

Sailing Vessel.

IRON OR STEEL SAILING SHIP.

(Received at London) 4 JUL 1891

Date of completion of Report 3rd July 1891. Port of Greenock.No. 10287 Survey held at Port Glasgow Date of First Survey 15th Sept 1890. Last Survey 26th June 1891.

On the Steel Barque "Merramsay" Rig Barque, 3 masts.

TONNAGE under Tonnage Deck 1322.03

ONE OR TWO DECKED VESSEL.

Master Jno. Symmers

No. of Poop 60.81

CLASS *100 A.1

Year of Appointment (1) As master in service of owner of present vessel - 1891 (2) As master of this vessel - 1891

Do. of mainmast (1) As master in service of owner of present vessel - 1891 (2) As master of this vessel - 1891

Do. of mainmast (1) As master in service of owner of present vessel - 1891 (2) As master of this vessel - 1891

No. of Houses on Deck 29.49

Do. of houses of Hatchways 15.19

No. of Forecastle 1437.52

Gross Tonnage 56.53

Less Crew Space 1380.99

TONNAGE FOR FEES 59.55

Navigation spaces 1321.44

Register Tonnage as out on Beam 1321.44

Half Breadth (moulded) 17.92

Depth from upper part of Keel to top of Upper Deck Beams 23.93

Girth of Half Midship Frame (as per Rule) 37.90

1st Number 79.75

Length 225.5

2nd Number 17983

Proportions - Breadths to Length 6.29

Depths to Length - Upper Deck to top of Keel 9.42

Destined Voyage Rangoon via Geyser

Built at Port Glasgow (Kingston Land)

When built 1891 Launched 6th June 1891

By whom built Messrs Russell & Co.

Owner Messrs George Milne & Co.

Managers

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

Residence Aberdeen

Port belonging to Aberdeen

Surveyed while Building, Afloat, or in Dry Dock Yes

LENGTH on deck Feet. 225.6 Inches. 6 BREADTH Moulded Feet. 35 Inches. 10 DEPTH Top of Floors to Upper Deck Beams Feet. 21 Inches. 11.5 No. of Decks with Flat laid One No. of Tiers of Beams Two

Dimensions of Ship per Register, Length 236.6 breadth 36.1 depth 21.7 Moulded depth, ft. 23 in. 2 Round up of Beam 9.5 ins.

FORGINGS AND CASTINGS.

EEL, Bar or Side Plates, depth and thickness 9 x 2 1/2
STEM, moulding and thickness 8 1/2 x 2 1/2
STERN-POST, do. do. 8 1/2 x 2 1/2
IN-PIECE OF RUDDER, diameter at head 6
" " at heel 3
RUDDER, how constructed Iron frame, forging, plated over
Can the Rudder be unshipped afloat? Yes

FRAMING.

NAME, Angles, or L Bar, for 1/2 length amids 5 3 8 5 3 8
Do. for 1/2 at each end 5 3 7 5 3 7
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 - - 24 - -
REVERSED FRAME, Angles 3 1/2 3 8 3 1/2 3 8
FLOORS, depth and thickness of Floor Plate at mid line for 1/2 length amids 24 - 10 24 - 10
" thickness at the ends of vessel - - 8 - - 8
" depth at 1/2 the half breadth, as per Rule 12 - - 12 - -
" height extended at the Bilges 48 - - 48 - -
LOOKS & BRACKETS, in Cell Dble Bottoms
" distance apart
CENTRE GIRDER, in Dbl. Btm., dpth & thckns
" Angles, Top Bottom
SIDE GIRDERS, number and thickness
" Angles
MARGIN PLATE, depth (exclusive of flange) and thickness
" Angles
INNER BOTTOM PLATING, br'dth & thckn's of Middle Line Strake
" Remainder
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 8 1/2 - 8 8 1/2 - 8
" Angles on Upper Edge 3 3 7 3 3 7
" Average space 48 - 7 48 - 7
BEAMS, Lower Deck, Plate or Tee Bulb 8 1/2 - 8 8 1/2 - 8
" Angles on Upper Edge 3 3 7 3 3 7
" Average space 48 - 7 48 - 7
BEAMS, Hold, Plate or Tee Bulb
" Angles on Upper Edge
" Average space
BEAMS, Poop or Bridge Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 6 1/2 4 9 6 1/2 4 9
" Angles on Upper Edge
" Average space 48 - 7 48 - 7
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb 7 - 7 7 - 7
" Angles on Upper Edge 3 3 6 3 3 6
" Average space 48 - 7 48 - 7
PILLARS, in 'tween Decks, at Centre line. Size 23 - 23
" " " Spacing 48 - 48
" " " Quarter Size
" " " Spacing
" In Holds, at Centre line Size 3 1/2 - 3 1/2
" " " Spacing 48 - 48
" " " Quarter Size
" " " Spacing
WEB FRAMES, Breadth and thickness
" Number and Spacing
Number of Side Stringers, breadth and thickness
Size of Angles or Tee Bars to Web-Frames

KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 17 - 12 17 - 12
" Rider Plate 11 - 12 11 - 12
" Bulb Plate to Intercoastal Keelson
" Horizontal Plates above floors
" Angles 5 4 9 5 4 9
SIDE KEELSON, Angles 5 4 9 5 4 9
" Bulb Plate for length
" Intercoastal Plate for length
" Attached to outside Plating with Angle 3 3 7 3 3 7
BILGE KEELSON, Angle 5 4 9 5 4 9
" Bulb Plate for length
" Intercoastal Plates for len.
" Attached to outside Plating with Angle 5 4 9 5 4 9
BILGE STRINGER, Angles 5 4 9 5 4 9
" Bulb Plate for length
" Intercoastal Plates for len.
" Attached to outside Plating with Angle 5 4 9 5 4 9
SIDE STRINGER, Angles 5 4 9 5 4 9
" Bulb Plate for length
" Intercoastal Plate for len.
" Attached to outside Plating with Angle
Main Deck Stringer Plate, on end of Beams, breadth and thickness 44 10 44 10
" Angle on ditto 4 1/2 x 4 1/2 9 4 1/2 x 4 1/2 9
" Tie Plates fore and aft, outside Hatchways 13 10 13 10
" Diagonal Tie Plates on Bms., No. of Prs. 5 13 10 13 10
" Flat of Deck, material and thickness P. Pine 4 - 4 -
" " Iron or Steel for length
" How fastened to Beams As required
Lower Deck Stringer Plate, on ends of Beams, breadth and thickness 32 9 32 9
Is the Stringer Plate attached to the Outside Plating? Yes
" Angles on ditto, No. 2 4 1/2 x 4 1/2 9 4 1/2 x 4 1/2 9
" Tie Plates, outside Hatchways 13 9 13 9
" Diagonal Tie Plates on Bms., No. of prs.
" Flat of Deck, material and thickness 3 1/2 x 3 1/2 6 3 1/2 x 3 1/2 6
" How fastened to Beams As required
Hold Stringer Plate, on end of Beams
Is the Stringer Plate attached to the Outside Plating?
" Angles on ditto, No.
" Tie Plate outside Hatchways
" Flat of Deck, material and thickness
Poop or Bridge Deck Stringer Plate, breadth and thickness
" Angle
" Tie Plates on Beams 3 1/2 x 3 1/2 6 3 1/2 x 3 1/2 6
" Flat of Deck, material and thickness 3. Pine 5 - 3 -
Forecastle Deck Stringer Plate, b'dth & thckns 20 6 20 6
" Angle 3 1/2 x 3 1/2 6 3 1/2 x 3 1/2 6
" Tie Plates on Beams 10 6 10 6
" Flat of Deck, material and thickness P. Pine 3 - 3 -
PLATING.
FLAT PLATE KEEL, breadth and thickness 36 12 36 12
PLATES in Garboard Strakes, br'dth & thckn's from Garboard to lower part of Bilges 10 - 10
" Bilges, number of Strakes, and thickness 5 Strakes increased 1/2
" Of doubling at Bilge, or increased thickness, and length applied throughout 10 - 10
" from up. part of Bilge to lr. edge of Sh'rstrake
" Strake in way of Lower Deck Beams 10 - 10
" Sheerstrake, breadth and thickness 44 13 44 13
" Poop or Bridge Sides 6 - 6
" Forecastle Sides 6 - 6
Lengths of Plating 7 spaces 6 spaces

Form 1. BULKHEADS. No. in Vessel. One. Req'd. by Rule. One. Ceiling betwixt Decks, thickness and material. 2 1/2 in. do. do. 2 1/2 in. T. BULKHEADS. 7-6 1/2. Vrtel. 5 1/2 x 3 1/2. 30. Hrztl. 5 1/2 x 3 1/2. 48. Upper deck. Bulkheads. PARTITIONS. Vrtel. Hrztl. LONGITUDINAL. Vrtel. Are the outside Plates doubled two spaces of Frames in length? Riveted through Plates with 7/8 in. Rivets, about 6 in. apart. The FRAMES extend in one length from middle line to gunwale. Riveted through Plates with 7/8 in. Rivets, about 6 in. apart. The REVERSED ANGLES on floors and frames extend from middle line to upper deck. RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c. Carboard, double riveted to Bar Keel or Flat Plate, with rivets 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre. Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre. Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for 1/2 length, with rivets 1 1/2 in. dia., averaging 5 1/2 ins. from cr. to cr. overlapped for 1/2 length, treble riveted for 1/2 length; with rivets 1 1/2 in. dia., averaging 5 1/2 ins. from cr. to cr. thicker than the plates they connect. Butts of all Strakes & Bilge for 3/4 length, treble riveted with Butt Straps 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre. Edges from Bilge to Sheerstrake, worked clench, double or single riveted; with rivets 1 1/2 in. dia., averaging 5 1/2 ins. from centre to centre. Butts from Bilge to Sheerstrake, worked carvel, treble or double riveted; treble for 1/2 length, with rivets 1 1/2 in. dia., averaging 5 1/2 ins. from cr. to cr. overlapped for 1/2 length, treble riveted for 1/2 length; with rivets 1 1/2 in. dia., averaging 5 1/2 ins. from cr. to cr. thicker than the plates they connect. Edges of Sheerstrake, double riveted. Butts of Sheerstrake, treble riveted for 1/2 length amidships. Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Single or Double Straps to Stringer Plate, for 1/2 length amidships. Butts of Inner Bottom Plating, double riveted. Butts of Centre Girder, double riveted. Breadth of edge laps of Shell Plating in double riveting 5 1/2 in. Breadth of edge laps of Shell Plating in single riveting 5 1/2 in. Butt Straps of Shell Plating, breadth and thickness 1 1/2 in. x 3 1/2 in. Butts, If Lapped, breadth of Laps 9 in. Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Mild Steel - Palmers, Scott & Co. Ltd. Workmanship. Are the butts of plating planed or otherwise fitted? Planed. Is the riveted work properly closed? 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 facing surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? No. Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? Yes. MASTS AND SPARS. Material. Total length. DIAMETER AND THICKNESS. Number of Plates in Round. ANGLES. Riveting. Butts. LOWER MASTS. Fore. Steel. 83-3. 27 x 2. 21 x 2. 22 x 2. 18 x 2. 2. 3. 3 1/2 x 3 1/2. Double. Butts. Main. Steel. 82-9. 27 x 2. 21 x 2. 22 x 2. 18 x 2. 2. 3. 3 1/2 x 3 1/2. Double. Butts. Mizzen. Steel. 82-9. 22 x 2. 17 x 2. 18 x 2. 14 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. BOWSPRIT. Fore. Steel. 19-9. 25 x 2. 22 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. TOPMASTS. Fore. Steel. 47-6. 16 x 2. 14 x 2. 12 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. Main. Steel. 47-6. 16 x 2. 14 x 2. 12 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. Mizzen. Pitch Pine. 19-9. 25 x 2. 22 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. YARDS. Fore. Steel. 83-10. At Centre. 22 x 2. At Ends. 10 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. Main. Steel. 83-10. 22 x 2. 10 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. FORE TOPMAST YARDS. Lower. Steel. 71-10. 17 x 2. 8 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. Upper. Steel. 67-10. 16 x 2. 8 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. MAIN. Lower. Steel. 71-10. 17 x 2. 8 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. Upper. Steel. 67-10. 16 x 2. 8 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. Mizzen. Steel. 53-0. 13 x 2. 6 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. Lower. Steel. 53-0. 13 x 2. 6 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. Upper. Steel. 53-0. 13 x 2. 6 x 2. 2. 4. 3 1/2 x 3 1/2. Double. Butts. Remainder of Spars. Fore and Main Royal Masts & Spanker Boom & Rods. Rigging. Material and Size, Shrouds Galvanized Steel wire 4/8. Stays Galvanized steel wire. Quality good. Sails. One complete. Suit of good. Sails, and the following Spare Sails and a nearly complete spare mizzen. EQUIPMENT No. 19182. LETTER S. ANCHORS. Number of Certificate. WEIGHT, EX STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT, PER RULE. Description of Anchor. Makers. Where and when tested and Superintendent. 30137 1st Bower. 22 0 14 7 2 12 30 4 1 14 32 0 0 1 Rodgers 17/6/91 30163 2nd 32 0 8 7 0 26 30 4 1 14 32 0 0 1 18/6/91 30139 3rd 28 1 26 7 0 2 27 10 0 0 27 1 0 1 18/6/91 Collective weight 92 2 20 91 1 0 1 18/6/91 30162 Stream. 10 1 19 2 2 24 12 8 0 0 10 2 0 1 Ordinary 18/6/91 30155 Kedg. 5 2 18 1 2 7 8 0 2 14 5 1 0 1 18/6/91 30154 2nd Kedg. 2 2 0 0 2 20 5 0 0 0 2 2 0 1 18/6/91 CHAIN CABLES. Number of Certificate. Fathoms. Size. Test per Certificate. Tons. Weight of Chain Cable. Fathoms & Size. Per Rule. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Fathoms. Size. Fathoms & Size. Per Rule. 21273 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 12 8 0 0 1 17/6/91 21274 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21275 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21276 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21277 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21278 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21279 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21280 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21281 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21282 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21283 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21284 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21285 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21286 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21287 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21288 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21289 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21290 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21291 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21292 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21293 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21294 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21295 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21296 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21297 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21298 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21299 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21300 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21301 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21302 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21303 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21304 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21305 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21306 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21307 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21308 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21309 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21310 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21311 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21312 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21313 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21314 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21315 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21316 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21317 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21318 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21319 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21320 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21321 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21322 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21323 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21324 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21325 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21326 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21327 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21328 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21329 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21330 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21331 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21332 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21333 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21334 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21335 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21336 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21337 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21338 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21339 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21340 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21341 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21342 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21343 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21344 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21345 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21346 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21347 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21348 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21349 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21350 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21351 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21352 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21353 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21354 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21355 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21356 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21357 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21358 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21359 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21360 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21361 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21362 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21363 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21364 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21365 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21366 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21367 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21368 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21369 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21370 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21371 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21372 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21373 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21374 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21375 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21376 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21377 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21378 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21379 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21380 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21381 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21382 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21383 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21384 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21385 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21386 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21387 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21388 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21389 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21390 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21391 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21392 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21393 134 1/2 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270-1-12 12 8 0 0 1 17/6/91 21428 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21429 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21430 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21431 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21432 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21433 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21434 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21435 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21436 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21437 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21438 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21439 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21440 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21441 134 1/2 1 8-27 205-2-26 270-1-12 12 8 0 0 1 17/6/91 21442 134 1/2 1 8-27 205-2-