

WRECK
SECTION

No. 992

STEEL STEAMER OR MOTORSHIP.

Received at London Office 12 NOV 1951

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 7th November 1951 Port of Belfast No. 15283Survey held at Belfast Date First Survey 20th March 1950 Last Survey 6th October 1951On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin Screw "RHODESIA CASTLE"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Limited draught with tiers of superstructures State Type of Erections Bridge & Fc'stle combinedTONNAGE under Tonnage Deck ... 9553.62Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓Total 9553.62Gross Tonnage 17040.76Tonnage 9434.57

REGISTERED DIMENSIONS.

FEET

556.474.331.8CLASS 100A1State if with freeboard as condition of Class YesLength from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 540.89Breadth (greatest moulded) 74.0Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 44.01st Longitudinal Number (L x D) ✓2nd Numeral L x (B + D) ✓Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓Proportions—Depth to Length—Uppermost continuous deck to top of keel ✓Do. Long Bridge to top of keel ✓Draught Moulded 28'-1"Built at BelfastLaunched 5th April 1951 Yard No. 1431Builders Harland and Wolff Ltd.Owners Union Castle Mail S.S. Co. Ltd.Managers ✓
(Where necessary to be entered in Reg. Book)Residence ✓Port of Registry London

If surveyed while building, afloat, or in dry dock

Building afloat & in dry dock.
Date of undocking 30th August 1951.

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.....	33 ✓		Bracket Floors, Frame	BA ✓ 9 3 1/2 .43	
" " from 1/2 length amidships to Collision bulkhead.....	27 ✓		" " Reversed Frame.....	BA ✓ 9 3 1/2 .38	
" " in peaks	24 ✓		" " Vertical Struts	BA ✓ 6 3 1/2 .46	
FRAMING. IN NO 2 HOLD.			Centre Girder, depth and thickness amidships	49 1/2 x .58	
Frame Amidships, Angle, [or]	8 x .52 x 3 1/2 x 3 1/2 .52 ✓		" " top Angles	dbl 3 1/2 3 1/2 .54	
" " Extends up to.....	UPPER & SHADE DECK ALT. ✓		" " bottom Angles.....	dbl 5 5 .60	
Reversed Frame Amidships, Angle	4 x 3 1/2 x .56 AFT. ✓ 5 x 5 x .60 FOR ✓		Side Girders, No. each side and thickness.....	2 @ .42	
" " Extends up to.....	LOWER DECK EVERY ✓		Margin Plate depth (excl. of flange) and thickness	42 x .61	
Depth of Framing Girder.....	8 x 9 ✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	Elec-welded	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	8 x 3 1/2 x .38 ✓ UPPER & SHADE DECK ALT To 'C' DECK.		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	Elec-welded	
" " Second 'tween Decks, Angle, [or]	8 x 3 1/2 x 3 1/2 x .52 ✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	.48 continuous 21" overhang	
" " Third " " " " " "	(NO 1 HOLD) ✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area .....	.48 continuous 21" overhang	
" " from 1/2 len. for'd. to 15% len. from Stem	12 x .58 x 3 1/2 x 3 1/2 .60 [To LOWER DECK WITH 4 x 3 1/2 x .50 REV BARS FOR ✓ NO 2 HOLD: 8 x 3 1/2 x 3 1/2 x .52 [WITH 5 x 5 x .60 REV BARS FOR ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	79 x .49 flange 3 1/2	
" " in Peaks, Angle or [or]	9 x 3 1/2 x .43 ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 5 1/4		Breadth and thickness of Middle Line Strake...	58 x .58	
State if Frame Joggled.....	Yes ✓		Thickness of remainder in Holds .....	.51	
Are the scantlings and arrangements in the Panting Area 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 1/2 Bunkers and Boiler Room?	Yes	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes ✓		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in	8 x .32 x 3 1/2 x 3 1/2 .52	
Frames, Depth and thickness at mid-line in Holds.....			" " in way of Bridge, Angle, [or]	-do- ✓	
Height of Brackets at side above base line at toe of frame.....			Spacing	33 ✓	
Middle Line Keelson, on Floors, Angles, [or]			Second Deck, amidships, Angle, [or]	8 x .46 x 3 1/2 x 3 1/2 .52 FOR ✓ 8 x .32 x 3 1/2 x 3 1/2 .52 AFT. ✓ 8 x .36 x 3 1/2 x 3 1/2 .52 AFT. ✓	
" " Through Plate or Intercostal Plate			Spacing	33 ✓	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or]	8 x .46 x 3 1/2 x 3 1/2 .52 FOR ✓ 8 x .32 x 3 1/2 x 3 1/2 .52 AFT. ✓ 8 x .52 x 3 1/2 x 3 1/2 .52 AFT. ✓	
" " Flat Plate Keel Angles			Spacing	33 ✓	
Keelsons, No. each side.....			Fourth Deck, amidships, Angle, [or]	8 x .46 x 3 1/2 x 3 1/2 .52	
" " thickness of Intercostal Plate.....			Spacing	33 ✓	
" " Angles			Poop Deck, Angle, [or]	✓	
Spacing			Spacing	✓	
DOUBLE BOTTOM.			& Fc'stle Bridge/Deck, Angle, [or]	8 x .32 x 3 1/2 x 3 1/2 .52 ✓ 8 x .46 x 3 1/2 x 3 1/2 .52 To ✓ 8 x .34 x 3 1/2 x 3 1/2 .52 FOR ✓	
Solid Floors, thickness and spacing .....	.47 every 3 rd frame		Spacing	33 ✓	
" " Are Frame and Reversed Frame joggled?	frames joggled		Forecastle Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line	37 x .47		Spacing		
" " breadth and thickness at margin plate.....	37 x .47		Where Killed, meat suspended Beams are reinforced.		

number of
certificate

number of
certificate.

Stream
Wire

ering

FORGINGS AND CASTINGS.

WILLIAM

Scotland Ltd,
Lloyd's Register
Foundation

EQUIPMENT No. 69918												LETTER R+Y		ANCHORS.										
VES IN SHIP.		Any Departure Approved Pl be Note		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.							
				095	1st Bower	...	111	3	7	Stockless			71	15	0	0	✓		DREADNOUGHT TYPE (FORGED OPEN HEARTH "INGOT" STEEL)		S. TAYLOR & SONS (BRIERLEY HILL) LTD.		NETHERTON H. MURPHY 7/2/51.	
.36				094	2nd "	...	112	1	14	-do-			72	2	2	0	✓		SHACKLE: UNWELDED		-do-		-do- ✓ -do-	
				093	3rd "	...	113	3	14	-do-			72	10	0	0	✓		-do-		-do-		-do- ✓ -do-	
.31 AFT				Collective weight			338	0	7	✓						324 cwts								
- 33 FORB				092	Stream	....	37	0	0	9	1	7	Ex. with 11/12/51			34 "		RODGERS (F.O.H. STEEL) ELEC. WELDED. SHACKLE: UNWELDED.		-do-		-do- ✓ 31/1/51.		

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.	Statically.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Cir.		Length.	Cir.
519	330' 6"	2 1/8"	169.3	237	1187-1-0	1089-0-0 (EQUIVALENT)	330	2 1/8"	330	2 1/8"	"TAYCO" STUD LINK CABLE. WEIGHT 1-2-14.	S. TAYLOR & SONS (BRIERLEY HILL) LTD.	NETHERTON H. MURPHY 24/1/51.	TOWLINE	144'	7"	148.2	140'	7"
	(INCLUDES 24 JOINING SHACKLES & 2 SPARE SHACKLES)										-DO-	-DO-	-DO-	-DO-	6@100	3 1/2"		5@120	2 3/4"
20 & 1	ONE ADAPTOR PIECE OF 3 LINKS. EACH CERTIFICATE FOR 2 5/8" STUD LINK TAYCO CABLE. -DO-										-DO-	-DO-	-DO-	-DO-					
22-3-4	DITTO ABOVE OF 2 LINKS. 1-2-0 EACH. -DO-										-DO-	-DO-	-DO-	-DO-					
656	2 FORELOCK MOORING SHACKLES FOR 2 5/8" CABLE. -DO-										-DO-	-DO-	-DO-	-DO-					
	Stream	144'	6"		102-0				150'	6"	G.S.N.R.	BRITISH ROBES LTD.	MAKERS' CERTIFICATE 30/5/50.						
	Wire	(6/24)							(6/24)										

Steering Gear, Type (Power or hand)	HYDRAULIC	ELECTRIC (BROWNS EDINBURGH) 4 RAM TYPE.	Alternative Means of Steering	POWER UNIT IN DUPLICATE.							
Steering Chains (Size and Test)	TELE MOTOR CONTROL	Windlass	ELECTRIC (NAPIER BROS. LTD) Boats	2 @ 26'-0" AND 8 @ 30'-0" (incl 1 motor)							
Decking in Holds, thickness and material	NIL ON TANK TOP.	2 1/2" W.P. AT BILGES.	Cargo Battens, thickness, material and spacing	6" W.P. @ 9" AND INSULATION.							
No. of Top Hatchways.—(Upper Deck)	STEEL PLATES AND BULB ANGLES	Thickness of Hatches	2 1/2" W.P.								
No. of Hatchways No. 1 (Fwd.)	22'-6" x 16'-0"	No. 2	33' x 16'	No. 3	22' x 16'	No. 4	24'-9" x 16'-0"	No. 5	19'-3" x 16'-0"	No. 6	
Number of Shifting Beams	4.	7.	4.	5.	3.						
1960. for Fore and Aft											

Builder's Signature	For HARLAND AND WOLFF, LIMITED
<i>John V. Park</i>	Secretary

192.5	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. <i>yes</i>
	(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. <i>No</i>
	The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).
7606.1	fuel is carried in deep bunker tanks situated at the forward side of Boiler room; in Nos 3, 4, & 5 double bottom tanks under deep bunkers, boiler room and machinery rooms. The flashpoint is above 150°F.
	Vessel has been constructed in conformity with the Society's Rules & Regulations, and the Secretary's letters. The scantlings and arrangements are in accordance or equivalent to those shown on the approved plans. The material and workmanship are good! All double bottom tanks including cofferdams in way of same, fore peak, after peak, deep fresh water tanks and oil fuel bunkers have been tested under water pressure to rule requirements and found satisfactory; the weatherdecks, watertight bulkheads, flats & tunnels satisfactorily have tested. Shell doors, sidelights & deckhouses have been hose tested & found in order. The steering gear, windlass, anchors, W.T. doors and bilges suction have been tested under working conditions and found satisfactory.
	Board assigned, marks cut in, Verified and Load Line certificate & copy issued!

Amount of Entry Fee.....	£1199:0:0	Fees applied for, 9. 11. 1951	(Special notations, where part of class, to be stated.)
Special Survey Fee.....	£ : :	Received by me, 19	
Travelling Expenses, if any	£ : :		
Whether the Vessel has been built under Special Survey	yes	I am of opinion the Vessel should be Classed	*100.A1. with FREEBOARD.
Certificate to be sent to	Belfast	Signature	<i>A. S. Fletcher</i>
Date of issue	24/12/51	Surveyor to Lloyd's Register of Shipping.	

Committee's Minute	TUES. 4 DEC 1951
Character assigned	+100A1
8.51 Bel	Fitted for oil fuel 11.51 F.P. above 150°F
Lloyd's A & C P	+LMC 11.51
	F.D. C.L.
White Bel (L)	3 WTB 495lb (Spt 485lb)
	20B 100lb

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 Li
the Plans should be embodied.)

This vessel is designed for an all season moulded draught of 28'-1". The tween decks have been insulated, and where necessary the scantlings of the beams have been increased for hanging cargo. Lloyds R.M.C. not required.
The Bulkhead deck is the first deck below the freeboard deck.
The vessel is of similar type to "Bloemfontein Castle" yard No 1421. (With length & Superstructure modified)

The following reports are enclosed:- C.S. Boss Arms & Forefoot, Forged Tiller Crosshead, certificates of Derrick tubes, Reports of welded Rudder and Sternframe.

Note:- One item outstanding when vessel left Belfast was completed in London (see copy of letter to L'don & Interim Certificate issued copy attached (One issued from London outport Office and one from Belfast)
Vessel undocked 30th August 1951.

Approved plans are forwarded (see attached list)

PARTICULARS OF ELECTRIC WELDING (if employed) "A" deck (upper) "B" deck (Shade) "C" deck (Bridge & Forecastle) "D" deck (Promenade) Butts & seams; The boundary bulkheads of O/F Bunkers & F.W. tanks, Keel & Shell Fabricated Rudder & Sternframe, Hatchway beams, stringer connections to shell and bulkheads W.L. Bulkheads and stiffeners, Deck Girders to deck, margin plating butts & to tank top, shell floors; Tank top butts, deck chock plates, Pillar heads & heels, breast hooks, Main engine seatings

SPECIAL NOTATIONS:- Either as part of the vessel's class or for record in the Register Book
Cruiser Stern, Radar, Gyro C, D.T., E.S.D.,
Refrig Machy, Fitted for oil fuel, Part elec-welded.

RADAR Equipment (State if fitted) Yes.
State Type or Pattern No. C.M.R. MARK II
State } Maker. Bossor Marine Radar.
Name } and/or
of } Supplier.

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

1st Bower ✓
2nd " ✓
3rd " ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge and ft., Forecastle 30 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. Bridge & Forecastle combined
Official No. 184515. Signal Letters G.M.G.Q. Extreme Breadth over Belting no belting Over-all Length 576.5' (Circ. 1611) (Circ. 1703)
No. and Material of Decks 3 decks of steel, 4th deck steel except in No 5 hold.
Parts of Bottom of Vessel coated with cement or approved composition clear of oil fuel
Particulars of composition (if fitted) and of approval Cement, "Laténac" & "Asterpiol"

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.
Double bottom, aft, Nos 7 & 8 W.B.	126.5	474	Fore peak tank, W.B.	34.0	
Double bottom, under O.F. BUNKERS, No 3. O.F.	55.0	304	After peak tank, W.B.	23.5	
Double bottom, if under Engines only, No 5. O.F.	44.0	166	Deep tank, aft, IN TUNNEL P.S.	27.5	
Double bottom, if under Boilers only, No 4. O.F.	35.75	212	Deep tank, forward, O.F. BUNKERS, P.S. & CENTRE.	57.75	
Double bottom, forward, Nos 1 & 2 W.B.	147.0	402	Other tanks, if fitted, ✓		
Total length (if continuous) and Capacity	427.5		(If necessary furnish further information by sketch.)		

Order for Special Survey No. 1008

Date 8. 3. 50

Dates of Surveys held while building

1950 Mar 20. 23 Apr 3. 6. 12. 13. 14. 21. 25. 28 May 8. 17. 25 June 5. 12. 15. 16. 19. 26 July 7. 14. 25. 31 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1951 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1952 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1953 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1954 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1955 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1956 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1957 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1958 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1959 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1960 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1961 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1962 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1963 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1964 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1965 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1966 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1967 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1968 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1969 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1970 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1971 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1972 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1973 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1974 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1975 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 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9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1985 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1986 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1987 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1988 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1989 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1990 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1991 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1992 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1993 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1994 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1995 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1996 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1997 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1998 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 1999 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 2000 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 2001 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 2002 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 2003 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May 5. 12. 19. 26 June 2. 9. 16. 23. 30 July 6. 13. 20. 27 Aug 3. 10. 17. 24 Sept 7. 14. 21. 28 Oct 4. 11. 18. 25 Nov 1. 8. 15. 22. 29 Dec 5. 12. 19. 26 2004 Jan 3. 10. 17. 24 Feb 7. 14. 21. 28 Mar 4. 11. 18. 25 Apr 1. 8. 15. 22. 29 May