

STEEL STEAMER OF MOTORSHIP.

Received at London Office - 3 OCT 1941

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 (Art. 5E)*Date of completion of report *2nd October 1941* Port of *Sunderland* No. *33219*Survey held at *Sunderland* Date First Survey *5 Dec. 1939* Last Survey *22nd Sep. 1941*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *M.V. ST. ESSYLT. Single Screw.*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *C.S.S. with Tonnage Opening closed & Super Loading* State Type of Erections *1871*TONNAGE under Tonnage Deck... *4897.51* CLASS *+ 100 A.I.* State if with freeboard as condition of Class *YES* Built at *Sunderland*Dist. of space or spaces between Tonnage Dk. and Upper Dk. *✓* Length from fore part of stem to after part of stern *✓* most on summer L.W.L. See Sec. 3 (1a) *L 430'0"* Launched *23rd May 1940* Yard No. *600*Total *✓* Breadth (greatest moulded) *✓* B *57'10"* Builders *J.L. Thompson & Sons Ltd.*Gross Tonnage *5634.05* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *✓* D *39'0"* Owners *South American Steam Line*Register Tonnage *3308.37* 1st Longitudinal Number (L x D) *✓* = *16052* Managers *✓* (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. Residence *✓*Length *442.5* Port of Registry *NEWPORT.*Breadth *58.15* If surveyed while building, afloat, *✓* or in dry dock *✓*Depth *24.7* Draught Moulded *26'10 1/2"* *✓* *YES.*

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	30	✓	Bracket Floors, Frame	L NBS 6x3 1/2 x 38	✓
" from 2/3 length amidships to Collision bulkhead	27	✓	" " Reversed Frame	L NBS 5 1/2 x 3 x 38	✓
" in peaks	24	✓	" " Vertical Struts	208 x 3 1/2 x 3 1/2 x 42 cl.	✓
FRAMING.			Centre Girder, depth and thickness amidships	44 x 54	✓
Frame Amidships, Angle, [or]	9 x 3 1/2 x 3 1/2 x 54	✓	" " top Angles	3 1/2 x 3 1/2 x 48	✓
" Extends up to	3rd Deck	✓	" " bottom Angles	5 x 5 x 54	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	One 38	✓
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	39 x 54	✓
Depth of Framing Girder	9	✓	" " Vertical Angle to Tank side	6 x 4 x 44 T.	✓
Frames in Uppermost Continuous Tween Decks, Angle, [or]	8 x 3 1/2 x 36	✓	" " Bracket abaft 1/2 len. from stem	6 x 6 x 44 T.	✓
" " Second Tween Decks, Angle, [or]	8 x 3 1/2 x 36	✓	" " Vertical Angle to Tank side	6 x 6 x 44 T.	✓
" " Third " " "	✓		" " Bracket from forward 1/2 len. from stem	11 1/2 x 41 fl. 2"	✓
" from 1/2 len. for'd. to 15% len. from Stem	15 x 4 x 4 x 50	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	16 x 41 fl. 2"	✓
" in Peaks, Angle or [8 x 3 1/2 x 36	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem	45 x 46	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 1/4	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	YES.	✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES.	✓	Breadth and thickness of Middle Line Strake	60 x 51	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES.	✓	Thickness of remainder in Holds	43	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES.	✓	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.	✓
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	✓		Uppermost Continuous Deck, amidships	10 x 3 1/2 x 40	✓
Height of Brackets at side above base line at toe of frame	✓		" " in Walls, Angle, [or]	✓	
Middle Line Keelson, on Floors, Angles, [or]	✓		" " in way of Bridge, Angle, [or]	✓	
" " " Through Plate or Intercoastal Plate	✓		Spacing	every 4	✓
" " " Foundation Plate on Floors	✓		Second Deck, amidships, Angle, [or]	12 x 3 1/2 x 58	✓
" " " Flat Plate Keel Angles	✓		Spacing	every 4	✓
Side Keelsons, No. each side	✓		Third Deck, amidships, Angle, [or]	12 x 3 1/2 x 58	✓
" " thickness of Intercoastal Plate	✓		Spacing	every 4	✓
" " Angles	✓		Fourth Deck, amidships, Angle, [or]	✓	
DOUBLE BOTTOM.			Spacing	✓	
Solid Floors, thickness and spacing	39 every 3rd	✓	Poop Deck, Angle, [or]	✓	
" " Are Frame and Reversed Frame joggled?	YES.	✓	Spacing	✓	
Bracket Floors, breadth and thickness at middle line	33 x 39	✓	Bridge Deck, Angle, [or]	✓	
" " breadth and thickness at margin plate	39	✓	Spacing	✓	
			Forecastle Deck, Angle, [or]	8 x 3 x 40	✓
			Spacing	every 4	✓

PILLARS AND DECKS.					
		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS,	No. of Rows.....	✓			
"	in 'tween Decks, Size and Spacing.....	✓			
"	" " " " " "	✓			
"	in Holds " "	✓			
"	" " " " " "	✓			
Centre Line Bulkhead.					
Stiffeners and Spacing.....		8x3 1/2 x 44 ft has approx 5'0" apart			
Plating, thickness of30			
STRINGERS AND DECKS.					
Uppermost Continuous Deck,					
Stringer Plate, breadth and thickness in Web.....		64 1/2 x .66 + 10% bow, etc			
"	" " " " in way of Bridge.....	✓			
"	Angle in Webs	6 x 6 x .60			
Thickness of Plating abreast Deck openings / in way of Caisings.....		.56 ✓ + 10% bow, etc			
Thickness of Plating abreast Deck openings / in way of Caisings Casings.....		.53 ✓ + 10% bow, etc			
Thickness of Plating within line of openings....		.40 ✓			
If Sheathed, material and thickness		✓			
Second Deck.					
Stringer Plate, breadth and thickness in Web.....		67 x .42			
Stringer Plate, breadth and thickness.....		64 x .42 approx			
Stringer Plate, breadth and thickness in way of Bridge.....		✓			
Thickness of Plating abreast Deck openings / in way of Bridge Casings.....		.38 ✓			
Thickness of Plating abreast Deck openings / in way of Bridge Casings.....		.38 ✓			
Thickness of Plating within line of openings....		.34 ✓			
If Sheathed, material and thickness		✓			
Third Deck.					
Stringer Plate, breadth and thickness.....		66 x .34 ✓			
If Plated, state thickness.....		.30 ✓			
Fourth Deck.					
Stringer Plate, breadth and thickness.....		✓			
If Plated, state thickness		✓			
Poop Deck.					
Stringer Plate, breadth and thickness		✓			
Plating, Sheathing, material and thickness ...		✓			
Bridge Deck.					
Stringer Plate, breadth and thickness.....		✓			
Plating, Sheathing, material and thickness ...		✓			
Forecastle Deck.					
Stringer Plate, breadth and thickness.....		✓			
Plating, Sheathing, material and thickness36 ✓			

SCANTLINGS.										RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.		
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			SINGLE OR DOUBLE.	Diam. Inches.		Spacing cr. to cr. Inches.	Diam. Inches.		Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	53	88	70	70	+10% <i>barren Extra</i>	D	7/8	3 1/3	4	1	4			
„ DBLG. (if any)														
BOTTOM PLATING, No. of Strakes <i>A.B.</i>		60	68	48	.50 <i>See letter 24.10.41</i>	D	7/8	3 1/3	4	7/8	3 1/2			
BILGE PLATING, No. of Strakes <i>D.E.</i>		60	60	48		D	7/8	3 1/3	<i>D</i> 4 <i>E</i> 3	7/8	3 1/3			
SIDE PLATING, No. of Strakes <i>F.G.H.</i>		60	60	48		D	7/8	3 1/3	3	7/8	3 1/3			
UPPER DECK, Sheer-strake <i>Water</i>	72	74	48	48	+10% <i>barren Extra</i>	D	7/8	3 1/3	4	1	4			
UPPER DECK, Sheer-strake in Bridge ...														
STRAKE BELOW Sheer-strake <i>Water</i>	78	60	48	48		D	7/8	3 1/3	3	7/8	3 1/3			
STRAKE BELOW Sheer-strake in Bridge ...														
POOF SIDE PLATING														
BRIDGE SIDE PLATING ...														
FORE'C'TLE SIDE PLATING		42				5	3/4	3	1	3/4	2 3/8			

Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scandlings	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 8 c)									
Deck next below									
As per Rule									
		Plating Thickness.	STIFFENERS.						
			VERTICAL.		HORIZONTAL.				
			Scandling.	Spacing.	Scandling.	Spacing.			
N ^{<u>o</u>} 112									
MIDSHIP BULK'HD,	Upper tween decks	.27	6x3"x40"	✓	30"	✓			
" "	Second "	.26	9x3½"x46L"	✓	30"	✓			
" "	Third "	.							
" "	Holds40~29	9x3½"x46L"	✓	30"	✓			
COLLISION	(in Hold)53-.27	40x3x3-360A	✓	24"x3"	✓			
AFTER PEAK	" "49~30	7x3x33 L	✓	24"	✓			
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).									
Gorman Long South Eastern Appleby Ltd., Glasgow, Scotland									
Has the Steel been tested as required by the Rules?									
YES.									
KEEL, Bar									
STEM						Rolled	12"x2¼"	✓	
STERN FRAME						Propeller Post	Forged	9"x10"	See plan
						Rudder	Cast	12"x6½"	Veneered
Speed of Vessel						12 knots	✓		
RUDDER-Type								Balancing beam	
" A x D						416	✓		
" Diam. of head						9¾"	✓		
" Mainpiece at top pintle						10"	✓		
" " heel ...						7¾"	✓		
" how constructed						fabricated	✓		
" double or single plate						58	✓		
" coupling, vertical or horizontal						vertical	✓		

EQUIPMENT No. 42604 ✓				LETTER B+ ✓				ANCHORS.							
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 33.		Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
39675	1st Bower ...	73	0	7				55	10	0	0	72 1/2 ✓	Stodden	✓	L.P.H.S. 13/14/40 W.V.N.
39676	2nd " ...	72	3	7				55	5	0	0	72 1/2 ✓	do.	✓	do
	3rd " ...														
	Collective weight.											207 ✓			
39771	Stream	25	3	14	✓			25	10	1	7	255 ✓	do.	✓	L.P.H.S. 16.5.40 W.V.N.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 63.		Description.	Makers of Cable.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 63.		
	Length.	Diam.	Strain.	Break- ing.	Supplied.	Per Rule.	Feet.	Inch.					Feet.	Inch.		Feet.	Inch.	Feet.
112366	240	2 1/8	107 1/2	149 1/2	560	3.0	8 1/4	1/4	300	2 1/8	Stadler Tayco S. Taylor & S. LPHN 28340-TAC	TOWLINE	130	5	70.9	130	5	
	subject to 60 lbs c.g. being supported and for exposure to 14 ft												HAWKERS & WARPS	2090	3 1/4	21.7	2000	2 3/4
														4090	3	18.6	2000	2 3/4
(Iron Steam) Chain or Steel Wire	120	5	528						120	5								

Steering Gear, Type (Power or hand) Sanlin Electric Hydraulic Alternative Means of Steering Auxiliary Bow & Stern
Steering Chains (Size and Test) Telamotor Windlass Blake Chapman Electric Boats 2-28 lifeboats
1-14 life raft.
Ceiling in Holds, thickness and material 2" H.W. under hatch, 4" in timber Cargo Battsens, thickness, material and spacing cleats supplied, no battens fitted
Cargo Hatchways. — (Upper Deck) Reith Patent Thickness of Hatches 3" H.W.
Size of Hatchways No. 1 (Fwd.) 27' x 20' No. 2 32' 6" x 20' No. 3 22' 6" x 20' No. 4 32' 6" x 20' No. 5 27' 6" x 20' No. 6 ✓
Number of Shifting Beams N^{os} 1-5-4, N^{os} 2-4-5, N^o 3-3. FOR AND ON BEHALF OF
JOSEPH L. THOMPSON & SONS, LIMITED.
Builder's Signature J. L. Thompson

Managing Director,

Fuel Oil (F.P. under 150°F.) - carried in nos 1, 2, 3, 5, 6 O.B. tanks, & in after deep tank.
Cargo oil (F.P. under 150°F.) - carried in after deep tank. ✓
The vessel has been built in accordance with the approved plans, the Secretary's letter and the Society's Rules. ✓
The material & workmanship are good. 70
The foreboard machinings have been verified & cut in on the vessel's sides. 023
The double bottom tanks, fore & after peak, deep tank, oil fuel tanks, deck, hullheads, two deck hullheads, tunnel, W.T. door, & oil sump, have been satisfactorily tested.
The steering gear, emergency steering gear, windlass, have been tested under working conditions.
The following reports are enclosed :- stem frame, middle frame, quadrant, tiller, paravane extension piece. ✓

The amount of Entry Fee £ 9 : : : Fees applied for, 26 Sep 1941

Special Survey Fee... £ 340 17 : : : Received by me, _____

Freeboard 16 : : : _____

Travelling Expenses, if any £ : : : 19. _____

I am of opinion the Vessel should be Classed + 100A-1
with freeboard

State whether the Vessel has been built under Special Survey YES Signature W. E. Miller

Certificate to be sent to SUNDERLAND Date of issue 28/10/41
Committee's Minute 17 OCT 1941

Character assigned + 100A-1

(Special notations, where part of class, to be stated.)

Carrying Cows ab 2^d. above 1500 ft. in tank in way of tunnel.

Sept. 2nd Cal., E.S.D.

note for E.R.L.

Maryland

ab by Cal.

Lloyd's Reg Foundation

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.)

vessel placed in dry dock, bottom & rudder cleaned, examined, & coated. The equipment of anchors has been reduced as per the Secretary's letter of 22.2.40 & 29.1.40.

The reduction in length of "Layco" cable has not been made good (see Cir. 1780 of 10.4.41) as it was impossible to obtain this additional cable before the vessel sailed.

vessel re-docked 17.9.41 in consequence of propeller damage sustained during moving trial of 13.9.41. Bottom & rudder examined & found good, and recoated.

Fuller

PARTICULARS OF ELECTRIC WELDING (if employed)

3rd deck in way of oil tank welded, 2nd deck welded to shell in way of oil tank, tank gussets welded to T.S. brackets and to tank top, ventilators, small latches, welded to decks.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.

D.F.
E.S.D.

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

including pin

1st Bower
2nd "
3rd "

47 2 14
47 3 0

J.D. 2649 2.3.40.
J.D. 2653 2.3.40.

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

Official No. 168150

Signal Letters

Extreme Breadth over Belting

Over-all Length

No. and Material of Decks

2 Decks (steel)

part 3rd Deck (steel)

459-7¹/₂

Parts of Bottom of Vessel coated with cement or approved composition

Cement in No 4 O.B. tank

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,	45.00	75	Fore peak tank,	22.25	41
Double bottom, under Engines and Boilers,			After peak tank,	22.0	40
Double bottom, if under Engines only,	55.00	27.5	Deep tank, aft,	60.0	368
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	184.75	187.75	Other tanks, if fitted,		
Total length (if continuous) and Capacity	314.75	1000	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 528

Date 20.5.39

Dates of Surveys held while building

1939. Dec 5. 22. 49. 1. 9. 12. 16. 19. 21. 23. 26. 28. 1940. 1. 4. 5. 7. 11. 12. 14. 16. 19. 21. 24. 26. 28. 1941. 2. 3. 4. 5. 8. 10. 11. 16. 18. 19. 23. 25. 26. 29. 1942. 3. 4. 8. 9. 12. 14. 15. 16. 17. 20. 22. 23. 27. 29. 1943. 1. 2. 8. 9. 11. 22. 25. 29. 1944. 1. 2. 8. 13. 28. 1945. 5. 19. 24. 1946. 1. 7. 1947. 1. 7. 1948. 1. 7. 1949. 1. 7. 1950. 1. 7. 1951. 1. 7. 1952. 1. 7. 1953. 1. 7. 1954. 1. 7. 1955. 1. 7. 1956. 1. 7. 1957. 1. 7. 1958. 1. 7. 1959. 1. 7. 1960. 1. 7. 1961. 1. 7. 1962. 1. 7. 1963. 1. 7. 1964. 1. 7. 1965. 1. 7. 1966. 1. 7. 1967. 1. 7. 1968. 1. 7. 1969. 1. 7. 1970. 1. 7. 1971. 1. 7. 1972. 1. 7. 1973. 1. 7. 1974. 1. 7. 1975. 1. 7. 1976. 1. 7. 1977. 1. 7. 1978. 1. 7. 1979. 1. 7. 1980. 1. 7. 1981. 1. 7. 1982. 1. 7. 1983. 1. 7. 1984. 1. 7. 1985. 1. 7. 1986. 1. 7. 1987. 1. 7. 1988. 1. 7. 1989. 1. 7. 1990. 1. 7. 1991. 1. 7. 1992. 1. 7. 1993. 1. 7. 1994. 1. 7. 1995. 1. 7. 1996. 1. 7. 1997. 1. 7. 1998. 1. 7. 1999. 1. 7. 2000. 1. 7. 2001. 1. 7. 2002. 1. 7. 2003. 1. 7. 2004. 1. 7. 2005. 1. 7. 2006. 1. 7. 2007. 1. 7. 2008. 1. 7. 2009. 1. 7. 2010. 1. 7. 2011. 1. 7. 2012. 1. 7. 2013. 1. 7. 2014. 1. 7. 2015. 1. 7. 2016. 1. 7. 2017. 1. 7. 2018. 1. 7. 2019. 1. 7. 2020. 1. 7. 2021. 1. 7. 2022. 1. 7. 2023. 1. 7. 2024. 1. 7. 2025. 1. 7. 2026. 1. 7. 2027. 1. 7. 2028. 1. 7. 2029. 1. 7. 2030. 1. 7. 2031. 1. 7. 2032. 1. 7. 2033. 1. 7. 2034. 1. 7. 2035. 1. 7. 2036. 1. 7. 2037. 1. 7. 2038. 1. 7. 2039. 1. 7. 2040. 1. 7. 2041. 1. 7. 2042. 1. 7. 2043. 1. 7. 2044. 1. 7. 2045. 1. 7. 2046. 1. 7. 2047. 1. 7. 2048. 1. 7. 2049. 1. 7. 2050. 1. 7. 2051. 1. 7. 2052. 1. 7. 2053. 1. 7. 2054. 1. 7. 2055. 1. 7. 2056. 1. 7. 2057. 1. 7. 2058. 1. 7. 2059. 1. 7. 2060. 1. 7. 2061. 1. 7. 2062. 1. 7. 2063. 1. 7. 2064. 1. 7. 2065. 1. 7. 2066. 1. 7. 2067. 1. 7. 2068. 1. 7. 2069. 1. 7. 2070. 1. 7. 2071. 1. 7. 2072. 1. 7. 2073. 1. 7. 2074. 1. 7. 2075. 1. 7. 2076. 1. 7. 2077. 1. 7. 2078. 1. 7. 2079. 1. 7. 2080. 1. 7. 2081. 1. 7. 2082. 1. 7. 2083. 1. 7. 2084. 1. 7. 2085. 1. 7. 2086. 1. 7. 2087. 1. 7. 2088. 1. 7. 2089. 1. 7. 2090. 1. 7. 2091. 1. 7. 2092. 1. 7. 2093. 1. 7. 2094. 1. 7. 2095. 1. 7. 2096. 1. 7. 2097. 1. 7. 2098. 1. 7. 2099. 1. 7. 2100. 1. 7. 2101. 1. 7. 2102. 1. 7. 2103. 1. 7. 2104. 1. 7. 2105. 1. 7. 2106. 1. 7. 2107. 1. 7. 2108. 1. 7. 2109. 1. 7. 2110. 1. 7. 2111. 1. 7. 2112. 1. 7. 2113. 1. 7. 2114. 1. 7. 2115. 1. 7. 2116. 1. 7. 2117. 1. 7. 2118. 1. 7. 2119. 1. 7. 2120. 1. 7. 2121. 1. 7. 2122. 1. 7. 2123. 1. 7. 2124. 1. 7. 2125. 1. 7. 2126. 1. 7. 2127. 1. 7. 2128. 1. 7. 2129. 1. 7. 2130. 1. 7. 2131. 1. 7. 2132. 1. 7. 2133. 1. 7. 2134. 1. 7. 2135. 1. 7. 2136. 1. 7. 2137. 1. 7. 2138. 1. 7. 2139. 1. 7. 2140. 1. 7. 2141. 1. 7. 2142. 1. 7. 2143. 1. 7. 2144. 1. 7. 2145. 1. 7. 2146. 1. 7. 2147. 1. 7. 2148. 1. 7. 2149. 1. 7. 2150. 1. 7. 2151. 1. 7. 2152. 1. 7. 2153. 1. 7. 2154. 1. 7. 2155. 1. 7. 2156. 1. 7. 2157. 1. 7. 2158. 1. 7. 2159. 1. 7. 2160. 1. 7. 2161. 1. 7. 2162. 1. 7. 2163. 1. 7. 2164. 1. 7. 2165. 1. 7. 2166. 1. 7. 2167. 1. 7. 2168. 1. 7. 2169. 1. 7. 2170. 1. 7. 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2669. 1. 7. 2670. 1. 7. 2671. 1. 7. 2672. 1. 7. 2673. 1. 7. 2674. 1. 7. 2675. 1. 7. 2676. 1. 7. 2677. 1. 7. 2678. 1. 7. 2679. 1. 7. 2680. 1. 7. 2681. 1. 7. 2682. 1. 7. 2683. 1. 7. 2684. 1. 7. 2685. 1. 7. 2686. 1. 7. 2687. 1. 7. 2688. 1. 7. 2689. 1. 7. 2690. 1. 7. 2691. 1. 7. 2692. 1. 7. 2693. 1. 7. 2694. 1. 7. 2695. 1. 7. 2696. 1. 7. 2697. 1. 7. 2698. 1. 7. 2699. 1. 7. 2700. 1. 7. 2701. 1. 7. 2702. 1. 7. 2703. 1. 7. 2704. 1. 7. 2705. 1. 7. 2706. 1. 7. 2707. 1. 7. 2708. 1. 7. 2709. 1. 7. 2710. 1. 7. 2711. 1. 7. 2712. 1. 7. 2713. 1. 7. 2714. 1. 7. 2715. 1. 7. 2716. 1. 7. 2717. 1. 7. 2718. 1. 7. 2719. 1. 7. 2720. 1. 7. 2721. 1. 7. 2722. 1. 7. 2723. 1. 7. 2724. 1. 7. 2725. 1. 7. 2726. 1. 7. 2727. 1. 7. 2728. 1. 7. 2729. 1. 7. 2730. 1. 7. 2731. 1. 7. 2732. 1. 7. 2733. 1. 7. 2734. 1. 7. 2735. 1. 7. 2736. 1. 7. 2737. 1. 7. 2738. 1. 7. 2739. 1. 7. 2740. 1. 7. 2741. 1. 7. 2742. 1. 7. 2743. 1. 7. 2744. 1. 7. 2745. 1. 7. 2746. 1. 7. 2747. 1. 7. 2748. 1. 7. 2749. 1. 7. 2750. 1. 7. 2751. 1. 7. 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