8 1/2 x 2 1/2				
LM, moulding and thickness . . . . .	8 1/2 x 5	8 1/2 x 5				
ERN-POST for Rudder do. do. . . . .	8 1/2 x 5	8 1/2 x 5				
for Propeller . . . . .	2 1/2 inches	2 1/2 inches				
Distance of Frames from moulding edge to moulding edge, all fore and aft . . . . .		(Class 100 ft.)				
	Inches. Inches. 16ths. Inches. Inches. 16ths.	Inches. Inches. 16ths.				
	In Ship. In Ship. In Ship. per Rule per Rule per Rule					
AMES, Angle Iron, for 1/2 length amidships . . . . .	4 3 1/16	4 3 1/16	4 3 1/16	4 3 1/16	4 3 1/16	4 3 1/16
for 1/2 at each end . . . . .	4 3 1/16	4 3 1/16	4 3 1/16	4 3 1/16	4 3 1/16	4 3 1/16
VERSED FRAMES, Angle Iron . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
BEAMS, depth and thickness of Floor Plate . . . . .	3 5 1/16	3 5 1/16	3 5 1/16	3 5 1/16	3 5 1/16	3 5 1/16
mid line for half length amidships . . . . .	as arranged	as per Rule	as arranged	as per Rule	as arranged	as per Rule
thickness at the ends of vessel . . . . .	as arranged	as per Rule	as arranged	as per Rule	as arranged	as per Rule
depth at 3/4 the half-bdth. as per Rule . . . . .	as arranged	as per Rule	as arranged	as per Rule	as arranged	as per Rule
height extended at the Bilges . . . . .	as arranged	as per Rule	as arranged	as per Rule	as arranged	as per Rule
BEAMS, Upper, Spar, or Awning Deck . . . . .	4 3 1/16	4 3 1/16	4 3 1/16	4 3 1/16	4 3 1/16	4 3 1/16
single or double Ang. Iron, Plate or Tee Bulb Iron . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
single or double Angle Iron on Upper edge . . . . .	4 feet	4 feet	4 feet	4 feet	4 feet	4 feet
Average space . . . . .	8 feet	8 feet	8 feet	8 feet	8 feet	8 feet
BEAMS, Main, or Middle Deck . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
single or double Ang. Iron, Plate or Tee Bulb Iron . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
single or double Angle Iron, on Upper Edge . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
Average space . . . . .	every frame	every frame	every frame	every frame	every frame	every frame
BEAMS, Lower Deck . . . . .	4 4 1/16	4 4 1/16	4 4 1/16	4 4 1/16	4 4 1/16	4 4 1/16
single or double Ang. Iron, Plate or Tee Bulb Iron . . . . .	4 4 1/16	4 4 1/16	4 4 1/16	4 4 1/16	4 4 1/16	4 4 1/16
single or double Angle Iron on Upper Edge . . . . .	4 4 1/16	4 4 1/16	4 4 1/16	4 4 1/16	4 4 1/16	4 4 1/16
Average space . . . . .	every 10 frame	every 10 frame	every 10 frame	every 10 frame	every 10 frame	every 10 frame
BEAMS, Hold, or Orlop . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
single or double Ang. Iron, Plate or Tee Bulb Iron . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
single or double Angle Iron on Upper Edge . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
Average space . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
KEELSONS Centre line, single or double plate, . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
box, or Intercoastal, Plates . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
Rider Plate . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
Bulb Plate to Intercoastal Keelson . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
Angle Irons . . . . .	5 4 1/16	5 4 1/16	5 4 1/16	5 4 1/16	5 4 1/16	5 4 1/16
Double Angle Iron Side Keelson . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
Side Intercoastal Plate . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
do. Angle Irons . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
Attached to outside plating with angle iron . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
EDGE Angle Irons . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
do. Bulb Iron . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
do. Intercoastal plates riveted to plating for . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
EDGE STRINGER Angle Irons . . . . .	5 4 1/16	5 4 1/16	5 4 1/16	5 4 1/16	5 4 1/16	5 4 1/16
Intercoastal plates riveted to plating for . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16
EDGE STRINGER Angle Irons . . . . .	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16	3 3 1/16

FRAMES extend in one length from *keel to bilge and from bilge to deck* Riveted through plates with 3/4 in. Rivets, about 8 apart.  
REVERSED ANGLE IRONS on floor and frames extend *from middle line to flanged plate at bilge and to main 3 upper deck* alternately  
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*  
PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 4 ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.  
Butts of *three* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/16* thicker than the plates they connect.  
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
Butts from Bilge Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.  
Butts of Main Sheerstrake, treble riveted for *half* length amidships. Butts of Upper or Spar Sheerstrake, *double* riveted *all fore and aft* length amidships.  
Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *half* length.  
Breadth of laps of plating in double riveting *1/2* 5.6 Breadth of laps of plating in single riveting *1/2*  
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes* No. of Breasthooks, *4* Crutches, *4*  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *James Lang & Co*  
Manufacturer's name or trade mark, *plating various. Macfarlane & Co.*  
The above is a correct description.  
Builder's Signature, *James Lang & Co* Surveyor's Signature, *J. W. Kettle*  
Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted? *all planed* 3410 Kbn  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *yes*  
Are the fillings between the ribs and plates solid single pieces? *yes*  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c, conform well to each other? *yes*  
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *yes*  
Do any rivets break into or through the seams or butts of the plating? *a few in corners of butts.*

Masts, Bowsprit, Yards, &c., are *iron & red pine in good condition*, and sufficient in size and length. If of Iron or Steel give Scanlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit *Masts fore and main formed of 2 plates 5/16 thick lands double clencher. Butts double carvel shape 1/16 thicker than plates. Length of fore mast deck to rounds 45.6. Dets of Main Mast 47.9 Head 20 1/2. Deck 22. Hull 21 and are doubled at decks.*

Tested by *O. G. Lewis at Rutherford 9.10.82*, *Tested by O. G. Lewis 15.20 March 1882 at Rutherford*

NUMBER for EQUIPMENT 20080		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.										
N <sup>o</sup> .	Chain .....	240	1 3/4	55.2.20	240	57 1/4	Bower Anchors	3	30.1.13	28.15.0.16	27.3.0	28.18.20
One complete but	Fore Sails,			44.2.20	1 11/16	41 3/4	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)		28.5.14	27.14.2.0	27.3.0	28.18.20
	Fore Top Sails,	45	1 1/16	20.5.0.0	45	40 1/16			27.1.2	26.13.0.16	23.2.10	23.19.20
	Fore Topmast Stay Sails,	90	3 1/2	26.8.0.0	90	11			27.1.15			
	Towline, Hemp.	90	6 1/2		90	9						
but	or Steel Wire ..				90	4						
	Main Sails,	Hawser .....	90	4 1/2			Stream Anchor	1	2.3.0	10.14.2.0	2.3.0	10.14.20
	Main Top Sails,	Warp .....	90	4			Kedge	2	4.2.4	4.2.0	5.4.20	
and	quality good	90	3 1/2				2nd Kedge		2.1.6	4.14.2.0	2.1.0	4.15.20

Standing and Running Riggings *galvanizing & hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *2* life boats, *1* 20 ft long and *1* 12 ft long.  
The Windlass is *Good* Capstan *and Rudder good* Pumps *4 5" dia efficient*

Engine Room Skylights. How constructed? *strong cup frame* How secured in ordinary weather? *locked & cramping*

What arrangements for deadlights in bad weather? *glass butt eyes*

Coal Bunker Openings. How constructed? *iron cramping* How are lids secured? *with a bar* Height above deck? *1.5 and 2.0*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Eight scuppers on each side to spar deck, and four scuppers each side main deck to bilge.*

Cargo Hatchways. How formed? *iron cramping & head ledges riveted to beams & iron deck*

State size Main Hatch *20.5 x 12.0* Fore hatch *18.0 x 11.8* Quarter hatch *18.0 x 12.0*

If of extraordinary size, state how framed and secured? *Medium size*

What arrangement for shifting beams *2 beams in main hatch, 1 beam in fore and quarter hatch, and one beam in main hatch on main deck.*

Hatches, If strong and efficient? *Yes. Solid*

Order for Special Survey No. <u>524</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Built under Special Survey as follows Oct 1881</u>
Date <u>Oct 1881</u>		2nd. On the plating during the process of riveting	<u>Dec 2. 3. 1881, 15. 18. 19. 20. 22. 23. 24. 26. 28. 31. Jan 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 14. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Feb 3. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Mar 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Apr 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. Jun 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Jul 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. Sep 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. 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. 26. 28. 31. 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. 26. 28. 31.</u>
Order for Ordinary Survey No. <u>525</u>		3rd. When the beams were in and fastened, and before the decks were laid...	<u>Dec 2. 3. 1881, 15. 18. 19. 20. 22. 23. 24. 26. 28. 31. Jan 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Feb 3. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Mar 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Apr 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. Jun 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Jul 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. Sep 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. 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. 26. 28. 31. 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. 26. 28. 31.</u>
Date <u>Oct 1881</u>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<u>Dec 2. 3. 1881, 15. 18. 19. 20. 22. 23. 24. 26. 28. 31. Jan 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Feb 3. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Mar 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Apr 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. Jun 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Jul 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. Sep 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. 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. 26. 28. 31. 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. 26. 28. 31.</u>
No. <u>222</u> in builder's yard.		5th. After the ship was launched and equipped	<u>Dec 2. 3. 1881, 15. 18. 19. 20. 22. 23. 24. 26. 28. 31. Jan 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Feb 3. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Mar 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Apr 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. Jun 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. Jul 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. Sep 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 26. 28. 31. 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. 26. 28. 31. 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. 26. 28. 31. 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. 26. 28. 31.</u>