

1 or 2 Dks., R.Q. Dk.,
and Pt. Awng. Dk.

IRON OR STEEL STEAMER.

No. 13723.

State of Report is also sent on the Machinery of the Vessel.
Date of completion of Report 2nd Sept. 1903.
Date, First Survey 18th March 1903.

Received at London Office, 27th Sept. 1903.
Port of Greenock.
Last Survey 27th August 1903.
Rig Schooner. (Fore & aft).
2 masts.

Survey held at Port Glasgow.
On the Steel Sps. COLNE

ONE DECKED VESSEL.
CLASS 100. A. 1.

Master Jordan.

Year of appointment 1903.

Built at Port Glasgow.

When built 1903. Launched 25th July 1903.

By whom built C.S. Byg. Co. Ltd.

Owners The Greenock Steam Shipping Co. Ltd.

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

Residence Greenock.

Port belonging to Greenock.

TONNAGE under
Tonnage Deck... 714.15
Do. of Poop 55.99
Do. of Raised Qr. 27.02
Do. of Bridge House 20.18
Do. of Forecastle 14.52
Do. of Houses on Deck 42.87
Do. of excess of Hatchways 874.73
Do. above Crown of Engine Room 30.98
Gross Tonnage 800.88
Less Crew Space 42.87
Less above Crown of Engine Room 800.88
TONNAGE FOR FEES 433.74
Less Engine Room 15.65
Less Navigation Spaces 394.36

Half Breadth (moulded) 15.75
Depth from upper part of Keel to top of Main Deck Bms. 16.81
Girth of Half Midship Frame (as per Rule) 29.00
1st Number 61.56
Length on deck from after part of stem to fore part of stern post 233.8
2nd Number 1439334
Proportions—Breadths to Length 7.42
Depths to Length—Main Deck to top of Keel 13.90

Register Tonnage as cut on Beam 394.36

Destined Voyage Home

If Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck as per Rule 233. 9 1/2
BREADTH Moulded 31. 6
DEPTH, ACTUAL Top of Floors to top of Main Deck Beams 15 4
No. of Decks with Flat laid one
No. of Tiers of Beams one
Moulded Depth, 16 ft. 2 ins. Round of Beam, Actual 17 1/4 ins.

Dimensions of Ship per Register, Length 234.8 breadth, 31.7 depth, 15.25

FRAMING.		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or a	Inches per Rule per Rule Approved.
FRAME, Angles 7 1/2 or 8 Bars, for 1/2 length amidships in way of ordinary floors	6 1/2	3	9	6 1/2	3	9
Do. for 1/2 at each end	6 1/2	3	8	6 1/2	3	8
Do. in way of Double Bottoms at Solid Floors.	8 1/2	3	7	8 1/2	3	7
Do. in way of R. Br. Hds. at intermed. Bms.	4	3	7.6	4	3	7.6
Spacing of Frames from centre to centre	23			23		
REVERSED FRAME, Angles in transverse	3	3	7	3	3	7
DEEP FRAMING, depth of girder	6 1/2			6 1/2		
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	17 1/2	10	17 1/2	10		
" in way of Engine and Boilers	9			9		
" thickness at the ends of vessel	36			36		
" depth at 1/2 the half breadth, as per Rule	46	6	46	6		
" height extended at the Bilges	Not Flanged			23		
FLOORS & BRACKETS, in Cell Dble Bottoms state if flanged (top & bottom)	46	8	46	8		
CENTRE GIRDER, in Double Bottom, depth and thickness	3 1/2	3 1/2	7	3 1/2	3 1/2	7
" Angles, Top	6			6		
" Bottom	3	3	7	3	3	7
SIDE GIRDERS, number on each side & thickness state if flanged (top & bottom)	22	7	22	7		
" Angles	3 1/2	3 1/2	7	3 1/2	3 1/2	7
MARGIN PLATE, depth (exclusive of flange) and thickness	44			44		
" Angles to Outside Plating	34	2 1/2	34	2 1/2		
" Floors	6	3	8	6	3	8
" Height of Floors at the Bilges	23			23		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	6	3	8	6	3	8
" thickness in Engine and Boiler space	23			23		
" Remainder in Holds						
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on Upper Edge						
" Spacing						
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						
" Angles on Upper Edge						
" Spacing						
BEAMS, Hold, Plate or Tee Bulb						
" Angles on Upper Edge						
" Spacing						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	9	6	3	9
" Angles on Upper Edge						
" Spacing						
BEAMS, Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb	5	3	6	5	3	6
" Angles on Upper Edge						
" Spacing						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	9	6	3	9
" Angles on Upper Edge						
" Spacing						
PILLARS, in tween Decks, Size and Spacing	3		46	3		46
" Hold						
" Quarter, tween Dks., "						
" in Hold						
WEB FRAMES, in Fore Body, No. and Spacing						
" Breadth & Thickness						
" No. of Side Stringers						
WEB FRAMES, in E. & B. Space, No. & Spacing	One		One			
" Breadth & Thickness	15		7	16		7
WEB FRAMES, in After Body, No. and Spacing						
" Breadth & Thickness						
" No. of Side Stringers						
" Size of Angles or Tee Bars to Web Frames						
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						

FORGINGS AND CASTINGS.

Inches in Ship.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates depth and thickness	7 x 1 1/2
STEM, moulding and thickness	7 1/2 x 2 3/8
STERN-POST for Rudder do. do.	7 1/2 x 4 3/4
" for Propeller	7 1/2 x 4 3/4
MAIN PIECE of Rudder, diameter at head do. at heel	5 1/2 4

RUDDER, how constructed Forged single plate
Can the Rudder be unshipped afloat? No.

KEELSONS AND STRINGERS.

Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or a	Inches per Rule per Rule Approved.
CENTRE LINE KEELSON, Vertical Plate above Floor, Through Plate, or Intercoastal Plate	30	9	30	9
" Bulb Plate to Intercoastal Keelson				
" Horizontal Plates on Floors	11	9	11	9
" Angles	5 1/2	8	5 1/2	8
SIDE KEELSON, Angles	5 1/2	8	5 1/2	8
" Bulb or Plate above floors for length				
" Intercoastal Plate for length	3	3	7	3
" Attached to outside plating with Angle	3 1/2	8	5 1/2	8
BILGE KEELSON, Angles	3 1/2	8	5 1/2	8
" Bulb or Plate above floors for length				
" Intercoastal Plate for length	3	3	7	3
" Attached to outside plating with Angle	3 1/2	8	5 1/2	8
BILGE STRINGER Angles	5 1/2	8	5 1/2	8
" Bulb Plate for length				
" Intercoastal Plate for whole length	3	3	8	3
" Attached to outside plating with Angle	3 1/2	8	5 1/2	8
SIDE STRINGER Angles	5 1/2	8	5 1/2	8
" Bulb or Intercoastal Plate for whole length	16	8	16	8
" Attached to outside plating with Angle	3	3	8	3

Main and Raised Quarter Deck Stringer Plate, breadth and thickness	3 1/2	12	3 1/2	12
" Angle on ditto	3 1/2	12	6 x 6 x 12	6 x 6 x 12
" Tie Plates fore & aft, outside Hatchways			Plating increased at opening	4/16
" Diagonal Tie Plates on Bms. No. of Pairs				
" Main Dk* Iron or Steel for whole length				
" R. Q. Dk* Iron or Steel for whole length				
" Wood Deck, Material & thickness				
Lower Deck Stringer Plate, breadth and thickness				
" Angles on ditto, No.				
" Tie Plates, outside Hatchways				
" Deck* Material and thickness				
Hold Stringer Plate				
" Angles on ditto, No.				
Poop Deck Stringer Plate, breadth & thickness	24	6	24	6
" Angle on ditto	3 x 3 x 6		3 x 3 x 6	
" Tie Plates	7 x 3		7 x 3	
" Deck, Material and thickness	Y.P.		Y.P.	
Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness	36	7	36	7
" Angle on ditto	3 1/2 x 3 1/2 x 8		3 1/2 x 3 1/2 x 8	
" Tie Plates				
" Deck, Material and thickness	Iron.		5/16	5/16
Forecastle Deck Stringer Plate, brdth & thcknss	24	6	24	6
" Angle on ditto	3 x 3 x 6		3 x 3 x 6	
" Tie Plates	7 x 3		7 x 3	
" Deck, Material and thickness	Y.P.		Y.P.	

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.

In Vessel.	Per Rule.	Thickness.	Horizontal Size.	Vertical Size.	Single or Double Frames.	Height up.
W.T. BULKHEADS	5	4	6	4	4 x 3 1/2	30
PARTITION						
LONGITUDINAL						

Are the outside Plates doubled two spaces of Frames in length? Yes.
Are the Sluice Valves and Watertight Doors in efficient working order? Yes.

PLATING.										RIVETING.												
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.							
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		FORWARD.		AFT.		Single or Double.		RIVETS.		BUTTS.		IF LAPPED.		
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	
FLAT PLATE KEEL	40 1/2	11	10	10	40 1/2	11	10	10	40 1/2	11	10	10	40 1/2	11	10	10	40 1/2	11	10	10	40 1/2	11
GARBOARD OR A STRAKE	60	9	8	8	60	9	8	8	60	9	8	8	60	9	8	8	60	9	8	8	60	9
B	60	9	8	8	60	9	8	8	60	9	8	8	60	9	8	8	60	9	8	8	60	9
C	54	10	9	9	54	10	9	9	54	10	9	9	54	10	9	9	54	10	9	9	54	10
D	46	10	9	9	46	10	9	9	46	10	9	9	46	10	9	9	46	10	9	9	46	10
E	46	9	8	8	46	9	8	8	46	9	8	8	46	9	8	8	46	9	8	8	46	9
F	54	10	9	9	54	10	9	9	54	10	9	9	54	10	9	9	54	10	9	9	54	10
G	38	15	9	9	38	15	9	9	38	15	9	9	38	15	9	9	38	15	9	9	38	15
H																						
I																						
J																						
K																						
L																						
M																						
N																						
O																						
P																						
DOUBLING OF PLATE KEEL																						
Length and thickness of Bilge																						
Length and thickness of Sheerstrakes																						
Length and thickness of Strake below																						
POOP SIDES																						
RAISED QUARTER DECK																						
BRIDGE SIDES																						
FORECASTLE SIDES																						
LENGTHS OF PLATING	10																					
Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c.?										Main Stringer Plate Butts, treble riveted for half length amidship. Straps, single, double overlapped for whole length amidship.												
Butts of Bilge & Side Stringers, and Tie Plates, treble or double riveted?										Inner Bottom Plating, riveting of Edges D & S. Butts D & S.												
Centre Girder Butts, 3 R. riveted. Keelson Butts, 3 R. riveted.										Frames, riveted through Plates with 1/4" x 1/2" in. Rivets, about 5 1/2" x 6 1/2" apart.												
Rivets, state whether of Iron or Steel.																						
Has the Steel been tested as required by the Rules? Yes.																						
FRAMES extend in one length from Centre line to tank side, thence to gunwale. state if ordinary or jogged. ordinary																						
REVERSED FRAMES on floors and frames extend from Bulkhead framing. Reverse state if ordinary or jogged. jogged.																						
frames across floors in tank & double in E & R. Space																						
MASTS, SPARS, &c.																						
LOWER MASTS. Fore Mast. Main Mast. Mizzen Mast.																						
Topmasts, Yards, and Remainder of Spars P.P.																						
Rigging, Material and Size, Shrouds G.S.P. 3"																						
Sails, One Complete. Suit of 1st & 2nd Schooner. Sails and the following spare sails																						
EQUIPMENT No. 15324 LETTER 7K																						
ANCHORS. No. 1. No. 2. No. 3. No. 4. No. 5. No. 6. No. 7. No. 8. No. 9. No. 10. No. 11. No. 12. No. 13. No. 14. No. 15. No. 16. No. 17. No. 18. No. 19. No. 20. No. 21. No. 22. No. 23. No. 24. No. 25. No. 26. No. 27. No. 28. No. 29. No. 30. No. 31. No. 32. No. 33. No. 34. No. 35. No. 36. No. 37. No. 38. No. 39. No. 40. No. 41. No. 42. No. 43. No. 44. No. 45. No. 46. No. 47. No. 48. No. 49. No. 50. No. 51. No. 52. No. 53. No. 54. No. 55. No. 56. No. 57. No. 58. No. 59. No. 60. No. 61. No. 62. No. 63. No. 64. No. 65. No. 66. No. 67. No. 68. No. 69. No. 70. No. 71. No. 72. No. 73. No. 74. No. 75. No. 76. No. 77. No. 78. No. 79. No. 80. No. 81. No. 82. No. 83. No. 84. No. 85. No. 86. No. 87. No. 88. No. 89. No. 90. No. 91. No. 92. No. 93. No. 94. No. 95. No. 96. No. 97. No. 98. No. 99. No. 100. No. 101. No. 102. No. 103. No. 104. No. 105. No. 106. No. 107. No. 108. No. 109. No. 110. No. 111. No. 112. No. 113. No. 114. No. 115. No. 116. No. 117. No. 118. No. 119. No. 120. No. 121. No. 122. No. 123. No. 124. No. 125. No. 126. No. 127. No. 128. No. 129. No. 130. No. 131. No. 132. No. 133. No. 134. No. 135. No. 136. No. 137. No. 138. No. 139. No. 140. No. 141. No. 142. No. 143. No. 144. No. 145. No. 146. No. 147. No. 148. No. 149. No. 150. No. 151. No. 152. No. 153. No. 154. No. 155. No. 156. No. 157. No. 158. No. 159. No. 160. No. 161. No. 162. No. 163. No. 164. No. 165. No. 166. No. 167. No. 168. No. 169. No. 170. No. 171. No. 172. No. 173. No. 174. No. 175. No. 176. No. 177. No. 178. No. 179. No. 180. No. 181. No. 182. No. 183. No. 184. No. 185. No. 186. No. 187. No. 188. No. 189. No. 190. No. 191. No. 192. No. 193. No. 194. No. 195. No. 196. No. 197. No. 198. No. 199. No. 200. No. 201. No. 202. No. 203. No. 204. No. 205. No. 206. No. 207. No. 208. No. 209. No. 210. No. 211. No. 212. No. 213. No. 214. No. 215. No. 216. No. 217. No. 218. No. 219. No. 220. No. 221. No. 222. No. 223. No. 224. No. 225. No. 226. No. 227. No. 228. No. 229. No. 230. No. 231. No. 232. No. 233. No. 234. No. 235. No. 236. No. 237. No. 238. No. 239. No. 240. No. 241. No. 242. No. 243. No. 244. No. 245. No. 246. No. 247. No. 248. No. 249. No. 250. No. 251. No. 252. No. 253. No. 254. No. 255. No. 256. No. 257. No. 258. No. 259. No. 260. No. 261. No. 262. No. 263. No. 264. No. 265. No. 266. No. 267. No. 268. No. 269. No. 270. No. 271. No. 272. No. 273. No. 274. No. 275. No. 276. No. 277. No. 278. No. 279. No. 280. No. 281. No. 282. No. 283. No. 284. No. 285. No. 286. No. 287. No. 288. No. 289. No. 290. No. 291. No. 292. No. 293. No. 294. No. 295. No. 296. No. 297. No. 298. No. 299. No. 300. No. 301. No. 302. No. 303. No. 304. No. 305. No. 306. No. 307. No. 308. No. 309. No. 310. No. 311. No. 312. No. 313. No. 314. No. 315. No. 316. No. 317. No. 318. No. 319. No. 320. No. 321. No. 322. No. 323. No. 324. No. 325. No. 326. No. 327. No. 328. No. 329. No. 330. No. 331. No. 332. No. 333. No. 334. No. 335. No. 336. No. 337. No. 338. No. 339. No. 340. No. 341. No. 342. No. 343. No. 344. No. 345. No. 346. No. 347. No. 348. No. 349. No. 350. No. 351. No. 352. No. 353. No. 354. No. 355. No. 356. No. 357. No. 358. No. 359. No. 360. No. 361. No. 362. No. 363. No. 364. No. 365. No. 366. No. 367. No. 368. No. 369. No. 370. No. 371. No. 372. No. 373. No. 374. No. 375. No. 376. No. 377. No. 378. No. 379. No. 380. No. 381. No. 382. No. 383. No. 384. No. 385. No. 386. No. 387. No. 388. No. 389. No. 390. No. 391. No. 392. No. 393. No. 394. No. 395. No. 396. No. 397. No. 398. No. 399. No. 400. No. 401. No. 402. No. 403. No. 404. No. 405. No. 406. No. 407. No. 408. No. 409. No. 410. No. 411. No. 412. No. 413. No. 414. No. 415. No. 416. No. 417. No. 418. No. 419. No. 420. No. 421. No. 422. No. 423. No. 424. No. 425. No. 426. No. 427. No. 428. No. 429. No. 430. No. 431. No. 432. No. 433. No. 434. No. 435. No. 436. No. 437. No. 438. No. 439. No. 440. No. 441. No. 442. No. 443. No. 444. No. 445. No. 446. No. 447. No. 448. No. 449. No. 450. No. 451. No. 452. No. 453. No. 454. No. 455. No. 456. No. 457. No. 458. No. 459. No. 460. No. 461. No. 462. No. 463. No. 464. No. 465. No. 466. No. 467. No. 468. No. 469. No. 470. No. 471. No. 472. No. 473. No. 474. No. 475. No. 476. No. 477. No. 478. No. 479. No. 480. No. 481. No. 482. No. 483. No. 484. No. 485. No. 486. No. 487. No. 488. No. 489. No. 490. No. 491. No. 492. No. 493. No. 494. No. 495. No. 496. No. 497. No. 498. No. 499. No. 500. No. 501. No. 502. No. 503. No. 504. No. 505. No. 506. No. 507. No. 508. No. 509. No. 510. No. 511. No. 512. No. 513. No. 514. No. 515. No. 516. No. 517. No. 518. No. 519. No. 520. No. 521. No. 522. No. 523. No. 524. No. 525. No. 526. No. 527. No. 528. No. 529. No. 530. No. 531. No. 532. No. 533. No. 534. No. 535. No. 536. No. 537. No. 538. No. 539. No. 540. No. 541. No. 542. No. 543. No. 544. No. 545. No. 546. No. 547. No. 548. No. 549. No. 550. No. 551. No. 552. No. 553. No. 554. No. 555. No. 556. No. 557. No. 558. No. 559. No. 560. No. 561. No. 562. No. 563. No. 564. No. 565. No. 566. No. 567. No. 568. No. 569. No. 570. No. 571. No. 572. No. 573. No. 574. No. 575. No. 576. No. 577. No. 578. No. 579. No. 580. No. 581. No. 582. No. 583. No. 584. No. 585. No. 586. No. 587. No. 588. No. 589. No. 590. No. 591. No. 592. No. 593. No. 594. No. 595. No. 596. No. 597. No. 598. No. 599. No. 600. No. 601. No. 602. No. 603. No. 604. No. 605. No. 606. No. 607. No. 608. No. 609. No. 610. No. 611. No. 612. No. 613. No. 614. No. 615. No. 616. No. 617. No. 618. No. 619. No. 620. No. 621. No. 622. No. 623. No. 624. No. 625. No. 626. No. 627. No. 628. No. 629. No. 630. No. 631. No. 632. No. 633. No. 634. No. 635. No. 636. No. 637. No. 638. No. 639. No. 640. No. 641. No. 642. No. 643. No. 644. No. 645. No. 646. No. 647. No. 648. No. 649. No. 650. No. 651. No. 652. No. 653. No. 654. No. 655. No. 656. No. 657. No. 658. No. 659. No. 660. No. 661. No. 662. No. 663. No. 664. No. 665. No. 666. No. 667. No. 668. No. 669. No. 670. No. 671. No. 672. No. 673. No. 674. No. 675. No. 676. No. 677. No. 678. No. 679. No. 680. No. 681. No. 682. No. 683. No. 684. No. 685. No. 686. No. 687. No. 688. No. 689. No. 690. No. 691. No. 692. No. 693. No. 694. No. 695. No. 696. No. 697. No. 698. No. 699. No. 700. No. 701. No. 702. No. 703. No. 704. No. 705. No. 706. No. 707. No. 708. No. 709. No. 710. No. 711. No. 712. No. 713. No. 714. No. 715. No. 716. No. 717. No. 718. No. 719. No. 720. No. 721. No. 722. No. 723. No. 724. No. 725. No. 726. No. 727. No. 728. No. 729. No. 730. No. 731. No. 732. No. 733. No. 734. No. 735. No. 736. No. 737. No. 738. No. 739. No. 740. No. 741. No. 742. No. 743. No. 744. No. 745. No. 746. No. 747. No. 748. No. 749. No. 750. No. 751. No. 752. No. 753. No. 754. No. 755. No. 756. No. 757. No. 758. No. 759. No. 760. No. 761. No. 762. No. 763. No. 764. No. 765. No. 766. No. 767. No. 768. No. 769. No. 770. No. 771. No. 772. No. 773. No. 774. No. 775. No. 776. No. 777. No. 778. No. 779. No. 780. No. 781. No. 782. No. 783. No. 784. No. 785. No. 786. No. 787. No. 788. No. 789. No. 790. No. 791. No. 792. No. 793. No. 794. No. 795. No. 796. No. 797. No. 798. No. 799. No. 800. No. 801. No. 802. No. 803. No. 804. No. 805. No. 806. No. 807. No. 808. No. 809. No. 810. No. 811. No. 812. No. 813. No. 814. No. 815. No. 816. No. 817. No. 818. No. 819. No. 820. No. 821. No. 822. No. 823. No. 824. No. 825. No. 826. No. 827. No. 828. No. 829. No. 830. No. 831. No. 832. No. 833. No. 834. No. 835. No. 836. No. 837. No. 838. No. 839. No. 840. No. 841. No. 842. No. 843. No. 844. No. 845. No. 846. No. 847. No. 848. No. 849. No. 850. No. 851. No. 852. No. 853. No. 854. No. 855. No. 856. No. 857. No. 858. No. 859. No. 860. No. 861. No. 862. No. 863. No. 864. No. 865. No. 866. No. 867. No. 868. No. 869. No. 870. No. 871. No. 872. No. 873. No. 874. No. 875. No. 876. No. 877. No. 878. No. 879. No. 880. No. 881. No. 882. No. 883. No. 884. No. 885. No. 886. No. 887. No. 888. No. 889. No. 890. No. 891. No. 892. No. 893. No. 894. No. 895. No. 896. No. 897. No. 898. No. 899. No. 900. No. 901. No. 902. No. 903. No. 904. No. 905. No. 906. No. 907. No. 908. No. 909. No. 910. No. 911. No. 912. No. 913. No. 914. No. 915. No. 916. No. 917. No. 918. No. 919. No. 920. No. 921. No. 922. No. 923. No. 924. No. 925. No. 926. No. 927. No. 928. No. 929. No. 930. No. 931. No. 932. No. 933. No. 934. No. 935. No. 936. No. 937. No. 938. No. 939. No. 940. No. 941. No. 942. No. 943. No. 944. No. 945. No. 946. No. 947. No. 948. No. 949. No. 950. No. 951. No. 952. No. 953. No. 954. No. 955. No. 956. No. 957. No. 958. No. 959. No. 960. No. 961. No. 962. No. 963. No. 964. No. 965. No. 966. No. 967. No. 968. No. 969. No. 970. No. 971. No. 972. No. 973. No. 974. No. 975. No. 976. No. 977. No. 978. No. 979. No. 980. No. 981. No. 982. No. 983. No. 984. No. 985. No. 986. No. 987. No. 988. No. 989. No. 990. No. 991. No. 992. No. 993. No. 994. No. 995. No. 996. No. 997. No. 998. No. 999. No. 1000. No. 1001. No. 1002. No. 1003. No. 1004. No. 1005. No. 1006. No. 1007. No. 1008. No. 1009. No. 1010. No. 1011. No. 1012. No. 1013. No. 1014. No. 1015. No. 1016. No. 1017. No. 1018. No. 1019. No. 1020. No. 1021. No. 1022. No. 1023. No. 1024. No. 1025. No. 1026. No. 1027. No. 1028. No. 1029. No. 1030. No. 1031. No. 1032. No. 1033. No. 1034. No. 1035. No. 1036. No. 1037. No. 1038. No. 1039. No. 1040. No. 1041. No. 1042. No. 1043. No. 1044. No. 1045. No. 1046. No. 1047. No. 1048. No. 1049. No. 1050. No. 1051. No. 1052. No. 1053. No. 1054. No. 1055. No. 1056. No. 1057. No. 1058. No. 1059. No. 1060. No. 1061. No. 1062. No. 1063. No. 1064. No. 1065. No. 1066. No. 1067. No. 1068. No. 1069. No. 1070. No. 1071. No. 1072. No. 1073. No. 1074. No. 1075. No. 1076. No. 1077. No. 1078. No. 1079. No. 1080. No. 1081. No. 1082. No.																						