

STEEL STEAMER or MOTORSHIP.

- 4 NOV 1941

Received at London Office

State if Report has been sent on the Freeboard of the Vessel. YesState if Report is sent on the Machinery of the Vessel. Yes

Date of completion of report

30. 10. 41

Port of BelfastNo. 13091Survey held at BelfastDate First Survey 2nd Nov. 1939 Last Survey 22nd October 1941.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Twin Screw Motorship EMPIRE HOPE

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

Complete Superstructure without Tonnage. State Type of Erections Pop. Bridge + Forecastle on Shelter Dk.TONNAGE under Tonnage Deck... 11294.92CLASS +100 A1 with Freeboard. State if with freeboard as condition of Class YesBuilt at BelfastDo. of space or spaces between Tonnage Dk. and Upper Dk. ✓Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 512Launched 27. Mar. 1941 Yard No. 1050Total 11294.92Breadth (greatest moulded) B 70Builders Harland & Wolff Ltd.Gross Tonnage 12688.04Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1e) D 43.4Owners Ministry of War Transport.Register Tonnage 7640.351st Longitudinal Number (L x D) = 22031Managers Shaw Savill & Albion Co. Ltd.

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

2nd Numeral L x (B + D) = 57871Residence LondonREGISTERED DIMENSIONS.
FEET.Length 521.4Framing Depth "d," at middle of length. See Sec. 3 (1d) 19.45Breadth 70.4Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.81Depth 40.5Do. Long Bridge to top of keel 9.96Draught Moulded 30'-11 5/8"Port of Registry Belfast

If surveyed while building, afloat, or in dry dock

While building, afloat in dry dock.

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	34 ✓		Bracket Floors, Frame <u>L</u>	8 3 1/2 35 ✓	
" " from 3/4 length to Collision bulkhead.....	27 ✓		" " Reversed Frame <u>L</u>	7 3 33 ✓	
" " in peaks.....	24 ✓		" " Vertical Struts <u>L</u>	10 3 1/2 1/2 ✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	48 1/2 x 60 ✓	
Frame Amidships, (holds) <u>Angle, E or C</u>	12 3 1/2 45 ✓		" " top Angles	4 4 1/2 ✓	
" " Extends up to	3 rd 1 1/4" akes alternately scarphed to frame above ✓		" " bottom Angles	6 6 1/2 ✓	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	2 44 ✓	
" " Extends up to...	✓		Margin Plate depth (excl. of flange) and thickness	42 x 62 ✓	
Depth of Framing Girder	12 ✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 6 1/2 ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	9 3 1/2 7/16 ✓		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	6 6 1/2 ✓	
" " Second 'tween Decks, Angle, E or C	do.		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	Inner bottom plating carried 18" over tank side brackets.	
" " Third " " " " " " " "	12 3 1/2 45 } alt. ✓		" " Gussets, spacing and scantling forward 1/4 len. from stem.....		
Framing in Peaks, Angle, E or C	10 3 1/2 7/16 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	77 x 48 fl. 3 1/2 ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 1/4 ✓		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes, except at ends. ✓		Breadth and thickness of Middle Line Strake ...	60 x 60 ✓	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frames abt 60" Bhd. stringers attached to shell and as approved.		Thickness of remainder in Holds	52 to 48 ✓	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Frames 6x6 50, 3 strakes shell increased each side, extra girders riveting as approved from 1/2 L amidships		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. ✓	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or C	10 3 1/2 7/16 aft ✓	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or C	10 3 1/2 50 in way No. 2. ✓	
Middle Line Keelson, on Floors, Angles, E or C			" " Spacing	12 3 1/2 45 ✓	
" " " Through Plate or Intercostal Plate...			Second Deck, amidships, Angle, E or C	12 3 1/2 45 ✓	
" " " Foundation Plate on Floors			Spacing.....	34 ✓	
" " " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or C	12 3 1/2 45 ✓	
Side Keelsons, No. each side			Spacing.....	34 ✓	
" " thickness of Intercostal Plate...			Fourth Deck, amidships, Angle, E or C	12 3 1/2 45 ✓	
" " Angles			Spacing.....	34 ✓	
DOUBLE BOTTOM.			Poop Deck, Angle, E or C	9 3 1/2 7/16 ✓	
Solid Floors, thickness and spacing	48 every 3" frame ✓		Spacing.....	every frame ✓	
" " Are Frame and Reversed Frame joggled?	Frame only. ✓		Bridge Deck, Angle, E or C	10 3 1/2 7/16 ✓	
Bracket Floors, breadth and thickness at middle line	36 x 48 flanged 3 1/2 ✓		Spacing.....	every frame ✓	
" " breadth and thickness at margin plate.....	- do - ✓		Forecastle Deck, Angle, E or C	12 3 1/2 45 ✓	
			Spacing	alternate frames.	

W195-0841/2

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.....	Two rows				Stringer Plate, breadth and thickness in way of Bridge	59	42	Appl 53"	✓
" in 'tween Decks, Size and Spacing.....	wide spaced				Thickness of Plating abreast Deck openings in way of Wells	44	✓		
" " " " " " " "	pillars and				Thickness of Plating abreast Deck openings in way of Bridge	38	✓		
" in Holds " " " " " "	girders as				Thickness of Plating within line of openings...	36 to 34	✓		
" " " " " " " "	approved			✓	If Sheathed, material and thickness	✓			
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....	✓				Stringer Plate, breadth and thickness.....	53	42	✓	
Plating, thickness of	✓				If Plated, state thickness.....	38 to 30	✓	30 in way of bridge.)	
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	58 1/2	34	✓	
Stringer Plate, breadth and thickness in Wells	74	x	72	✓	If Plated, state thickness	30	✓		
" " " " " in way of Bridge	54	x	48	✓	Poop Deck.				
" Angle in Wells	6	6	5/8	✓	Stringer Plate, breadth and thickness	41	40	✓	
Thickness of Plating abreast Deck openings in way of Wells	69	✓			Plating, Sheathing, material and thickness ...	30 bare 26 sheathed)			
Thickness of Plating abreast Deck openings in way of Bridge	44	✓			Bridge Deck.				
Thickness of Plating within line of openings...	46 to 38	✓	36 in bridge		Stringer Plate, breadth and thickness.....	74	62	✓	
If Sheathed, material and thickness	2" asphalt	✓	frwd. well.		Plating, Sheathing, material and thickness ...	56 53 46	✓		
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	53	x	48	✓	Stringer Plate, breadth and thickness.....	37	40	✓	
					Plating, Sheathing, material and thickness ...	38 50	✓	under windless.	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS. amidships			
	AMIDSHIPS.		FORWARD.	AFT.		No.		RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	Spacing cr. to cr.	No. OF ROWS OF RIVETS.	Diam.	Spacing cr. to cr.	
No. of Keel fitted in hull 24.11.41	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL	59	94	84	90		Double	1 37/9	4	1"	4"	lapped
" DBLG. (if any) ✓						do.	1 37/9	4	1"	4"	lapped
BOTTOM PLATING, No. of Strakes4.....	3 strakes ea. side	75	56	56	of 2 L	do.	1 37/9	4	1"	4"	do.
BILGE PLATING, No. of Strakes2.....		75	56	56	82 fwd. to Coll. Bld.	do.	1 37/9	4	1"	4"	do.
SIDE PLATING, No. of Strakes5.....		73	52	52		do	7/8 3 1/10	4	7/8	3 1/2	do.
UPPER DECK, Sheer-strake in Wells.....	72 1/4	✓	90	90		✓		5	1"	4 1/2	do
UPPER DECK, Sheer-strake in Bridge ...	72	73				Double	7/8 3 1/10	4	7/8	3 1/2	do.
STRAKE BELOW Sheer-strake in Wells.....	72	-	80	80		do	1 37/9	4	1"	4"	do.
STRAKE BELOW Sheer-strake in Bridge ...	72	73				do.	7/8 3 1/10	4	7/8	3 1/2	do.
POOP SIDE PLATING				44		Single	3/4 3 1/11	2	3/4	2 5/8	do.
BRIDGE SIDE PLATING 2.	51	67				Double	7/8 3 1/10	4	7/8	3 1/2	do.
FORECASTLE SIDE PLATING			46			Single	7/8 3/4 3 1/2 + 3	2	3/4	2 5/8	do.

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

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).....								
Deck next below								
also 7 divisional W.T. Bulkheads in Upper 'tween Dks. ✓								
As per Rule.....								
STIFFENERS.					STERN FRAME			
					VERTICAL.		HORIZONTAL.	
					Scantlings.	Spacing.	Scantlings.	Spacing.
25 F.								
MIDSHIP BULKHEAD, Upper 'tween decks	26	5 x 3 1/2	30	✓	Propeller Post	✓		
" " Second " "	do.	do.	do.	✓	Rudder "			
" " Third " "	30	6 x 3 1/2	do.	✓				
" " Holds	33 to 43	12 x 4 to 24 x 40	do.	✓	RUDDER—A x D.	Semi-balanced type	✓	
COLLISION " (in Hold)	35 to 44	9 x 3 1/2 to 24	35 B. beams	✓	Speed of Vessel	16 knots	✓	
AFTER PEAK " "	30 to 48	18 x 3 1/2 to 24	Inner bottom	✓	RUDDER mainpiece at head ...	Forged 17" Shaped casting.	Beardmore	
		+ 26 1/2	Main Dk.	✓	" " "	do.	do.	
		approved.	Tunnel Dk.	✓	" how constructed	best frame. Plates riveted + tapped.		
					" double or single plate	Double		
					" coupling, vertical or horizontal.....	Vertical		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth process*

Colvilles Ltd., Lanarkshire Steel Co. Ltd., Steel Company of Scotland Ltd., Dorman Long & Co. Ltd., Smithells & Co. Ltd.

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

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Lloyd's Register
Foundation

EQUIPMENT NO. 60799 (see Note on Reel)												LETTER it		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
99218	1st Bower ...	105	3	7	✓	-		69	10	-	-	104½	Stockless, Halls	Hingley & Sons.	Netherton J.A. Relf. 7.9.40.
99180	2nd „ ...	104	3	14	✓			69	2	2	-	104½	latest Improved	- do -	Netherton J.A. Relf. 20.8.40.
	3rd „ ...											89	Type		
	Collective weight.											298.✓			
99152	Stream	31	2	-	7	3	14	29	15	-	-	31✓	Ordinary	Hingley & Sons.	Netherton J.A. Relf. 7.8.40.

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.		Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
112570	120 $\frac{1}{2}$	2 $\frac{13}{16}$	133 $\frac{1}{10}$	186 $\frac{3}{4}$	483-0-13		}	330	2 $\frac{13}{16}$	Stud	Hingley & Sons	Netherton 16.8.40 R. J. Vogan	TOWLINE...	130	6 $\frac{1}{2}$	112.3	130	6 $\frac{1}{2}$
112571	120 $\frac{1}{2}$	2 $\frac{13}{16}$	133 $\frac{1}{10}$	186 $\frac{3}{4}$	482-1-5			link	- do -	Netherton 16.8.40. J. A. Relf.	HAWSERS & WARPS	2@120	2 $\frac{3}{4}$	15.2	2@120	2 $\frac{3}{4}$		
	240 $\frac{1}{2}$		90 fms short									2@120	2 $\frac{3}{4}$	15.2	2@120	2 $\frac{3}{4}$		
		Cir.							Cir.				"					
Lean Stream Chain Steel Wire	120	5 $\frac{1}{2}$		844				120	5 $\frac{1}{2}$	10/24 G.S.W.			"					

Steering Gear, ~~Steam~~ Electric. Fixed tiller loose quadrant) Steering Gear, Hand Power unit in duplicate.
Boats 2. 28', 1. 26' 2. 18' and Harland & Wolff type.)
1. 26' motor lifeboat.)
Ceiling in Holds, thickness and material Holds insulated except No. 6, where no ceiling.)
Cargo Hatchways.-(Upper Deck) Steel plates and sections.) Thickness of Hatches 2 $\frac{1}{2}$.
Size of No. 1 Hatchway (Forward) 18' x 18' No. 2 28' 4" x 18' No. 3 22' 8" x 18' No. 4 19' 10" x 18' No. 5 22' 8" x 18' No. 6 17' x 18')
Number of Shifting Beams and/or Fore and Afters No. 1. 3, No. 2. 5, No. 3. 4, No. 4. 3, No. 5. 4, No. 6. 3 (Port & Starboard).)

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Motorship. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Oil Fuel is carried in deep oil fuel bunkers at forward end of machinery space, in deep tanks between and at sides of shaft tunnels and in double bottom tanks Nos. 4. 5. 6. + 7 (port + starboard) F.P. above 150° Fah.
This vessel has been built in accordance with the approved plans, the Secretary's letters and in general conformity with the Rules for the class contemplated. The materials and workmanship are good. The double bottom tanks, cofferdams, oil fuel bunkers, forward and after peak tanks have been watertested to Rule requirements and found satisfactory. Weather decks, W.T. bulkheads, flats, tunnels, cargo doors and meat ports have been satisfactorily tested by hose. Steering gear, windlass and anchors and bilge pumping arrangements have been tried under working conditions and found in order. Assigned freeboards have been marked, verified and cut in on the vessel's sides. The vessel is insulated for the carriage of refrigerated cargo with the exception of No. 6 hold and tween decks and upper tween decks abaft No. 2 hold. The scantlings of the vessel have been approved as suitable for a draught of 18' in excess of that corresponding to the freeboard which could be assigned with a tonnage

The amount of Entry Fee £ 12 : - : - Fees applied for,
Special Survey Fee.... £ 483 : 12 : - Received by me,
Freeboard Asst.
Travelling Expenses if any £ 20 : - : -

I am of opinion the Vessel should be Classed + 100 A 1
'With Freeboard'

State whether the Vessel has been built under Special Survey Yes
Certificate to be sent to Belfast Office Date of issue 5/1/42.

Signature E. R. Edgar for F. C. Coates.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

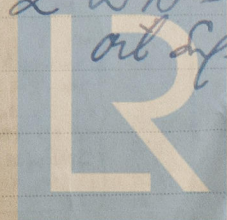
+ 100 A 1
With freeboard

Lloyd's asst
Ox. E. S. D.

+ Limb. 10.41

2 SB - 100 A 1
at Lloyd's

note for S.R.L
Write & Co



Lloyd's Register
Foundation

W195-0084 1/2

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.)

opening. Seven divisional W.T. bulkheads with tonnage openings temporarily closed have been fitted in the Upper Tween Decks in extension of those below. Tonnage openings are closed substantially watertight by steel plate covers secured by through bolts.

This vessel is a sister vessel to the same Builders No. 1051, T.S.M.V. 'EMPIRE GRACE'

The following casting + forging reports are forwarded herewith.

Stem frame, Propeller brackets, Rudder frame stock (3), Tiller. Test certificates for lapwelded steel filler tubes are forwarded with steel test invoice sheets.

1. This vessel sustained damage due to enemy action on the night 4/5th May 1941 whilst building + afloat at Alexandra jetty Belfast. The damage was situated principally on the port side of the after well. Repairs were effected to the following. Upper deck stringer angle and deck plating, sheerstrake, 2nd dk stringer + plating divisional bulkhead in upper tween decks between Nos. 4 + 5 holds and to two winches. A large number of perforations and surface defects due to splinters were dealt with in Bridge end and Poop front bulkheads and interior partitions, hatch coamings, ventilators, 2 derricks rails and other deck fittings.

2. The vessel also sustained damage by fire on the night 30/31 May 1941 and during the fire extinguishing operations whilst building afloat at Victoria wharf Belfast. Insulation was removed in No. 1 hold stowage dks., No. 2 hold stowage dks., No. 3 hold + Main Tween Dks renewed and coolers piping etc. dealt with as necessary. One shell plate, starboard side fore end No. 1 hold was cropped + part renewed also. bhd. starboard No. 2 Main Tween dks. Hatch covers plugs coamings etc. dealt with as necessary.

The above repairs which were effected so as to economise labour and material are such as entitle the vessel in my opinion to the class recommended without restriction. ✓✓

Particulars of Electric Welding. Boundary bulkheads of all oil fuel bunkers. Tunnel deck over oil fuel bunkers aft. including attachment of beams. Deck girders to decks and heads + heels of tubular and other fillers. Inner bottom at fore end of No. 1 hold carried out to shell + welded thereto, side frames carried through inner bottom and watertight welded collars fitted. Gas tightness in future gas tight compartments, where girders form part of gas tight bulkheads, also stringer chocks to shell, obtained by welding. Boat deck welded, and welding employed extensively throughout in attachment of bulkhead stiffeners and in minor other, including non-strength, details.

Special Notations: - Either as part of vessel's class or for record in the Register Book: Cruiser steen, Oil. Eng., D.F., E.S.D., Ref. Mch. 7 Divisional W.T. BHs in tween dk. 540.1 (O.L.)

No openings in Tween dks forward of 2nd R. B.H.
Openings in " " " from aft to " "
closed by plates with 3/4 bolts 11" apart
+ red lead gasketing

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

1st Bower	Cut 67 - Quo 3 - lbs. inc. pins + blocks.	A.G.G.	3198	23.8.40.
2nd "	74 - 0 - 0 - do.	J.D.	1082	7.5.36.
3rd "				

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 64.3 ft., R.Q.D. ✓ ft., Bridge 195.5 ft., Forecastle 67.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. ✓

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 3 Dks., 4th dk in Nos. 2 + 3 holds.

Official No. 168506 ; Signal Letters Is bottom of Vessel coated with cement partly. if not give particulars of composition Nos. 2 + 3 double bottom tanks (F.W.) cemented flush on outside strakes. Peaks cemented.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, No. 8. ✓	62.3 ✓	98 ✓	Fore peak tank, See letter 24.11.41 ✓		109 ✓
Double bottom, under Engines and Boilers,			After peak tank,		178 ✓
Double bottom, if under Engines only, Nos. 6+7 + hub. Od. ✓	73.7 ✓	467 ✓	Deep tank, aft, { Tanks at centre and		
Double bottom, if under Boilers only,			Deep tank, forward, { sides of tunnels, including		
Double bottom, forward, Nos. 1. 2. 3. 4 + 5 ✓	230.1 ✓	937 ✓	Other tanks, if fitted, { common double bottom		1611
Total capacity of double bottom		1502	(If necessary, furnish further information by sketch.)		
* The wells are not to be included in the lengths of the tanks.					

Order for Special Survey No. 886

Date 10. 10. 39

Dates of Surveys held while building

1939 Nov. 2. 7. 13. 23. 27 Dec. 6. 11. 22. 28 1940 Jan. 2. 10. 16. 18. 23. 30 Feb. 1. 5. 14. 16
17. 23. Mar. 6. 13. 28 Apr. 5. 9. 11. 15. 18. 22. 25. 30 May 3. 7. 13. 20. 24. 28 June 4. 7. 12. 14. 18. 24
July 1. 3. 5. 9. 16. 23. 31 Aug. 8. 12. 16. 19. 29 Sept. 10. 14. 25. 26. 30 Oct. 3. 8. 11. 15. 17. 18. 21. 22. 24
28. 29. 31 Nov. 5. 7. 9. 13. 20. 28 Dec. 2. 3. 4. 10. 11. 17. 23. 30. 31 1941 Jan. 1. 3. 6. 8. 9. 10. 13
15. 23. 24. 27. 31. Feb. 3. 10. 12. 18. 24. 25. 27. 28 Mar. 3. 4. 5. 6. 14. 17. 19. 20. 21. 24. 25. 27. 28 Apr. 2. 3
9. 15. 18. 21. 24. 25. 28. 29. 30 May 1. 2. 9. 13. 15. 16. 28. 29. 31 June 4. 9. 12. 13. 16. 18. 20. 24. 26. 27
July 4. 8. 9. 14. 18. 22. 30. 31 Aug. 1. 4. 5. 6. 8. 12. 15. 18. 21. 26. 27. 28. 29 Sept. 1. 2. 4. 9. 10. 11. 12. 16. 17
18. 19. 20. 22. 23. 24. 25. 27. 30 Oct. 1. 2. 6. 7. 9. 10. 15. 14. 15. 17. 20. 21. 22. Total No. of Visits 203