

## STEEL STEAMER or MOTORSHIP.

SEP 19 1938

Received at London Office

22902

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 *3rd of September 1938.* Port of *Hamburg.*No. *22902*Survey held at *Hamburg.* Date First Survey *15th of May 1937.* Last Survey *23rd of August 1938.*On the (State if Machinery fitted with and if Single, Twin or Triple Screw) *Steel Sc. Motor Tanker "ARTHUR F. CORWIN" Machinery aft.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Markings) *Full Scantling, Longitudinal framing.* State Type of Erections *Poop, bridge & forecastle.*TONNAGE under Tonnage Deck *9635.35* CLASS *+100 A1* (State if with freeboard) *no.* Built at *Hamburg.*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*Total *✓*Gross Tonnage *10515.76*Register Tonnage *6076.91*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 485.0*Breadth (greatest moulded) *B 69.75*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 37.0*1st Longitudinal Number (L x D) *= 17945*2nd Numeral L x (B + D) *= 5177375*Framing Depth "d" at middle of length. See Sec. 3 (1d) *✓*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.108*Do. Long Bridge to top of keel *✓*Draught Moulded *29' 8 5/8"*Launched *26th April 1938* Yard No. *512*Builders *Dohm & Co.*Owners *Oriental Tankers Ltd.*

Managers

(Where necessary to be entered in Reg. Book.)

Residence *Hong Kong.*Port of Registry *London.*

If surveyed while building, afloat, or in dry dock

*While building, afloat & in dry dock.*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b> .....	<i>LONGITUD.</i>		<b>Bracket Floors, Frame</b> .....	<i>✓ ✓ ✓</i>	
" " from $\frac{3}{8}$ length amidships to Collision bulkhead.....	<i>665-610.</i>	<i>✓</i>	" " Reversed Frame.....	<i>✓ ✓ ✓</i>	
" " in peaks.....	<i>610.</i>	<i>✓</i>	" " Vertical Struts.....	<i>✓ ✓ ✓</i>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b> .....	<i>17' 40 x 15.5</i>	<i>✓</i>
Frame Amidships, Angle, [ or ].....	<i>LONGITUD.</i>	<i>✓</i>	" " top Angles.....	<i>E.W.</i>	<i>✓</i>
" " Extends up to.....	<i>✓ ✓ ✓</i>		" " bottom Angles.....	<i>130 x 130 x 16.</i>	<i>✓</i>
<b>Reversed Frame Amidships, Angle</b> .....	<i>✓ ✓ ✓</i>		<b>Side Girders, No. each side and thickness</b> .....	<i>15.0-12.0</i>	<i>✓</i>
" " Extends up to.....	<i>✓ ✓ ✓</i>		<b>Margin Plate depth (excl. of flange) and thickness</b> .....	<i>400-600 x 14.</i>	<i>✓</i>
<b>Depth of Framing Girder</b> .....	<i>✓ ✓ ✓</i>		" " Vertical Angle to Tank side Bracket <i>depth &amp; No. above</i> .....	<i>E.W.</i>	<i>✓</i>
<b>Frames in Uppermost</b> <i>between</i> <i>Decks, Keels, &amp; or [ ]</i> .....	<i>230 x 90 x 12.5</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area.....	<i>✓ ✓ ✓</i>	
" " <i>BELOW</i> <i>between</i> <i>Decks, Keels, &amp; or [ ]</i> .....	<i>250 x 90 x 11.</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	<i>✓ ✓ ✓</i>	
" " <i>BELOW</i> <i>BOILER DECK</i> <i>between</i> <i>Decks, Keels, &amp; or [ ]</i> .....	<i>230 x 90 x 12.</i>		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area.....	<i>✓ ✓ ✓</i>	
" " <i>between</i> <i>Decks, Keels, &amp; or [ ]</i> .....	<i>250 x 90 x 13.5</i>	<i>✓</i>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b> .....	<i>✓ ✓ ✓</i>	
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem.....	<i>✓ ✓ ✓</i>		<b>INNER BOTTOM PLATING, MOTOR SPACE</b>		
" " in Peaks, <i>Keels, &amp; or [ ]</i> .....	<i>230 x 90 x 12.</i>	<i>✓</i>	<b>Thickness of Middle Line Strakes</b> .....	<i>30.0</i>	<i>✓</i>
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> .....	<i>LONGITUD.</i>	<i>✓</i>	<b>Thickness of remainder in <i>Motor SP.</i></b> .....	<i>14.0</i>	<i>✓</i>
<b>State if Frame Joggled</b> .....	<i>NO.</i>	<i>✓</i>	<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b> .....	<i>YES. AS APPROVED.</i>	<i>✓</i>
<b>Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?</b> .....	<i>AS APPROVED.</i>	<i>✓</i>			
<b>Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?</b> .....	<i>AS APPROVED.</i>	<i>✓</i>			
<b>SINGLE BOTTOM, FORM. DEEP TANK.</b>			<b>BEAMS.</b>		
<b>Floors, Depth and thickness at mid-line in TRANSVERSERS <i>between</i> <i>IN CENTRE TANKS</i>.....</b>	<i>3500 x 11.</i>	<i>✓</i>	<b>Uppermost Continuous Deck, <i>amidships</i> <i>in TRANSVERSERS, Keels, &amp; or [ ]</i>.....</b>	<i>LONGITUDINAL.</i>	<i>✓</i>
<b>IN SIDE TANKS <i>between</i> <i>IN TRANSVERSERS, Keels, &amp; or [ ]</i>.....</b>	<i>1870 x 12.5</i>	<i>✓</i>	" " in way of <i>TRANSVERSERS, Keels, &amp; or [ ]</i> .....	<i>200 x 75 x 11.</i>	<i>✓</i>
<b>Middle Line Keelson, <i>in TRANSVERSERS, Keels, &amp; or [ ]</i>.....</b>	<i>2160 x 12.5</i>	<i>✓</i>	" " Spacing.....	<i>610.</i>	<i>✓</i>
<b>TOP BAR <i>in TRANSVERSERS, Keels, &amp; or [ ]</i>.....</b>	<i>180 x 90 x 10</i>	<i>✓</i>	<b>Second Deck, <i>amidships</i> <i>in TRANSVERSERS, Keels, &amp; or [ ]</i>.....</b>	<i>230 x 90 x 11.</i>	<i>✓</i>
" " <i>in TRANSVERSERS, Keels, &amp; or [ ]</i> .....	<i>1400 x 11.5</i>	<i>✓</i>	" " Spacing.....	<i>280 x 90 x 12.</i>	<i>✓</i>
" " <i>Intercostal Plate</i> .....	<i>✓ ✓ ✓</i>		" " <i>in TRANSVERSERS, Keels, &amp; or [ ]</i> .....	<i>610.</i>	<i>✓</i>
" " <i>Foundation Plate on Floors</i> .....	<i>✓ ✓ ✓</i>		<b>Third Deck, amidships, Angle, [ or ].....</b>	<i>✓ ✓ ✓</i>	
" " <i>Flat Plate Keel Angles</i> .....	<i>100 x 100 x 15</i>	<i>✓</i>	" " Spacing.....	<i>✓ ✓ ✓</i>	
<b>Side Keelsons, No. each side <i>ONE LONGIT. BULKH. EACH SIDE.</i>.....</b>	<i>✓</i>		<b>Fourth Deck, amidships, Angle, [ or ].....</b>	<i>✓ ✓ ✓</i>	
" " thickness of Intercostal Plate.....	<i>✓ ✓ ✓</i>		" " Spacing.....	<i>✓ ✓ ✓</i>	
" " Angles.....	<i>✓ ✓ ✓</i>		<b>Poop Deck, <i>amidships</i> <i>in TRANSVERSERS, Keels, &amp; or [ ]</i>.....</b>	<i>150 x 75 x 8.</i>	<i>✓</i>
<b>DOUBLE BOTTOM, IN MOTOR SPACE</b>			" " Spacing.....	<i>760</i>	<i>✓</i>
<b>Solid Floors, thickness and spacing</b> .....	<i>13.0-750</i>	<i>✓</i>	<b>Bridge Deck, <i>amidships</i> <i>in TRANSVERSERS, Keels, &amp; or [ ]</i>.....</b>	<i>150 x 75 x 9.5</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?.....	<i>NO.</i>	<i>✓</i>	" " Spacing.....	<i>1030.</i>	<i>✓</i>
<b>Bracket Floors, breadth and thickness at middle line</b> .....	<i>✓ ✓ ✓</i>		<b>Forecastle Deck, <i>amidships</i> <i>in TRANSVERSERS, Keels, &amp; or [ ]</i>.....</b>	<i>200 x 90 x 12.</i>	<i>✓</i>
" " breadth and thickness at margin plate.....	<i>✓ ✓ ✓</i>		" " Spacing.....	<i>200 x 75 x 11.</i>	<i>✓</i>
			" " <i>in TRANSVERSERS, Keels, &amp; or [ ]</i> .....	<i>610.</i>	<i>✓</i>



WATERTIGHT BULKHEADS.						FORGINGS AND CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>10 OILTIGHT BULKHEADS.</i>						<b>KEEL Bar</b> .....	<b>FLAT KEEL PLATE.</b>		
Deck next below						<b>STEM</b> <i>BUILT OF PLATES</i> .....	<i>SNOE AS BLOWN &amp; CAST. APPROV. MOSS.</i>		
As per Rule						<b>STERN FRAME</b> { Propeller Post .....	<i>CAST. APPROV. ELBING.</i>		
						{ Rudder " .....	<i>FORG. 2 7/8" ELBING.</i>		
						<b>Speed of Vessel</b> .....	<i>12.5 Km.</i>		
						<b>RUDDER—Type</b> .....	<i>E.W. STREAMLINE BALANCED.</i>		
						" A x D .....			
						" Diam. of head .....	<i>3 1/2" Ø ✓</i>		
						" Mainpiece at top pintle .....	<i>2 7/8" Ø ✓</i>		
						" " heel .....	<i>2 7/8" Ø ✓</i>		
						" how constructed .....	<i>BUILT OF PLATES, SL. WELDED.</i>		
						" double or single plate coupling, vertical or horizontal .....	<i>DOUBLE PLATES, 13Z. ✓</i>		
							<i>HORIZONTAL. 8 BOLTS 3". ✓</i>		
<b>SHIP TANKS.</b> <b>MIDSHIP BULK'D,</b> Upper tween decks ..... <i>11. 5' 200x75x10 760 ✓</i> <i>✓ 1530x115 ✓</i> <b>" " MIDDLE</b> <i>10-13.5 1630x115 2280 5' 150x75x8 760 ✓</i> <i>✓ 1450x115 ✓</i> <b>" " SIDES.</b> <i>14-13.5 1450x115 3040 250x90x11. ✓</i> <i>1240x115 ✓</i> <b>" " Holds</b> ..... <i>✓ ✓ ✓ ✓ ✓</i> <i>5' 180x75x9 ✓</i> <b>COLLISION</b> (in Hold) ..... <i>9-13.5 220x90x11.5 610 400 450x91.5 2200 ✓</i> <i>5' 150x75x8 ✓</i> <b>AFTER PEAK</b> " " ..... <i>6.5-12 220x90x11. DECKS. ✓</i>						<b>STEEL.</b> Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>J.M. own. nearly perfect. ✓</i> <i>Plates: Thyssen, Muhlheim, Guthhoffnungsmittel, Oberhausen, Dillingen-Huttenwerke (Saar), Bolles, Klockner, Beske et al., Guthhoffnungsmittel, Oberhausen, Dortmund-Boerder Eisen. Rivets: St. Kemberg, Loosch i. H., Gieseler, Knipping, Klara i. H., Klockner Beske et al.</i> Has the Steel been tested as required by the Rules? <i>yes. ✓</i>			

EQUIPMENT No. 53500 ✓										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 Superintendant
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.		
38149	1st Bower ...	89	0	0	✓	✓	✓	62	15	0	0	✓	Grisson's Hookless	G. Grisson Co. Sunderland, 23. 3. 1938.
38181	2nd " ...	89	0	0	✓	✓	✓	62	15	0	0	✓	" "	" " " " " "
38180	3rd " ...	88	0	0	✓	✓	✓	62	5	0	0	✓	" "	" " " " " "
	Collective weight.	266	0	0								257½ ✓		
28157		33	3	✓	✓	✓	✓	30	11	3	14	26½	" "	" " " " " " Sunderland, 25. 3. 1938. H. B. Bunker

Rpt. 1\*.

Hamburg Report Nr. 22902

ARTHRUR F. CORWIN "PARTICULARS OF LONGITUDINAL FRAMING. BLOHM & VOSS. No. 512.

[illegible]

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.

Im. 10.29. T.

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.

Friedr. Ohlzen

2DB (a/k/a) 200-16 Lloyd's Register Foundation



EQUIPMENT No. 53500										LETTER <i>f +</i>	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. 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.			
38179	1st Bower	89	0	0	✓	✓	✓	62	15	0	Gunsou's Hookless	O. Gruson & Co. Magdeburg	Sunderland, 28.3.1938. J.H. Dutler.
38181	2nd "	89	0	0	✓	✓	✓	62	15	0	"	"	" " " "
38180	3rd "	88	0	0	✓	✓	✓	62	5	0	"	"	" " " "
	Collective weight.	266	0	0									
38177	Stream	32	2	7	✓	✓	✓	30	11	3	25 7/8		Sunderland, 25.3.1938. J.H. Dutler.

CHAIN CABLES.												HAWERS 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.	Ins.		Length.	Ins.
89091	300	2 5/8	1694	237	1088.1.17	1040	300	2 5/8	Spud link. (cast steel)	O. Gruson & Co. Magdeburg.	Hetherston, 16.5.38. J. H. Relf.	TOWLINE...	130	5 1/2	844	130	5 1/2
												4a HAWERS & WARPS	100	8"	394	4a 100	8"
Iron Stream 1880 at Steel Wire	120	5"	✓	709	✓	✓	120	5	FLEX. STEEL WIRE	KABELFABR. LANDSBERG A. WARTHE.	✓	"					

Steering Gear, Type (Power or hand) *DIRECT DRIVEN, STEAM, EFFICIENT.* Alternative Means of Steering *HAND GEAR AND TACKLE.*

Steering Chains (Size and Test) *NO CHAIN.* Windlass *STEAM, EFFICIENT.* Boats *4 LIFE BOATS, STEEL. 24.0 x 7.75 x 3.35.*

Ceiling in Holds, thickness and material *NO CEILING.* Cargo Battens, thickness, material and spacing *NO CARGO BATTENS.*

Cargo Hatchways.—(Upper Deck) *BUILT OF STEEL PLATES & ANGLES.* Thickness of Hatches *STEEL HINGED COVERS 10 x 11 1/2.*

Size of Hatchways No. 1 (Fwd.) *20'0" x 10'2". No. 2 35'0" x 4'0" No. 3 6'0" x 2'0" No. 4 7'0" x 2'0" No. 5 4'3" x 4'4" No. 6*

Number of Shifting Beams and/or Fore and Afters *NO SHIFTING BEAMS OR FORE & AFTERS.*

Builder's Signature **BLOHM & VOSS**  
*Dreyer Schmidt*

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, MOTORSHIP*  
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *YES, 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 vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters, and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in bulk."* ✓

*The workmanship is of the best description for this type of vessels, all parts conforming well with each other without use of any packing and efficiently riveted together. Where electric welding has been employed, the requirements of the Rules have been complied with.* ✓

*The peak tanks, double bottom tanks, dup tanks, cofferdams, oil fuel bunkers and cargo tanks have been fitted, tested as required by the Rules and were found perfectly right.* ✓

*The air & sounding pipes of all tanks comply with the Rules.* ✓

The amount of Entry Fee *R.M. & 240,00* Fees applied for, *15.9.1938* (Special notations, where part of class, to be stated.)  
 Special Survey Fee *" & 13693,50*  
*FREEBOARD* " *400,00* Received by me, *I am of opinion the Vessel should be Classed + 100 A1 ✓*  
 Travelling Expenses, if any *146,50* *4/10 1938* "Carrying Petroleum in bulk"  
 State whether the Vessel has been built under Special Survey *Yes. 5/10.* Signature *Friedrich Ohlgen.*  
 Certificate to be sent to *the Hamb. Office* Date of issue *7.10.38.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *IFAI 23 SEP 1938*  
 Character assigned *+ 100A1*  
*Carrying Petroleum in Bulk*  
*Lloyd's A & CP*

*+ L.M.C. 8.38* *CL © 2020*  
*DB (forward) 206 lb.*  
*2 DB (aft) 200 lb.* Lloyd's Register Foundation

W1180-0122



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 painting arrangement and strengthening of the bottom forward have been carried out as approved.

Anchor and cables compared with the certificates and found in accordance.

The keelboard assigned by the Committee has been marked and cut in on vessels sides, verified same and found in order.

Sister vessel: *Glohm* & *Goss* yard No. 502. "*Seminole*" Hamb. Regt. No. 21912.

The following plans: \* Main web frame.  
\* Oil tight transverse Bulkhead  
\* Profile and decks

as built are attached.

4 First sheets and copy of interim certificate attached.

The approved plans are retained in this Office for the sister vessel yard No. 513. "*Charles F. Meyer*."

PARTICULARS OF ELECTRIC WELDING (if employed)

The connecting of vertical stiffeners to the transverse bulkheads in way of all cargo tanks. Double bottom tank top plating in way of engine room also structural parts inside double bottom, all as shown on the approved plans.

SPECIAL NOTATIONS:—

Either as part of the vessel's class or for record in the Register Book. Machinery aft. carrying Petroleum in bulk. Cruiser Stern. Longitudinal framing. Rudder electrically welded. Cleave out Wireless, Direction finding apparatus, Echo sounding apparatus and Gyro compass fitted.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Head		Shank	No.	Date	Inspector
		Feet	Tons				
		60.0	5 cwt.	Drop test 12 feet	No. 1969	Sept. 15. 1938	H. H. H.
		23.2	14.1	" " 12 "	No. 1866	" 20.2. 1938	H. H. H.
		60.2	15 "	" " 12 "	No. 1970	" 15.3. 1938	H. H. H.
		23.2	7.1	" " 12 "	No. 1861	" 20.2. 1938	H. H. H.
		58.1	14.1	" " 12 "	No. 1975	" 15.3. 1938	H. H. H.
		23.3	8.1	" " 12 "	No. 1865	" 20.2. 1938	H. H. H.
		21.2	18 "	" " 12 "	No. 1972	" 15.3. 1938	H. H. H.
		2.3	23 "	" " 15 "	No. 1974	" 15.3. 1938	H. H. H.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107.4 ft., R.Q.D. ft., Bridge 39.37 ft., Forecastle 35.33 ft.

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

Official No. 166547. Signal Letters G N N M. Extreme Breadth over Belting 506.66 ft. (Circ. 1703)

No. and Material of Decks 1 DK. (STL.) 2nd DK. (FORM.) 4 FT. CLEAR OF CARGO TANKS. Clear of cargo tanks

Parts of Bottom of Vessel coated with cement or approved composition. Cargo tanks not coated. Double bottom in way of engine asphalt, fore & after peak tanks cement. pt ash.

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, FR. 9-26	41.73	✓	66.5	Fore peak tank,	25.3	✓	195.5
Double bottom, under Engines and Boilers, FR. 26-32	14.76	✓	31.5	After peak tank,	35.3	✓	214.0
Double bottom, if under Engines only, FR. 32-44	29.53	✓	86.0	Deep tank, aft,	4.0	✓	276.0
Double bottom, if under Boilers only,				Deep tank, forward,	24.0	✓	648.0
Double bottom, forward,				Other tanks, if fitted,	4.4	✓	170.0
Total length (if continuous) and Capacity			184.0	(If necessary, furnish further information by sketch.)			

86.02

Order for Special Survey No. 201.

Date 24.9.1936.

Dates of Surveys held while building

1937: May 15. 18. 20. 24. 27. June: 1. 3. 5. 9. 15. 18. 21. July: 1. 2. 6. 8. 10. 21. 22. Aug: 2. 5. 7. 11. 16. 19. 23. 25. 27. 30. Sept: 8. 9. 13. 15. 20. 22. 23. 27. Oct: 5. 8. 15. 18. 21. 27. Nov: 3. 6. 8. 25. 18. 24. 29. Dec: 6. 8. 10. 14. 17. 22. 24. 31. 1938: Jan: 5. 6. 8. 10. 12. 15. 19. 24. 27. 31. Feb: 3. 7. 10. 18. 21. 23. 26. March: 2. 5. 9. 11. 12. 14. 16. 17. 19. 22. 25. 26. 28. 30. 31. Apr: 1. 2. 4. 6. 8. 12. 14. 19. 22. 25. 26. May: 5. 12. 16. 19. 21. 25. 30. June: 10. 17. 21. 25. 29. July: 8. 13. 16. 18. 21. Total No. of Visits 124. 25. 28. Aug: 6. 11. 15. 23.