

# IRON SHIPS.

Rev 23/8/40

No. 11299 Survey held at Newcastle Date, first Survey 10<sup>th</sup> January Last Survey August 1 1870. 41 inch  
on the New Steamer Corinna Master V. Dryden

Tonnage under 935.94 ONE, OR TWO DECKED THREE DECKED VESSELS.  
Tonnage Deck

Built at Newcastle

When built 1840 Launched 11 Aug.

By whom built Messrs C. M. Palmer & Co

Owners J. Fenwick & Co

Port belonging to London

Destined Voyage London Mediterranean

If Surveyed while Building, Afloat, or in Dry Dock

while building

Half moulded breadth 14.5  
Depth from upper part of Keel to top of Upper Deck Beams 19.1  
Girth of Half Midship Frame 30.0  
1st Number 63.5 Length 245  
2nd Number 15.5 4th Number 127.0  
Depths to Length 14 Breadths to Length 19.1

Length on deck as per Rule 245.0 Moulded Breadth 29.0 Depth from top of Keel to Deck Beam, as per Rule 19.1 Power of Engines 120 No. of Decks one No. of Tiers of Beams two

Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
Keel, $\frac{1}{2}$ bar iron, depth and thickness	$0 \times 3$	$9 \times 2\frac{1}{2}$		Plates in Garboard Strakes, breadth and thickness	$34$	$11 \times 30$	$10$
Do if centre through plate, depth and thickness	$0 \times 3$	$0 \times 2\frac{1}{2}$		Do. from Garboard to upper part of Bilges	$10\frac{1}{2}$	$10\frac{1}{2}$	$10$
Stem, $\frac{1}{2}$ bar iron, moulding and thickness	$9 \times 5\frac{1}{4}$	$0 \times 5$		Do. of doubling at Bilge, or increased thickness, and length applied			
Stern-post do. do. do.	$21$	$23$		Do. from upper part of Bilge to lower edge of Sheerstrake	$37$	$11 \times 30$	$9$
Distance of Frames from moulding edge to moulding edge, all fore and aft				Do. Sheerstrake, breadth and thickness	$24$	$9 \times 3\frac{1}{2}$	$14$ for $\frac{1}{2}$ length
Frames, size of Angle Iron, for $\frac{2}{3}$ length amidships	$4\frac{1}{2}$	$3 \times 0 \times 4$	$3 \times 7$	Do. of doubling at Sheerstrake, and length applied	$0 \times 3$	$11 \times 9$	$9 \times 9$
Do. for $\frac{1}{3}$ at each end	$4\frac{1}{2}$	$3 \times 0 \times 4$	$3 \times 7$	Butt Straps to outside plating, breadth and thickness	$105$	$5$ spaces frames	$2$ spaces frames
Reversed Frames, size of Angle Iron	$3$	$3 \times 7 \times 3$	$3 \times 7$	Lengths of Plating	$42$	$5$ spaces frames	$2$ spaces frames
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	$19$	$9 \times 19$	$9 \times 2$	Shifts of Plating, and Stringers			
Do. at the ends				Gunwale Plate on ends of Awning, or Spar Deck Beams, breadth and thickness			
Do. do. do. at Bilge Keelson				Angle Iron on ditto			
Do. height extended at the Bilges				Tie Plates (fore and aft), outside Hatchways			
Beams, Three Decked, Spar, or Awning Decked (No. ) single or double Angle Iron, Plate or Tee Bulb Iron				Diagonal Tie Plates on Beams (No. of Pairs, )			
Single or double Angle Iron on Upper edge				Planksheer material and scantling			
Average space				Waterways do. do.			
Beams, Upper or Middle Deck (No. 68) single or double Angle Iron, Plate or Tee Bulb Iron	$7 \times 7$	$7 \times 7$	$7 \times 7$	Flat of Deck do. do.			
Single or double Angle Iron, on Upper Edge	$3 \times 2\frac{1}{2}$	$5 \times 2\frac{1}{2}$	$5 \times 5$	How fastened to Beams			
Average space				Stringer Plate on ends of Upper or Middle Deck Beams, breadth and thickness	$39$	$10 \times 49$	$11$ for $\frac{1}{2}$ length
Beams, Lower Deck or Orlop (No. 40) single or double Angle Iron, Plate or Tee Bulb Iron	$7 \times 7$	$7 \times 7$	$7 \times 7$	Angle Irons on ditto (No. 2 )	$5 \times 4 \times 8$	$5 \times 3\frac{1}{2} \times 9$	
Single or double Angle Iron on Upper Edge	$3 \times 3$	$7 \times 2\frac{1}{2}$	$5 \times 5$	Tie Plates, outside Hatchways	$15 \times 10$	$16 \times 9$	
Average space				Diagonal Tie Plates on Beams (No. of pairs, )			
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates	$27 \times 10$	$24 \times 9$		Waterways materials and scantlings			
Do. Butt Plate to Intercoastal Keelson	$12 \times 7$	$7 \times 7$	$7 \times 7$	Flat of Deck do. do.	$3\frac{1}{2} \times 7$	$4 \times 4$	
Do. Size of Angle Irons	$5 \times 4$	$9 \times 5$	$3\frac{1}{2} \times 9$	How fastened to Beams			
Do. Side Intercoastal Keelson, size of Plates				Stringer Plates on ends of Lower Deck or Orlop Beams	$26$	$10 \times 26$	$8$
Do. Angle Irons on tops of Floors	$5 \times 4$	$9 \times 5$	$3\frac{1}{2} \times 9$	Angle Irons on ditto (No. 2 )	$5 \times 4 \times 8$	$4 \times 4 \times 9$	
Do. Bilge Keelson, Butt Iron				Stringer or Tie Plates, outside Hatchways	$5 \times 4 \times 9$	$4 \times 4 \times 9$	
Do. do. Angle Irons	$5 \times 4$	$9 \times 5$	$3\frac{1}{2} \times 9$	Flat of Deck			
Do. Side Stringers (No. 1 ) size of Angle Irons	$5 \times 4$	$9 \times 5$	$3\frac{1}{2} \times 9$	Ceiling betwixt Decks, thickness and material	$2\frac{1}{2}$	$4$ Norway battens	
				Do. in hold do. do.	$2\frac{1}{2}$	$4$ Red pine, doubled with	
				Chairs or Spiketting			
				Main piece of Rudder, diameter at head	$5\frac{3}{4}$	$5\frac{3}{4}$	
				Do. do. at heel	$3$	$3$	
				(Can the Rudder be unshipped afloat? )			
				Bulkheads No. 5 Thickness of	$6/16$		
				Do. Height up			
				Do. How secured to the sides of the ship			
				Do. Size of Vertical Angle Irons, $3 \times 3 \times \frac{1}{16}$ and their distance apart, $30$			
				Do. Are the outside Plates doubled two spaces of Frames in length?			

Ransoms, material Iron or, if none, in what manner compensated for.  
Night-heads Iron Hawse Timbers Iron  
Windlass Patent-Iron Pall Bitt Iron Spindle & Pillars  
The Frames extend in one length from Keel to Gunwale  
The Reverse Angle Irons on the floors extend across the middle line to above hold beam stringer angle iron  
All the Frames and to the gunwale on alternate frames  
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes  
Plates, Garboard, double Riveted to Keel, double at upper edge, with Rivets  $\frac{1}{4} \times \frac{7}{8}$  in. diameter, averaging  $5\frac{1}{2} \times 3\frac{1}{4}$  ins. from centre to centre.  
Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets  $(\frac{3}{4}$  in.) diameter, averaging  $(3\frac{1}{4}$  ins.) from centre to centre.  
Butts from Keel to turn of Bilge; worked carvel with butt straps  $(\frac{10 \times 11}{16})$  thick, double or single Riveted; with Rivets  $(\frac{3}{4}$  in.) diameter averaging  $(3\frac{1}{4}$  ins.) from centre to centre.  
Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? no  
Edges of Sheerstrake, double or single Riveted. At upper edge single At lower edge double  
Butts from Bilge to Planksheers, worked Carvel with Butt Straps  $(\frac{9 \times 11}{16})$  thick, double or single Riveted; with Rivets  $(\frac{3}{4}$  in.) diameter, averaging  $(3\frac{1}{4}$  ins.) from centre to centre. Breadth of laps in double Riveting  $(4\frac{1}{4})$  Breadth of laps in single Riveting  $(2\frac{3}{4})$   
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double riveted  
Planksheer, how secured to the plating of the sides, Gutter  
Waterway, planksheer and to the Beams, Gutter  
Sides of the various Decks, how secured to the sides? welded knees riveted No. of Breasthooks, 4 Crutches, 4  
Description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Palmer & Co  
Manufacturer's name or trade mark, Palmer & Co

Certify that the above is a correct description of the several particulars therein given.  
Surveyor's Signature, John M. Intyre Surveyor's Signature, N. Head

IRON 447-0014



Workmanship. Are the butts of plating planed or otherwise fitted? Planed  
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  
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? solid single pieces  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? fairly and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the scantlings 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

8214  
Tested at Lloyd's Lane P.M., signed R. Banell Sept

N <sup>o</sup> .	Number for equipment	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	<b>SAILS.</b>											
	<b>CABLES, &amp;c.</b>											
	Chain .....	240	1 1/2	40.10.0.0	17 1/16	37-2 1/10						
	(State Machine where Tested, and name of Superintendent).	90	1 5/16		15 1/16		Bowers ....	3	21.1.5	21.14.0.21	18.0.0	19.0.0.0
	Hempen Stream	90	10		9		(State Machine where Tested, and name of Superintendent).		21.0.12	21.14.0.14	18.0.0	19.0.0.0
	Cable	90	9		5 1/2		with stk	1	9.1.0		8.0.0	
	Hawser .....	90	5 1/2				Stream .P.	1	4.1.14		4.0.0	
	Towlines ...	140	4				with stk	2	2.1.19		2.0.0	
	Warp .....						Kedges 1.2					
	All of good quality.											

Her Standing and Running Rigging heavy sufficient in size and good in quality. She has 2 life Long Boats and 2 others  
The present state of the Windlass is good winch Capstan good and Rudder good Pumps good and sufficient

Engine Room Skylights.—How constructed? Solid Teak and thick bulkheads How secured in ordinary weather? that down and bolted

What arrangements are there for deadlights in such for bad weather? Tan paulins

Coal Bunker Openings.—How constructed? cast iron pipes How are lids secured? hook & bolts How high above deck? 6 in.

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? seven ports of a side and mooring pipes &c.

Cargo Hatchways.—How formed? iron coverings riveted to beams & ceiling State size 17 x 8.10

If of extraordinary size, state how framed and secured? ordinary

What arrangement for shifting beams? two of hull beam with double angle iron on top edge

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 10 x 9.4

Order for Special Survey No. 740 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought } built  
Date 10 Aug 1870 Surveys held 2nd. On the plating during the progress of riveting } under  
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid } Special  
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented } Survey  
No. 255 in builder's yard. Section 18. 5th. After the ship was launched and equipped }

General Remarks, This vessel is built in accordance with the plan and section hereto attached, but with a view to her classification on the numeral system, the lower deck stringer plate has been attached to the skin plating by a broad flanged angle iron. The plating to the upper turn of bulges, the lower edge of sheestakes, and all butts are double riveted. She has an extra double angle iron stringer at the upper turn of bulges; and this, with the arrangement of double bottom as shown, extending as it does for a length of 150 feet amidships, very nearly, if not quite, compensates for any increased strength required by the Rules at the bulges. As, however, she is not strictly in accordance with the Rules for the 100 ft grade, I beg respectfully to leave her claims for the Committee's consideration, but would add that she is a well and faithfully built vessel, and, in my opinion worthy of the highest grade.

In what manner are the surfaces preserved from oxidation? Inside by asphalt & paint Outside composition & paint

I am of opinion this Vessel should be Classed

The amount of the Entry Fee .....£ 5 : : : is received by me,

Travelling Expenses (if any) .....£ : : :

Am MC

Special .....£ 52 : 10 : :  
Certificate .... : : :

Committee's Minute 26<sup>th</sup> August 1870.

Character assigned 100 A 1

M.C.

W.H.

"Top Plate of double Bottom

"only 7/16 in thick"

"Vide Letter annexed to the

"Tenelle

No. 11287

AM

4. No. 1. 11287. 1870. 1871. 1872. 1873. 1874. 1875. 1876. 1877. 1878. 1879. 1880. 1881. 1882. 1883. 1884. 1885. 1886. 1887. 1888. 1889. 1890. 1891. 1892. 1893. 1894. 1895. 1896. 1897. 1898. 1899. 1900. 1901. 1902. 1903. 1904. 1905. 1906. 1907. 1908. 1909. 1910. 1911. 1912. 1913. 1914. 1915. 1916. 1917. 1918. 1919. 1920. 1921. 1922. 1923. 1924. 1925. 1926. 1927. 1928. 1929. 1930. 1931. 1932. 1933. 1934. 1935. 1936. 1937. 1938. 1939. 1940. 1941. 1942. 1943. 1944. 1945. 1946. 1947. 1948. 1949. 1950. 1951. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959. 1960. 1961. 1962. 1963. 1964. 1965. 1966. 1967. 1968. 1969. 1970. 1971. 1972. 1973. 1974. 1975. 1976. 1977. 1978. 1979. 1980. 1981. 1982. 1983. 1984. 1985. 1986. 1987. 1988. 1989. 1990. 1991. 1992. 1993. 1994. 1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. 2008. 2009. 2010. 2011. 2012. 2013. 2014. 2015. 2016. 2017. 2018. 2019. 2020. 2021. 2022. 2023. 2024. 2025. 2026. 2027. 2028. 2029. 2030. 2031. 2032. 2033. 2034. 2035. 2036. 2037. 2038. 2039. 2040. 2041. 2042. 2043. 2044. 2045. 2046. 2047. 2048. 2049. 2050. 2051. 2052. 2053. 2054. 2055. 2056. 2057. 2058. 2059. 2060. 2061. 2062. 2063. 2064. 2065. 2066. 2067. 2068. 2069. 2070. 2071. 2072. 2073. 2074. 2075. 2076. 2077. 2078. 2079. 2080. 2081. 2082. 2083. 2084. 2085. 2086. 2087. 2088. 2089. 2090. 2091. 2092. 2093. 2094. 2095. 2096. 2097. 2098. 2099. 2100. 2101. 2102. 2103. 2104. 2105. 2106. 2107. 2108. 2109. 2110. 2111. 2112. 2113. 2114. 2115. 2116. 2117. 2118. 2119. 2120. 2121. 2122. 2123. 2124. 2125. 2126. 2127. 2128. 2129. 2130. 2131. 2132. 2133. 2134. 2135. 2136. 2137. 2138. 2139. 2140. 2141. 2142. 2143. 2144. 2145. 2146. 2147. 2148. 2149. 2150. 2151. 2152. 2153. 2154. 2155. 2156. 2157. 2158. 2159. 2160. 2161. 2162. 2163. 2164. 2165. 2166. 2167. 2168. 2169. 2170. 2171. 2172. 2173. 2174. 2175. 2176. 2177. 2178. 2179. 2180. 2181. 2182. 2183. 2184. 2185. 2186. 2187. 2188. 2189. 2190. 2191. 2192. 2193. 2194. 2195. 2196. 2197. 2198. 2199. 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2366. 2367. 2368. 2369. 2370. 2371. 2372. 2373. 2374. 2375. 2376. 2377. 2378. 2379. 2380. 2381. 2382. 2383. 2384. 2385. 2386. 2387. 2388. 2389. 2390. 2391. 2392. 2393. 2394. 2395. 2396. 2397. 2398. 2399. 2400. 2401. 2402. 2403. 2404. 2405. 2406. 2407. 2408. 2409. 2410. 2411. 2412. 2413. 2414. 2415. 2416. 2417. 2418. 2419. 2420. 2421. 2422. 2423. 2424. 2425. 2426. 2427. 2428. 2429. 2430. 2431. 2432. 2433. 2434. 2435. 2436. 2437. 2438. 2439. 2440. 2441. 2442. 2443. 2444. 2445. 2446. 2447. 2448. 2449. 2450. 2451. 2452. 2453. 2454. 2455. 2456. 2457. 2458. 2459. 2460. 2461. 2462. 2463. 2464. 2465. 2466. 2467. 2468. 2469. 2470. 2471. 2472. 2473. 2474. 2475. 2476. 2477. 2478. 2479. 2480. 2481. 2482. 2483. 2484. 2485. 2486. 2487. 2488. 2489. 2490. 2491. 2492. 2493. 2494. 2495. 2496. 2497. 2498. 2499. 2500. 2501. 2502. 2503. 2504. 2505. 2506. 2507. 2508. 2509. 2510. 2511. 2512. 2513. 2514. 2515. 2516. 2517. 2518. 2519. 2520. 2521. 2522. 2523. 2524. 2525. 2526. 2527. 2528. 2529. 2530. 2531. 2532. 2533. 2534. 2535. 2536. 2537. 2538. 2539. 2540. 2541. 2542. 2543. 2544. 2545. 2546. 2547. 2548. 2549. 2550. 2551. 2552. 2553. 2554. 2555. 2556. 2557. 2558. 2559. 2560. 2561. 2562. 2563. 2564. 2565. 2566. 2567. 2568. 2569. 2570. 2571. 2572. 2573. 2574. 2575. 2576. 2577. 2578. 2579. 2580. 2581. 2582. 2583. 2584. 2585. 2586. 2587. 2588. 2589. 2590. 2591. 2592. 2593. 2594. 2595. 2596. 2597. 2598. 2599. 2600. 2601. 2602. 2603. 2604. 2605. 2606. 2607. 2608. 2609. 2610. 2611. 2612. 2613. 2614. 2615. 2616. 2617. 2618. 2619. 2620. 2621. 2622. 2623. 2624. 2625. 2626. 2627. 2628. 2629. 2630. 2631. 2632. 2633. 2634. 2635. 2636. 2637. 2638. 2639. 2640. 2641. 2642. 2643. 2644. 2645. 2646. 2647. 2648. 2649. 2650. 2651. 2652. 2653. 2654. 2655. 2656. 2657. 2658. 2659. 2660. 2661. 2662. 2663. 2664. 2665. 2666. 2667. 2668. 2669. 2670. 2671. 2672. 2673. 2674. 2675. 2676. 2677. 2678. 2679. 2680. 2681. 2682. 2683. 2684. 2685. 2686. 2687. 2688. 2689. 2690. 2691. 2692. 2693. 2694. 2695. 2696. 2697. 2698. 2699. 2700. 2701. 2702. 2703. 2704. 2705. 2706. 2707. 2708. 2709. 2710. 2711. 2712. 2713. 2714. 2715. 2716. 2717. 2718. 2719. 2720. 2721. 2722. 2723. 2724. 2725. 2726. 2727. 2728. 2729. 2730. 2731. 2732. 2733. 2734. 2735. 2736. 2737. 2738. 2739. 2740. 2741. 2742. 2743. 2744. 2745. 2746. 2747. 2748. 2749. 2750. 2751. 2752. 2753. 2754. 2755. 2756. 2757. 2758. 2759. 2760. 2761. 2762. 2763. 2764. 2765. 2766. 2767. 2768. 2769. 2770. 2771. 2772. 2773. 2774. 2775. 2776. 2777. 2778. 2779. 2780. 2781. 2782. 2783. 2784. 2785. 2786. 2787. 2788. 2789. 2790. 2791. 2792. 2793. 2794. 2795. 2796. 2797. 2798. 2799. 2800. 2801. 2802. 2803. 2804. 2805. 2806. 2807. 2808. 2809. 2810. 2811. 2812. 2813. 2814. 2815. 2816. 2817. 2818. 2819. 2820. 2821. 2822. 2823. 2824. 2825. 2826. 2827. 2828. 2829. 2830. 2831. 2832. 2833. 2834. 2835. 2836. 2837. 2838. 2839. 2840. 2841. 2842. 2843. 2844. 2845. 2846. 2847. 2848. 2849. 2850. 2851. 2852. 2853. 2854. 2855. 2856. 2857. 2858. 2859. 2860. 2861. 2862. 2863. 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