

## STEEL STEAMER or MOTORSHIP.

Received at London Office MAR -8 1938

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 *7<sup>th</sup> March 1938*Port of *BELFAST*No. *12103*Survey held at *Belfast*Date First Survey *21<sup>st</sup> Sept. 1936*Last Survey *7<sup>th</sup> March 1938*On the (State if Machinery fitted *At* and if Single, Twin or Triple Screw) *Twin Screw Motor Vessel "MUNSTER"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Scantlings based on winter draft of 14'9"*State Type of Erections *P.B. & F.*TONNAGE under Tonnage Deck... *1969.09*CLASS *+100A1*State if with freeboard as condition of Class *Yes*Built at *Belfast*

Do. 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 345.0*Launched *3<sup>rd</sup> Nov. 1937* Yard No. *996*Total *1969.09*Breadth (greatest moulded) *B 50.0*Builders *Harland & Wolff, Ltd.*Gross Tonnage *4301.78*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 19.0*Owners *Coast Lines, Ltd.*Register Tonnage *2319.41*1st Longitudinal Number (L x D) *8150 = 23.62*

Managers

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

## REGISTERED DIMENSIONS. FEET.

Length *353.0*Breadth *50.2*Depth *14.6*

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel *18.16*

Residence

Port of Registry *Liverpool*

If surveyed while building, afloat, or in dry dock

*During construction & 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.
<b>FRAMES, Spacing amidships</b>	<i>24</i>	<i>✓</i>	<b>Bracket Floors, Frame</b>	<i>✓</i>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>24</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>24</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>56 1/2 x 50 in E.R. ✓</i>	
Frame Amidships, Angle <i>E or L</i> <i>N.B.S.</i>	<i>6 3 32</i>	<i>✓</i>	" " top Angles	<i>3 3 40</i>	<i>✓</i>
" " Extends up to	<i>B deck.</i>	<i>✓</i>	" " bottom Angles	<i>3 1/2 3 1/2 42</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		<b>Side Girders, No. each side and thickness</b>	<i>One 32</i>	<i>✓</i>
" " Extends up to	<i>✓</i>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>25 x 36</i>	<i>Appd 22 x 36 ✓</i>
Depth of Framing Girder	<i>6</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>3 3 32</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or L</i> <i>N.B.S.</i>	<i>6 3 32</i>	<i>✓</i>	" " Bracket abaft 1/4 len. from stem	<i>6 3 32</i>	<i>✓</i>
" " Second 'tween Decks, Angle <i>E or L</i>	<i>✓</i>		" " Vertical Angle to Tank side	<i>6 3 32</i>	<i>✓</i>
" " Third " " "	<i>✓</i>		" " Bracket forward 1/4 len. from stem	<i>6 6 38</i>	<i>✓</i>
Framing in Peaks, Angle <i>E or L</i> <i>N.B.S.</i>	<i>5 1/2 3 33</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>6 6 38</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 @ 5 1/2</i>	<i>✓</i>	" " Gussets, spacing and scantling forward 1/4 len. from stem	<i>✓</i>	
State if Frame Joggled	<i>Yes.</i>	<i>✓</i>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>42 x 32</i>	<i>✓</i>
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>Deep fs. &amp; rev. as appd. Side stringers run for hold as appd. Stringers &amp; two tiers beams in fore peak as appd.</i>	<i>✓</i>	<b>INNER BOTTOM PLATING.</b>		
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<i>Bottom frames double Intercoastal girders spaced 2'9" Two plating bottom plating midship thickness to Coll. bhd. Rivet spacing reduced</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>15 x 38/34</i>	<i>✓</i>
<b>SINGLE BOTTOM.</b>			Thickness of remainder in Holds	<i>32/30</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds			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?	<i>Yes.</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame			<b>BEAMS.</b>		
<b>Middle Line Keelson, on Floors, Angles, E or L</b>			Uppermost Continuous Deck, amidships	<i>6 3 35</i>	<i>✓ also see plans</i>
" " Through Plate or Intercoastal Plate			" " in Wells, Angle <i>E or L</i>	<i>5 3 35</i>	<i>✓</i>
" " Foundation Plate on Floors			" " in way of Bridge, Angle <i>E or L</i>	<i>24</i>	<i>✓</i>
" " Flat Plate Keel Angles			Spacing	<i>24</i>	<i>✓</i>
<b>Side Keelsons, No. each side</b>			<b>Second Deck, amidships, Angle <i>E or L</i></b>	<i>6 3 28</i>	<i>✓ also see plans</i>
" " thickness of Intercoastal Plate			Spacing	<i>24</i>	<i>✓</i>
" " Angles			<b>Third Deck, amidships, Angle <i>E or L</i></b>	<i>✓</i>	
<b>DOUBLE BOTTOM.</b>			Spacing	<i>✓</i>	
Solid Floors, thickness and spacing	<i>32 @ 24</i>	<i>✓</i>	<b>Fourth Deck, amidships, Angle <i>E or L</i></b>	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>Frame only</i>	<i>✓</i>	Spacing	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		<b>Poop Deck, Angle <i>E or L</i></b>	<i>5 3 30</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>24</i>	<i>✓</i>
			<b>Bridge Deck, Angle <i>E or L</i></b>	<i>5 3 30</i>	<i>✓ also see plans</i>
			Spacing	<i>24</i>	<i>✓</i>
			<b>Forecastle Deck, Angle <i>E or L</i></b>	<i>5 3 26</i>	<i>✓</i>
			Spacing	<i>24</i>	<i>✓</i>



## 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.
<b>PILLARS, No. of Rows.....</b>	<i>Two</i>		Stringer Plate, breadth and thickness in way of Bridge .....	<i>50 x 34</i> ✓	
„ in 'tween Decks, Size and Spacing .....	<i>Wide</i>		Thickness of Plating abreast Deck openings in way of Wells .....	<i>(clear of E Space)</i> <i>26</i> ✓	
„ „ „ „ „ .....	<i>Spaced</i>		Thickness of Plating abreast Deck openings in way of Bridge .....	<i>26</i> ✓	
„ in Holds „ „ .....	<i>with girders</i>		Thickness of Plating within line of openings...	<i>24</i> ✓	
„ „ „ „ „ .....	<i>as approved</i> ✓		If Sheathed, material and thickness .....	<i>Asphalt</i> ✓	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of .....	✓		If Plated, state thickness.....	✓	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck. 'C'</b>	<i>32" clear of gangways</i>		Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	<i>60" in way</i> ✓		If Plated, state thickness .....	✓	
„ „ „ „ in way of Bridge	<i>61 x 38</i> ✓		<b>Poop Deck. 'B'</b>	<i>34/30</i> ✓	
„ Angle in Wells .....	<i>(50 abreast E. Casings)</i> ✓		Stringer Plate, breadth and thickness .....	<i>20 pl. 2 1/2" teak</i>	
Thickness of Plating abreast Deck openings in way of Wells .....	<i>6 6 70</i> ✓		Plating, Sheathing, material and thickness .....	<i>24 pl. Comp.</i> ✓	
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>(3 x 3 x 32 bel. gangways)</i> ✓		<b>Bridge Deck. 'B'</b>	<i>50 x 44</i> ✓	
Thickness of Plating within line of openings...	<i>40</i>		Stringer Plate, breadth and thickness.....	<i>32 pl. Comp.</i>	
If Sheathed, material and thickness .....	<i>50</i>	<i>also see plans</i>	Plating, Sheathing, material and thickness .....	<i>24" within opening</i> ✓	
<b>Second Deck. 'D'</b>	<i>28 x 32</i> ✓		<b>Forecastle Deck. 'B'</b>	<i>32/30</i> ✓	
Stringer Plate, breadth and thickness in Wells...			Stringer Plate, breadth and thickness.....	<i>24 pl. Comp.</i> ✓	

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>No</i>	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR 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 .....	44	56 ✓	50 ✓	50 ✓		Double	7/8	3 3/4	✓ 3R	1	3 1/2	Strapped.	
„ DBLE. (if any)													
BOTTOM PLATING, No. of Strakes .....		48 ✓	36 ✓	46 at ✓			3/4	3	✓ 3R	3/4	2 5/8	Lapped	
BILGE PLATING, No. of Strakes .....		48 ✓	36 ✓	40 ✓			3/4	3	✓ 3R	3/4	2 5/8		
SIDE PLATING, No. of Strakes .....		36 ✓	30 ✓	30 ✓	Appd. 46/30 ✓		3/4	3	✓ 3R	7/8	3 1/8	Strapped	
UPPER DECK, Sheer-strake in Wells .....	52 1/2	88/64	30 ✓	30 ✓			1	4	✓ 3R	1	3 1/2	Lapped	
UPPER DECK, Sheer-strake in Bridge ...		50/46					3/4	3	✓ 3R	3/4	2 5/8		
STRAKE BELOW Sheer-strake in Wells .....	49		42/30 ✓	40/30 ✓			3/4	3	✓ 2R	3/4	2 5/8		
STRAKE BELOW Sheer-strake in Bridge ...		46 ✓					3/4	3	✓ 3R	3/4	2 5/8		
POOP SIDE PLATING .....				38/30 ✓		Single	5/8	2 2/3	✓ 2R	5/8	2 1/4		
BRIDGE SIDE PLATING ...		46 ✓				Double	3/4	3	✓ 3R	3/4	2 5/8		
FOREC'TLE SIDE PLATING				34/30 ✓		Single	5/8	2 2/3	✓ 2R	5/8	2 1/4		

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 10

„ Deck next below 1

As per Rule 6

JBH

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....		<i>Flat plate Keel.</i>		✓
<b>STEM</b> .....	<i>Keel &amp; Sheel pieces</i>	<i>CS.</i>	<i>As</i>	<i>Skoda</i>
	<i>Middle piece</i> .....	<i>FS.</i>	<i>appd</i>	<i>Marks Ltd</i> ✓
<b>STERN FRAME</b> {	<b>Propeller Post</b> .....		<i>As</i>	<i>Skoda</i>
	<b>Rudder</b> .....	<i>CS.</i>	<i>appd.</i>	<i>Marks Ltd</i> ✓
<b>Speed of Vessel</b> .....		<i>17 knots</i>		✓
<b>RUDDER—Type</b> .....		<i>Balanced</i>		
" <b>A × D</b> .....		<i>85.5 \$</i>		✓
" <b>Diam. of head</b> .....		<i>FS</i>	<i>9 1/2" dia at head</i>	
" <b>Mainpiece at top pintle</b> .....			<i>10 1/2" gland</i>	
" <b>heel</b> .....		<i>FS.</i>	<i>As</i>	<i>Walsingham Steel Co. Ltd.</i>
" <b>how constructed</b> .....		<i>appd.</i>		✓
" <b>double or single plate</b> .....		<i>Double plate welded</i>		✓
" <b>coupling, vertical or</b> .....		<i>to FS frame</i>		
" <b>horizontal</b> .....		<i>Vertical.</i>		✓

## STIFFENERS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
Frame N° 8 fwd.						
MIDSHIP BULKHEAD	Upper tween decks		6 x 3 x .36	26 3/4	-	-
"	Second "	34/26				
"	Third "					
"	Holds .....		6 x 3 x .34	25	-	-
COLLISION	(in Hold) 7.76 fwd	42/30	5 x 3 x .34 angle 1	24	2 Stringers between tank top & Deck.	
AFTER PEAK	" 7.76 aft	50/42	6 x 3 x .44 angle 7	24	-	-

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin Co.*  
*Calwell Ltd., Steel Company of Scotland, Lanarkshire Steel Co., Consett Iron Co.*  
*Skimmingrove Iron Co., Dorman Long & Co.*  
 Has the Steel been tested as required by the Rules? *Yes. ✓*



EQUIPMENT No												LETTER	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.				
96293	1st Bower ...	53	3	0	Stockless			44	12	2	0		{Halls latest improved Type. CS head. Shank F.W. Iron. S. Shackles F.W. Iron.	-	LPH. N. 20.5.37 J.A. Rely.	
96292	2nd „ ...	53	2	0	„			44	10	0	0			-	„	
96286	3rd „ ...	53	2	0	„			44	10	0	0			-	„	
	Collective weight.	160	3	0								149½	✓			
96229	Stream .....	14	1	0	3	2	21	15	16	3	14	14	✓	Hotmans (F.W. Iron).	-	14.6.37

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. Cir.	Tons.	Length. Cir.
105653	270 1 13/16	82 1/2	115 1/2	472.0.0	447½			270 2 1/16	Stud link (Ord.)	S. Taylor Sons (Brierley Hill) Ltd.	LP.H. N. 21.6.37 JAR.	TOWLINE...	120 4½	43.3	120 4½
	Spare shackles 5.0.0 (equivalent)														
105664	Two 5 open link attachments for above:									do.	do.	HAWSERS & WARPS	5@20 2¾	15.2	2@90 2½
	2¾ 82 1/2	115 1/2	5.1.7										2@20 2½	17.7	2@90 2½
Less Stream Chain or Steel Wire	90 4½	43.3						90 4½	G.S.W. 6/12	Halls Barton Roper.	18/8/37				

Steering Gear, Steam Electric hydraulic. *Hastie Sons*. Steering Gear, Hand G.S.W. relieving tackle as appd.

Boats 7 lifeboats 1 motor boat. Steering Chains, Size and Test *Telemotor Control*. Windlass Electric. *Clark Chapman*.

Ceiling in Holds, thickness and material 2½". Cargo Battens, thickness, material and spacing 2" close ceiling.

Cargo Hatchways. (Upper Deck) *Steel plates & angles*. Thickness of Hatches 3".

Size of No. 1 Hatchway (Forward) 9'0" x 10'8" No. 2 12'0" x 16'8" No. 3 14'0" x 16'8" No. 4 - No. 5 - No. 6 -

Number of Shifting Beams and/or Fore and Afters *Nº 1 & 2: one Nº 3: two*.

For HARLAND AND WOLFF, LIMITED.

Builder's Signature *A. Marshall* Secretary.

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 *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.

In O.F. Bunkers at fore end of Machinery Space and in double bottom tanks below O.F. bunkers and at port forward end of main motor room (oil overflow tank).

This vessel has been built in accordance with the approved plans and Secretary's letters of various dates, and in general conformity with the Society's Rules for the class contemplated. The materials and workmanship are good. The double bottom tanks, cofferdams, after peak tank forward deep ballast tank and oil fuel bunkers have been tested under water pressure to Rule requirements with satisfactory results. All watertight bulkheads, weather deck, tunnel flat, sidelights, passenger and oil filling station shipside doors have been satisfactorily tested by hose. The bilge and ballast pumping arrangements, watertight doors under local and central control, bow and stern steering gears, including relieving tackle for the latter, and windlass have all been tried under working conditions and found in good order. The Freeboards assigned to the vessel have been marked on the sides.

The amount of Entry Fee ..... £ 8 : 0 : 0 Fees applied for, 7. 3. 1938

Special Survey Fee.... £ 290: 2 : 0 Received by me, 24/3/38

*Freeboard* Travelling Expenses, if any £ 15 : 0 : 0 *2/45*

I am of opinion the Vessel should be Classed *+100A1* with *freeboard*, for Irish Channel Service.

State whether the Vessel has been built under Special Survey *Yes*. Signature *J. B. Cocho* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Bel* Date of issue *28/3/38*

Committee's Minute *FRI 11 MAR 1938*

Character assigned *+ 100 A1 with freeboard for Irish Channel Service*

*Lloyds Assoc. + Inc 3.38 100 80 lb. oil Eng. O.G.*

The Surveyors are requested not to write on or before the Committee's Minute.

Lloyd's Register Foundation

W456-0086(212)



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.)

verified and cut in, and the Certificate and Certified Copy issued. The vessel is furnished with a Passenger Certificate.

A plan of Midship Section as built is forwarded herewith, together with the approved plans per attached list.

The following Steel Forging & Casting reports are forwarded for filing with this report, viz:

- C.S. Stem frame
- Propeller Brackets
- C & F.S. Stem
- F.S. Stem Rudder frame
- C & F.S. Bow Rudder and details (2)
- C.S. Tiller
- F.S. Tiller

This vessel is sister to the M.V. LEINSTER, 13d. Report N° 12030.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. (P) D.F. Cruiser stem. Oil engs.

Length Overall: 367 ft. ✓

Extreme Breadth over bellying: 52' 6" leave out

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

1st Bower	30. 3. 21 ✓ JD	4187	19. 6. 36	Wt. including pins & blocks: 34. 1. 2
2nd "	31. 2. 17 ✓ RL	3606	29. 9. 33	" " " 32. 3. 13.
3rd "	31. 2. 10 ✓ H.C.M.	4219	18. 8. 36	" " " 34. 3. 19.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 59.0 ft., <sup>Fore. Open Br.</sup> R.E.D. 22.0 ft., Bridge 186.0 ft., Forecastle 43.0 ft.

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

2 1/2" portable wood covers

No. and Material of Decks 2 dks (ste)

Official No. 166226 ; Signal Letters

Is bottom of vessel coated with cement Yes, clear of oil fuel. if not give particulars of composition. ✓ pt cem.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, 3s 57a to 20a	74 ✓	204 ✓	Fore peak tank, Dry frames 81 f to stem	-	-
Double bottom, under Engines and Boilers,			After peak tank, AB to 76a	21	52 ✓
Double bottom, if under Engines only, 19a to 32 f.	100 ✓	337 ✓	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, 3s. 76 f to 81 f.	10	43 ✓
Double bottom, forward, 3s. 32 f to 74 f.	84 ✓	103 ✓	Other tanks, if fitted,		
258	Total capacity of double bottom	644	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 864

Date 30. 9. 36

Dates of Surveys held while building

1936 Sept. 21. 29 Oct. 15. 22. 28 Nov. 3. 19 Dec. 3. 9. 16. 23 1937 Jan. 13. 19. 26. 28 Feb. 3. 11. 17. 22  
Mar. 1. 4. 8. 11. 15. 23. 25 Apr. 5. 16. 22. 27 May. 7. 10. 14. 17. 18. 20. 24 June 3. 7. 18. 24 28 July 6. 8  
19. 20. 22. 26. 30 Aug. 3. 5. 6. 16. 18. 20. 26 Sept. 6. 8. 10. 16. 20. 22 28 Oct. 4. 6. 8. 13. 14. 15. 29  
Nov. 1. 5. 9. 12. 16. 22. 25. 30 Dec. 9. 14. 22 1938 Jan. 5. 12. 17. 20. 26 Feb. 3. 8. 10. 11. 18. Mar. 9. 7

Total No. of Visits 93