

TITANIC

BOOK 1
LIVRE 1
LIBRO 1

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THE QUEEN OF THE OCEANS

When the RMS *Titanic* left the port of Southampton, England, on April 10th, 1912, on her maiden voyage bound for New York City, she was not only the largest ship afloat at the time but also the most luxurious. She was the second of three state-of-the-art Olympic-class ocean liners commissioned by the White Star Line in an effort to maintain the company's dominant position in the highly competitive trans-Atlantic passenger route. The Belfast-based shipbuilders, Harland and Wolff, had been authorized to spend what was needed to ensure the *Titanic* had a level of comfort and luxury never seen before.



→ *A White Star Line postcard depicting the Titanic.*

→ *Une carte postale de la White Star Line montrant le Titanic.*

→ *Postal de la naviera White Star Line con una ilustración del* Titanic.

LE ROI DE L'OCÉAN

Lorsque le RMS *Titanic* quitte le port de Southampton, en Angleterre, le 10 avril 1912, pour son voyage inaugural à destination de New York, il est non seulement le plus grand paquebot à flot de l'époque, mais aussi le plus luxueux. Il est le deuxième de trois paquebots ultramodernes de la classe Olympic construits à la demande de la White Star Line dans le but d'assurer à l'entreprise de conserver sa position dominante au sein de la très compétitive ligne transatlantique. Les constructeurs du chantier naval Harland and Wolff, basé à Belfast, reçoivent l'autorisation de dépenser ce qu'il faut pour procurer au *Titanic* un niveau de confort et de luxe jamais vu auparavant.

EL REY DE LOS OCÉANOS

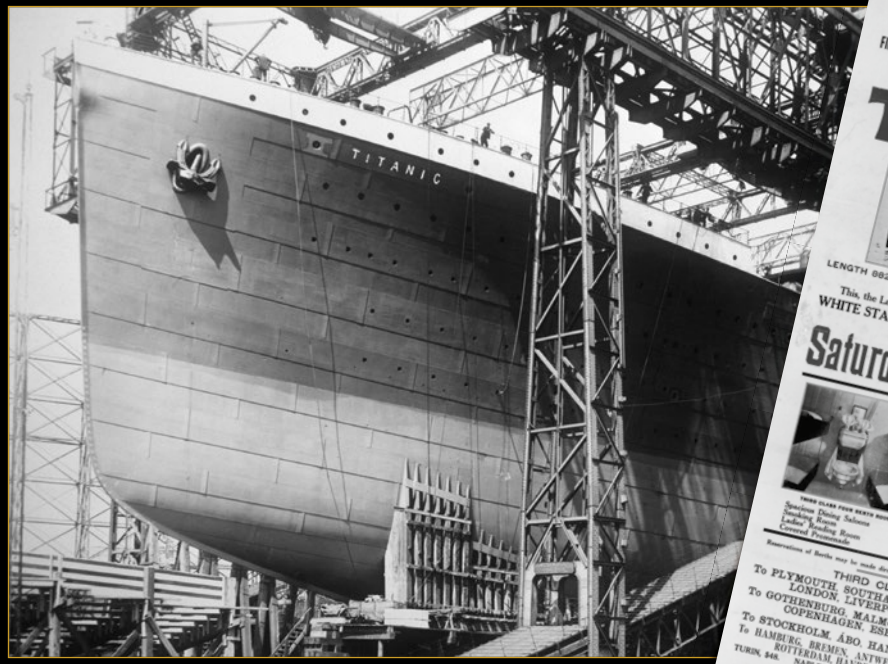
Cuando el RMS *Titanic* zarpó del puerto de Southampton (Inglaterra) el 10 de abril de 1912 en su viaje inaugural con destino a la ciudad de Nueva York, no solo era el barco más grande del mundo y de la época, sino también el más lujoso. Emprendía la navegación como segundo de un trío de innovadores buques de la clase Olympic encargados por la naviera White Star Line en su esfuerzo por mantener la supremacía en la competitiva ruta transatlántica de transporte de pasajeros. La compañía había autorizado a la constructora naval Harland and Wolff de Belfast a gastar todo lo que fuera necesario para garantizar que el *Titanic* contara con un nivel de confort y lujo nunca vistos.



↑ *The RMS Titanic departing Southampton on April 10th, 1912.*

↑ *Le RMS Titanic à son départ de Southampton le 10 avril 1912.*

↑ *Buque RMS Titanic partiendo de Southampton el 10 de abril de 1912.*





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← 1912: An advertisement for the luxury passenger liner Titanic, announcing the time of the ship's maiden voyage departure. Ticket prices and berth descriptions are provided.

← 1912 : Une publicité pour le paquebot de luxe Titanic, annonçant l'heure du départ inaugural du navire. Le prix des billets et une description des cabines sont fournis.

← 1912: Cartel publicitario del transatlántico de lujo Titanic *anunciando la fecha de partida del buque en su viaje inaugural. Incluye los precios de los pasajes y la descripción de los camarotes.*

↑ The prow of the Titanic under construction at Harland and Wolff shipyard in Belfast, Ireland.

↑ La proue du Titanic en cours de construction au chantier naval Harland and Wolff à Belfast, en Irlande.

↑ Proa del Titanic *durante su construcción en los astilleros Harland and Wolff de Belfast (Irlanda).*



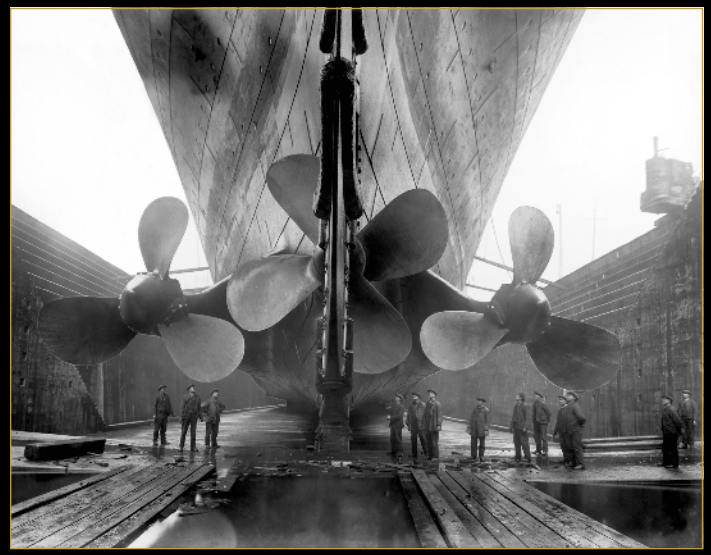
→ Two White Star Liners, RMS Titanic and RMS Olympic, seen together for the last time, 3 February 1912.

→ Le RMS Titanic et le RMS Olympic, deux paquebots de la White Star Line, vus ensemble pour la dernière fois le 3 février 1912.

→ Dos barcos de la naviera White Star Line, el RMS Titanic *y el RMS* Olympic, *la última vez que pudieron verse juntos: el 3 de febrero de 1912.*

THE TRIPLE SCREW OLYMPIC-CLASS LINER

The *Titanic* was powered by three powerful engines, each driving its own propeller. The two outer steam engines were 63 ft. (19 meters) long, weighed 793.6 tons (720 metric tonnes) and created a combined output of 30,000 hp. The central, low-pressure turbine added a further 16,000 hp. It took 29 boilers, 534.6 tons (484.5 metric tonnes) of water and 661.3 tons (600 metric tonnes) of coal a day to power the steam engines. All three engines connected directly to propellers via long shafts. The two outer propellers were a massive 23.5 ft. (7.2 meters) in diameter, while the smaller middle one had a diameter of 17 ft. (5.2 meters). All this power gave the *Titanic* a top speed of more than 26 miles per hour (23 knots).



↑ *The huge propellers of the RMS Titanic as the mighty ship sat in dry dock.*

↑ *Les énormes hélices du RMS Titanic, alors que le navire est immobilisé en cale sèche.*

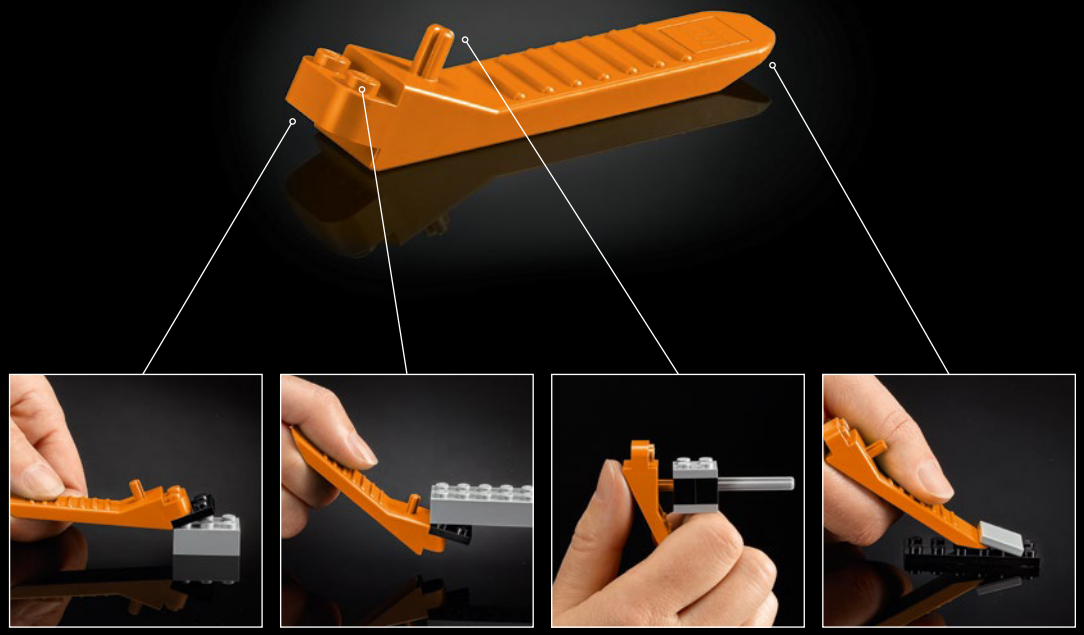
↑ *Vista de las inmensas hélices del RMS* Titanic *con el imponente buque en dique seco.*

LE PAQUEBOT À TROIS HÉLICES DE LA CLASSE OLYMPIC

Le *Titanic* est propulsé par deux machines alternatives et une turbine, chacune actionnant sa propre hélice. Les deux machines à vapeur extérieures mesurent 19 m (63 pi) de long, pèsent 720 tonnes métriques (793,6 tonnes courtes) et produisent une puissance combinée de 30 000 ch. La turbine centrale à basse pression ajoute 16 000 ch supplémentaires. Il faut 29 chaudières, 484,5 tonnes métriques (534,6 tonnes courtes) d'eau et 600 tonnes métriques (661,3 tonnes courtes) de charbon par jour pour alimenter les machines à vapeur. La turbine et les machines sont connectées directement aux hélices grâce à de longs conduits. Les deux hélices extérieures ont un diamètre impressionnant de 7,2 m (23,5 pi), tandis que la plus petite au centre a un diamètre de 5,2 m (17 pi). Grâce à une telle puissance, le *Titanic* a une vitesse de pointe de plus de 23 nœuds (42 km/h / 26 miles/h).

EL BUQUE DE LA CLASE OLYMPIC DE TRIPLE HÉLICE

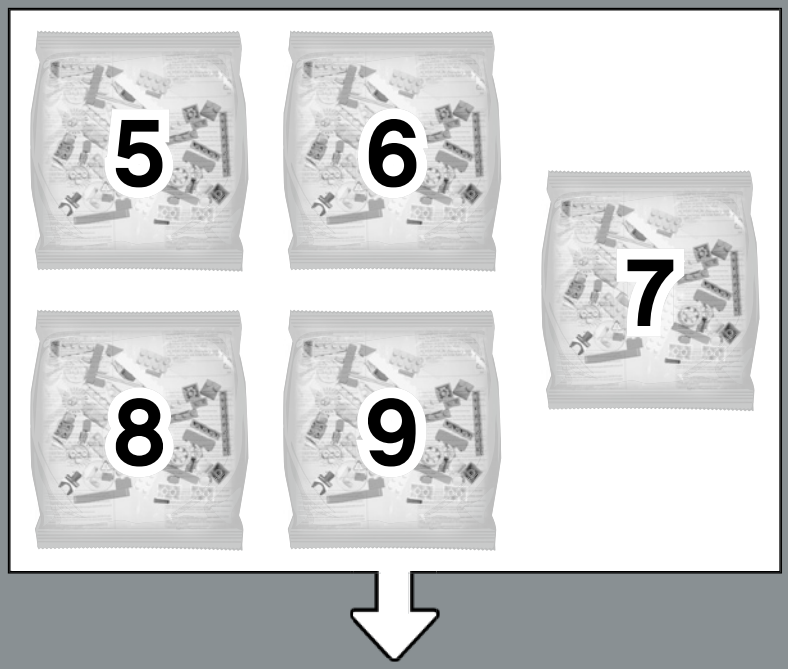
El *Titanic* avanzaba propulsado por tres potentes motores, y cada uno de ellos movía su propia hélice. Los dos motores de vapor exteriores medían 19 m de longitud, pesaban 720 t y generaban una potencia total de más de 30.000 CV. La turbina de baja presión central agregaba unos 16.000 CV adicionales. Para mantener en funcionamiento los motores de vapor, se usaban 29 calderas y se consumían 484,5 t de agua y 600 t de carbón diarias. Los tres motores estaban conectados directamente a sus respectivas hélices mediante largos ejes.
Las dos gigantescas hélices laterales medían 7,2 m de diámetro, mientras que la del medio, más pequeña, tenía un diámetro de 5,2 m. Toda esta potencia permitía al *Titanic* alcanzar una velocidad máxima que superaba los 23 kn (42 km/h).

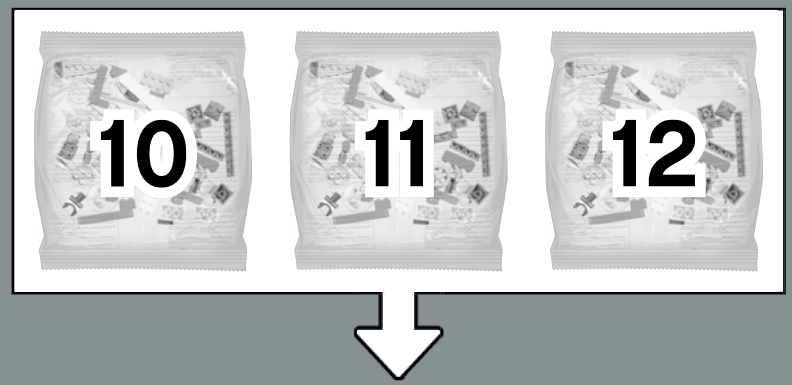


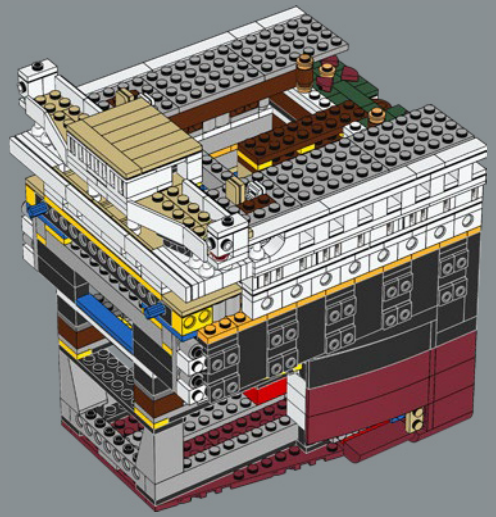
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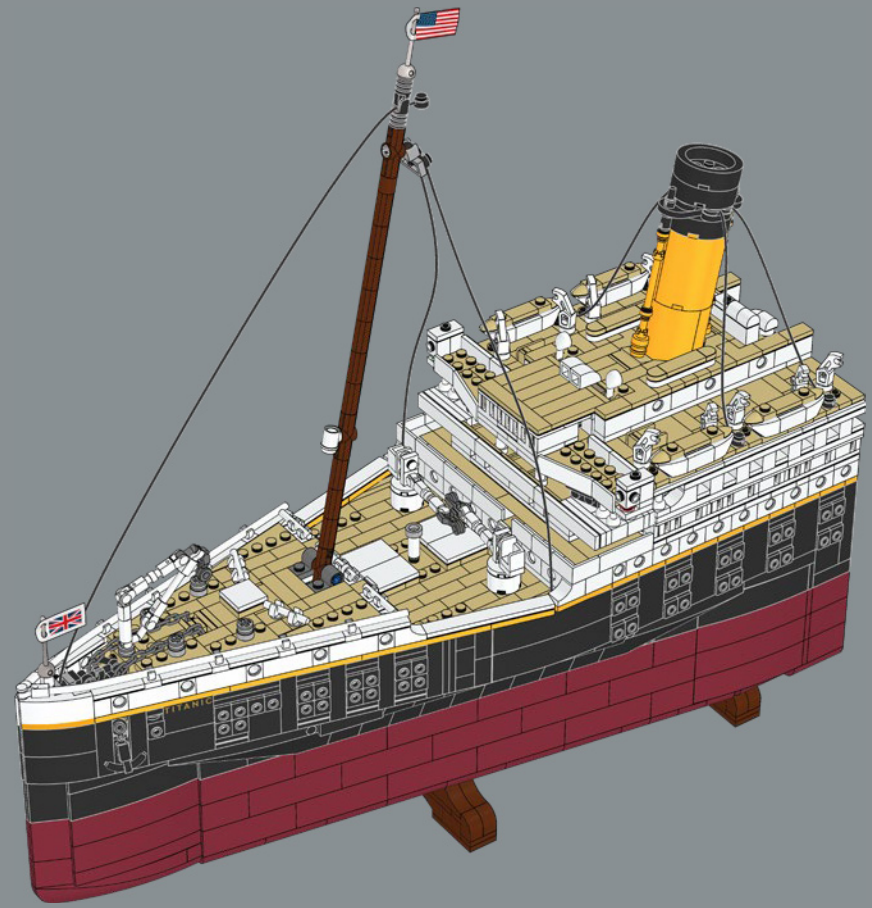





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SECTION 1:

BOW AND WELL DECK

In this section you will build the bow of the ship along with the anchors, ship name, well deck, cargo hatches and cargo cranes, anchor crane with the 3rd anchor, and forward mast. In the interior of the ship the structures that will support the angled forward hull are also constructed. These will combine with supports in later sections to lock together and finish off the front hull of the model.

SECTION 1 :

PROUE ET COFFRE

Dans cette section, vous allez construire la proue ainsi que les ancres, le nom du navire, le coffre, les écoutilles et les grues à crochet, le guindeau avec la 3e ancre et le mât avant. À l'intérieur du navire, les structures qui supporteront la coque avant inclinée seront également construites. Celles-ci se raccorderont avec les supports des sections suivantes pour compléter la coque avant du modèle.

SECCIÓN 1:

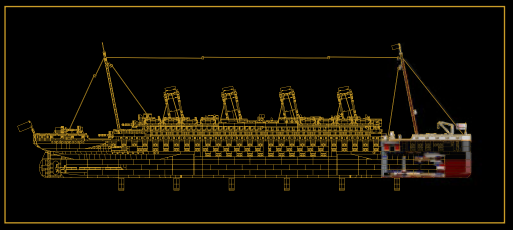
PROA Y CUBIERTA DE POZO

En esta sección, construirás la proa del buque, así como las anclas, el rótulo con el nombre, la cubierta de pozo, las escotillas de carga y las grúas de carga, la grúa de anclas con la tercera ancla, y el trinquete. También te encargarás de la construcción en el interior de las estructuras de soporte del casco de proa con forma de cuña. Estas se combinarán con soportes en secciones posteriores para acoplar y rematar el casco frontal del modelo.

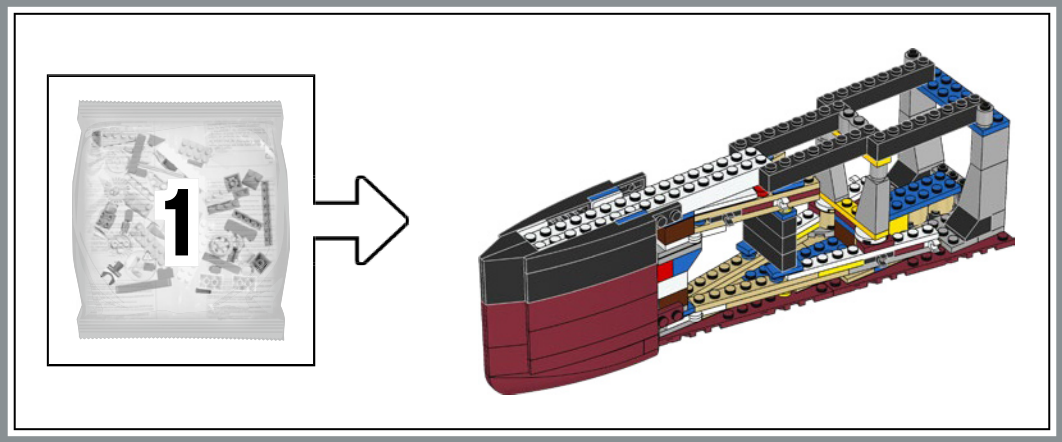
↓ *We use the 2x10x2 triple curved bow brick to form the front of the keel of the model.*

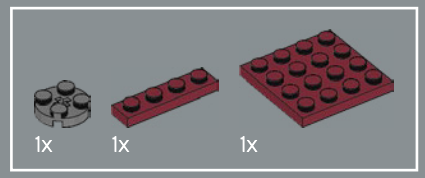
↓ *La brique à trois arcs 2x10x2 est utilisée pour former l'avant de la quille du modèle.*

↓ *Usamos el arco de triple borde curvado 2x10x2 para formar la parte frontal de la quilla del modelo.*

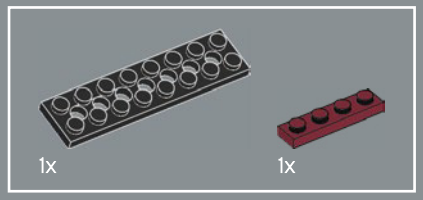




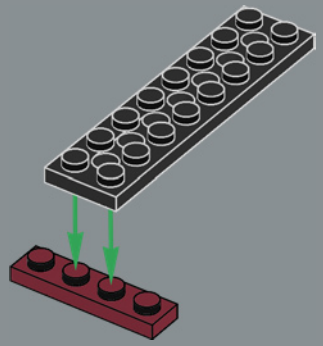


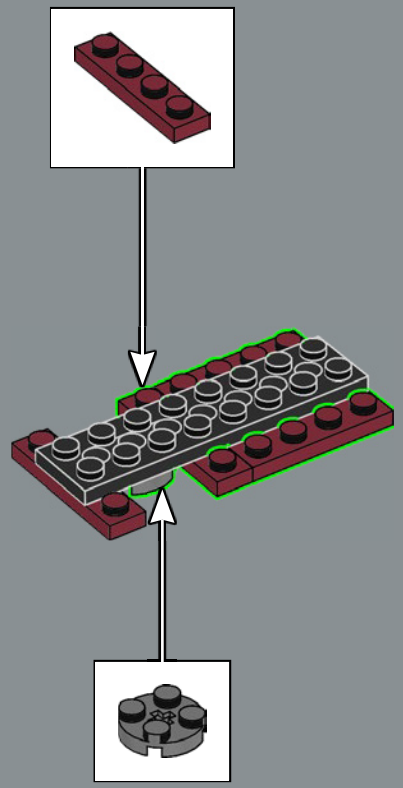


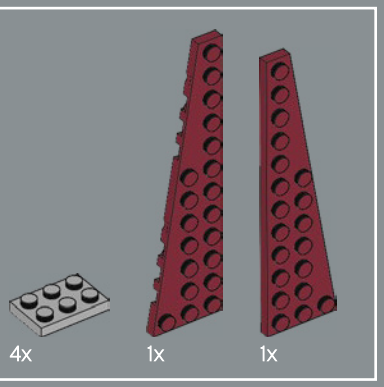
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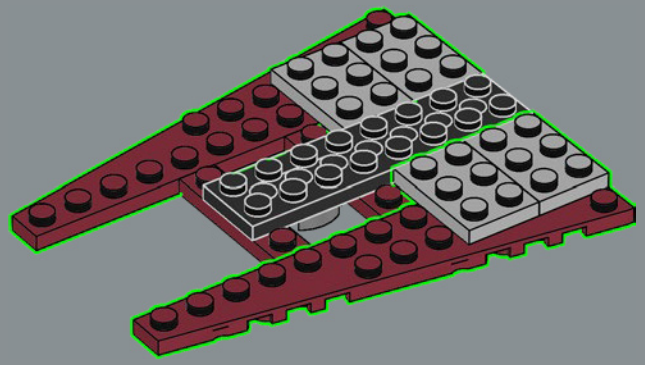
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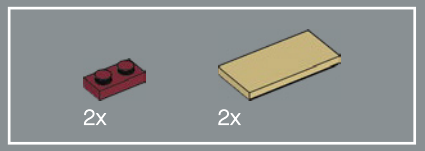




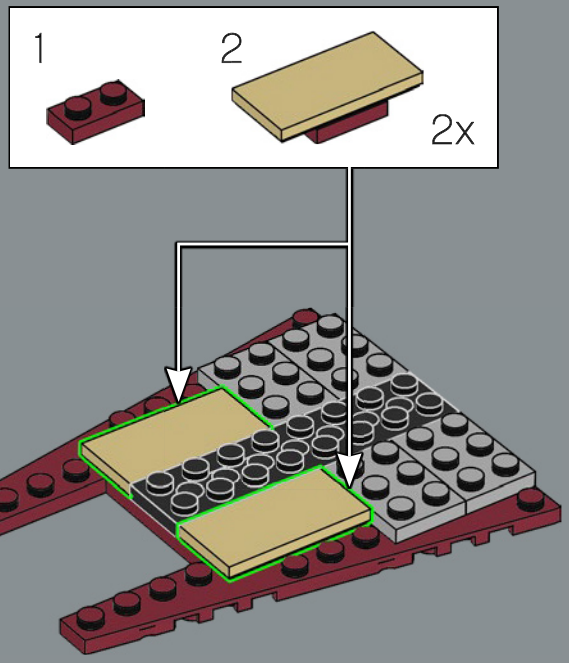


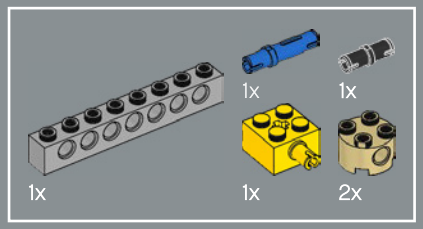
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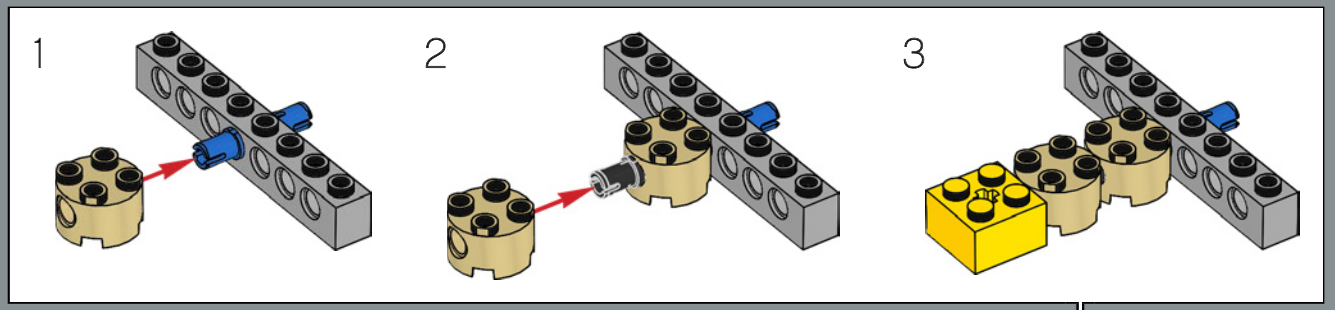


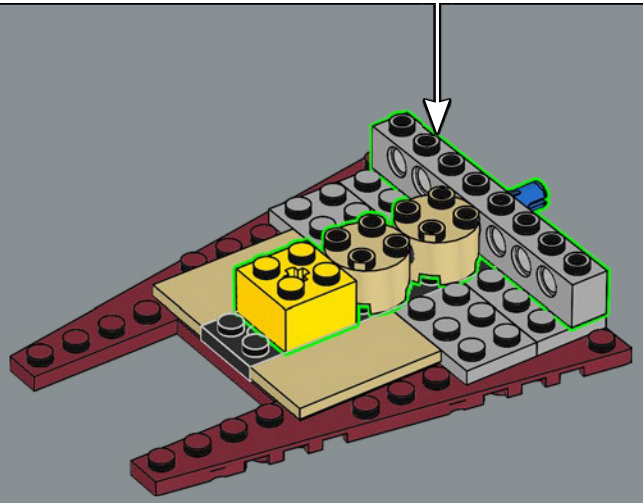
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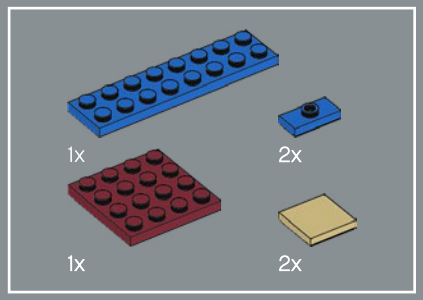




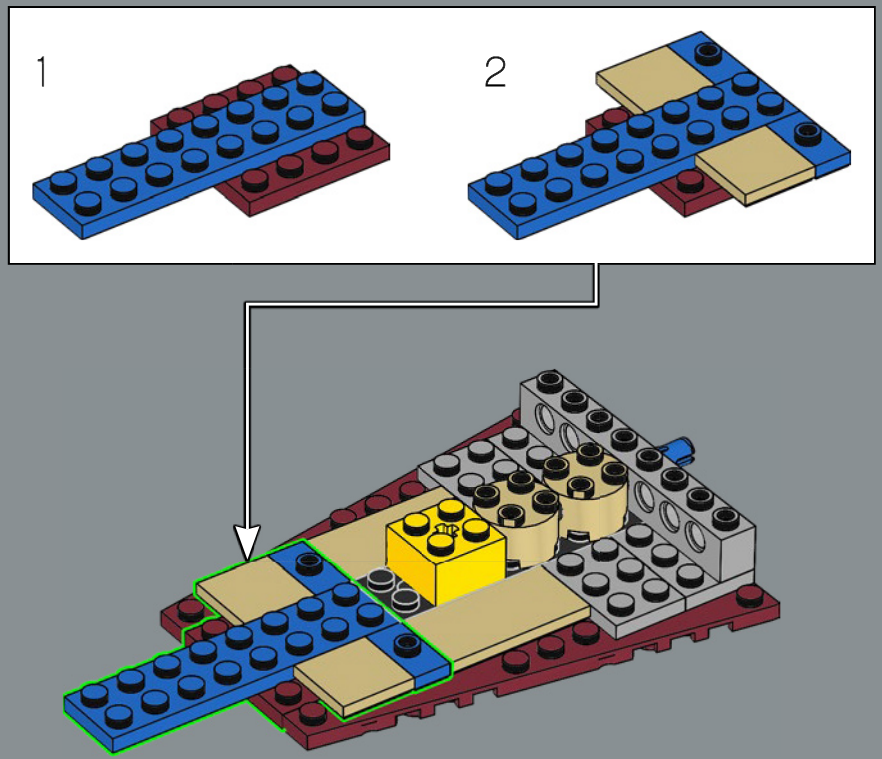
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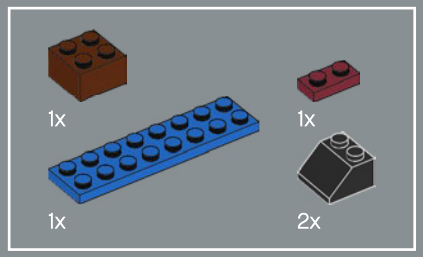




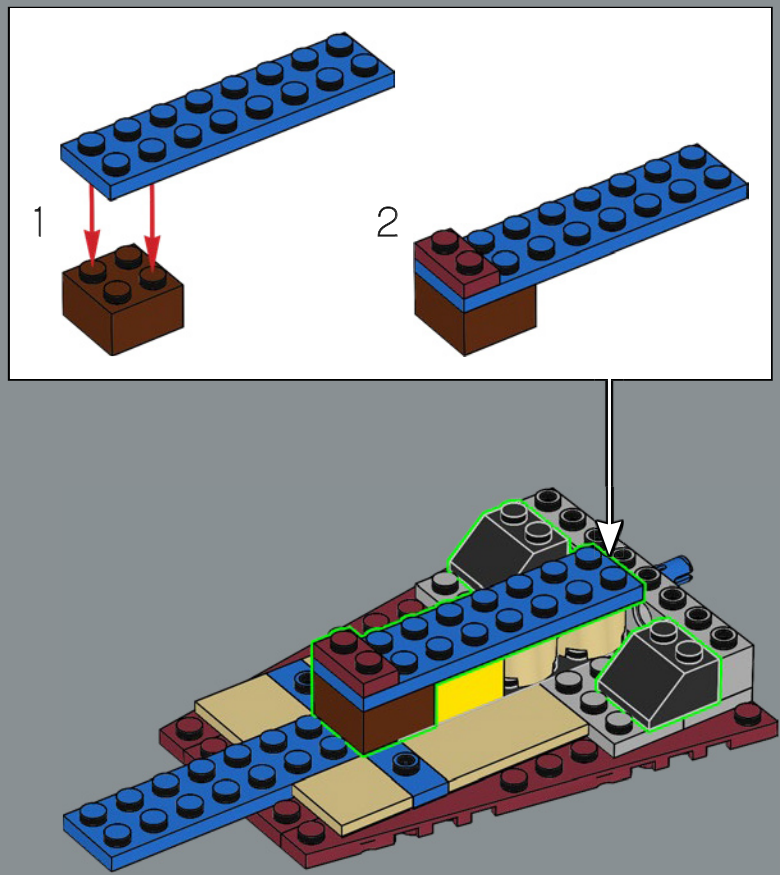


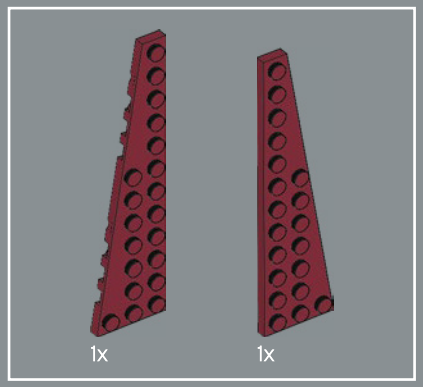
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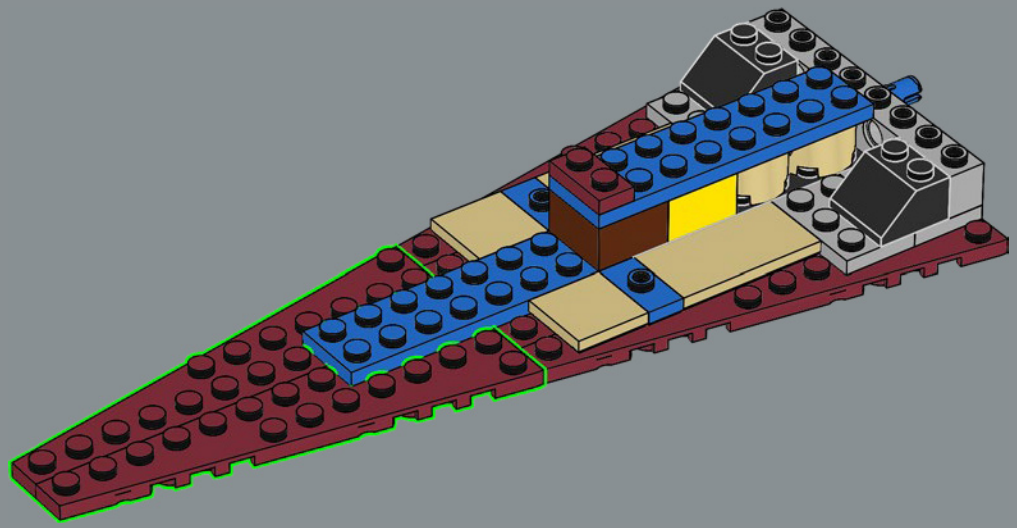


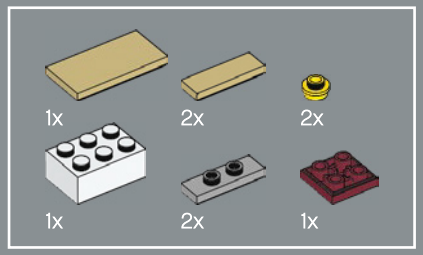
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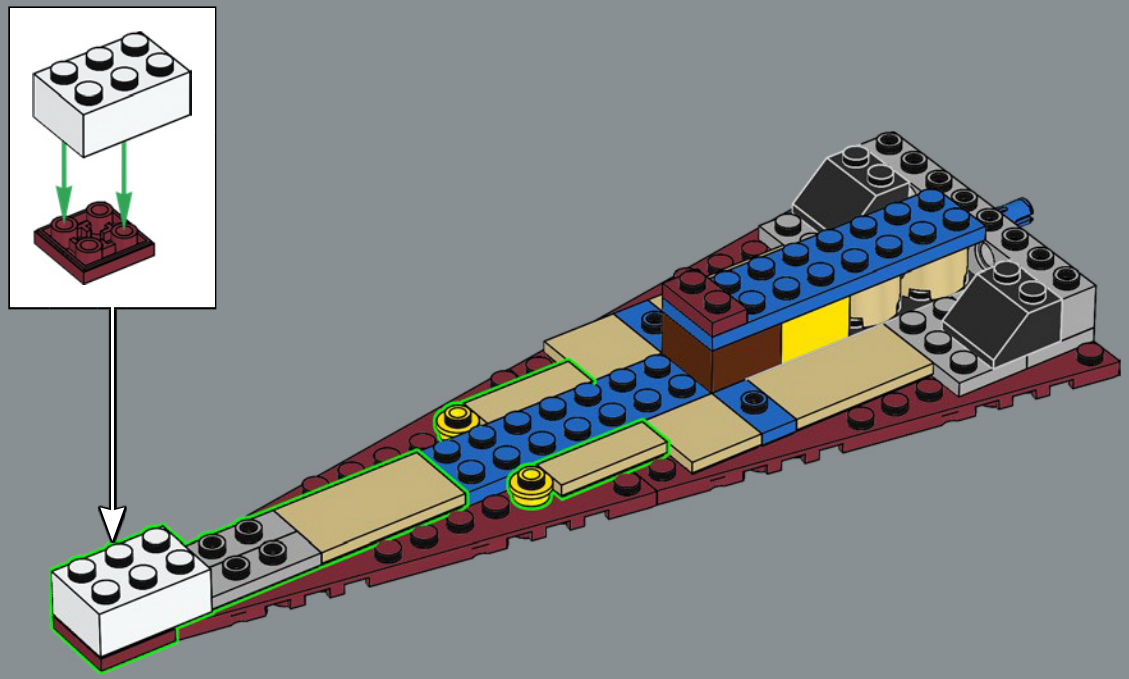


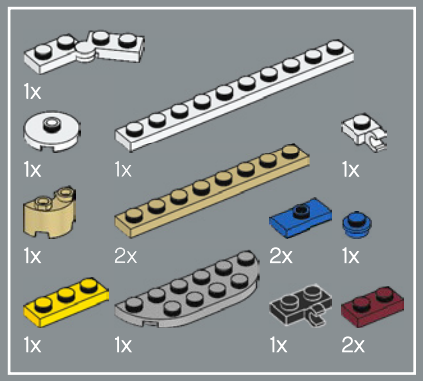
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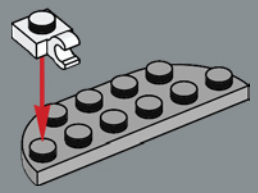
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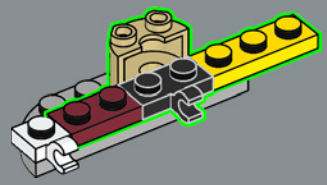


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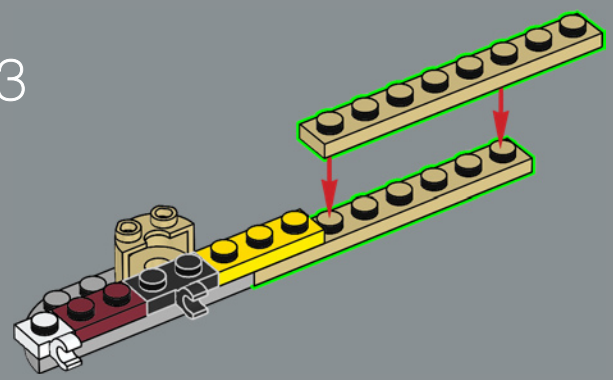
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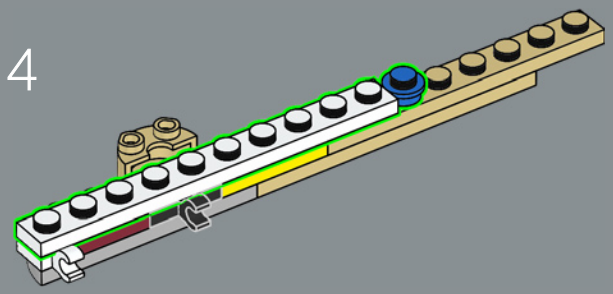
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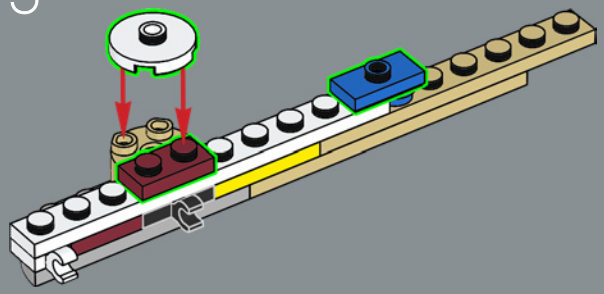
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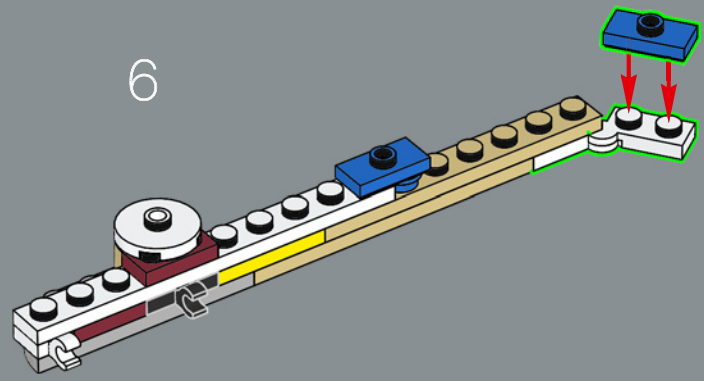
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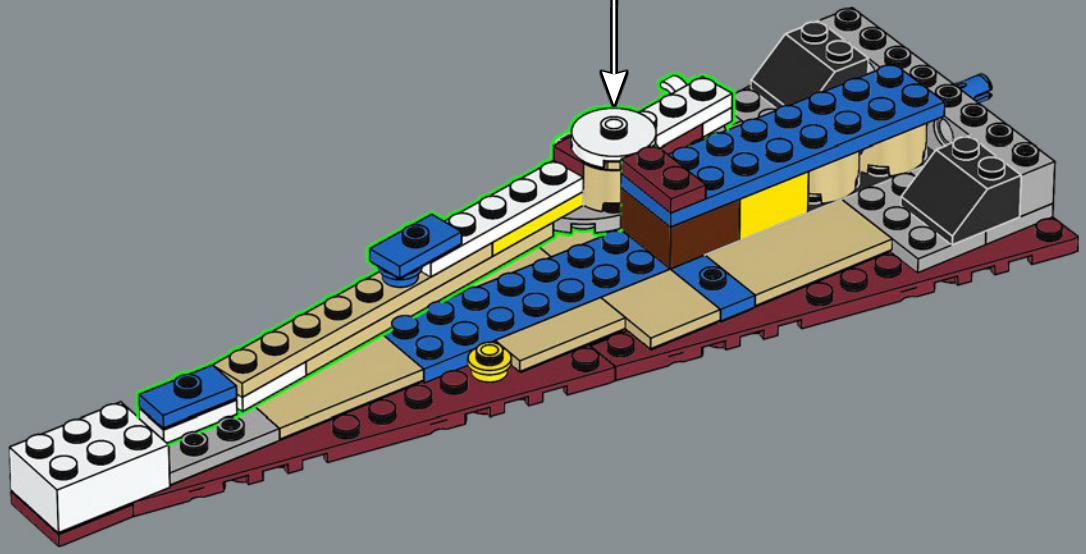


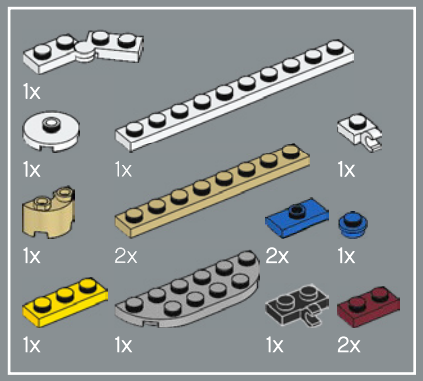
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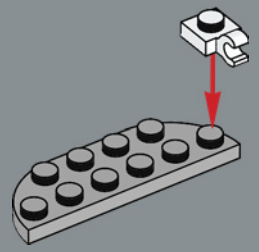




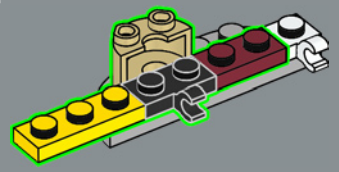


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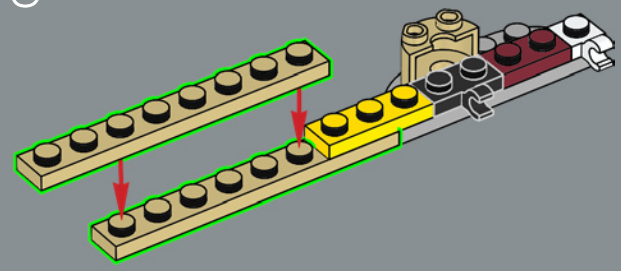
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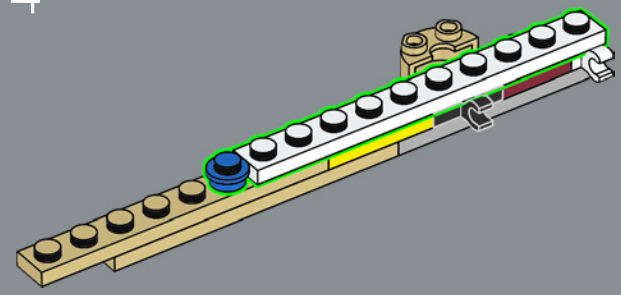
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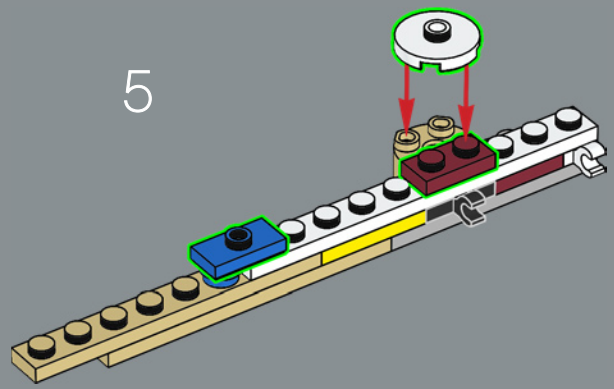
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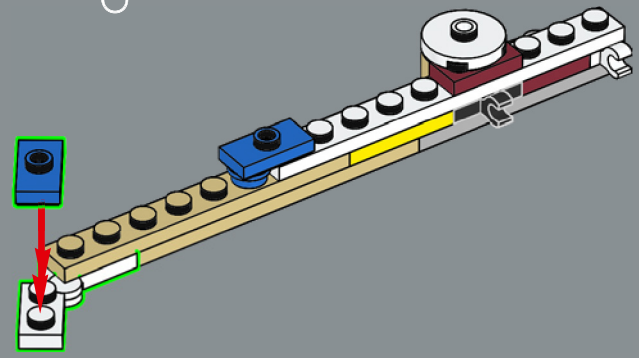
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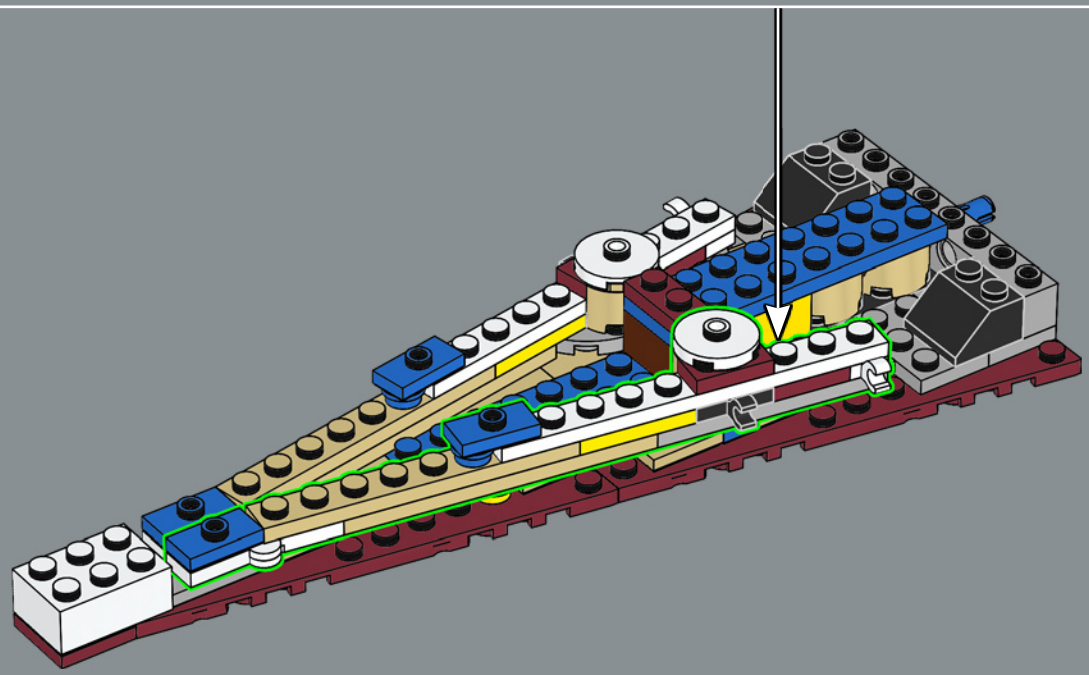


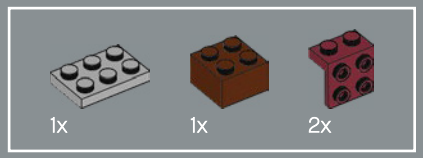
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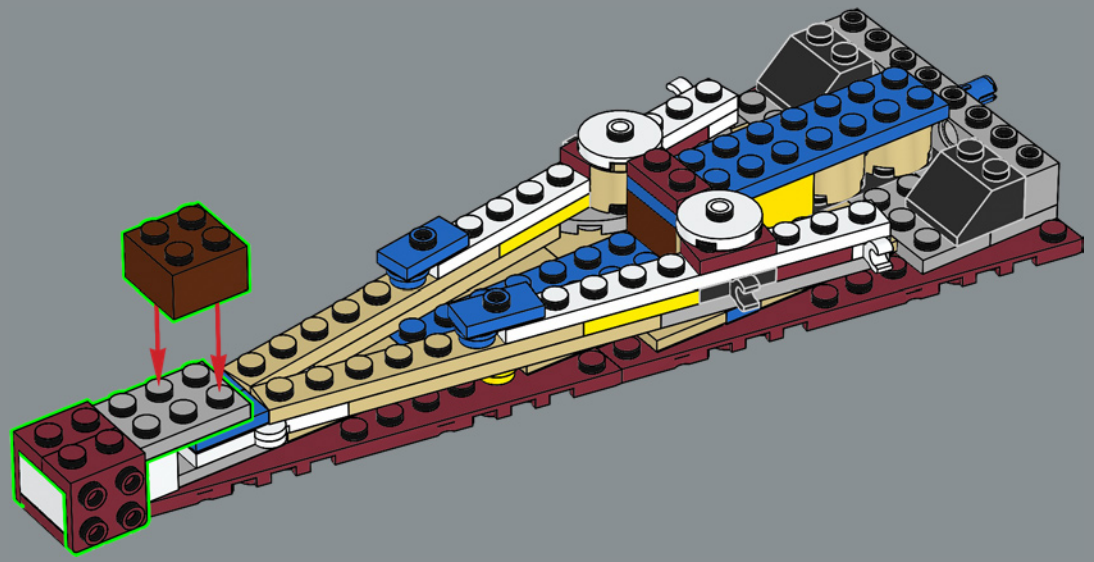
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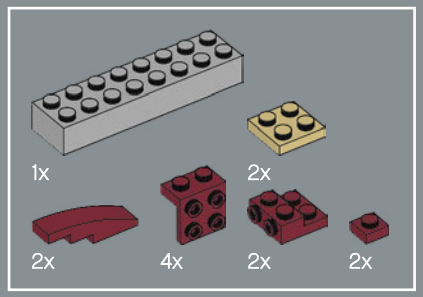






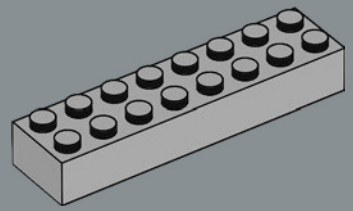
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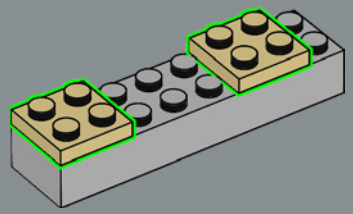


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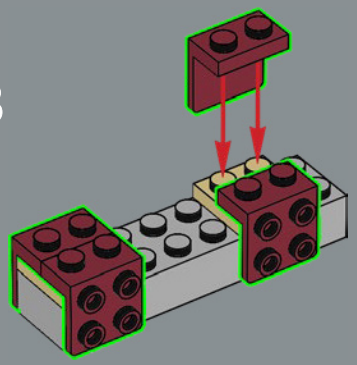
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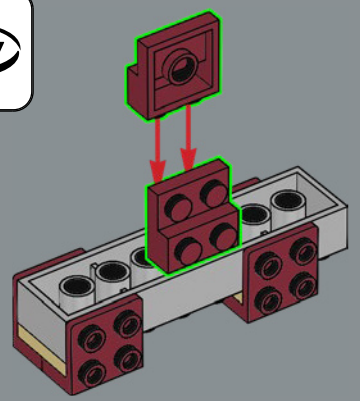
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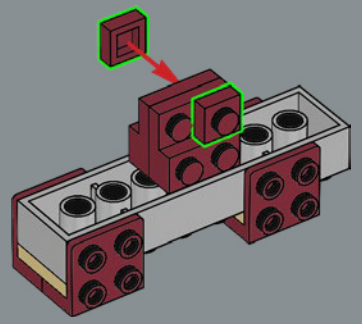
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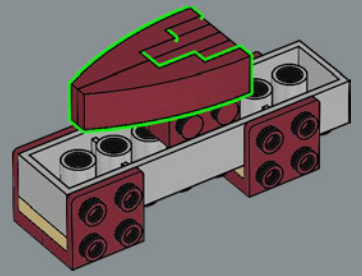
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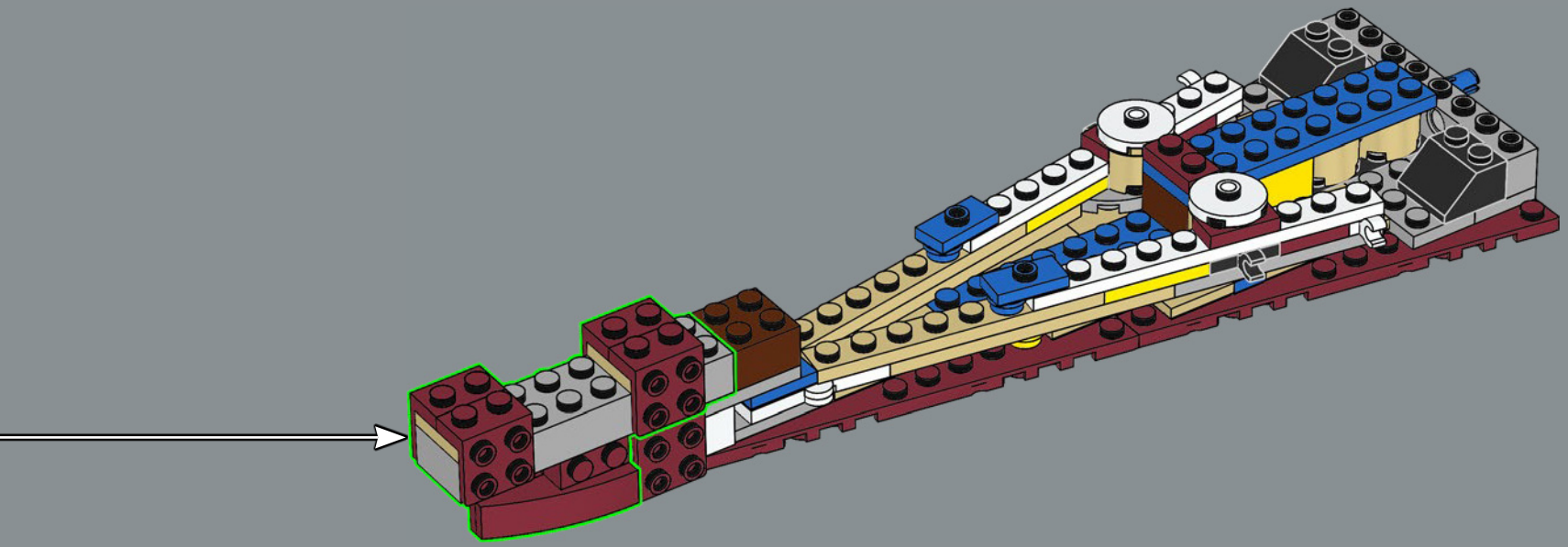


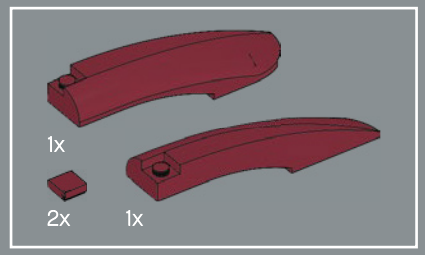
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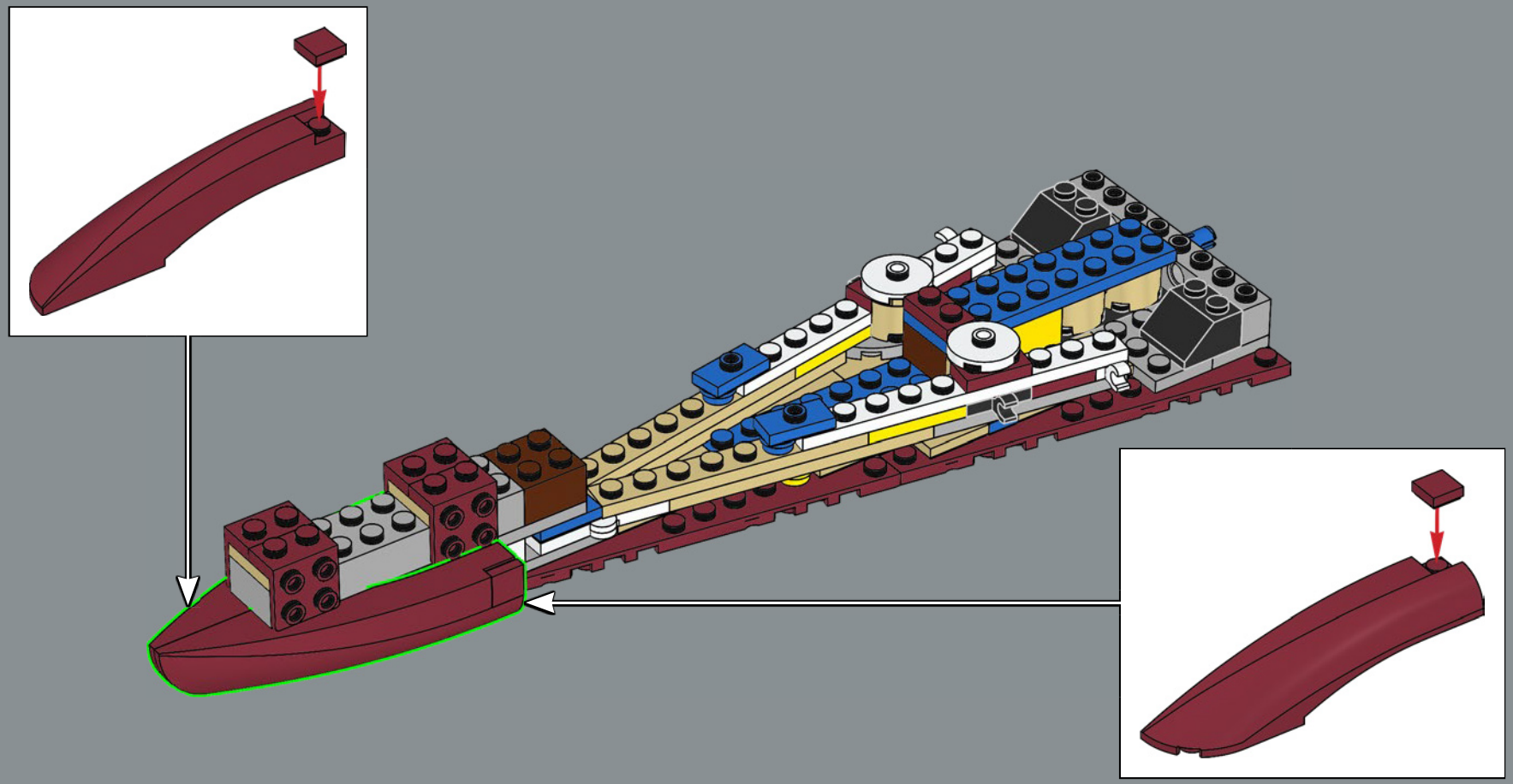
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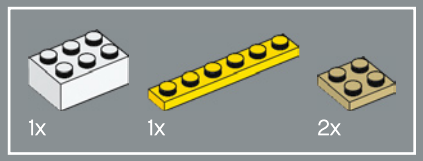




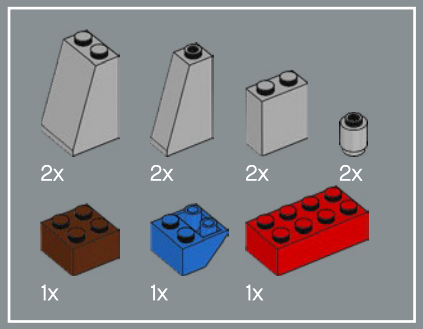


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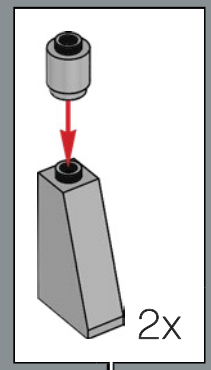


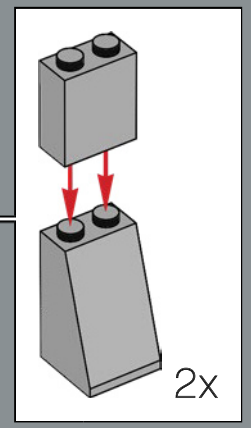


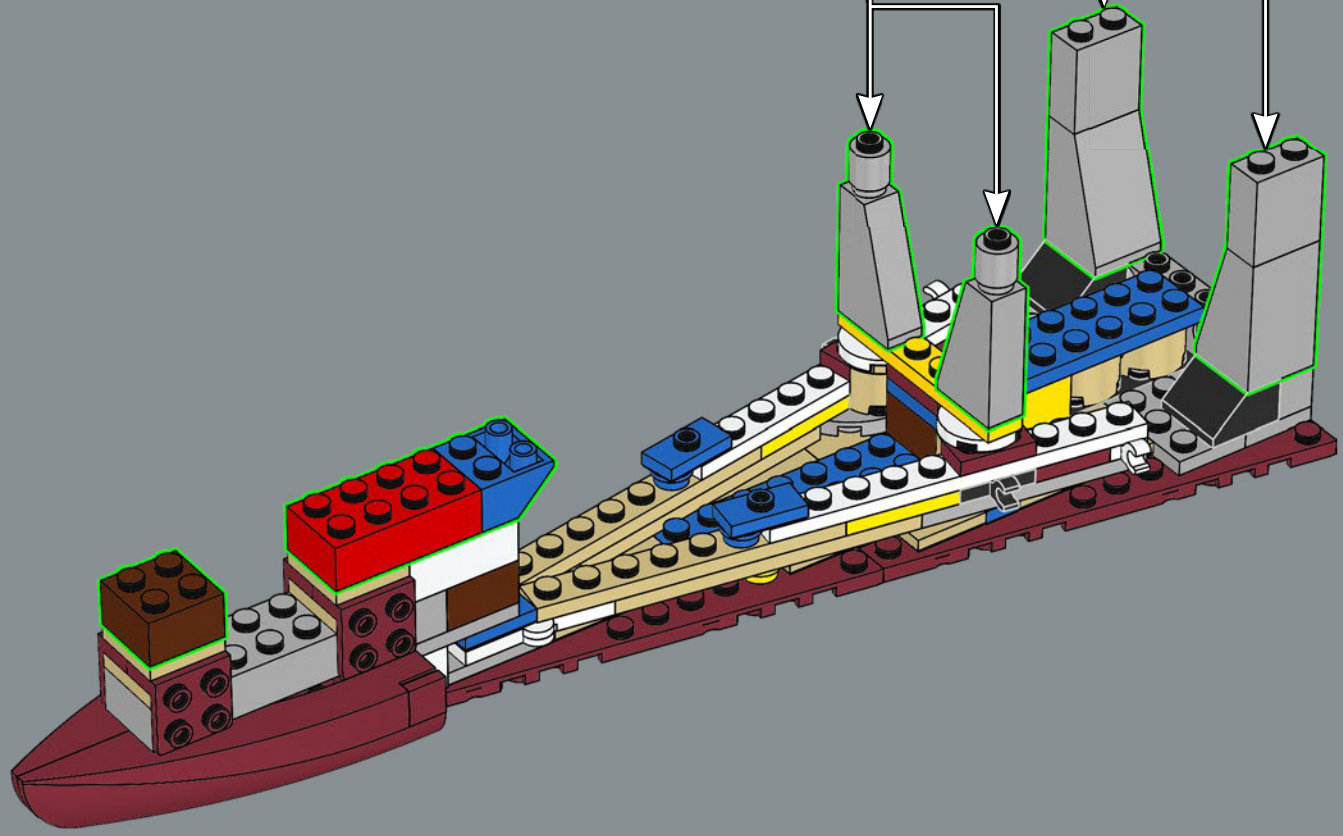
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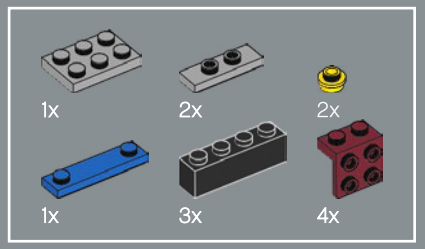


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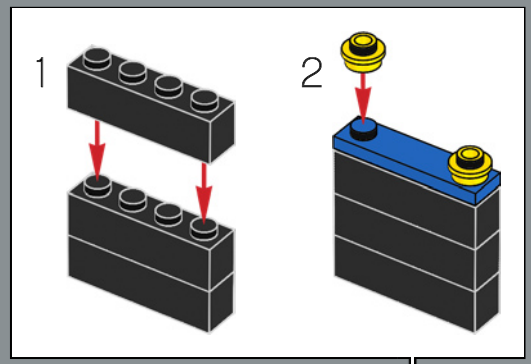


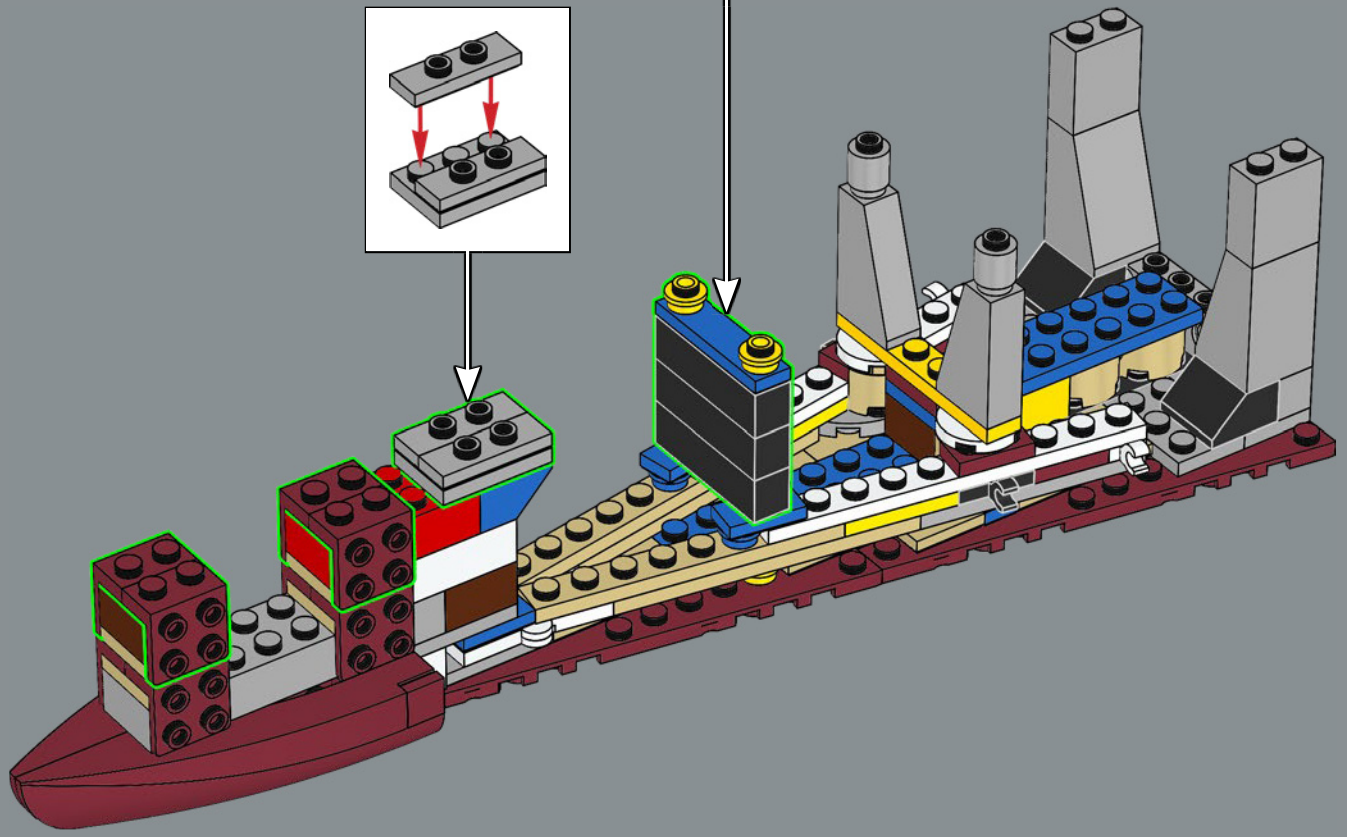


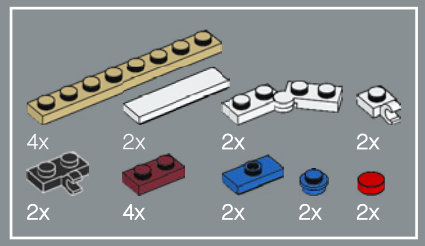




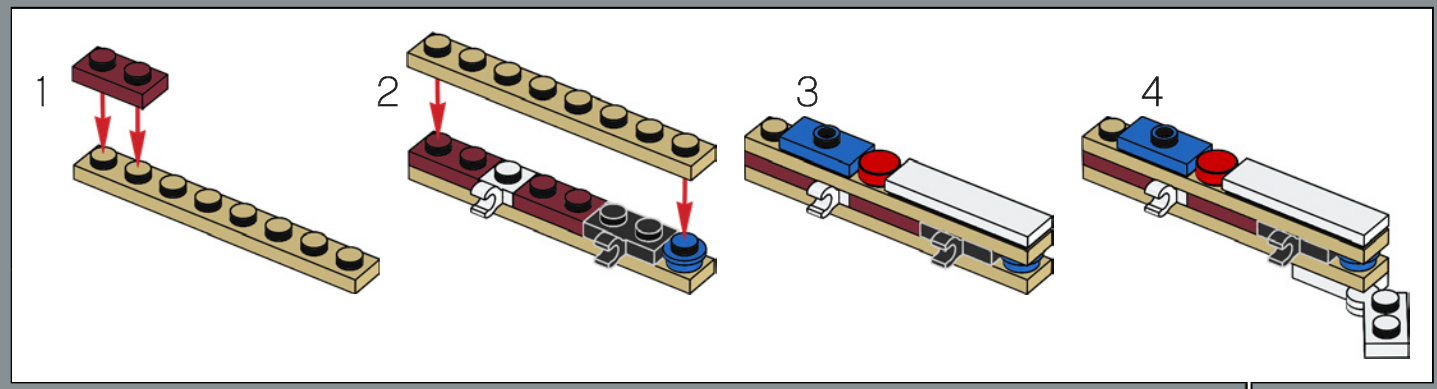
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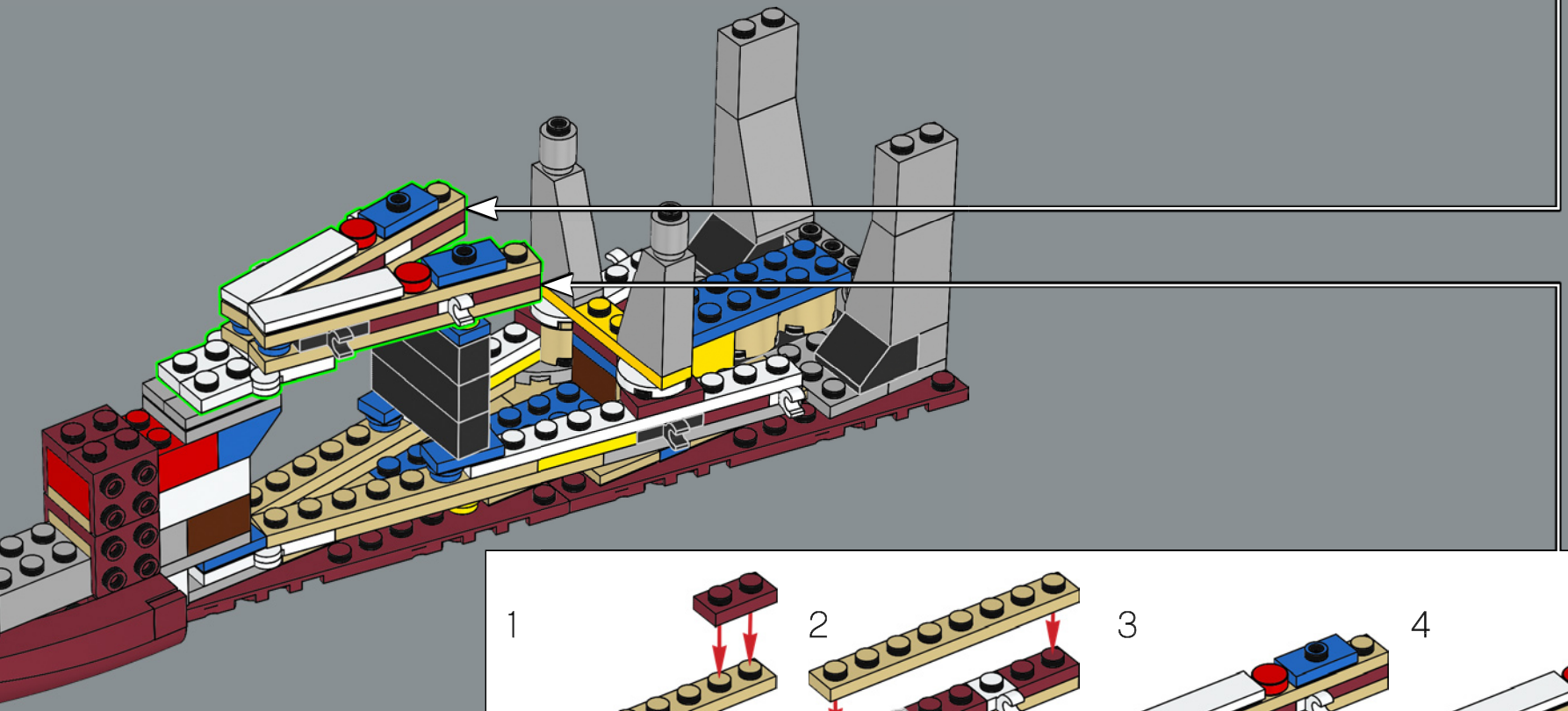


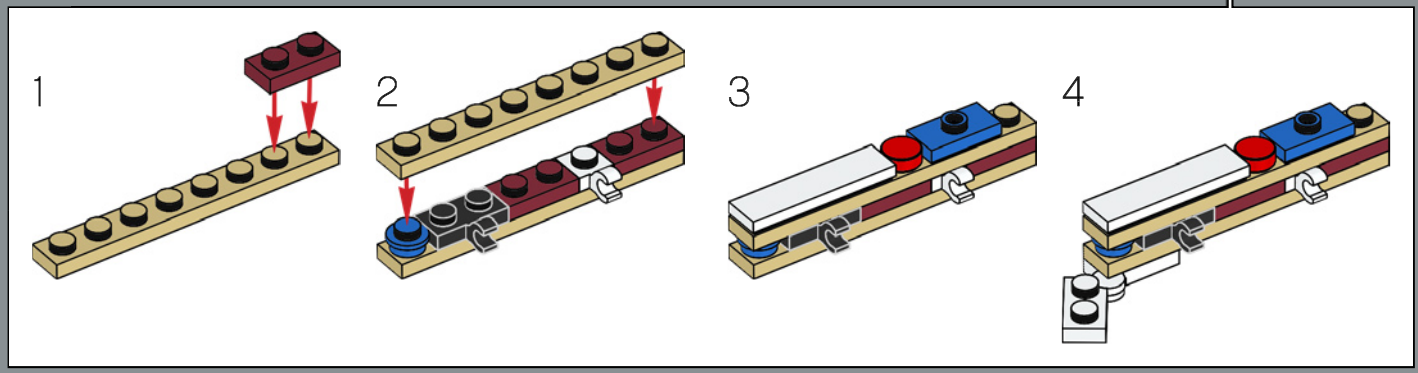


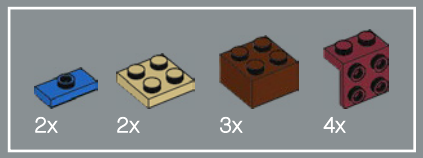


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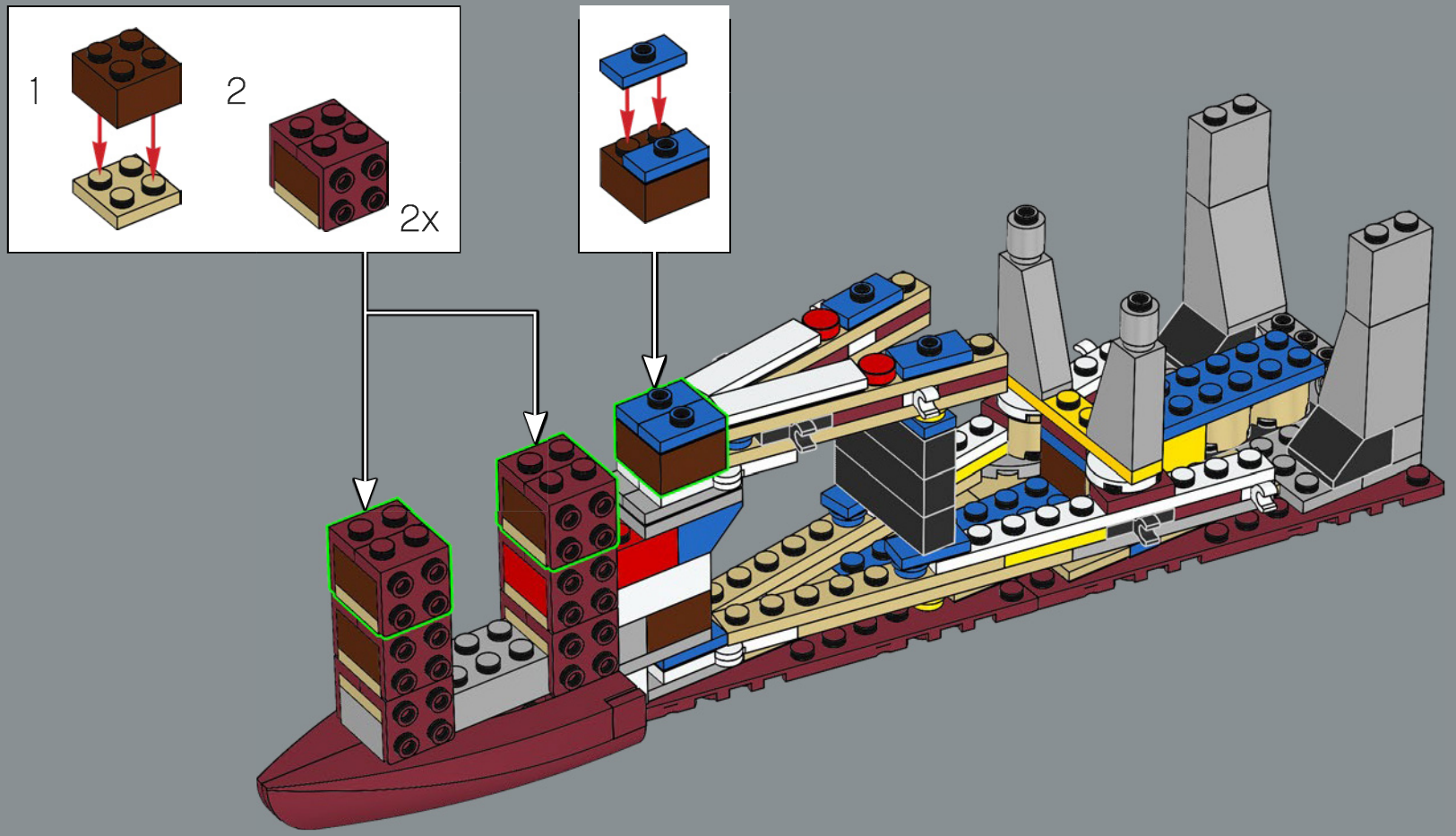


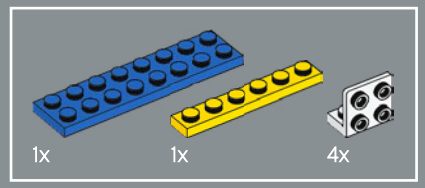




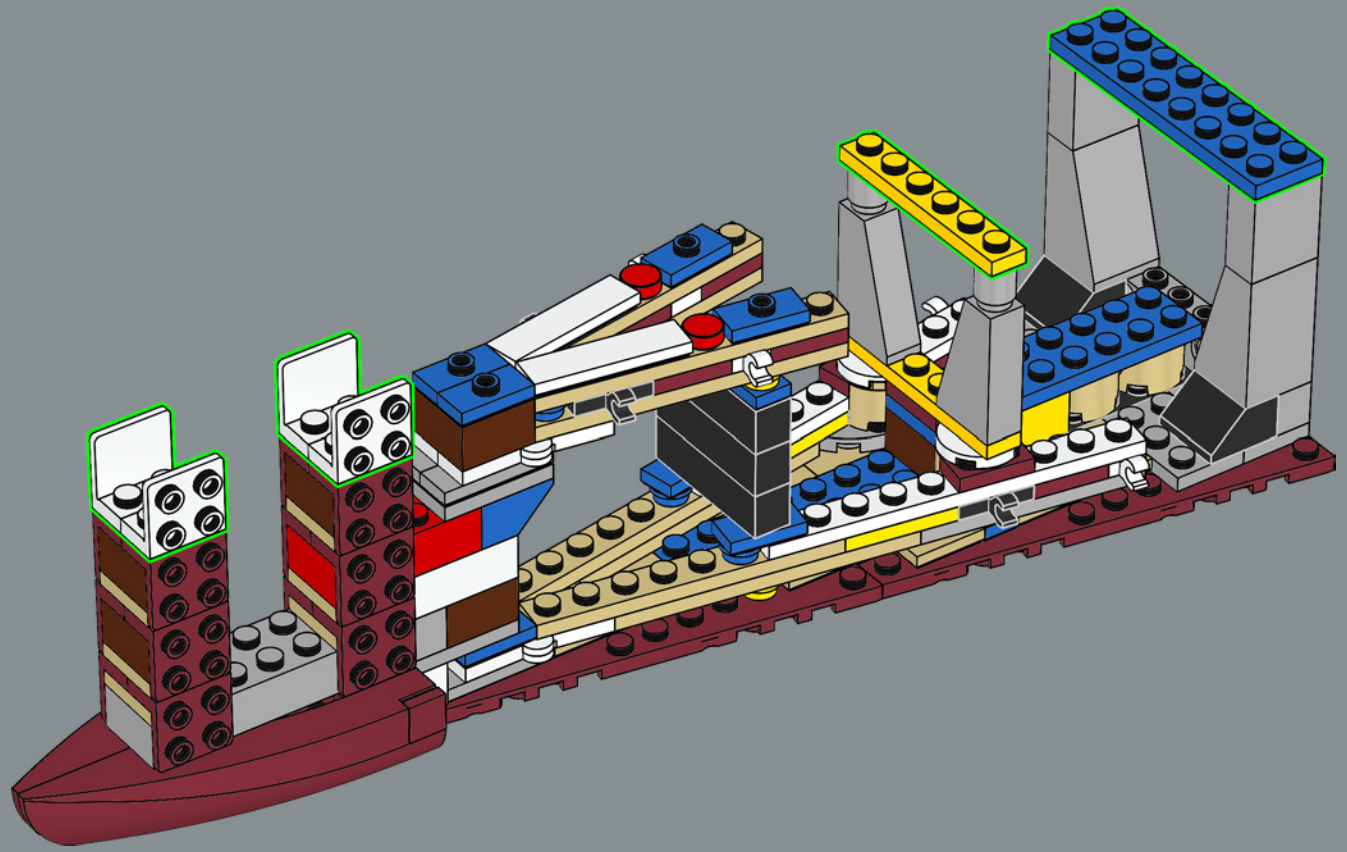


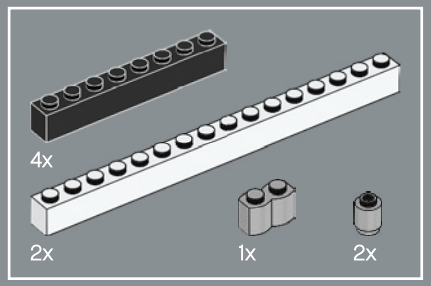
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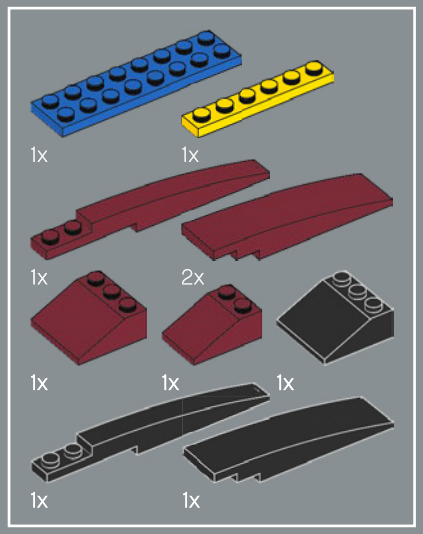


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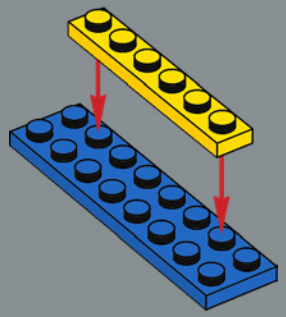


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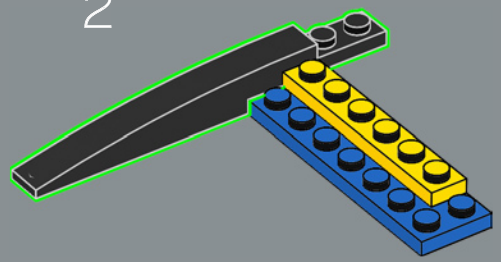


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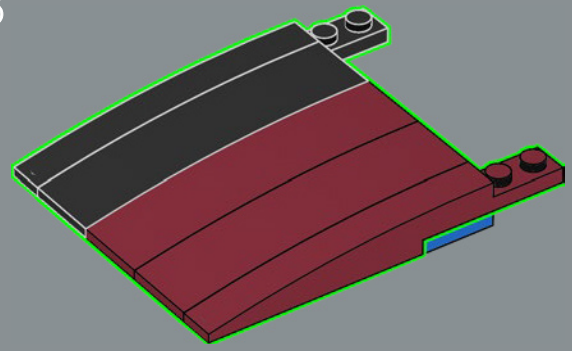
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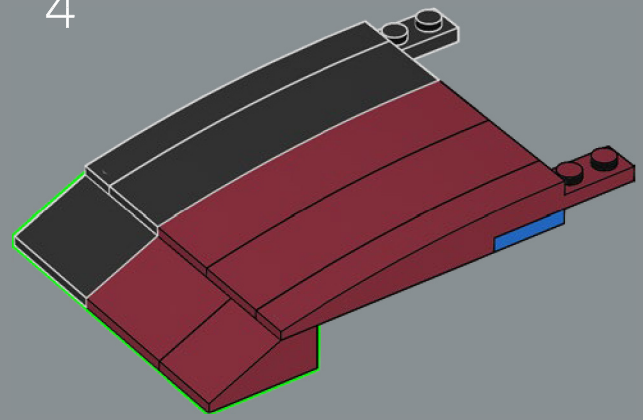
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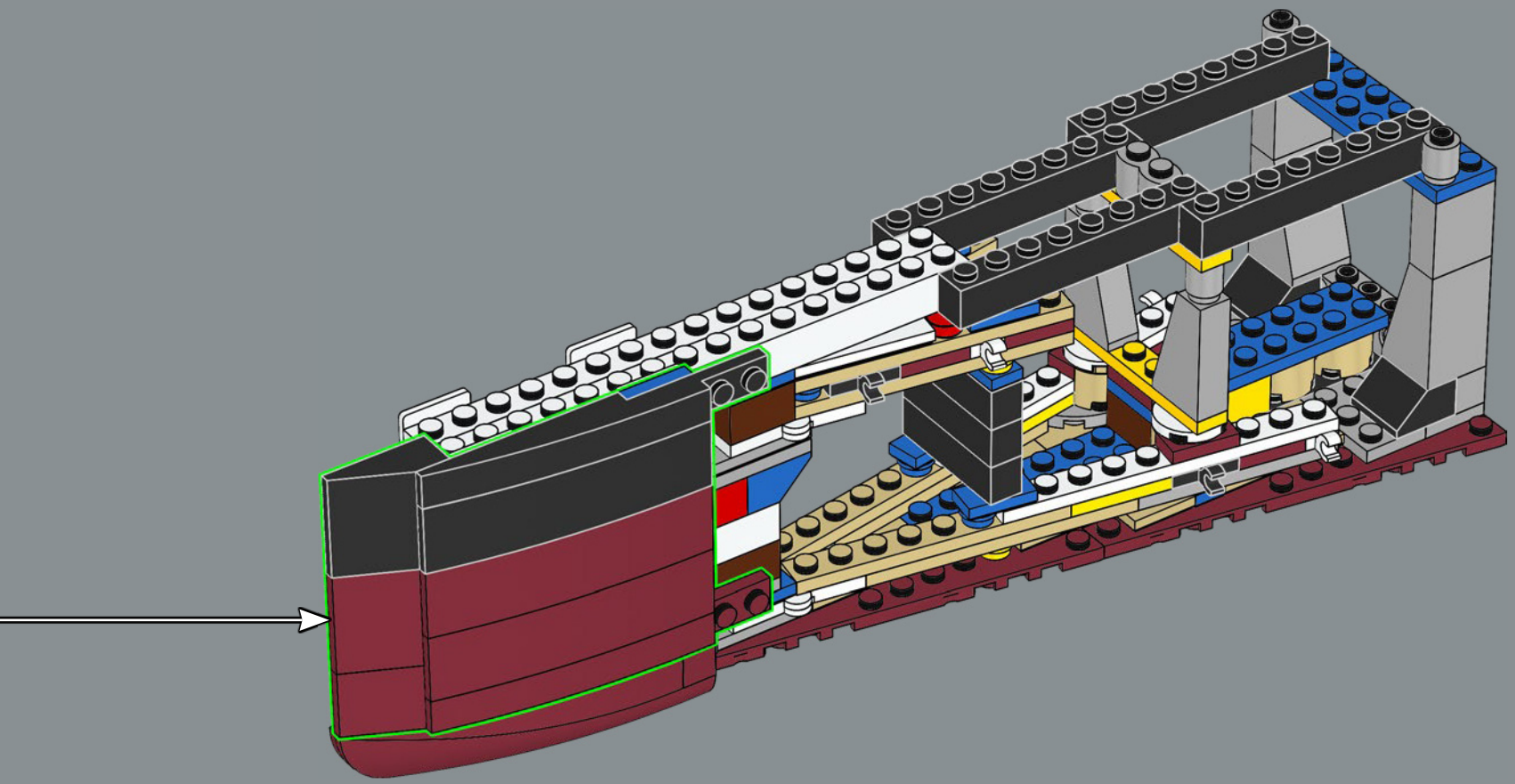


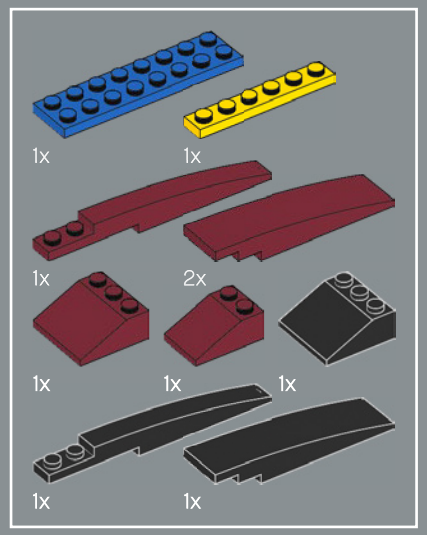
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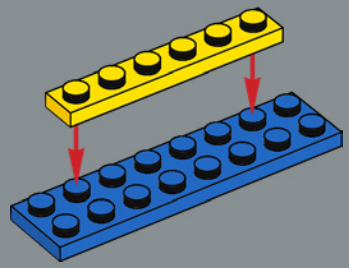




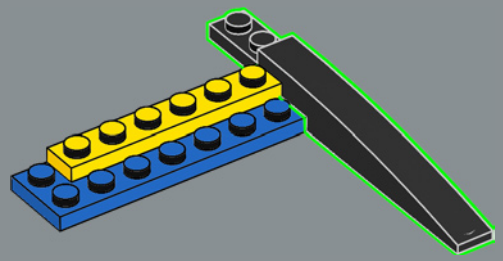


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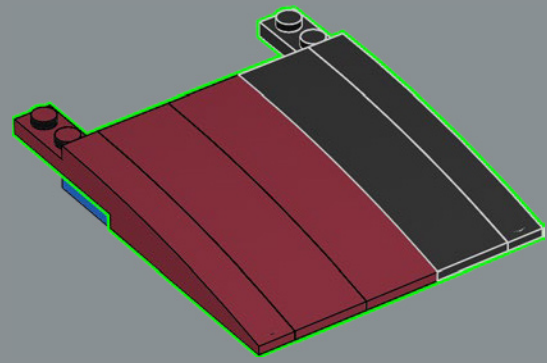
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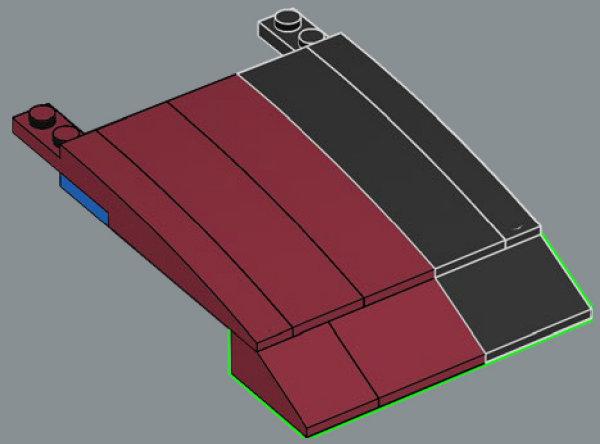
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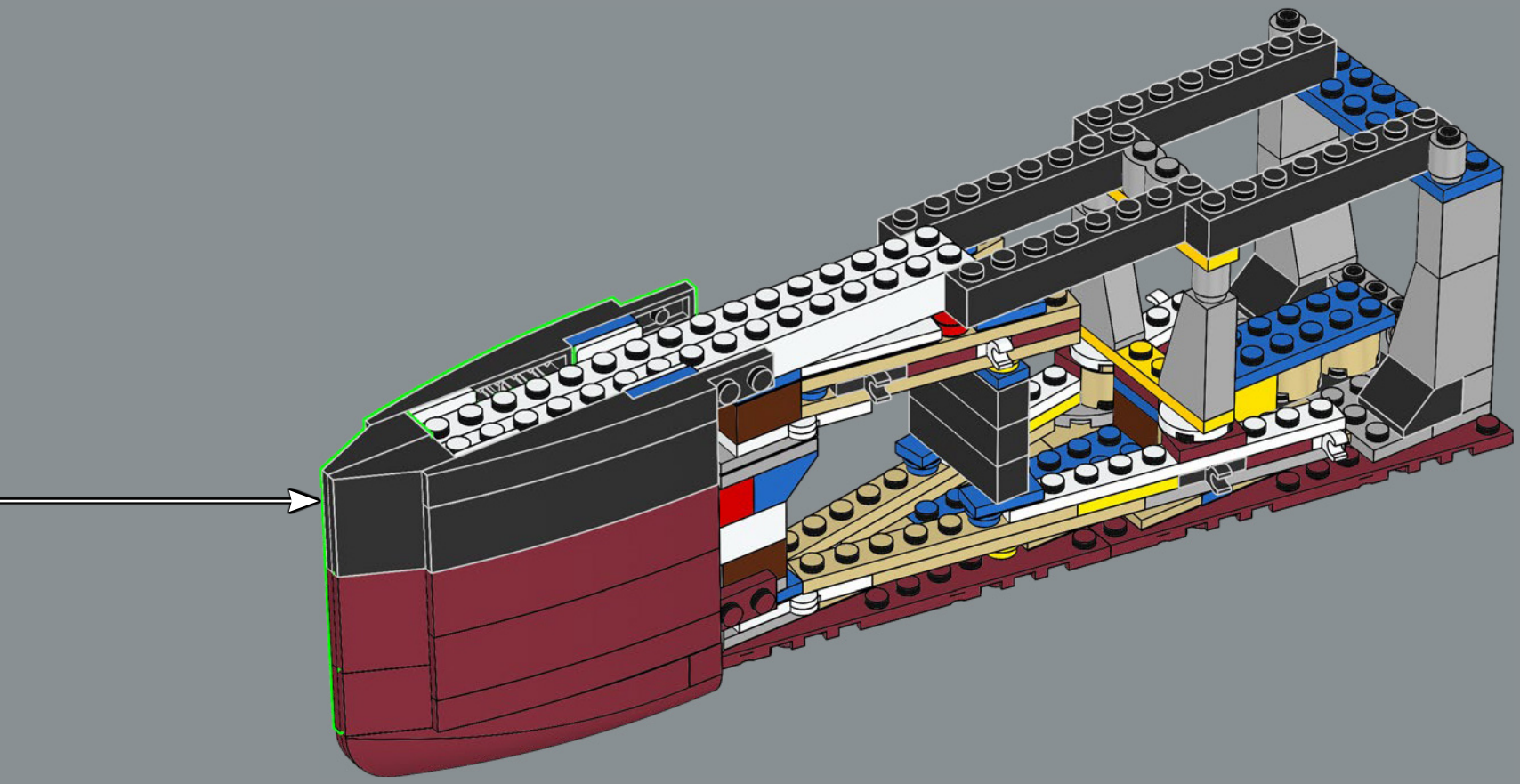


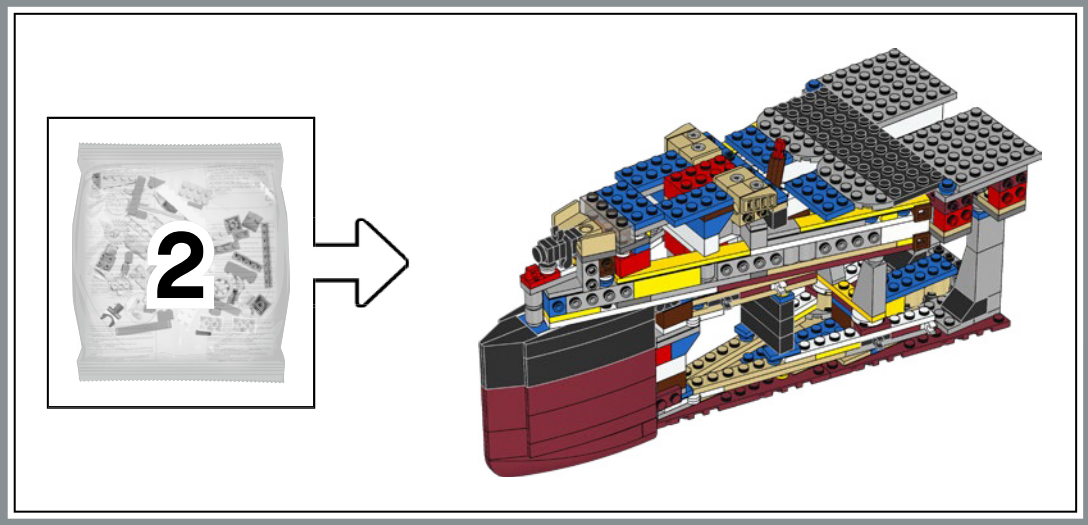
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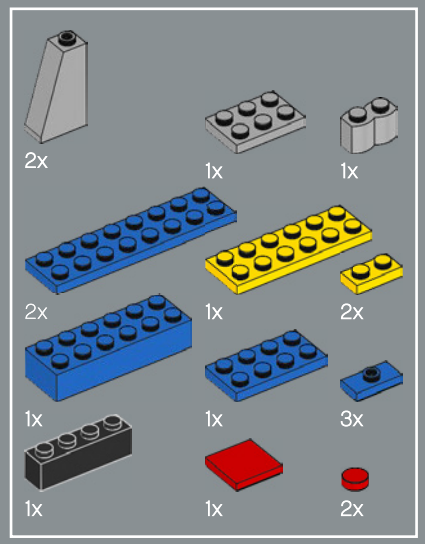


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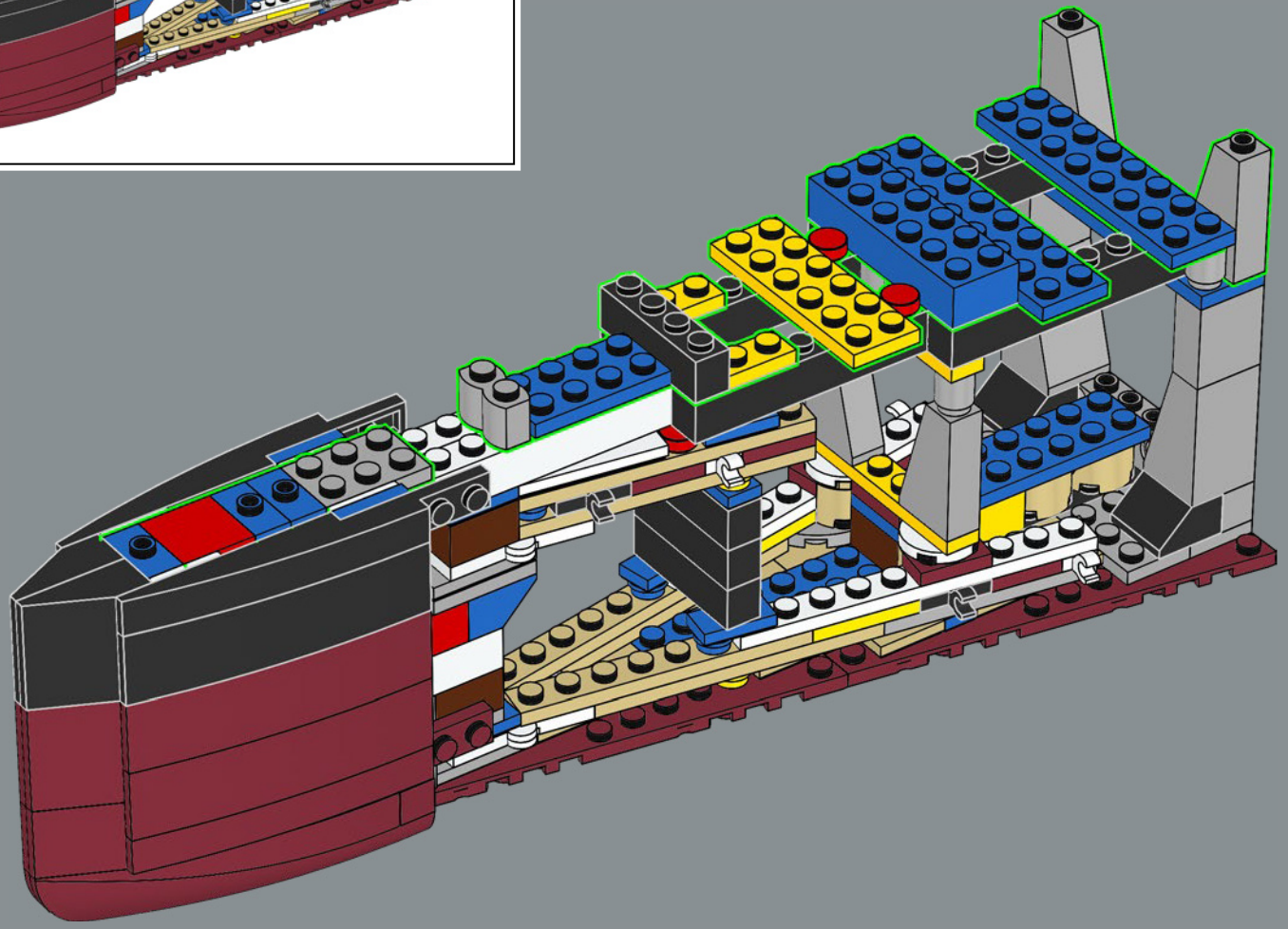


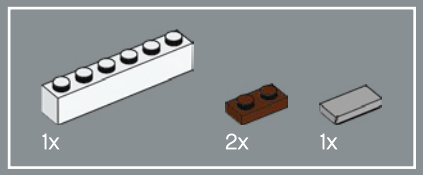




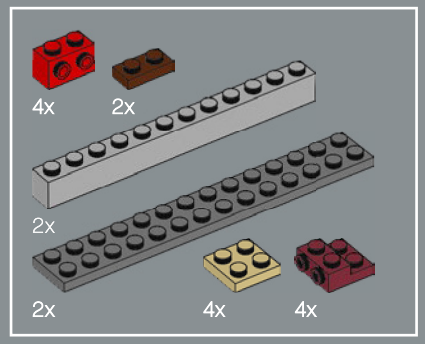


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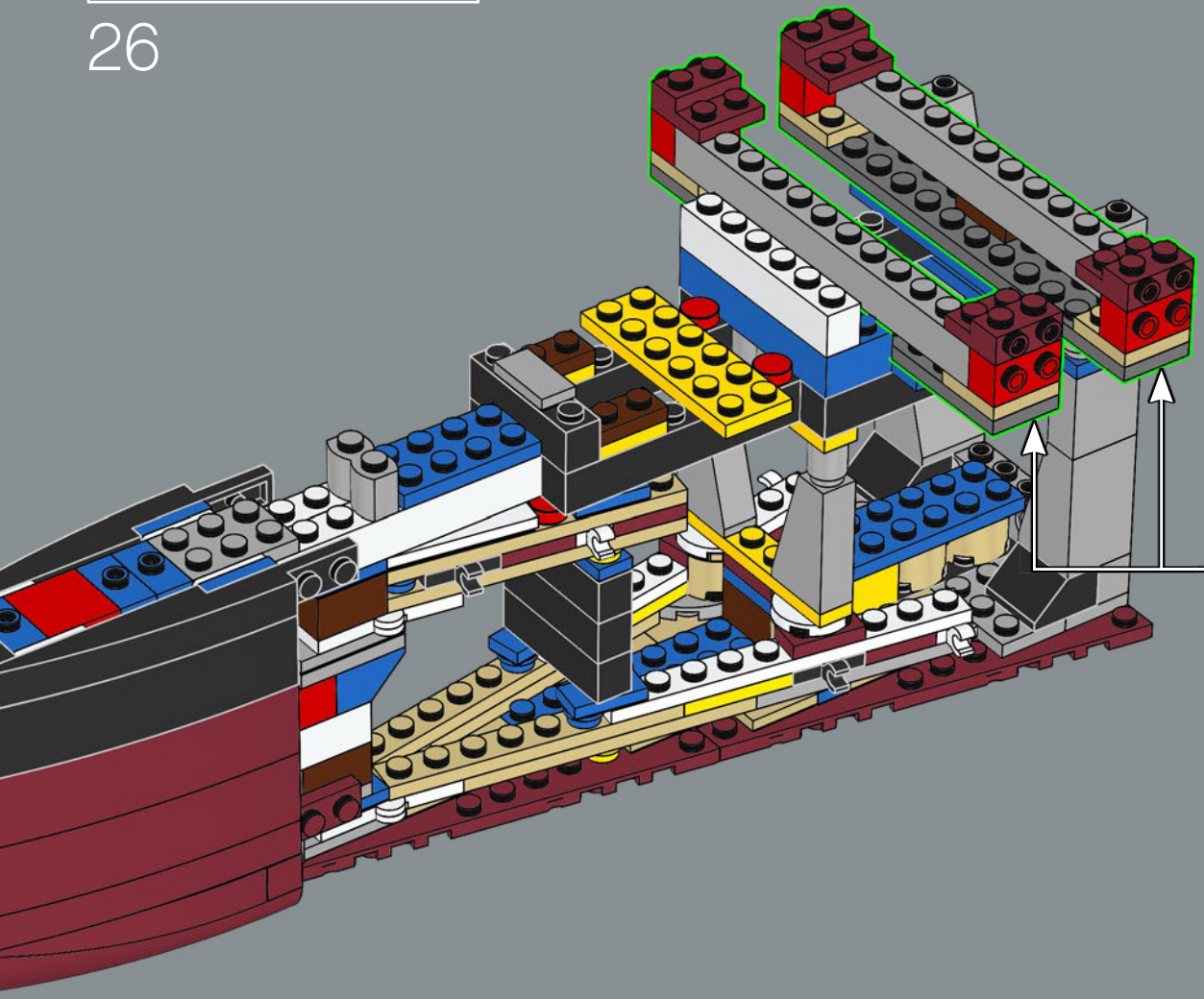


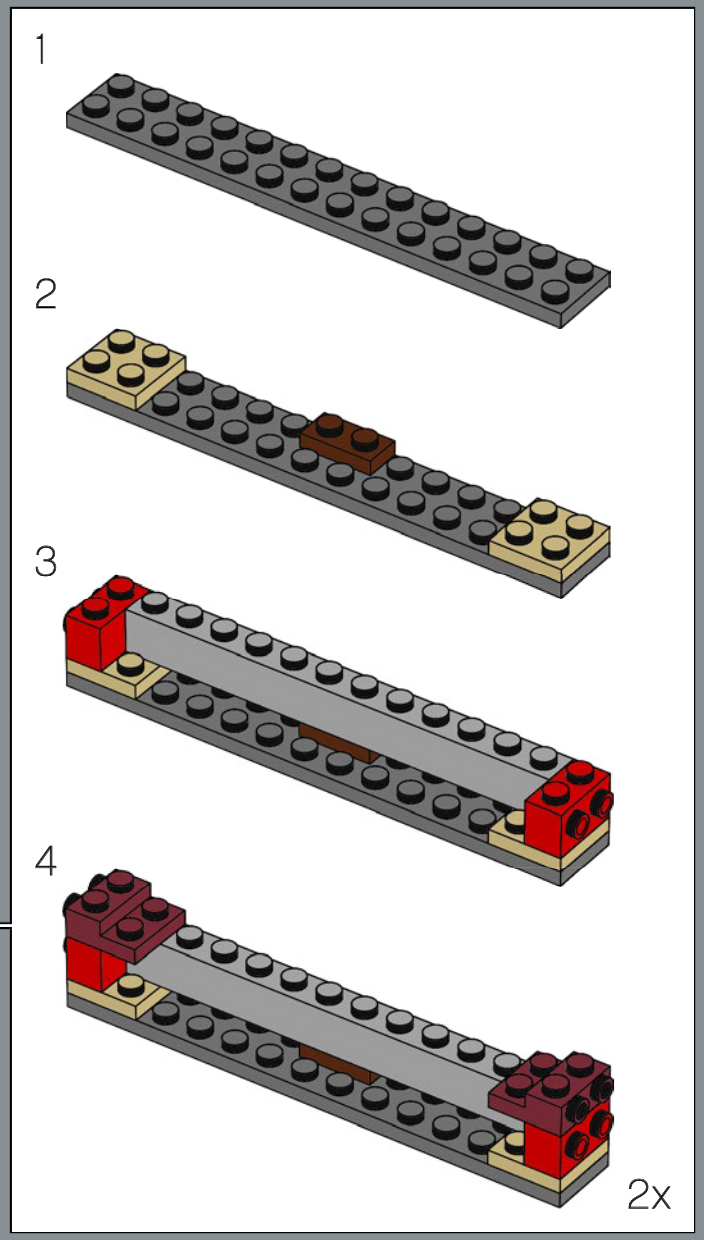


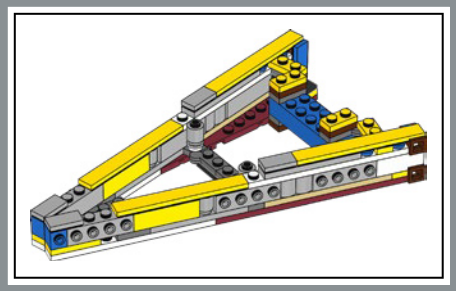
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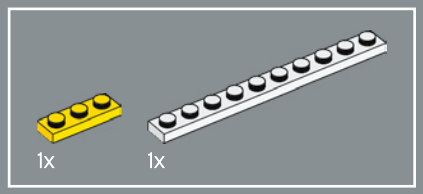


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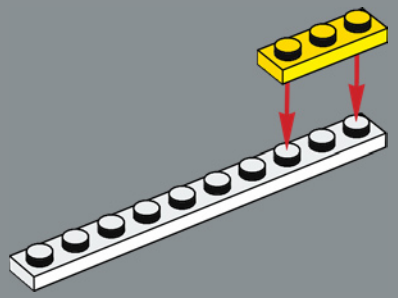


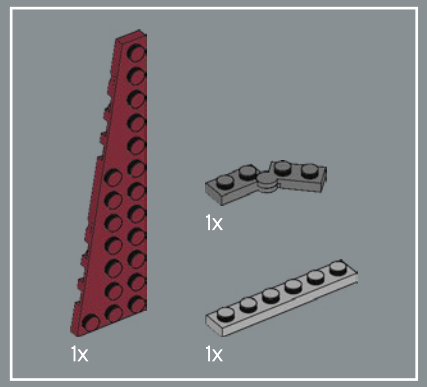




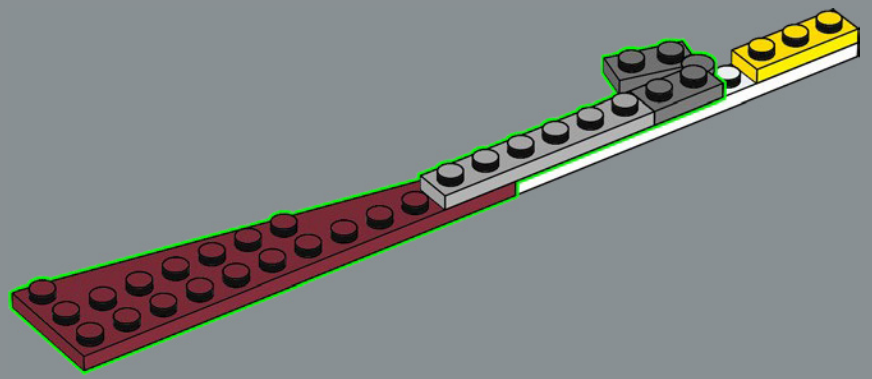


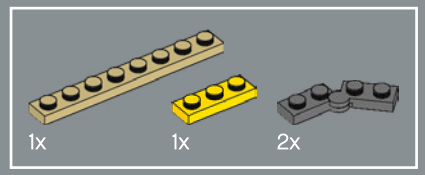
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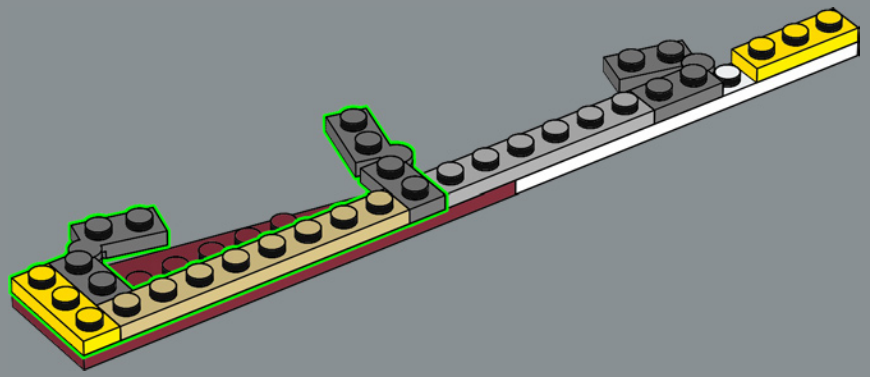


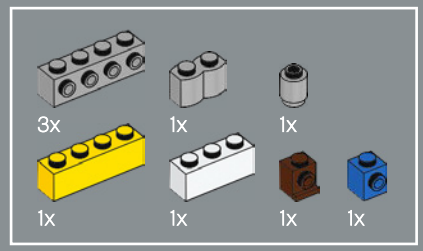
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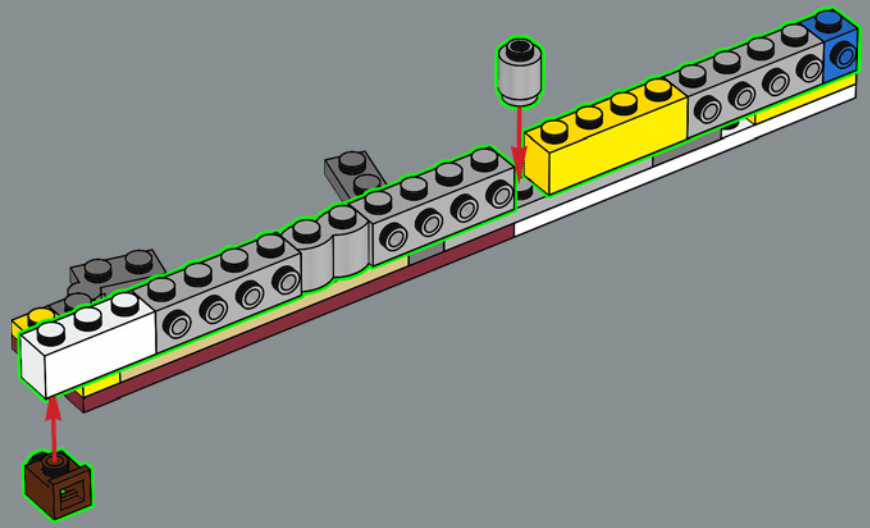


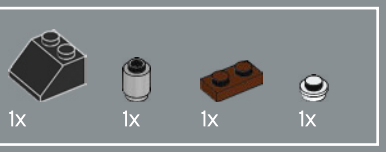
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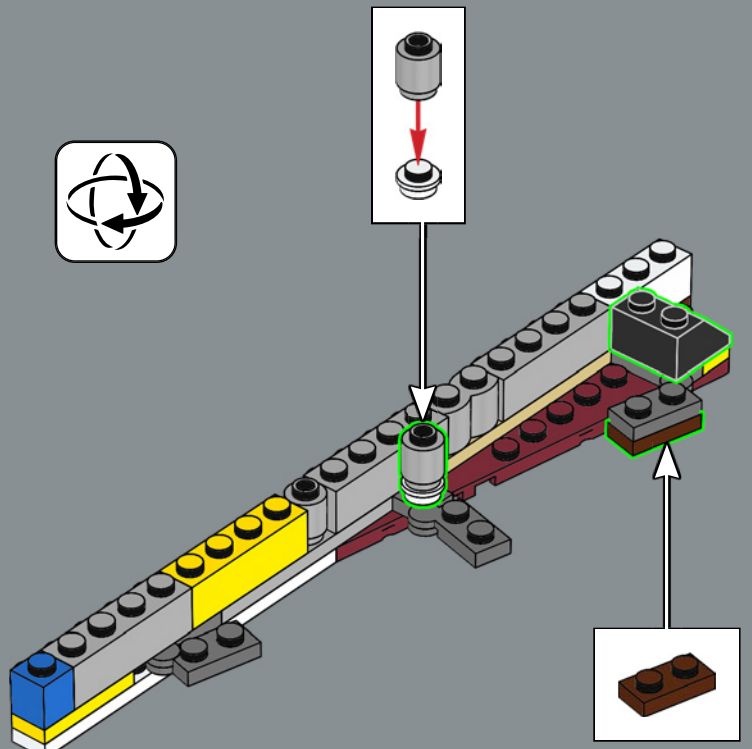


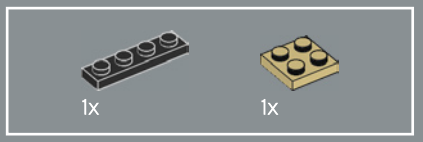
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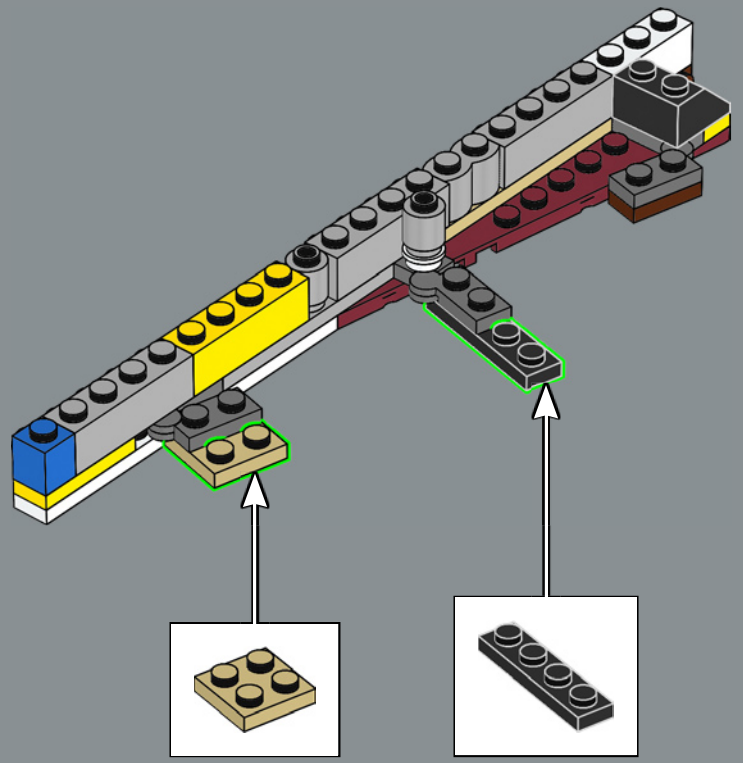


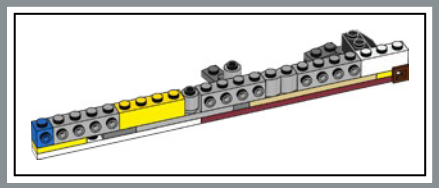
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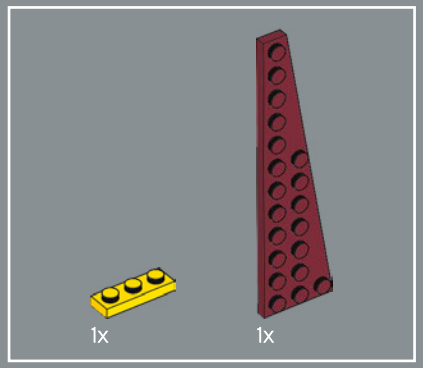




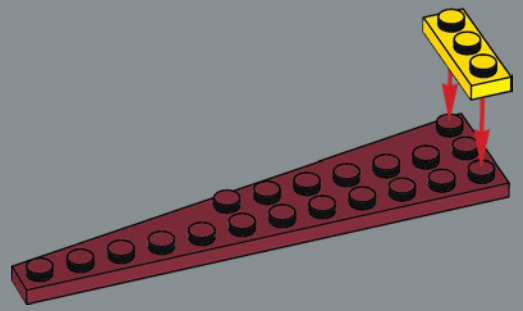
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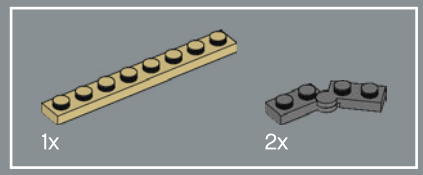




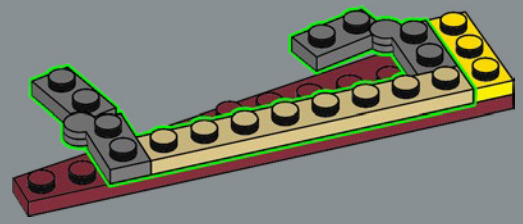


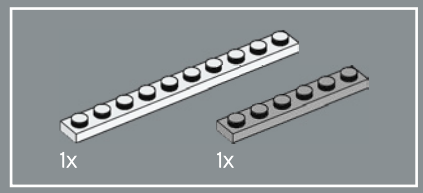
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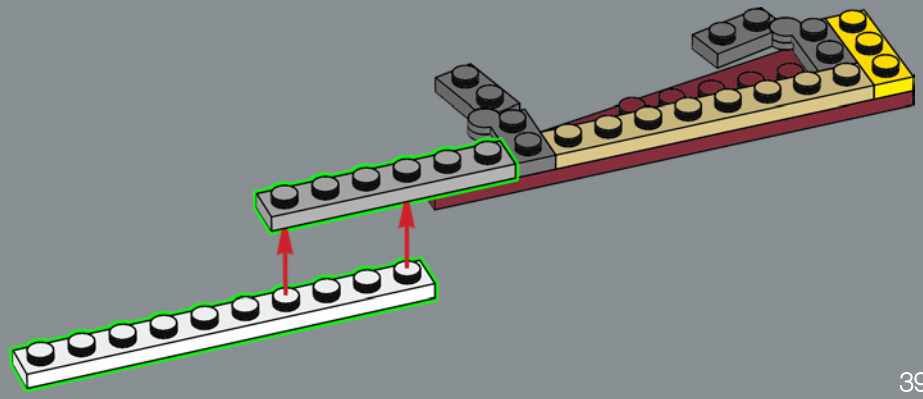


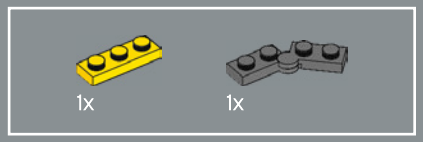
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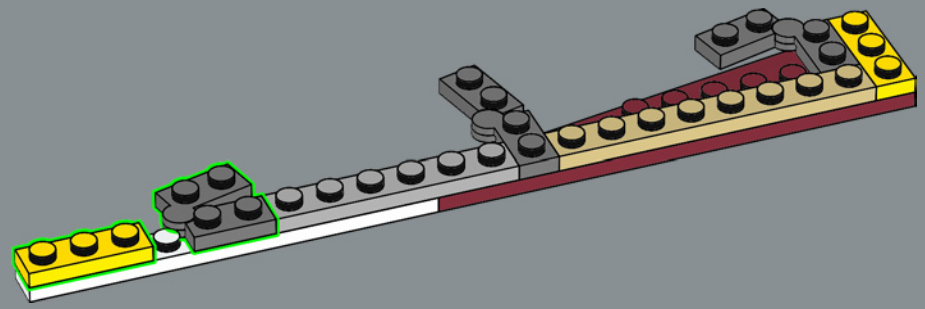


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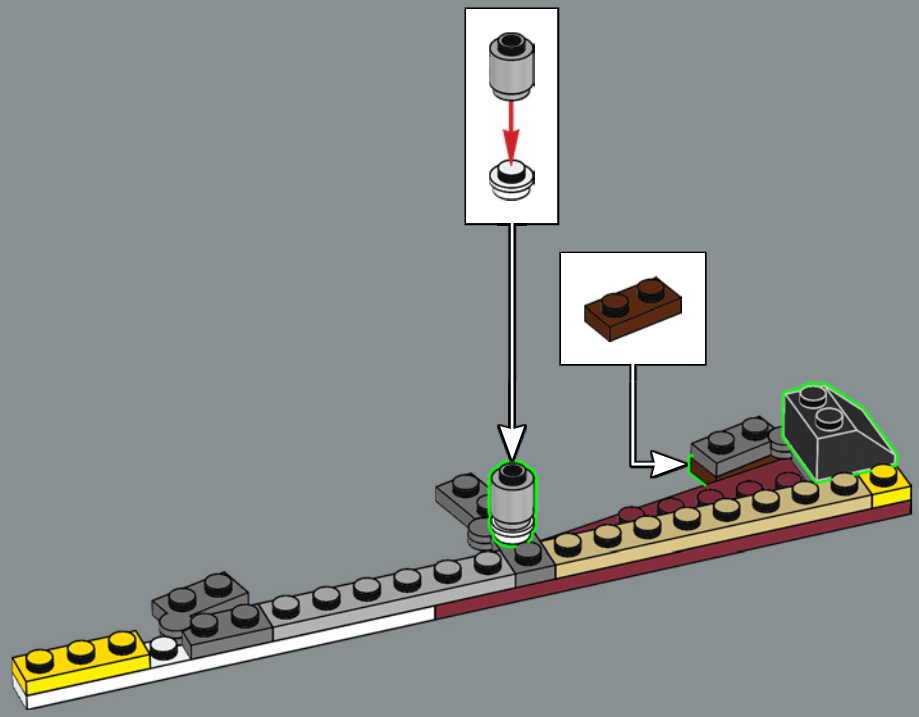


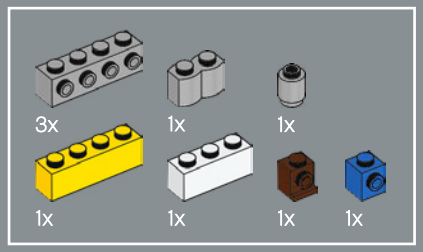
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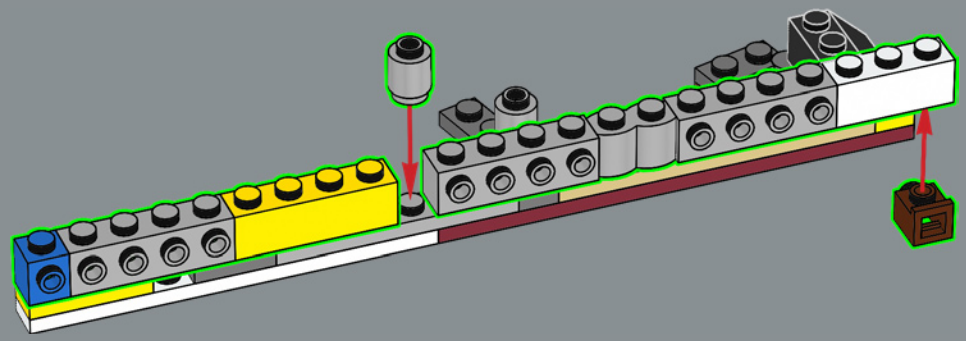


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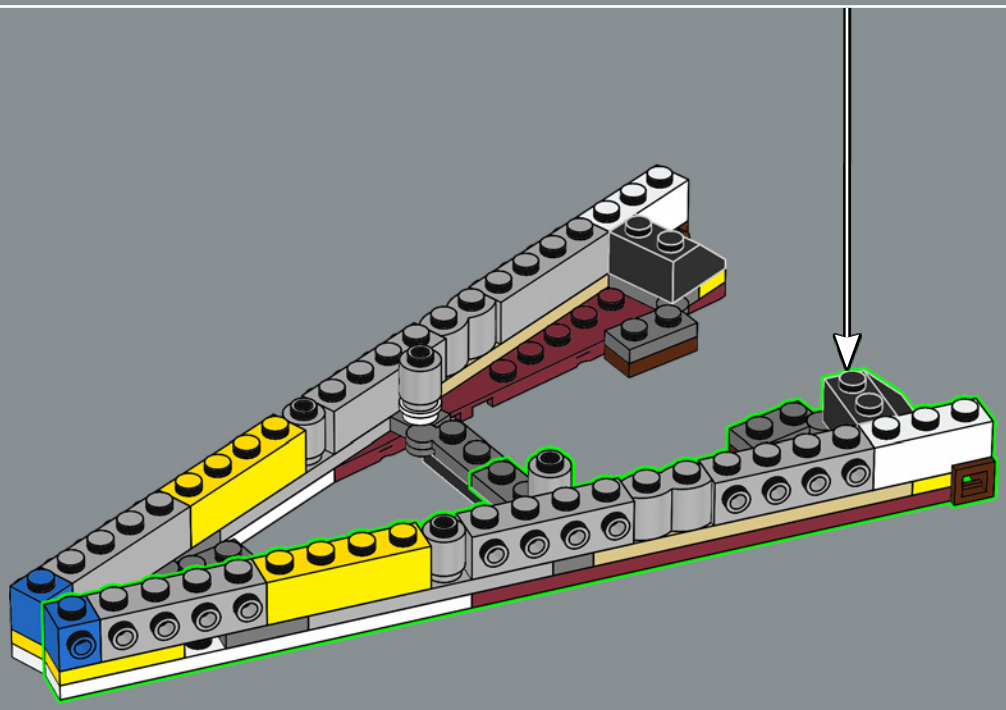


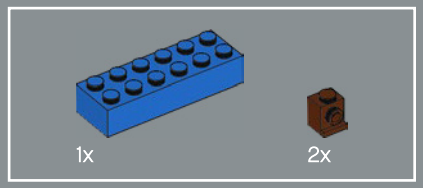


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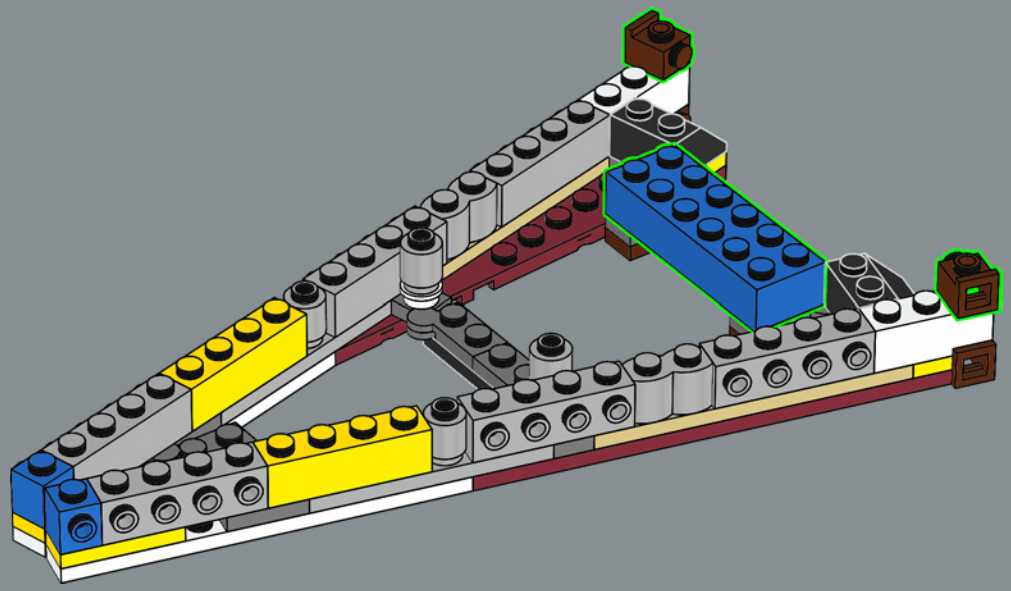


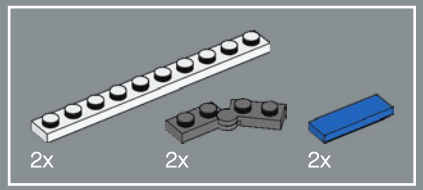
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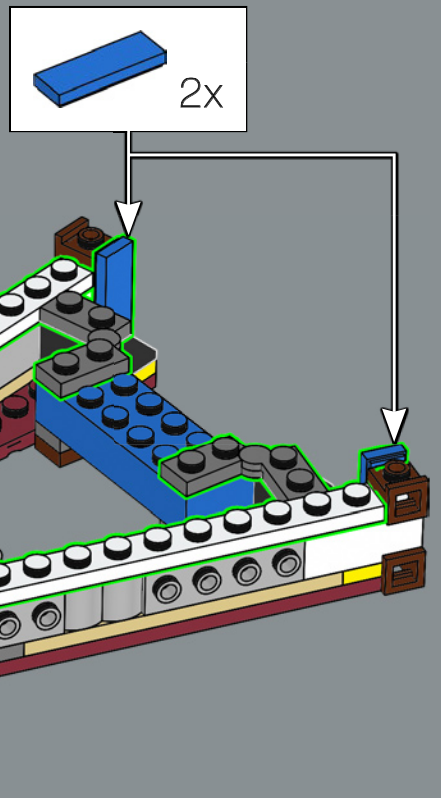


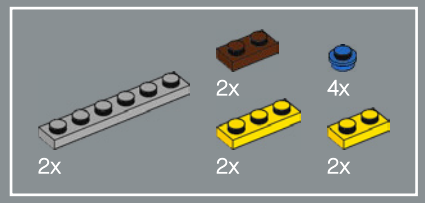
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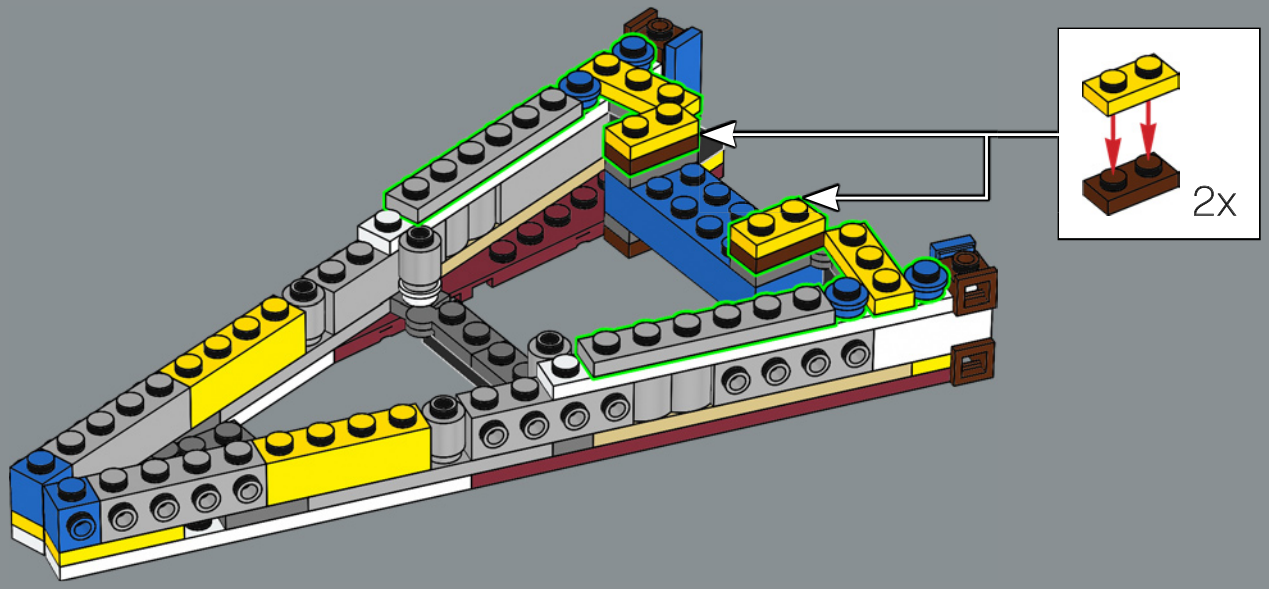


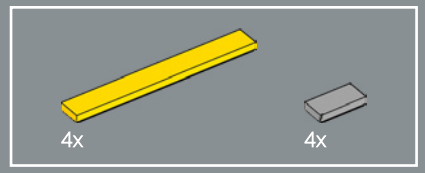
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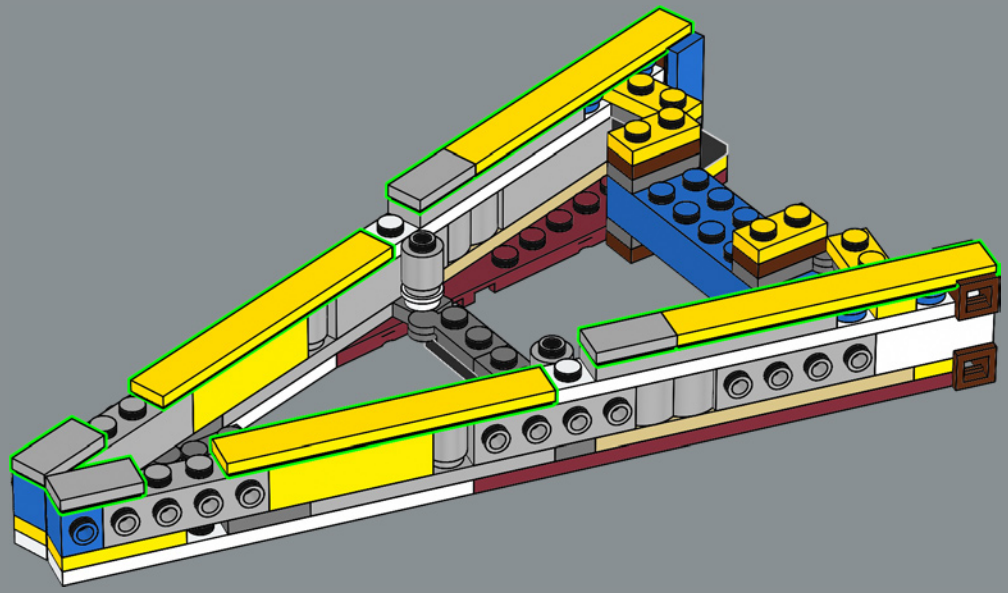


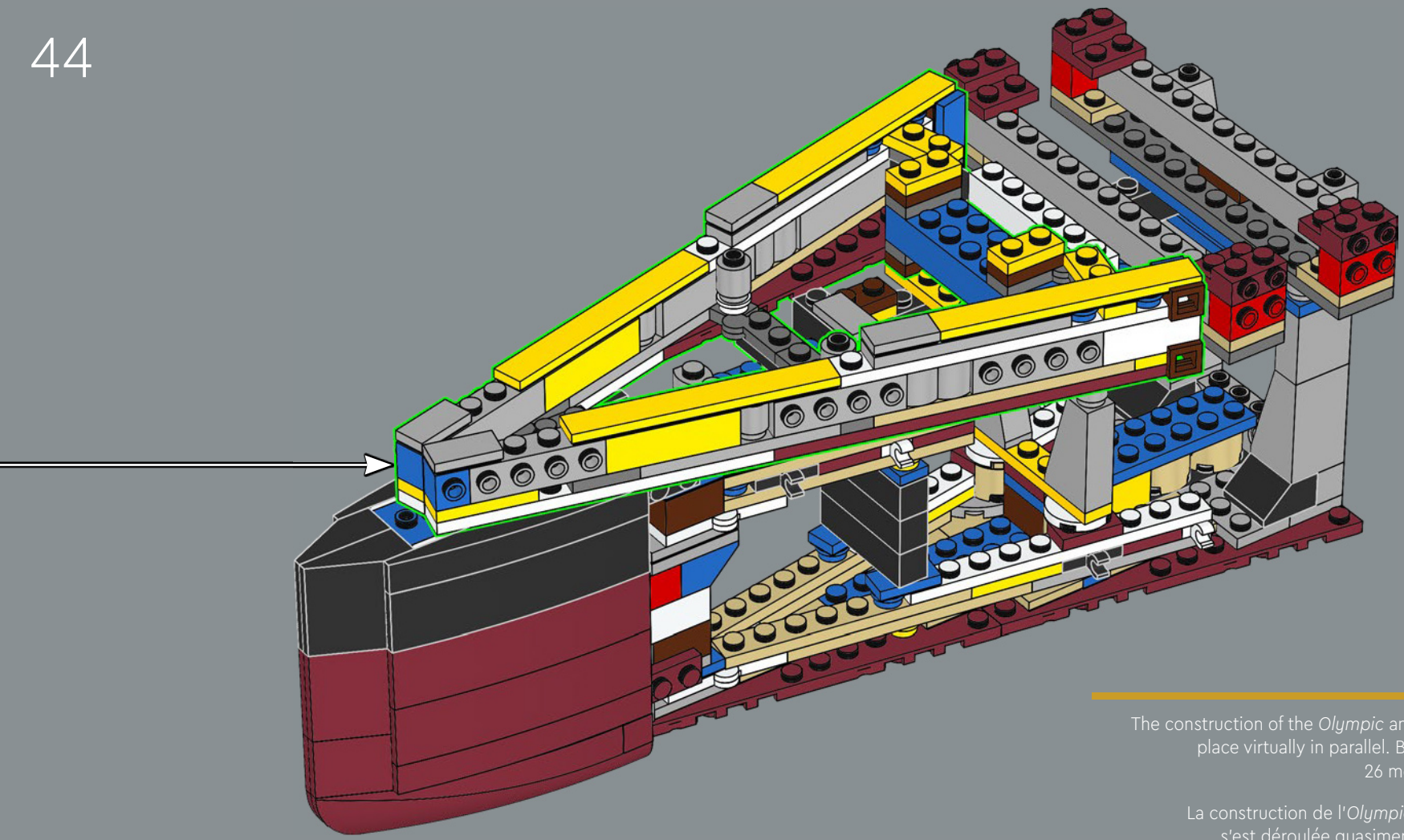
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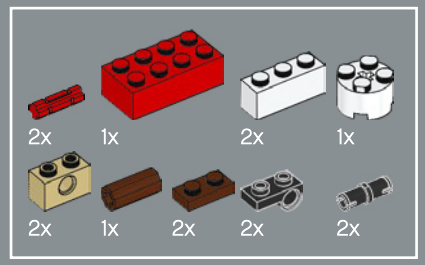




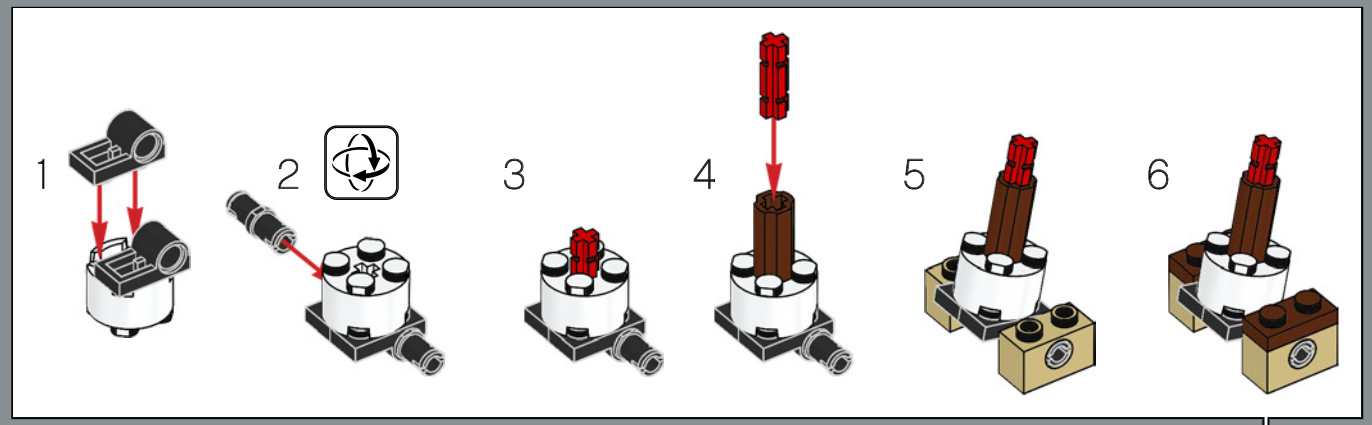
The construction of the *Olympic* and *Titanic* took place virtually in parallel. Both ships took 26 months to build.

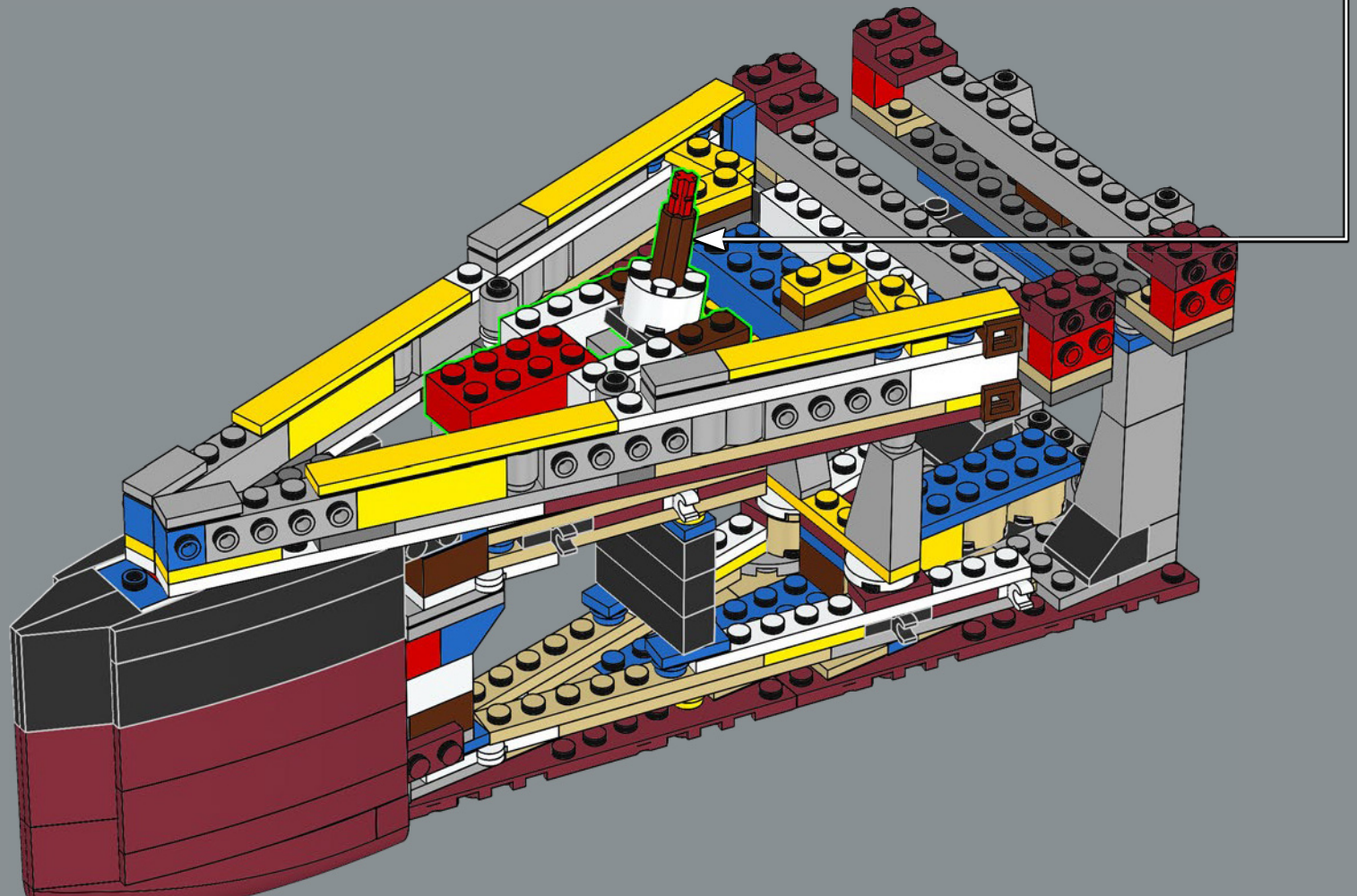
La construction de l'*Olympic* et du *Titanic* s'est déroulée quasiment en parallèle. La construction des deux navires a pris 26 mois.

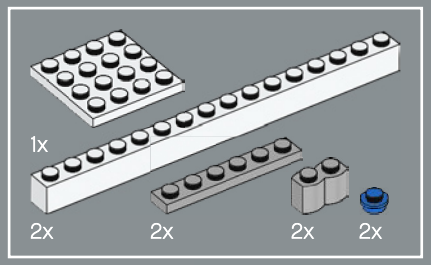
La construcción del *Olympic* y el *Titanic* se desarrolló prácticamente en paralelo. La construcción de ambos buques tardó 26 meses.



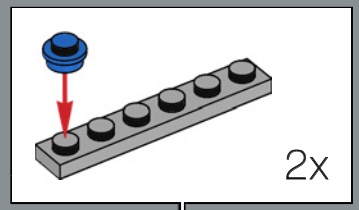
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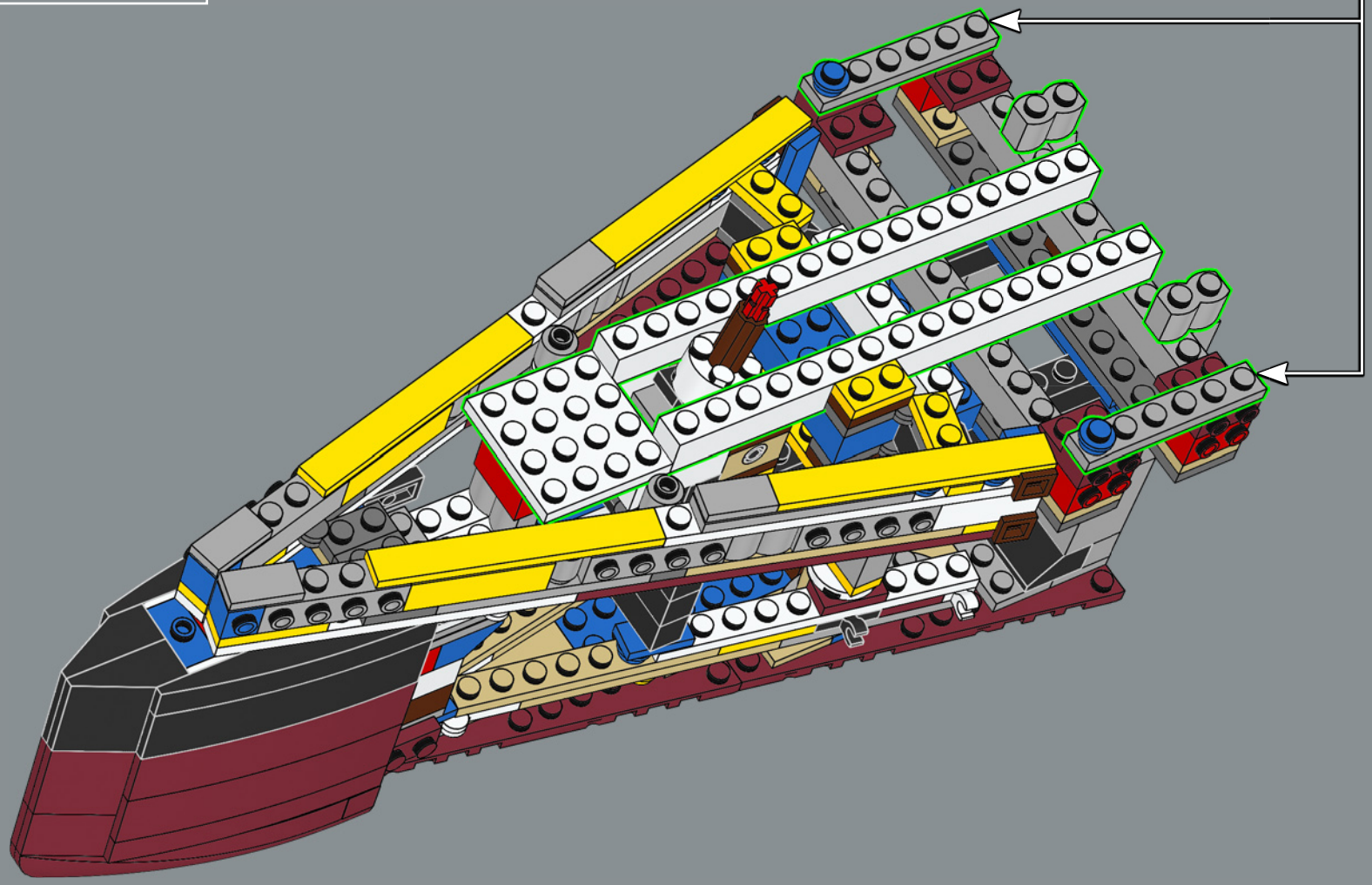


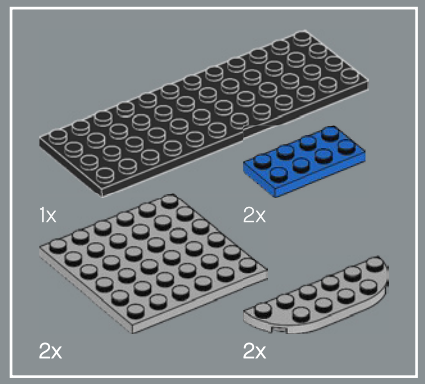




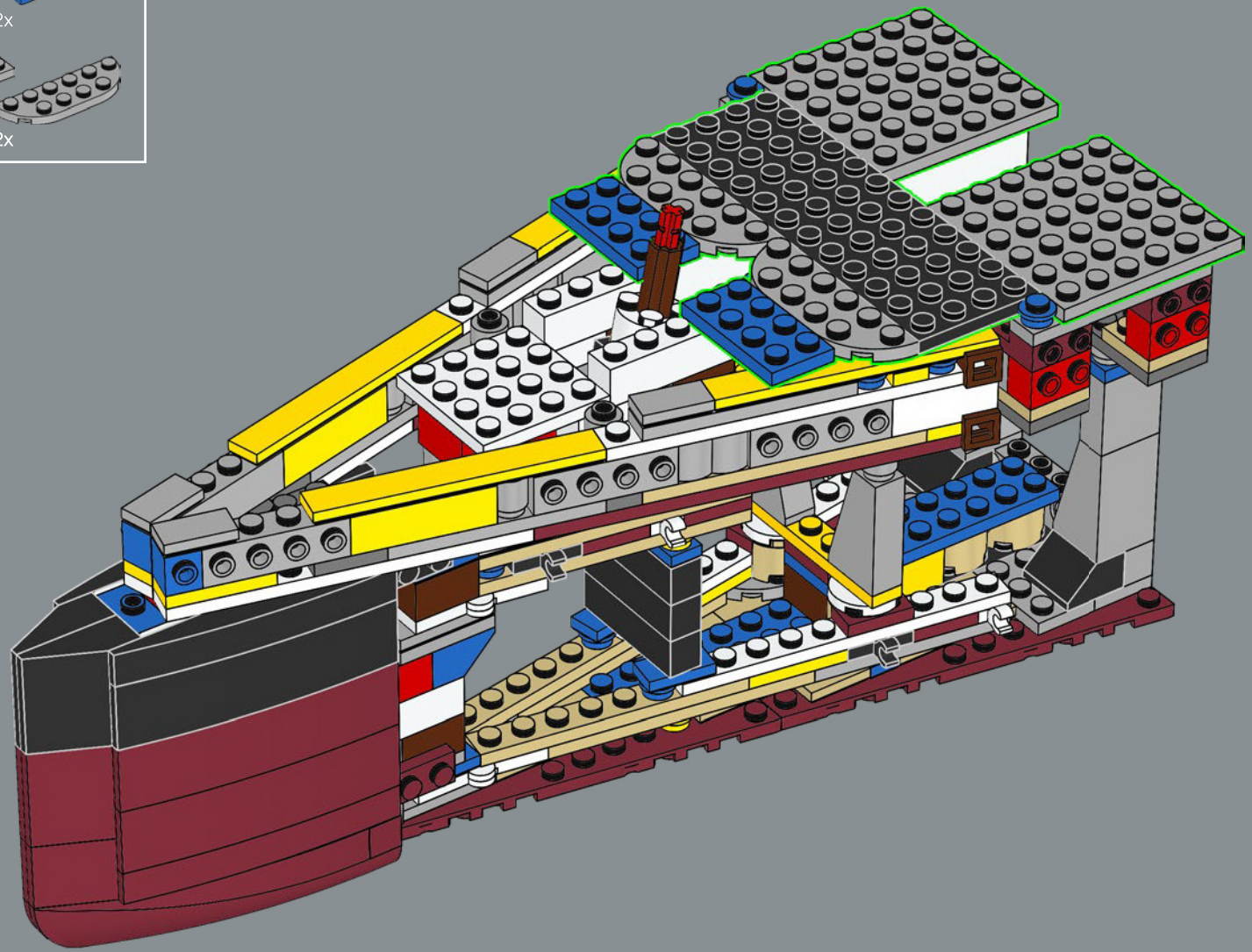
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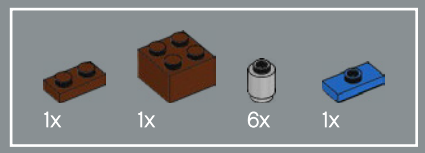




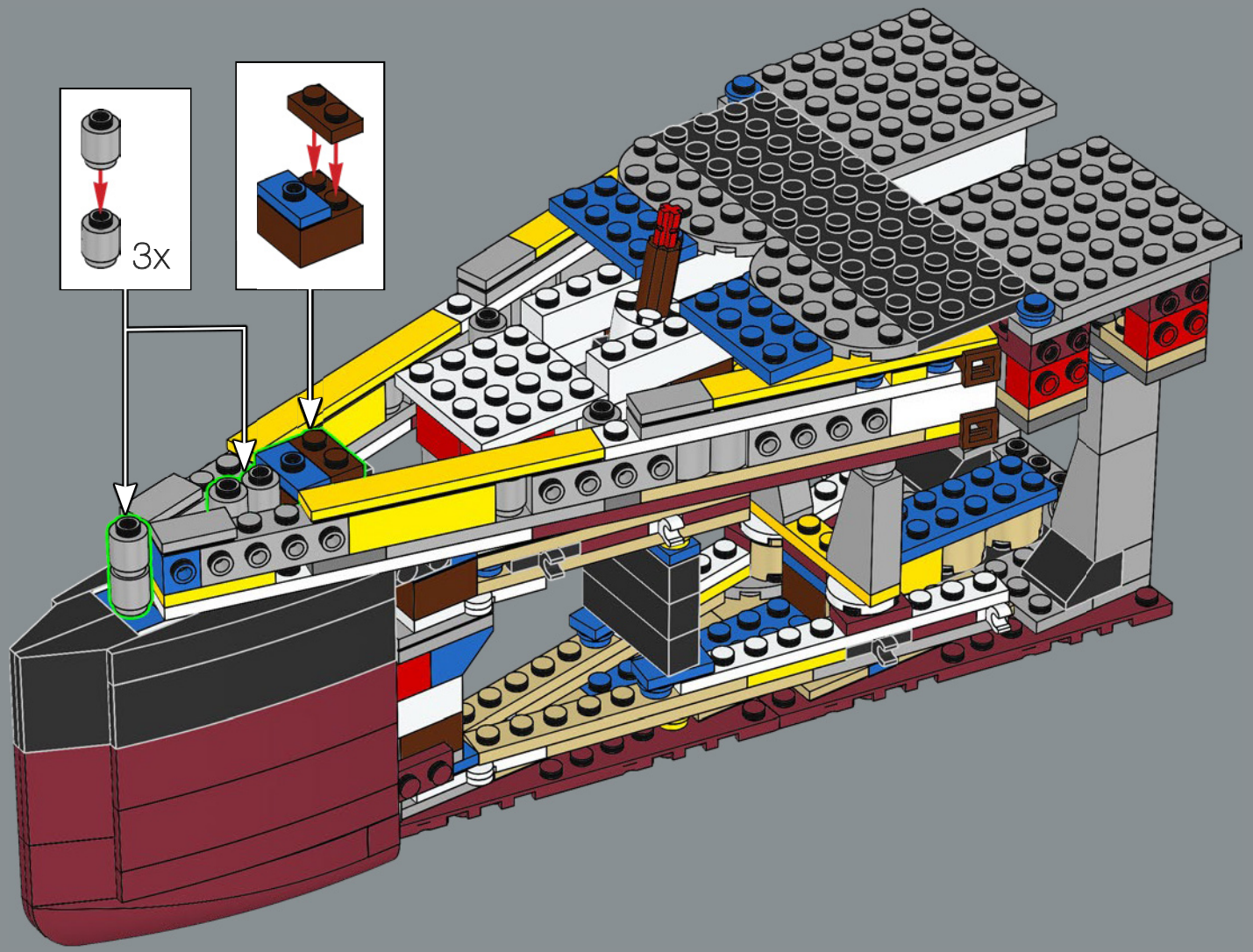


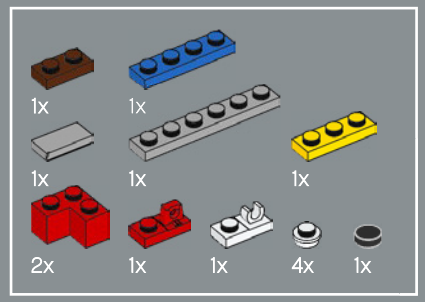
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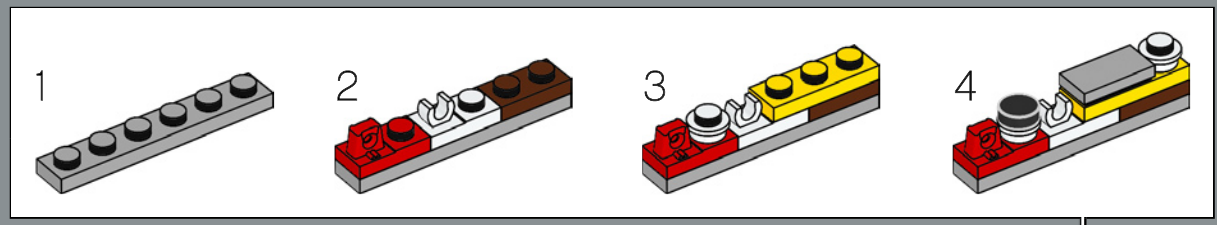


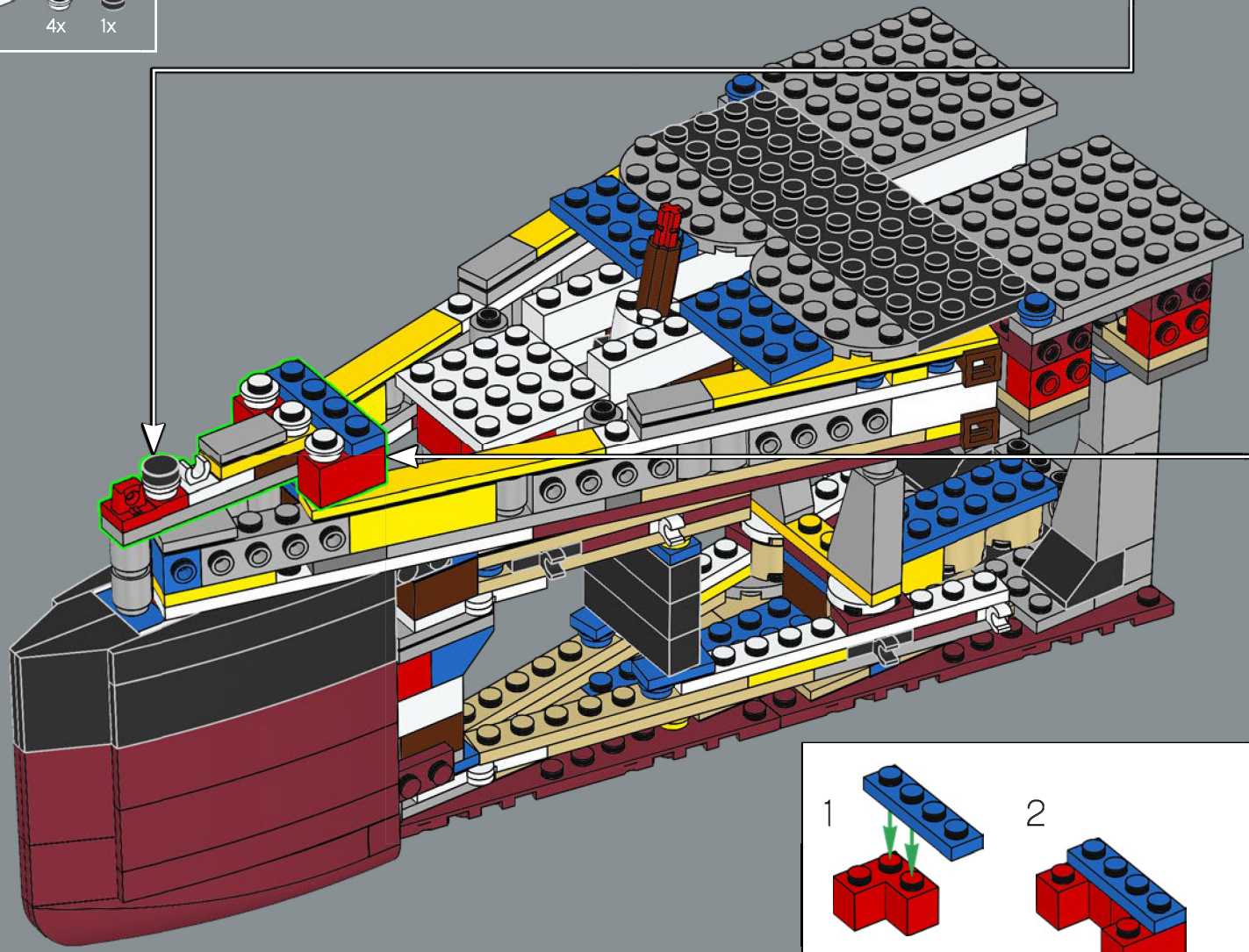
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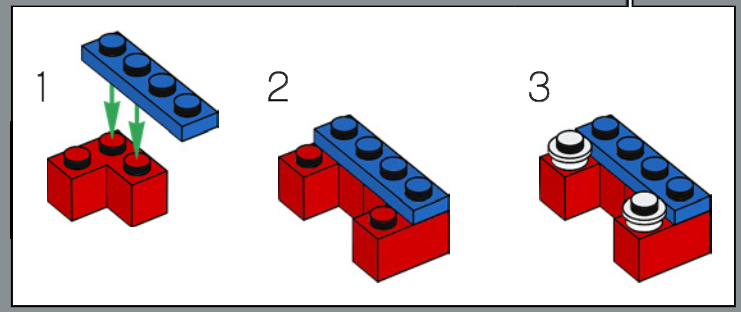


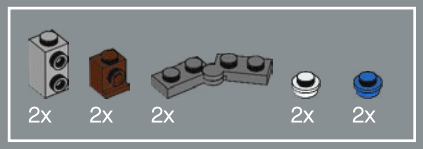


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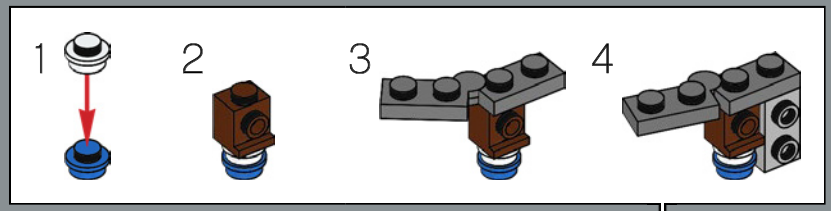


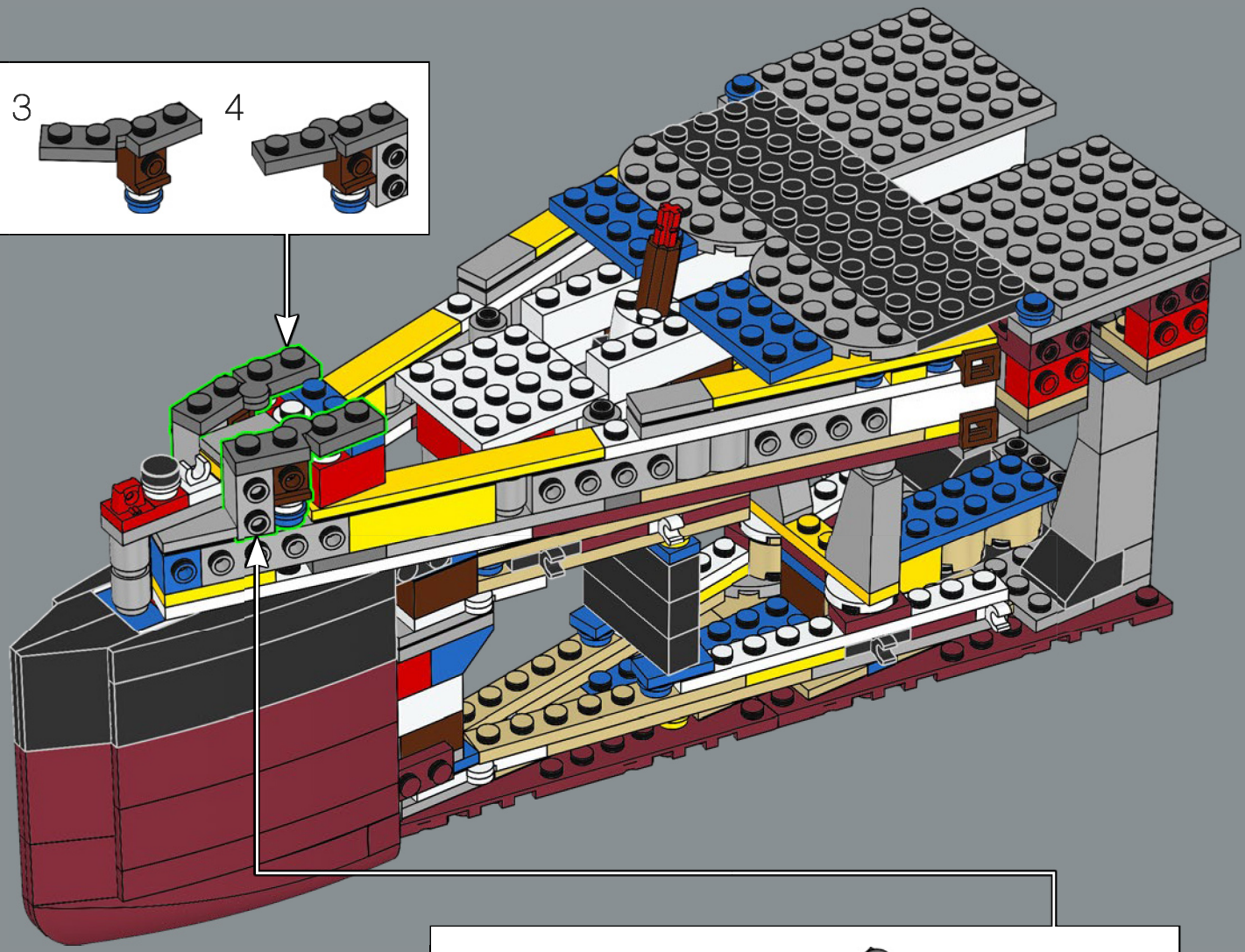


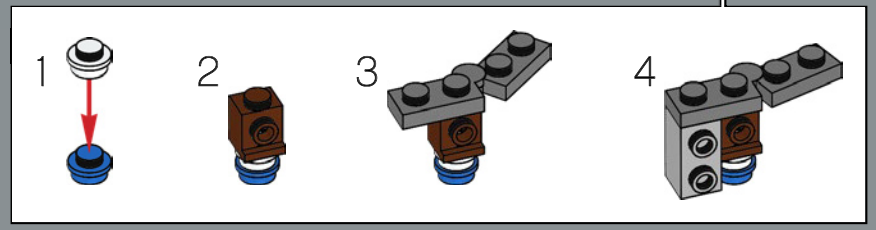


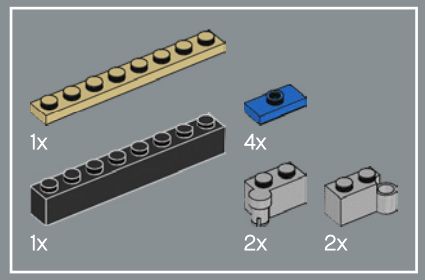


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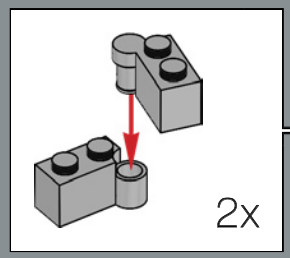


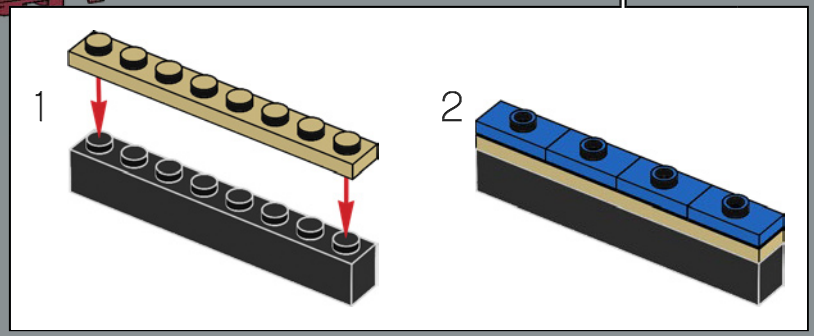


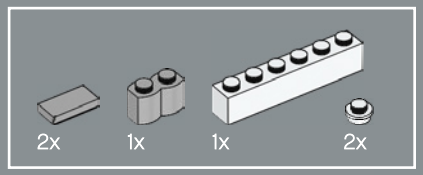




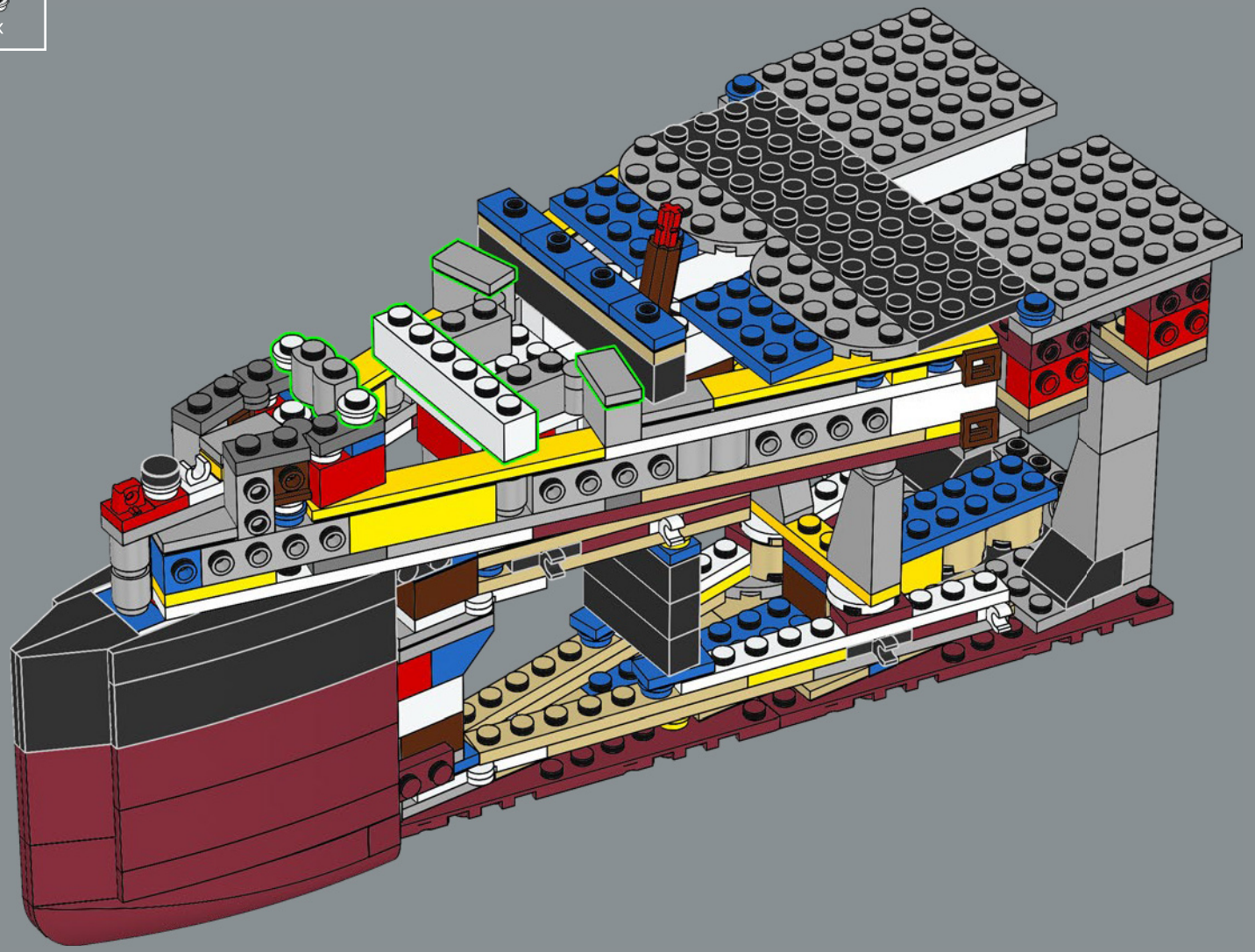
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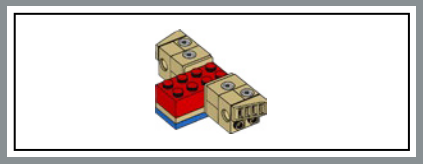


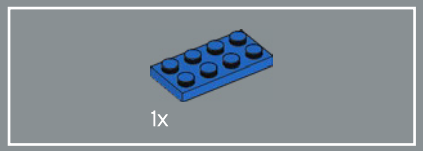




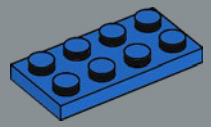
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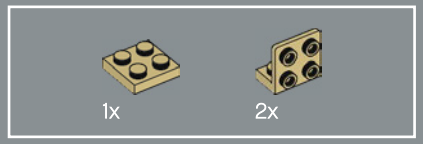




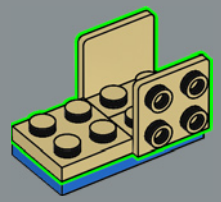


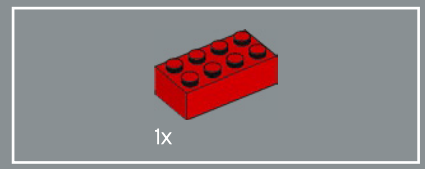
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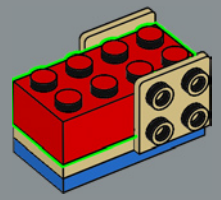


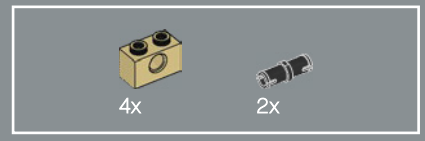
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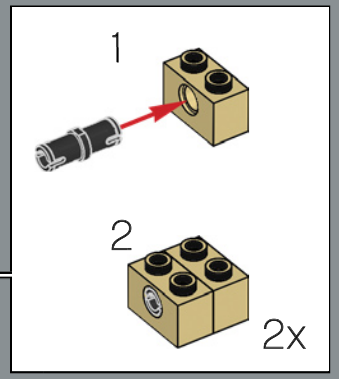


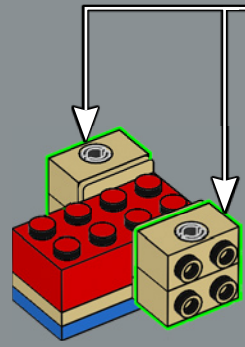
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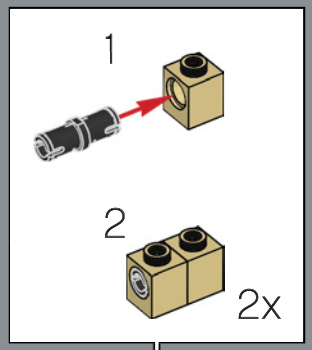
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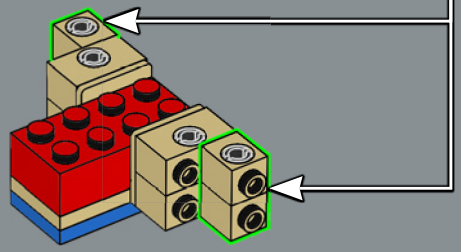


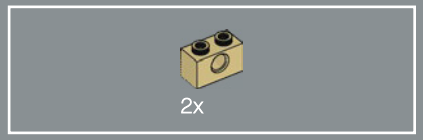




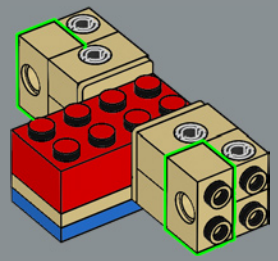
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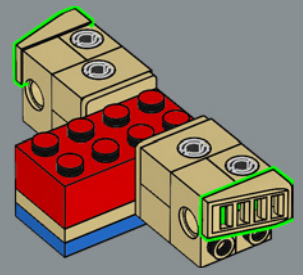


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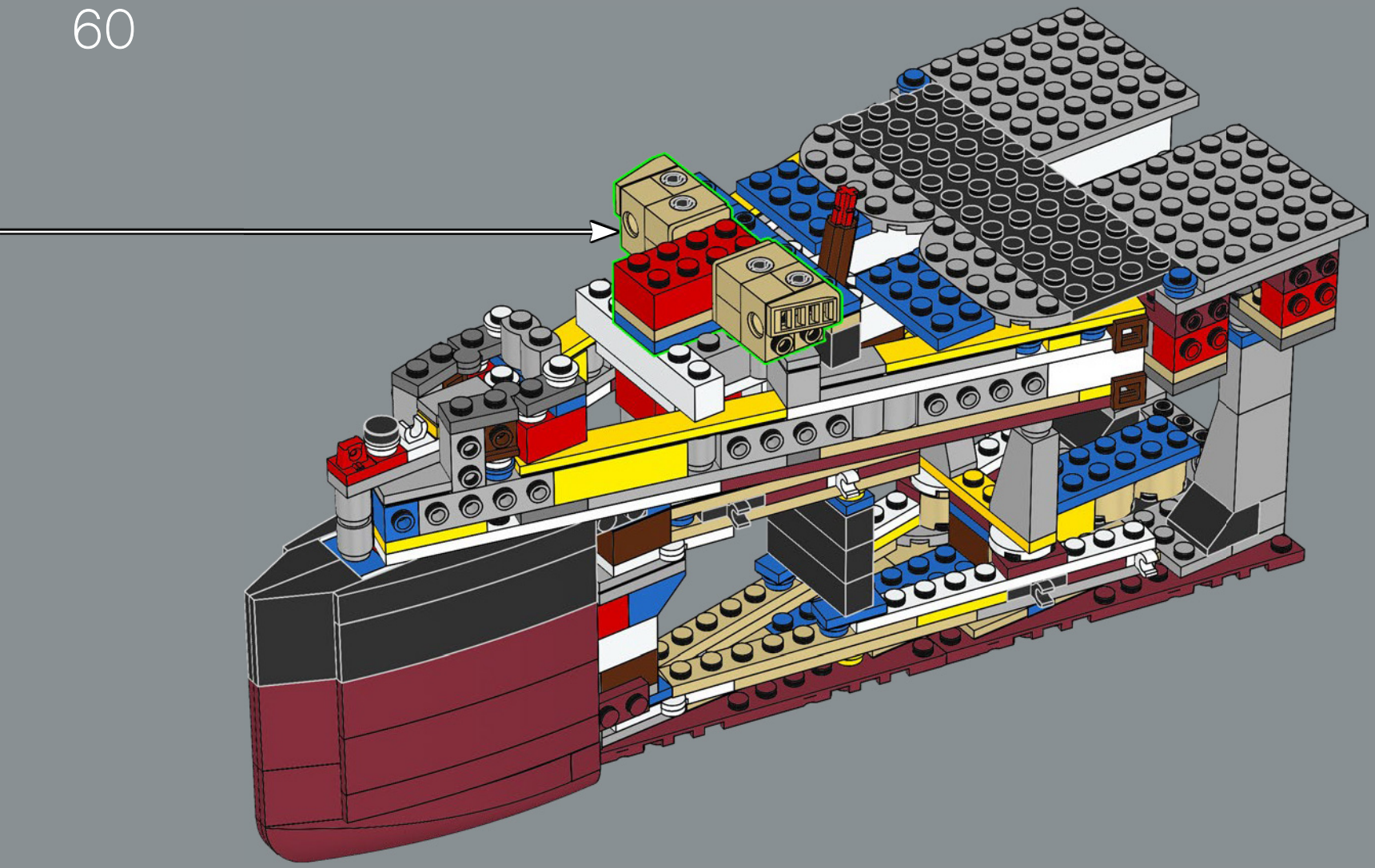


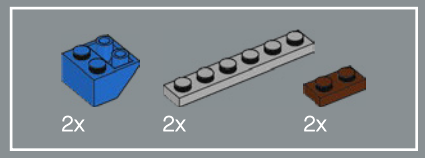


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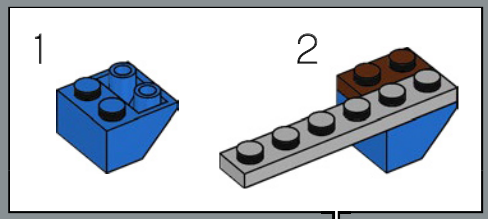


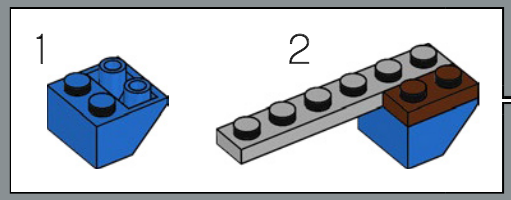
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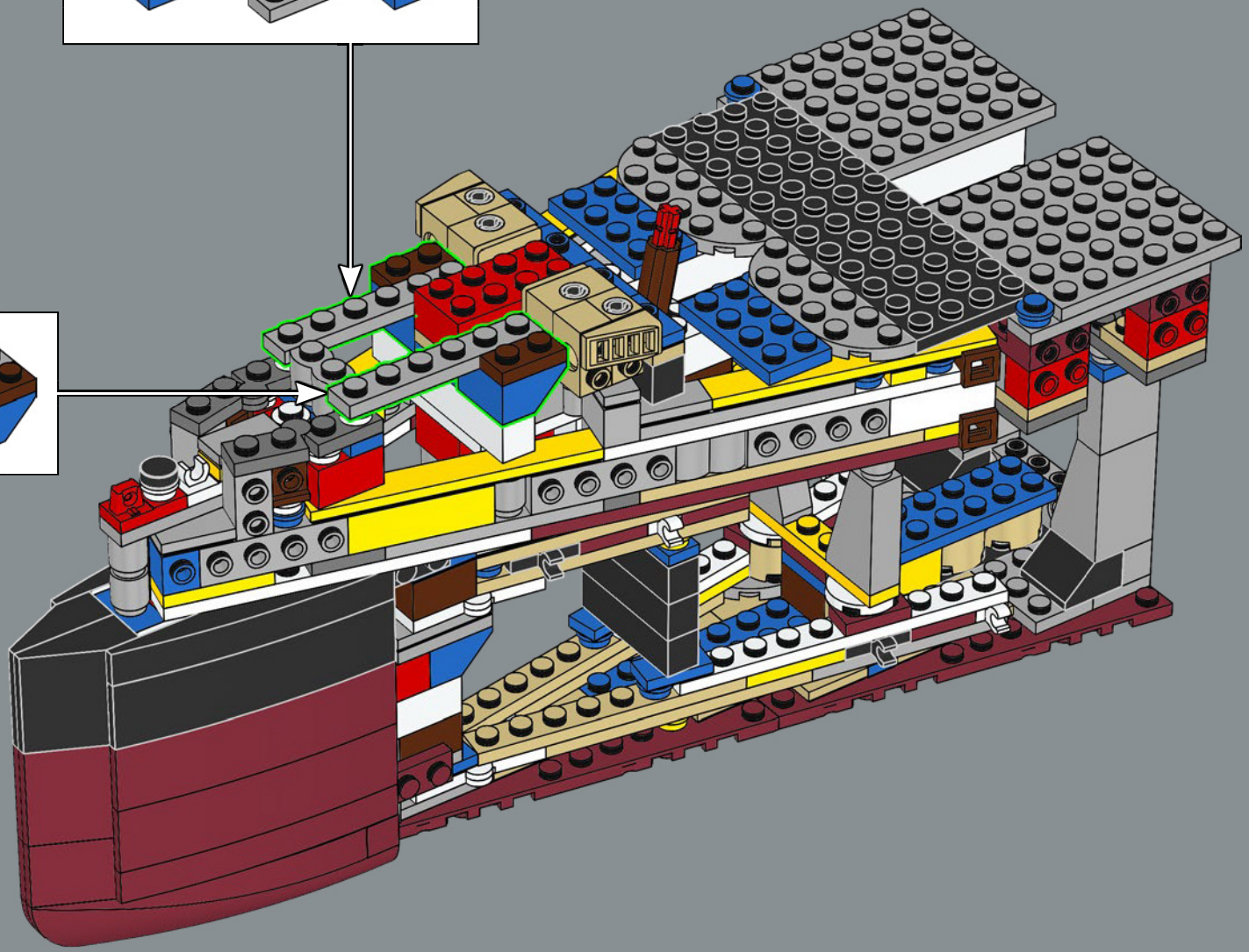


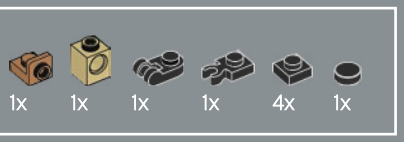


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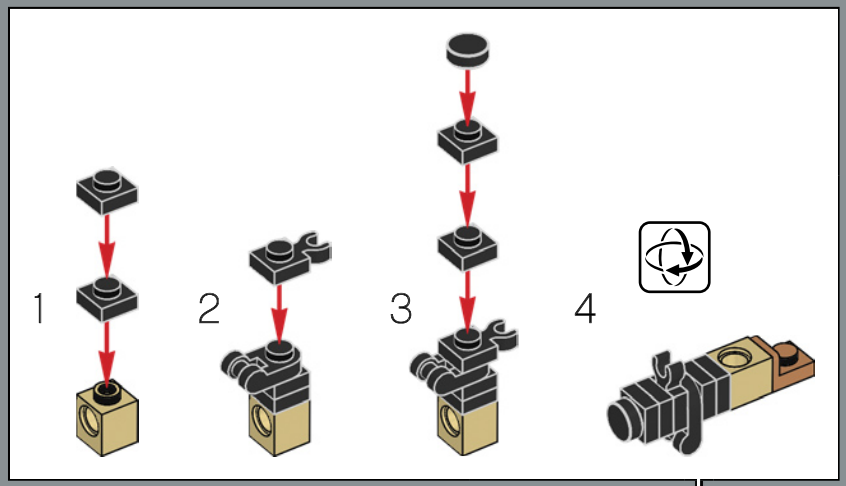


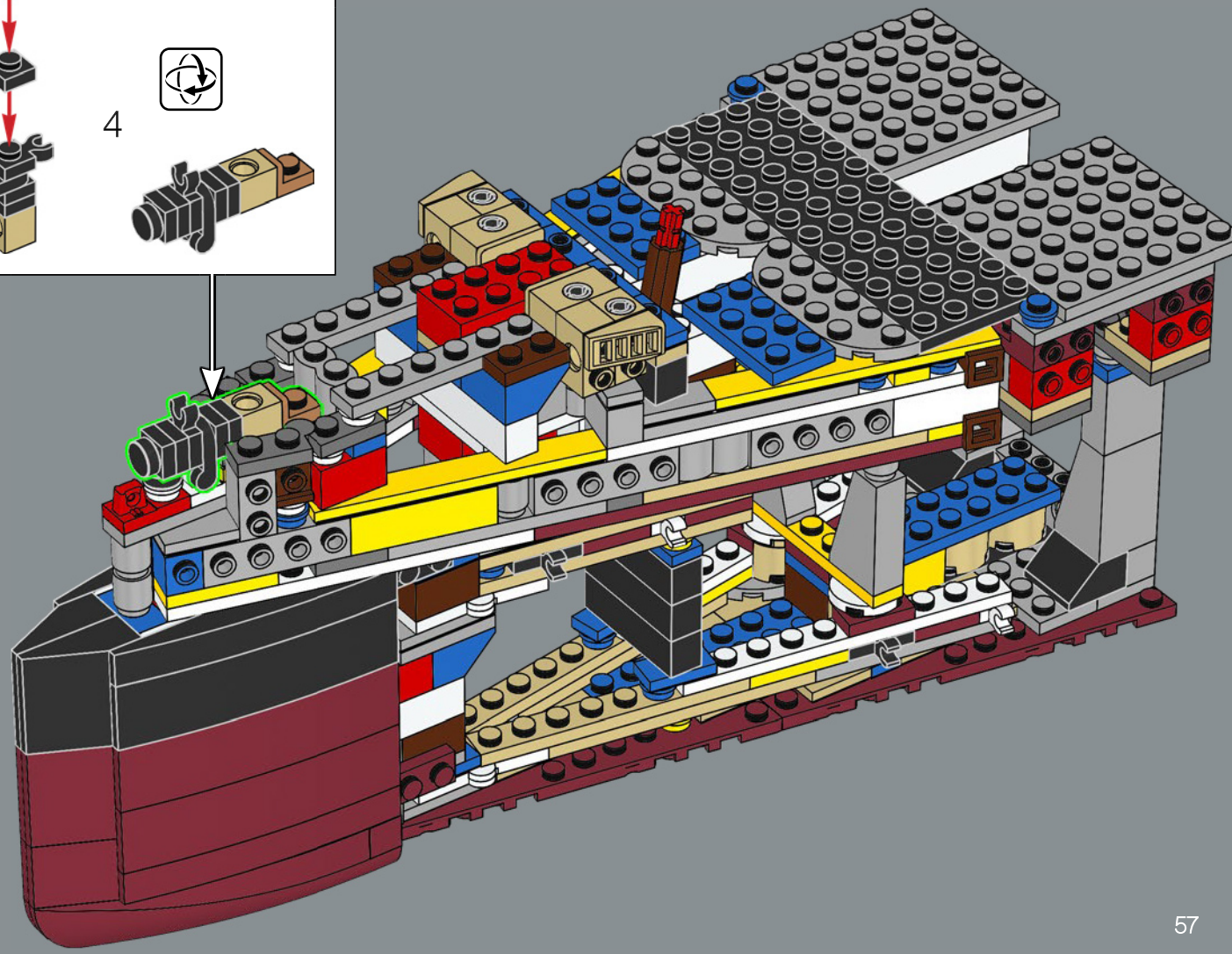


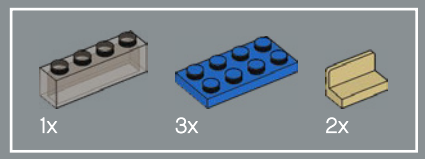




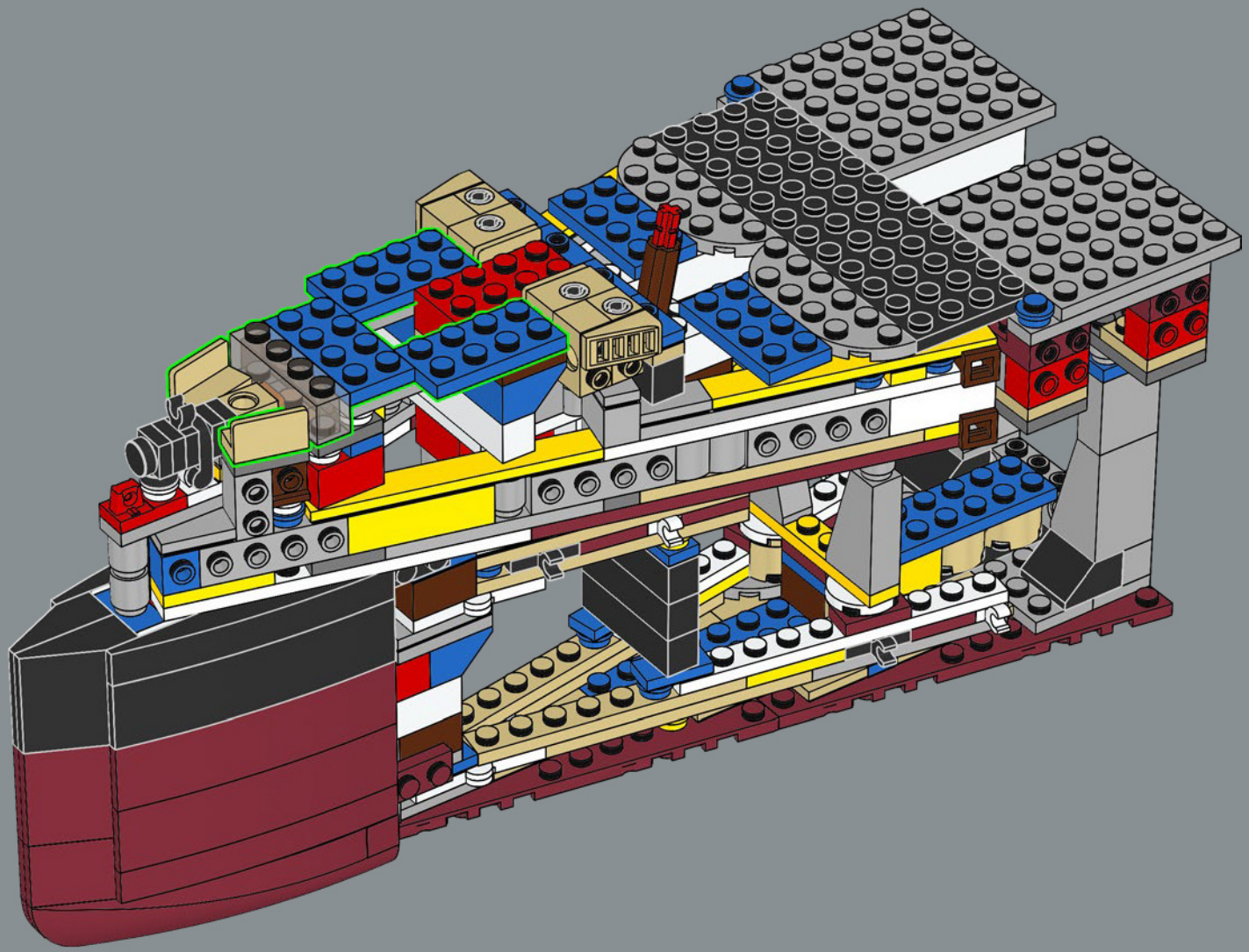
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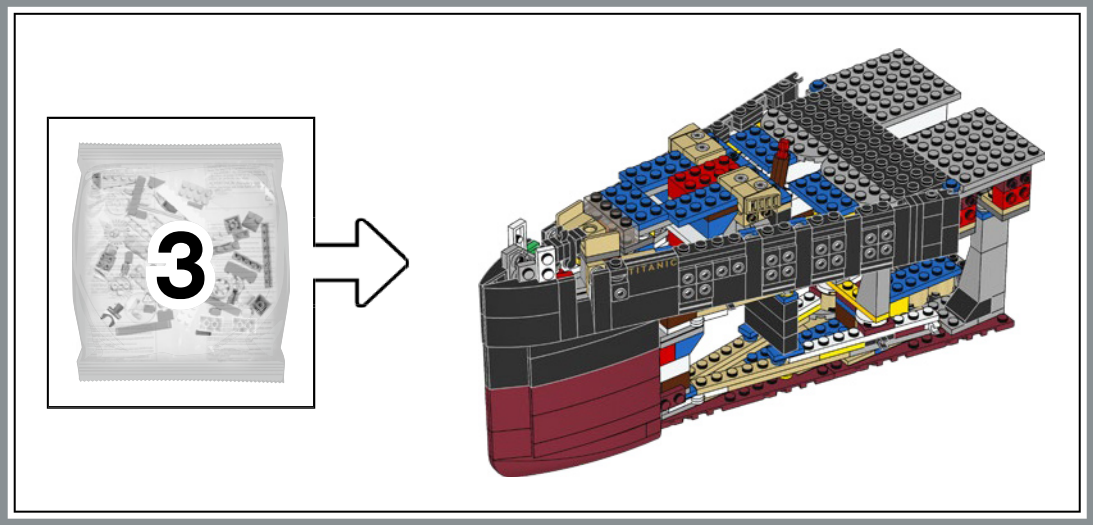


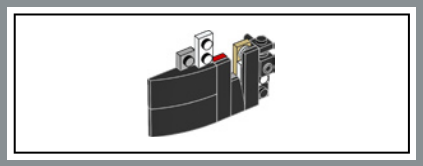


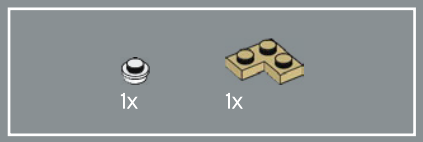


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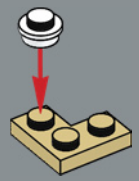


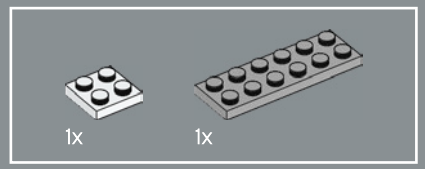




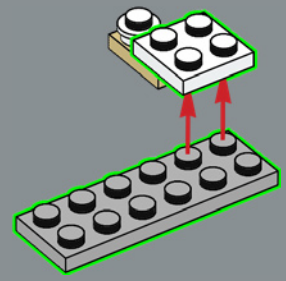


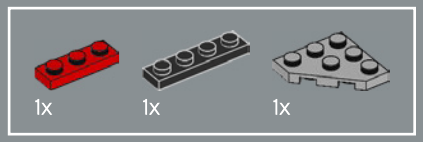
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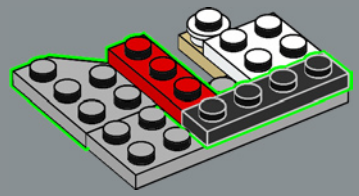


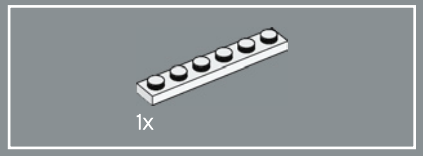
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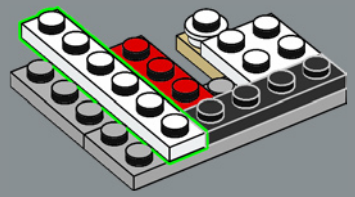


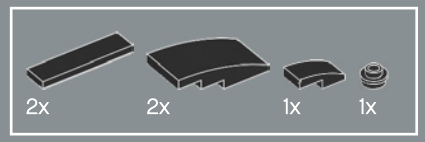
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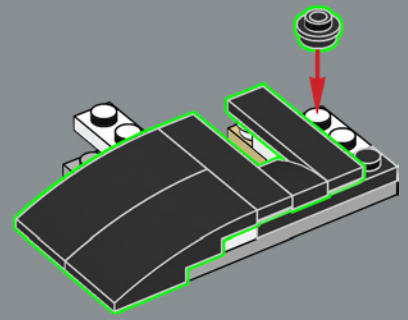


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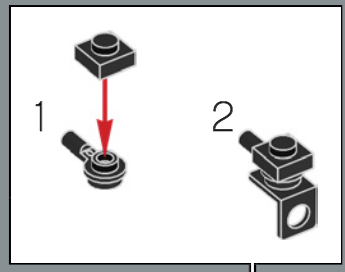
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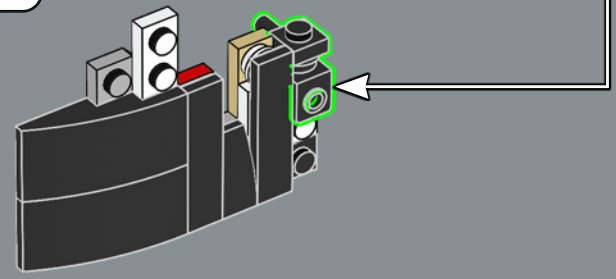




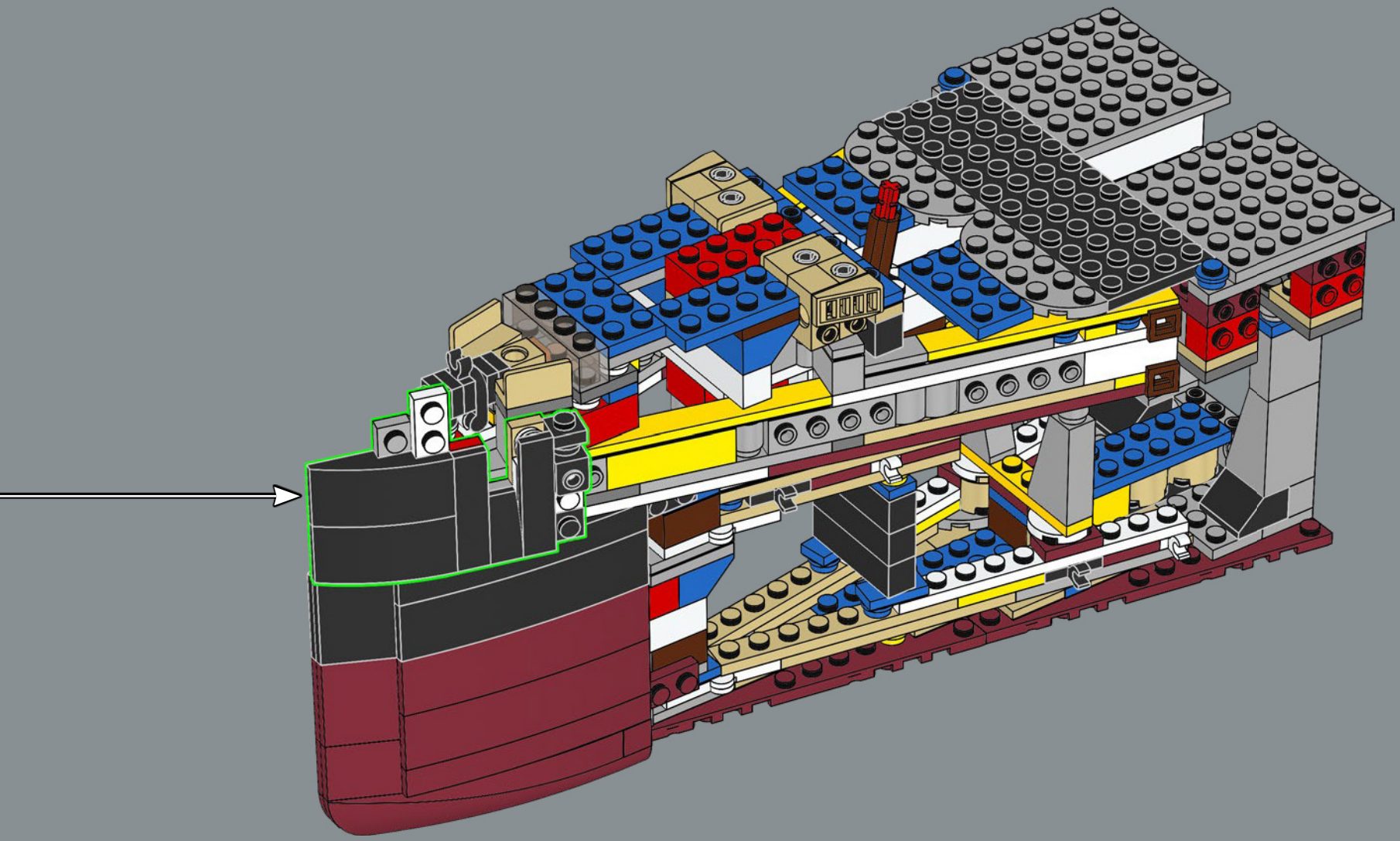
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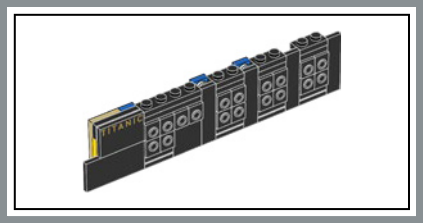


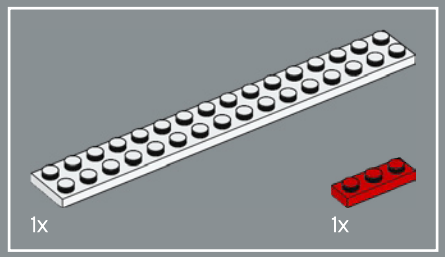




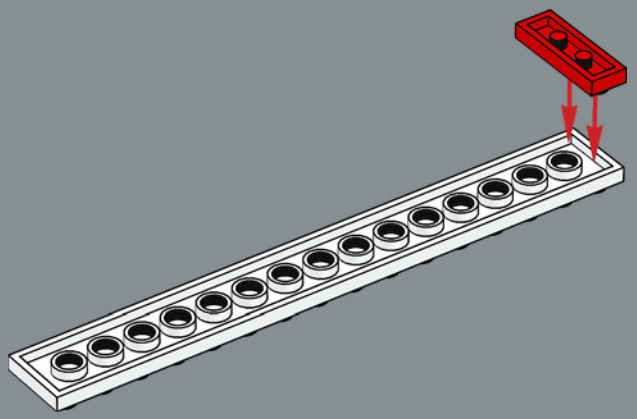
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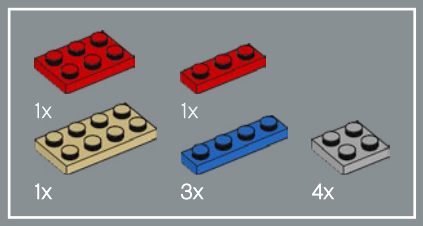




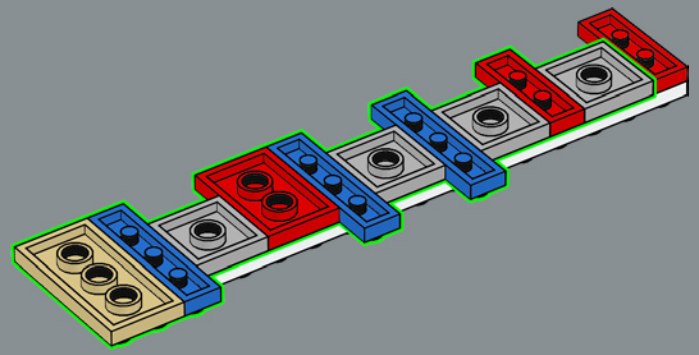


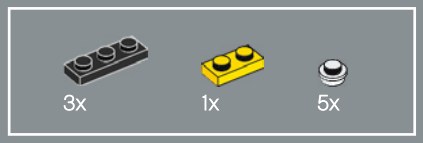
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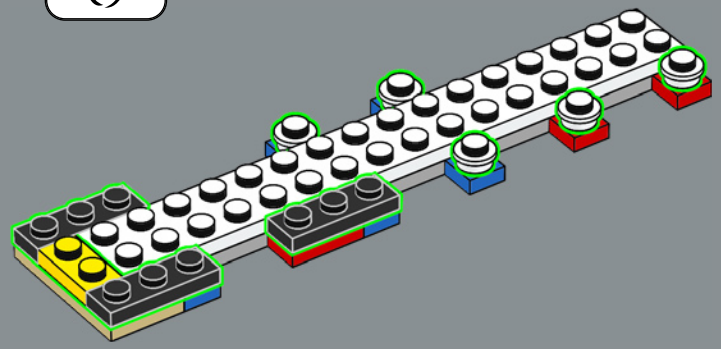
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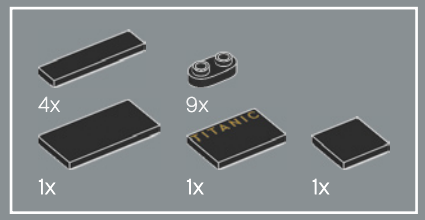




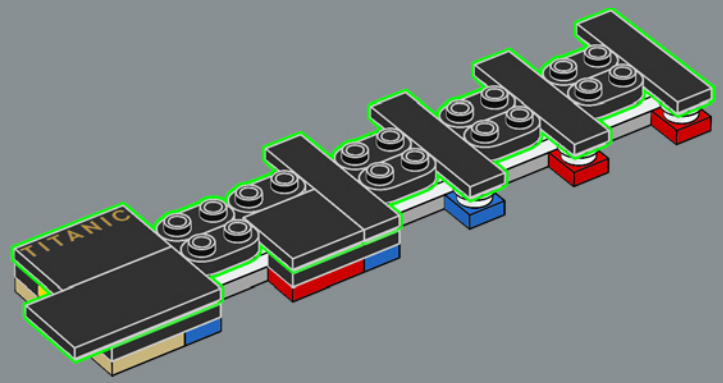
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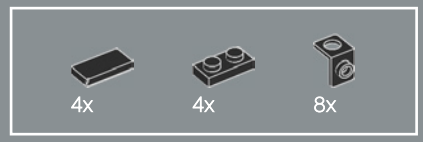




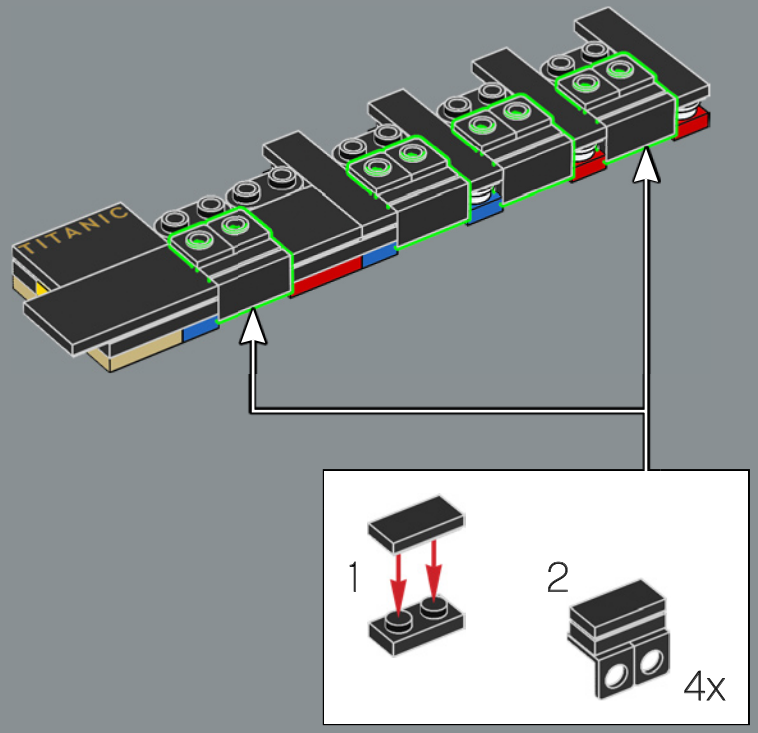


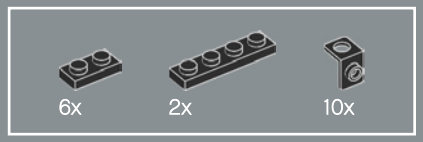
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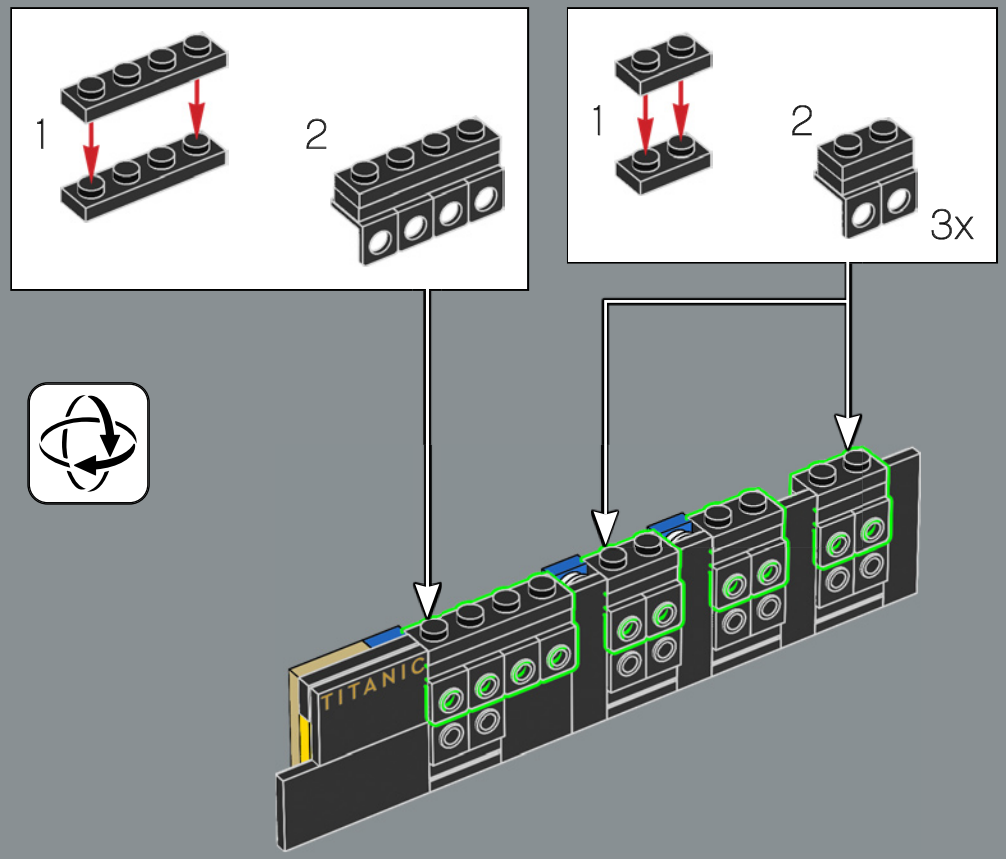


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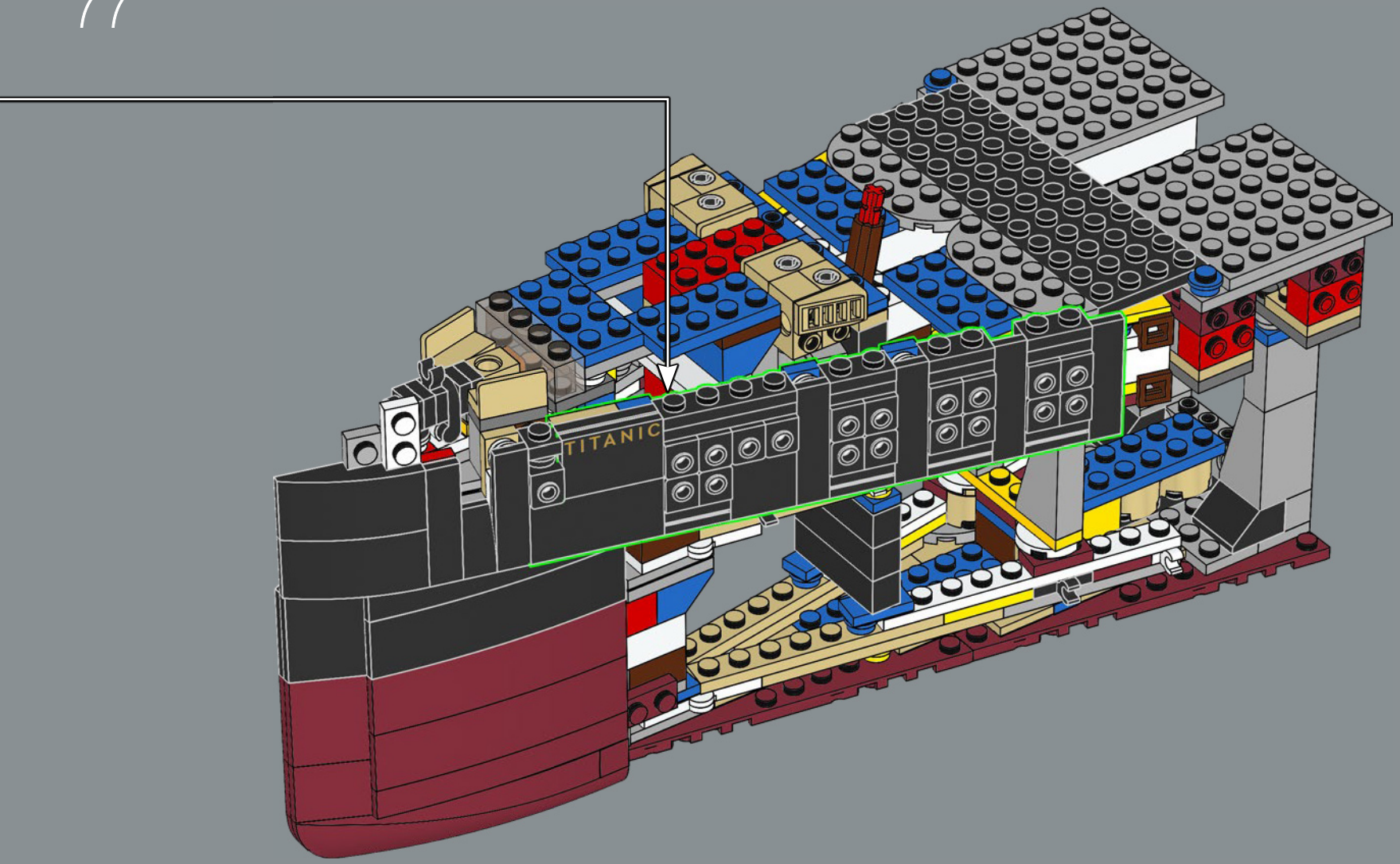


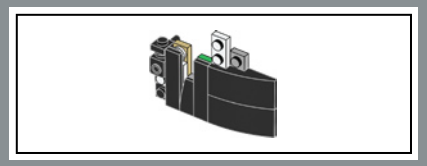


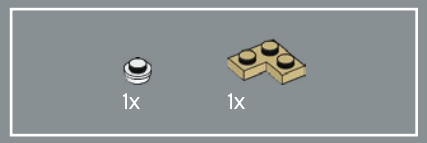
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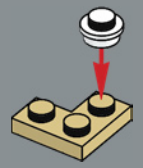
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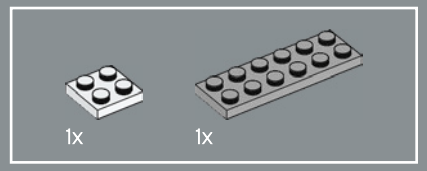




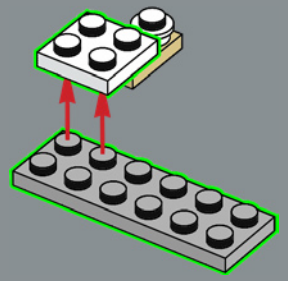


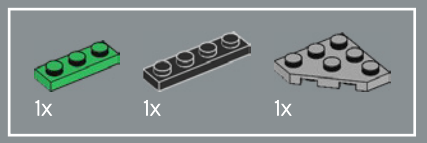
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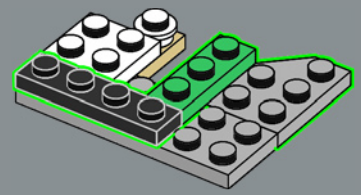


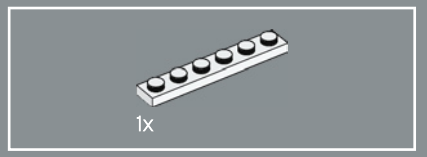
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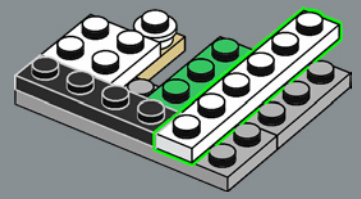


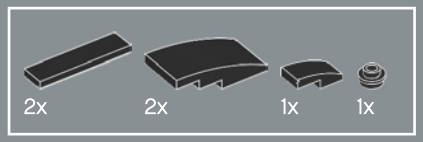
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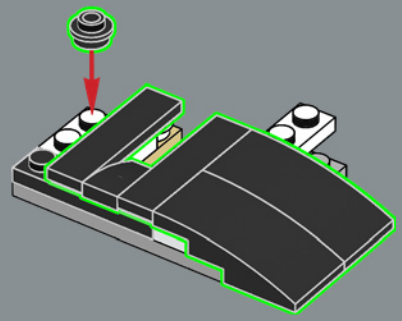


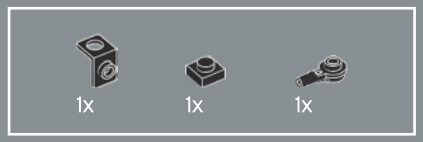
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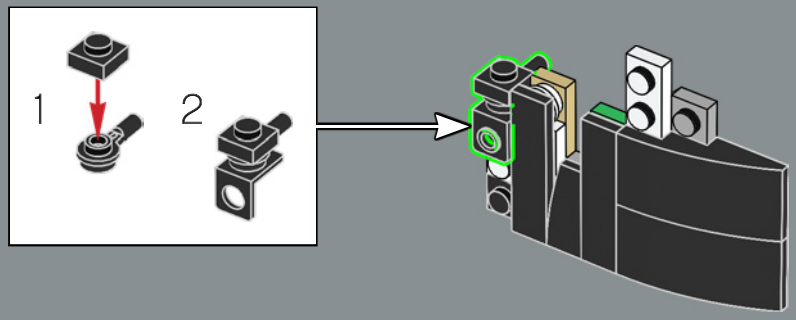
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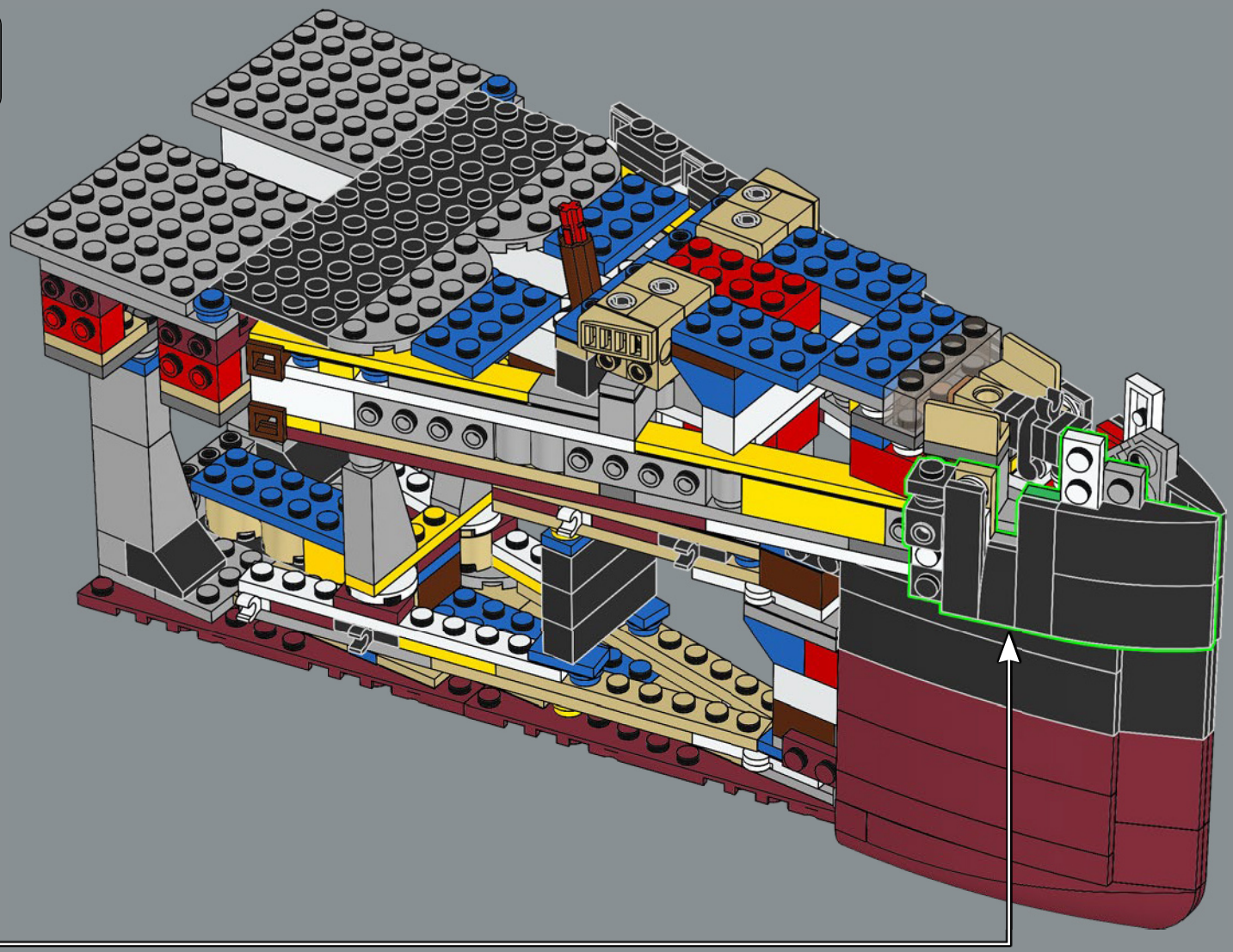


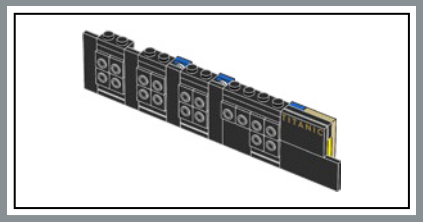
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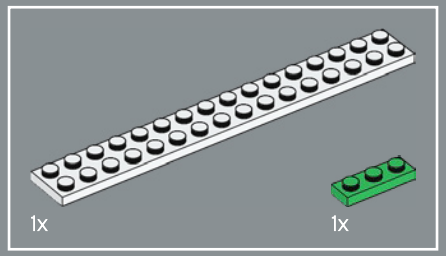




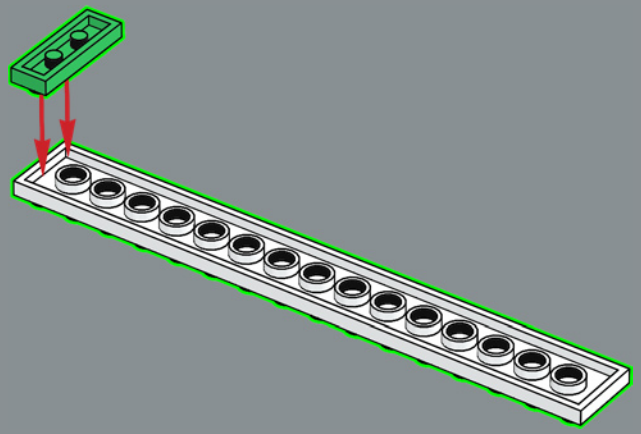
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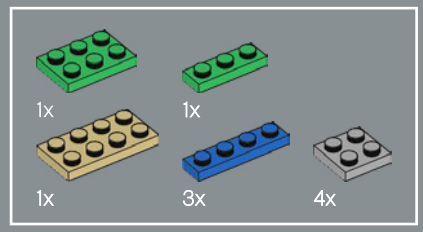




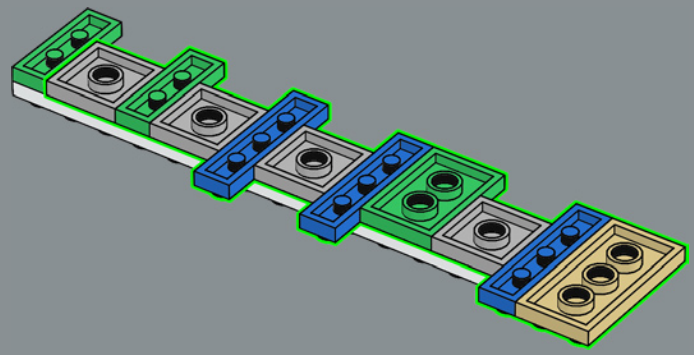


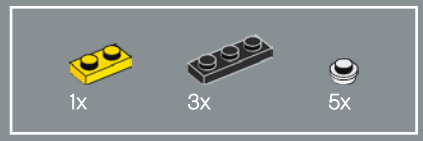
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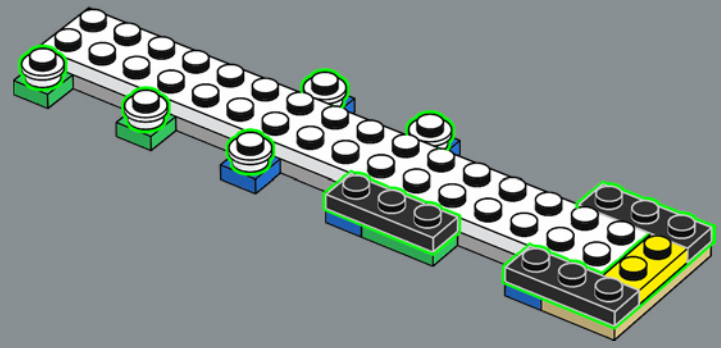


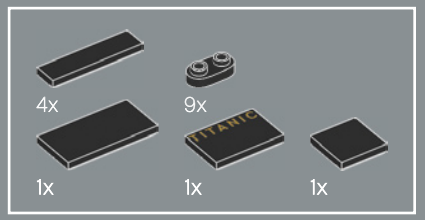
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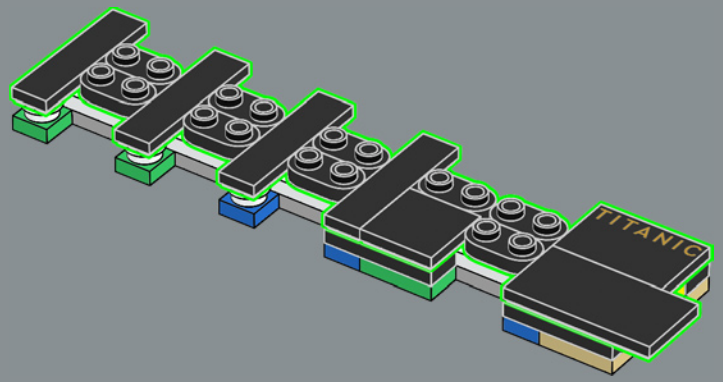


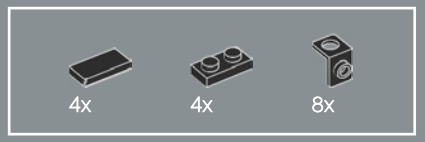
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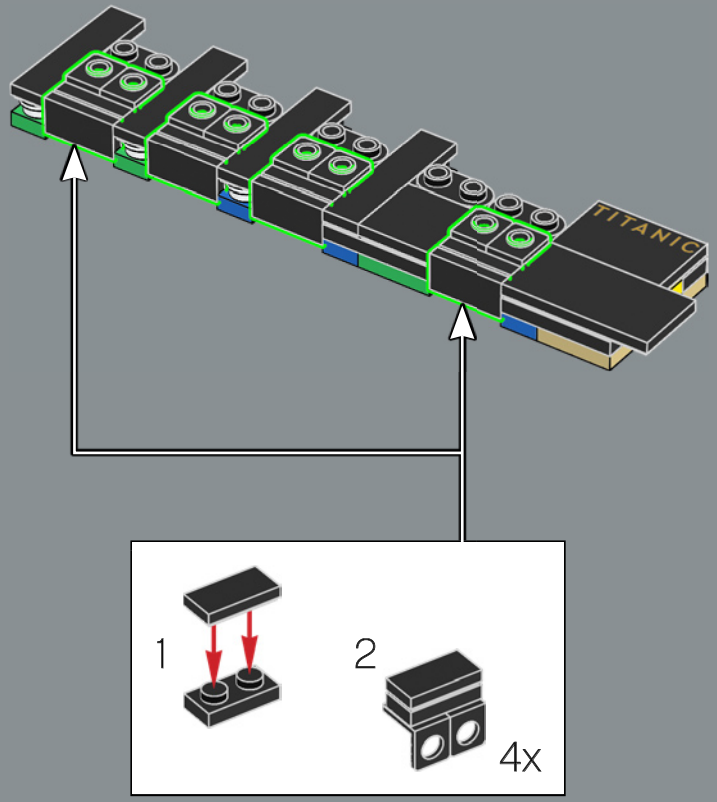


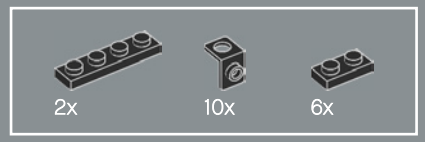
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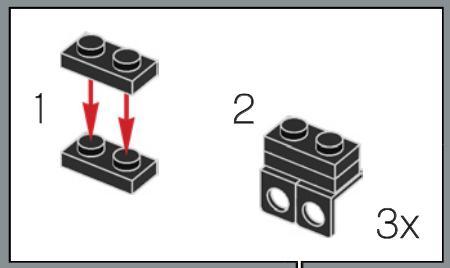


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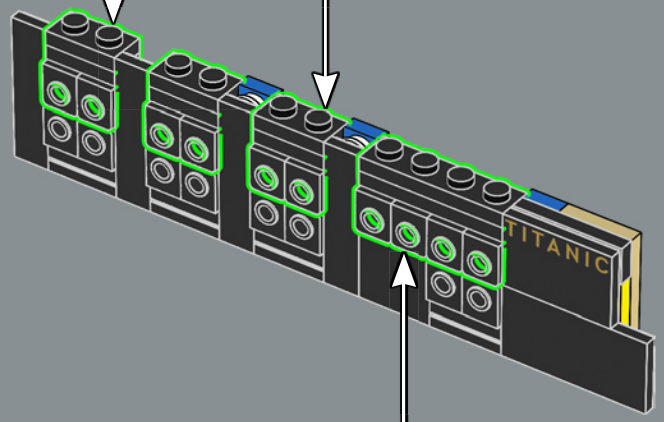


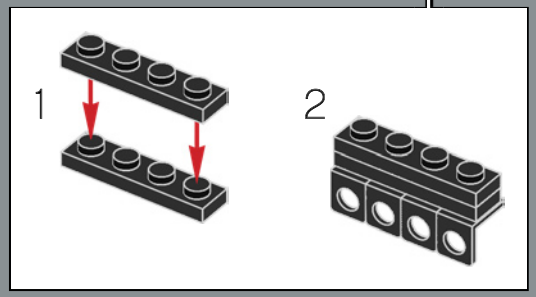


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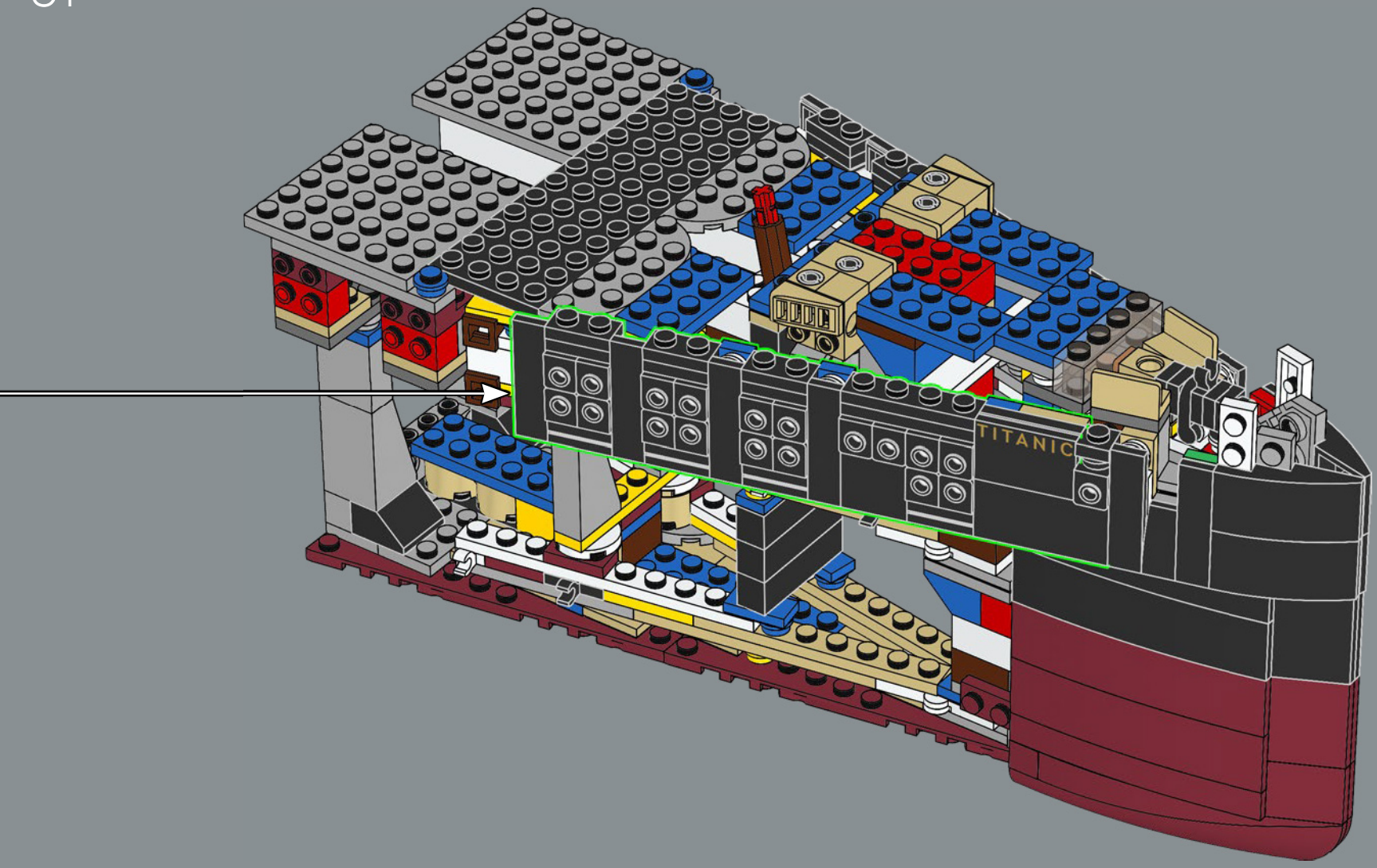


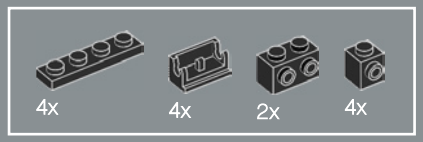




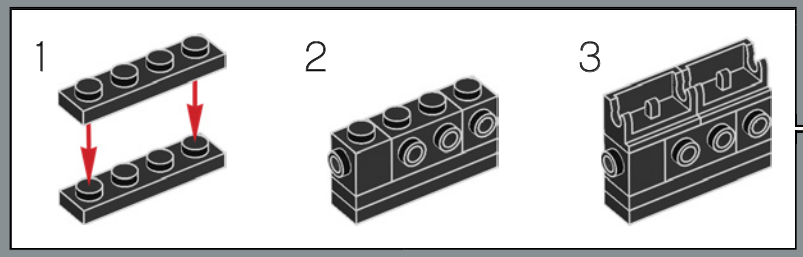


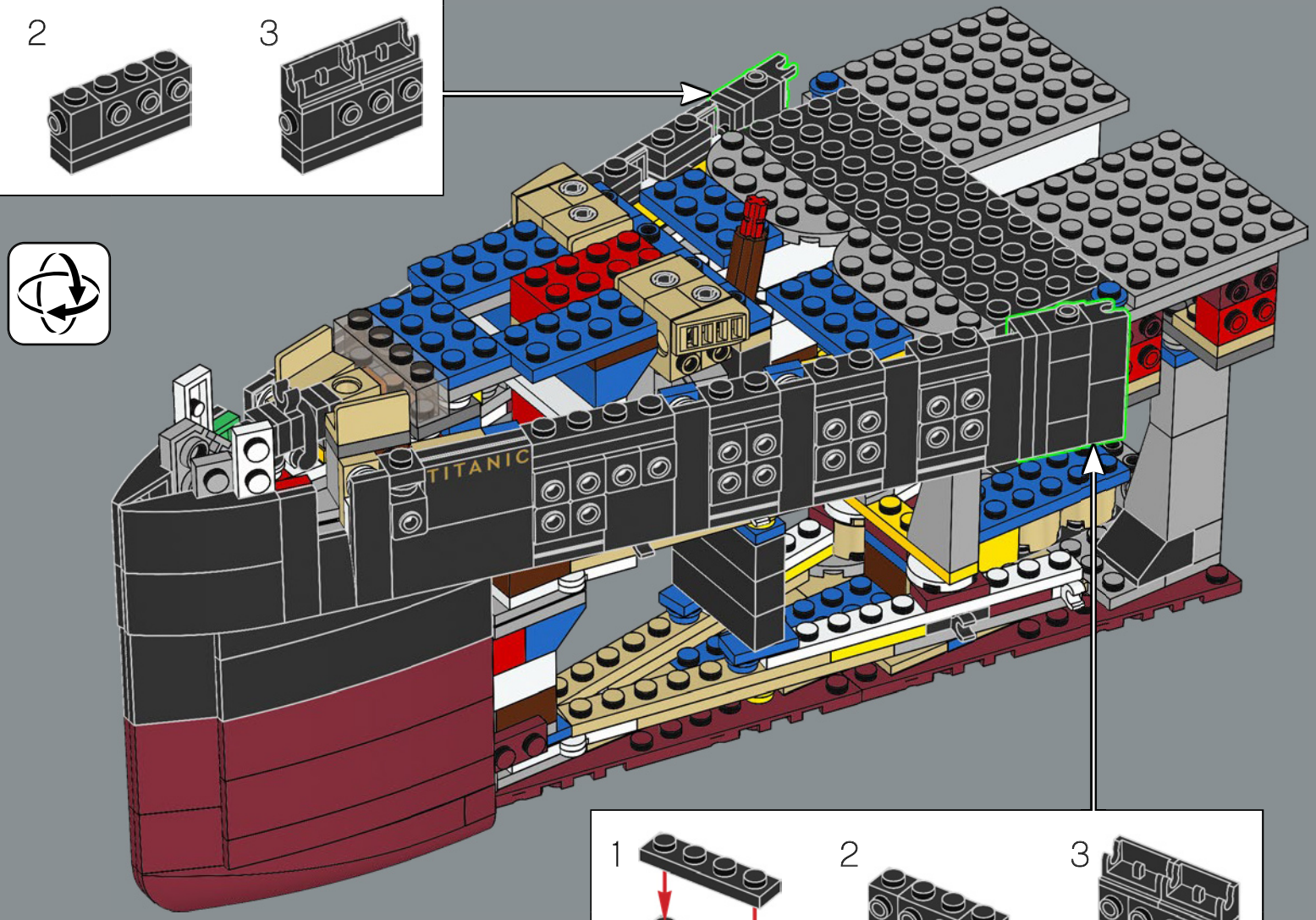
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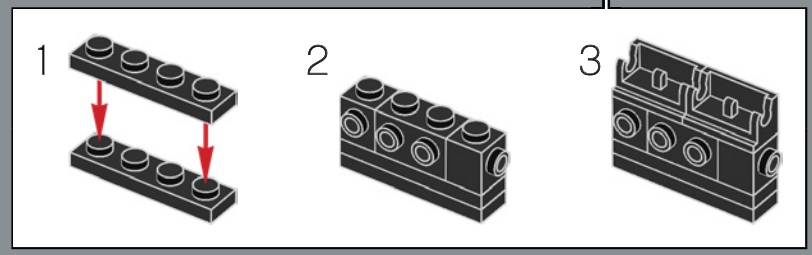


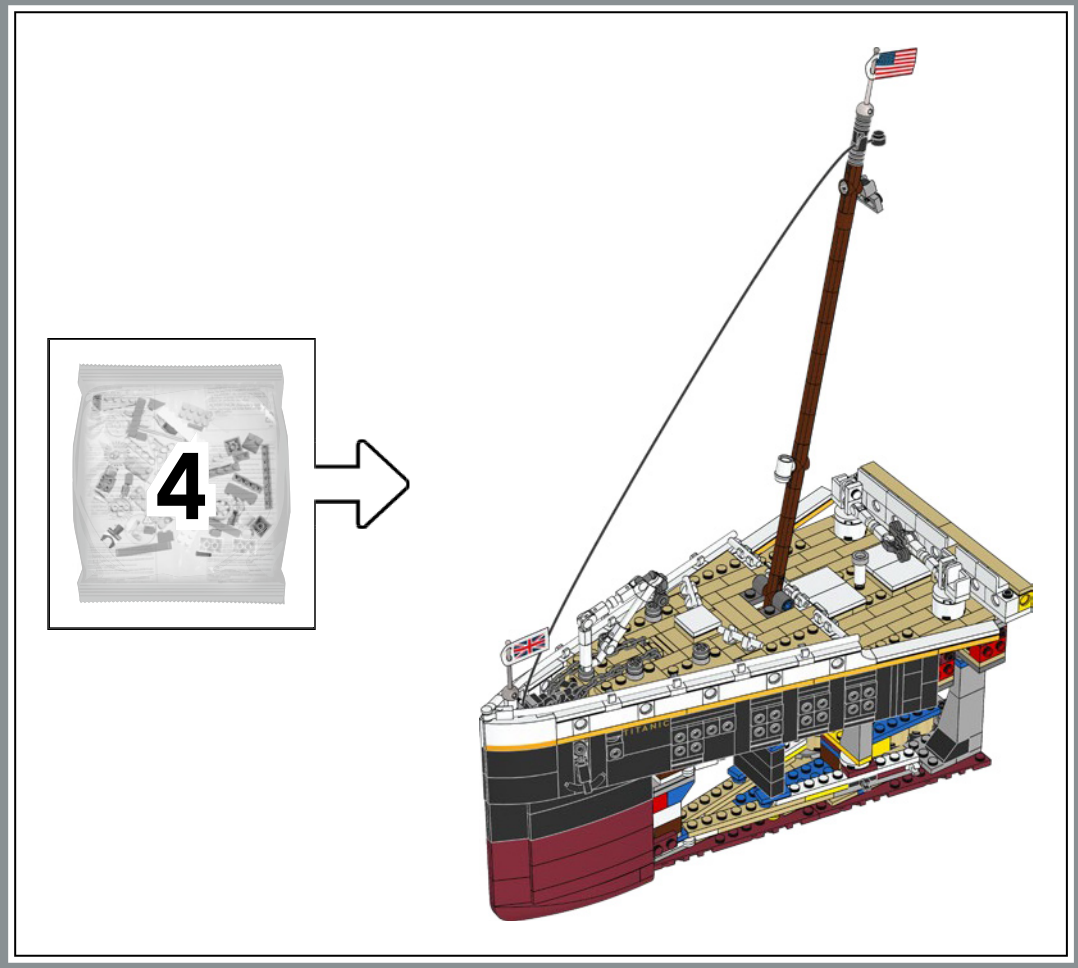


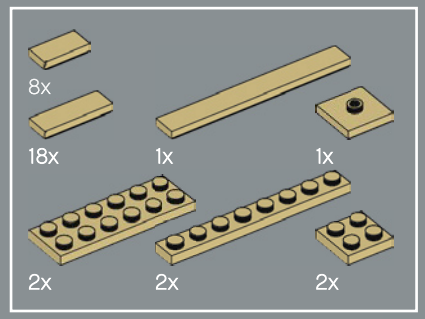
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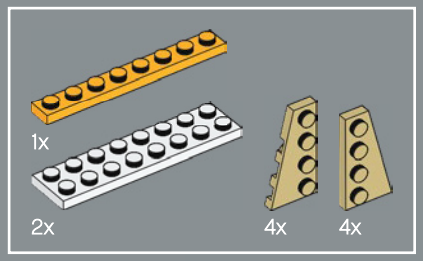




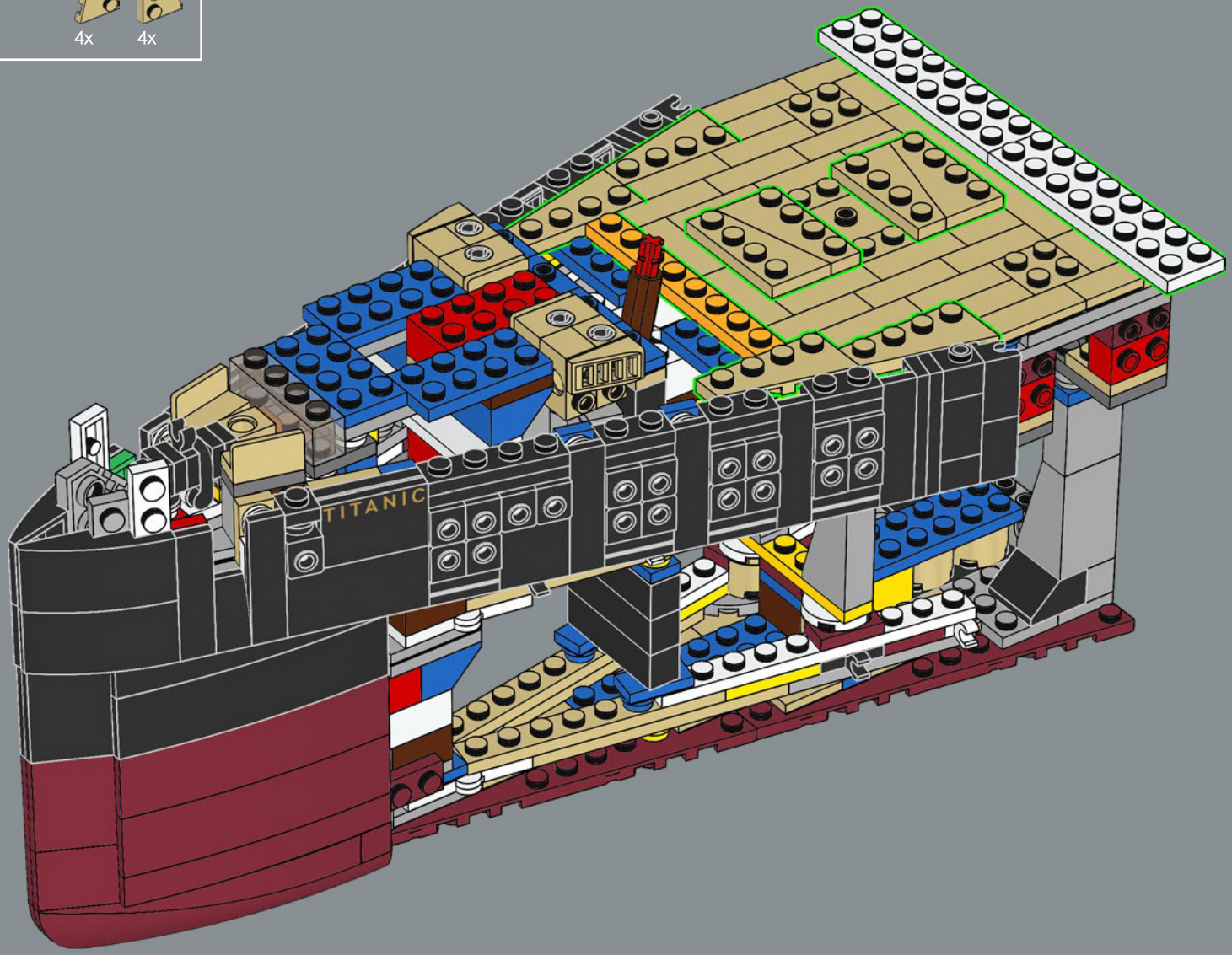

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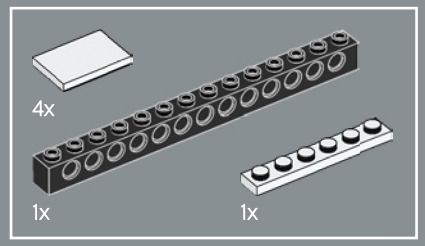


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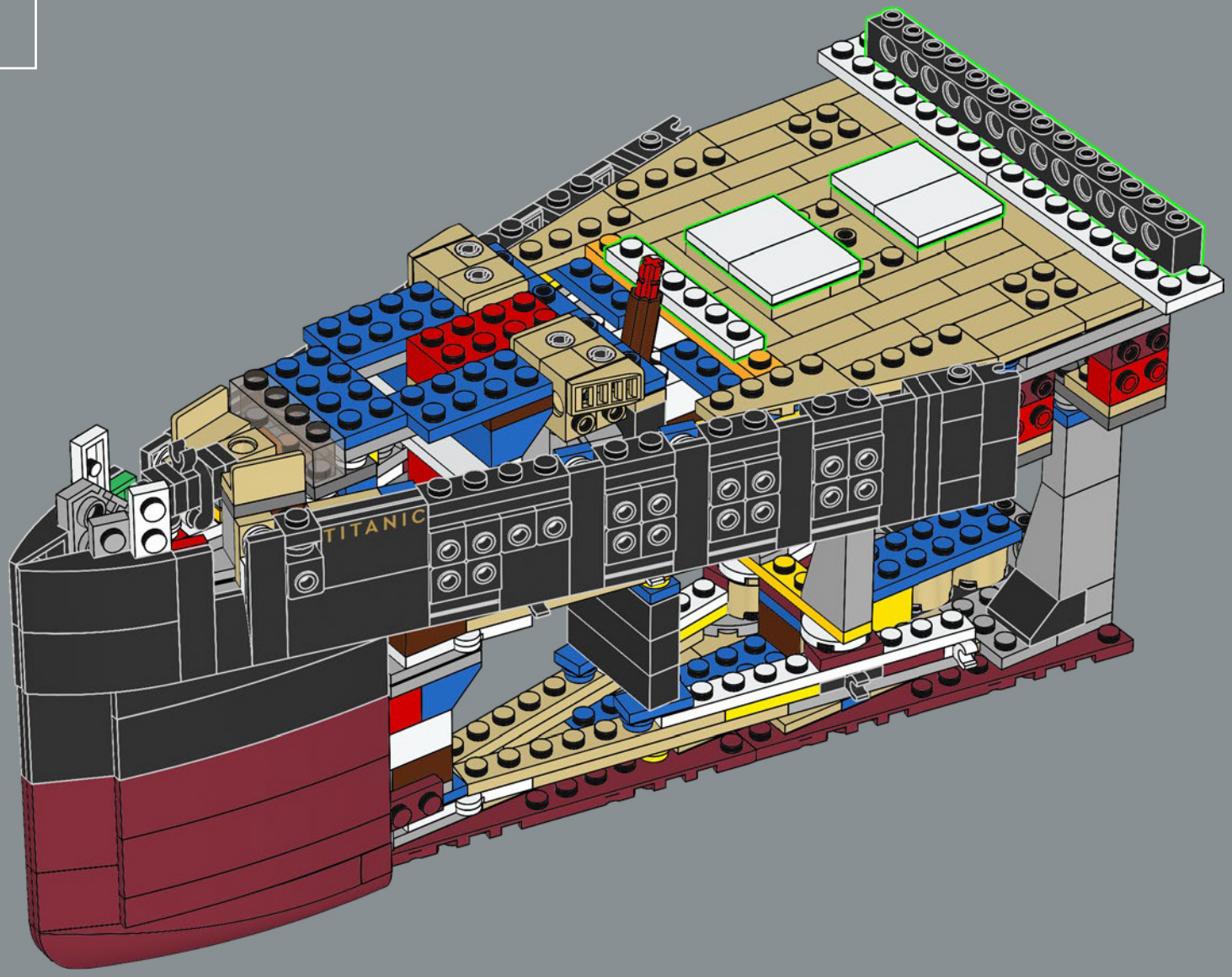


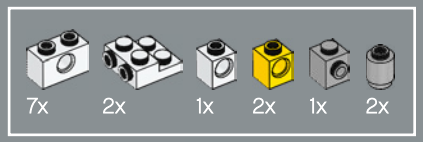
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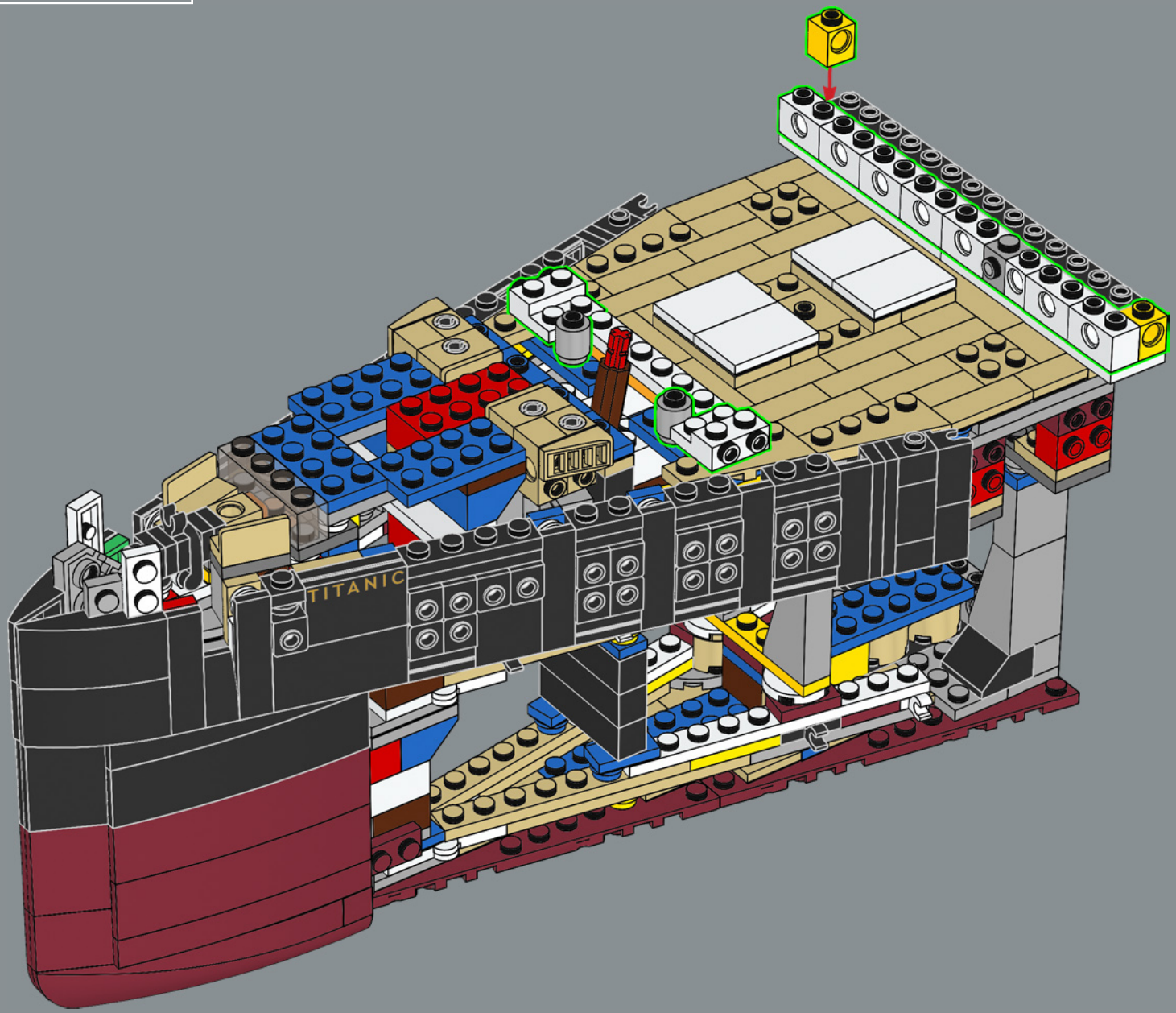


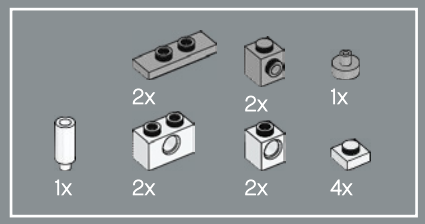
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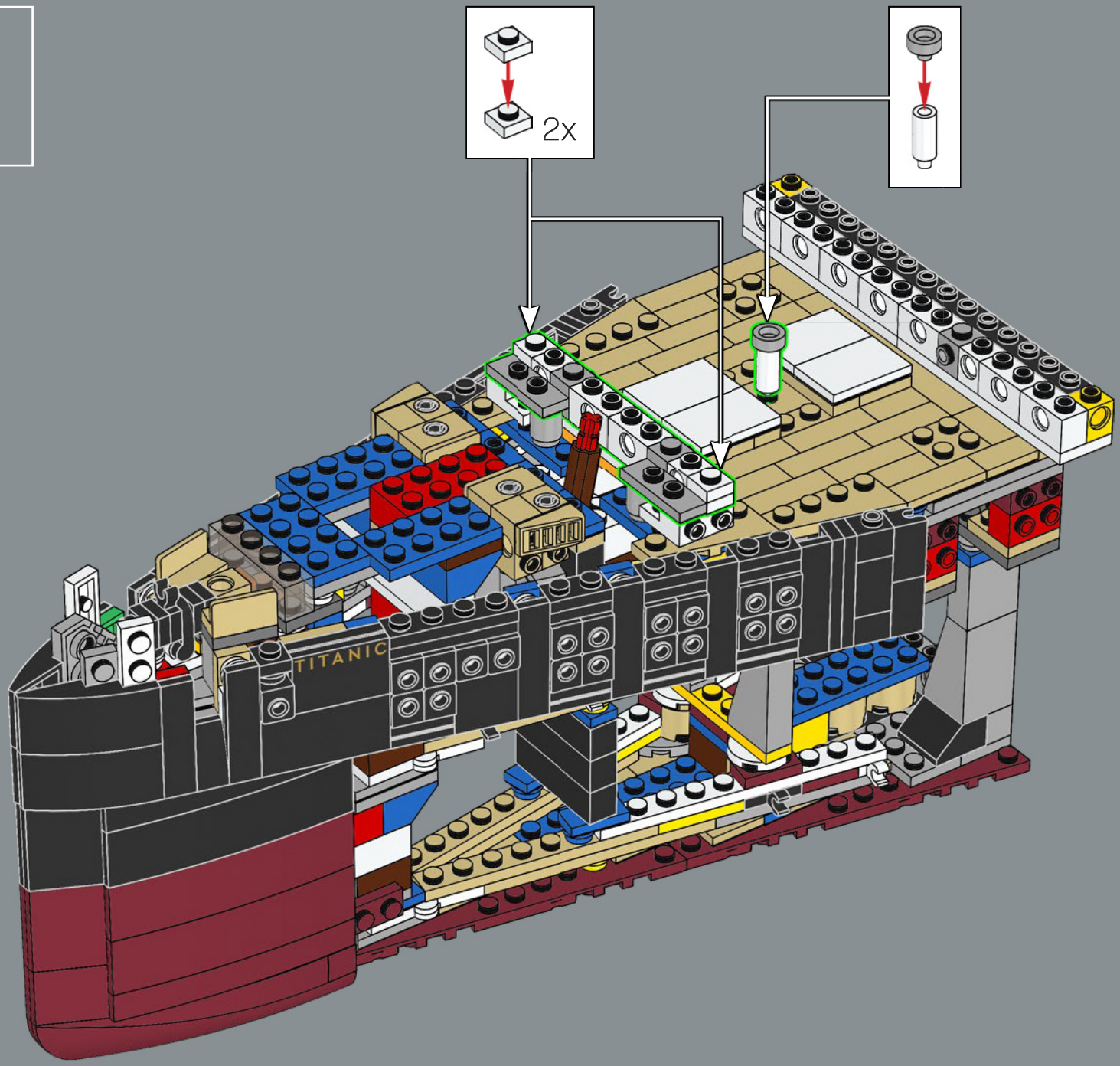


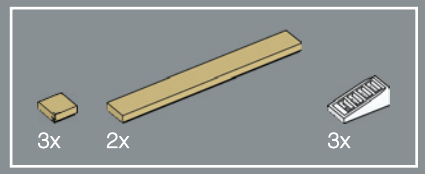
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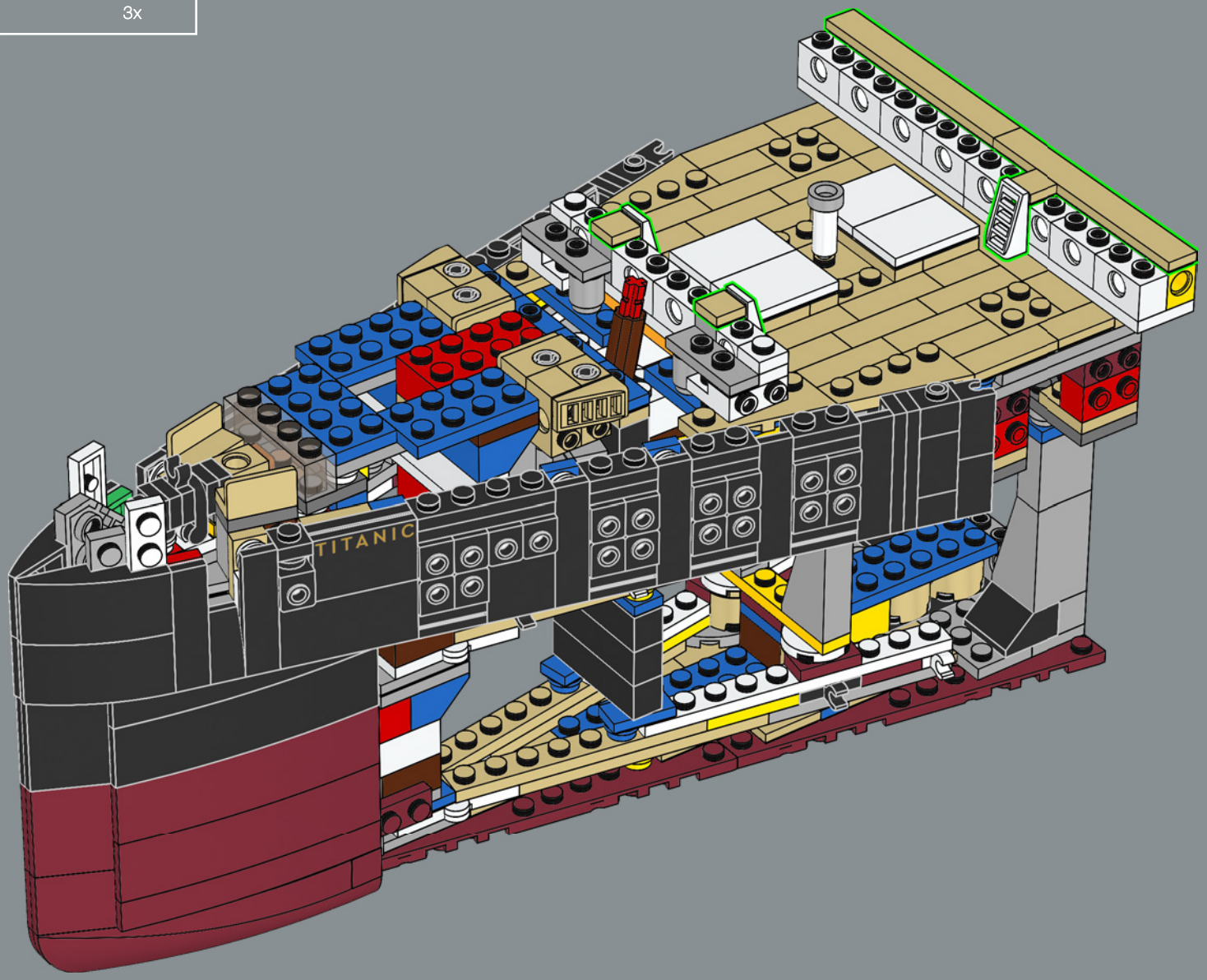


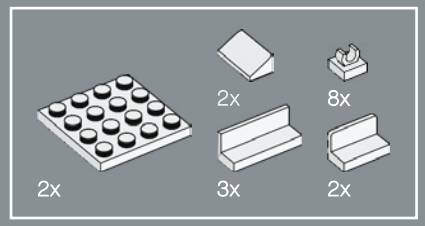
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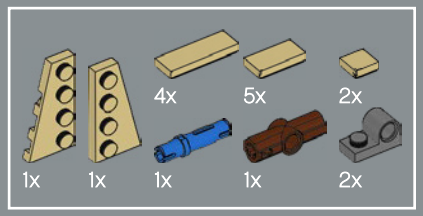


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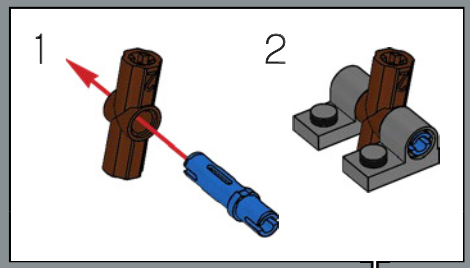


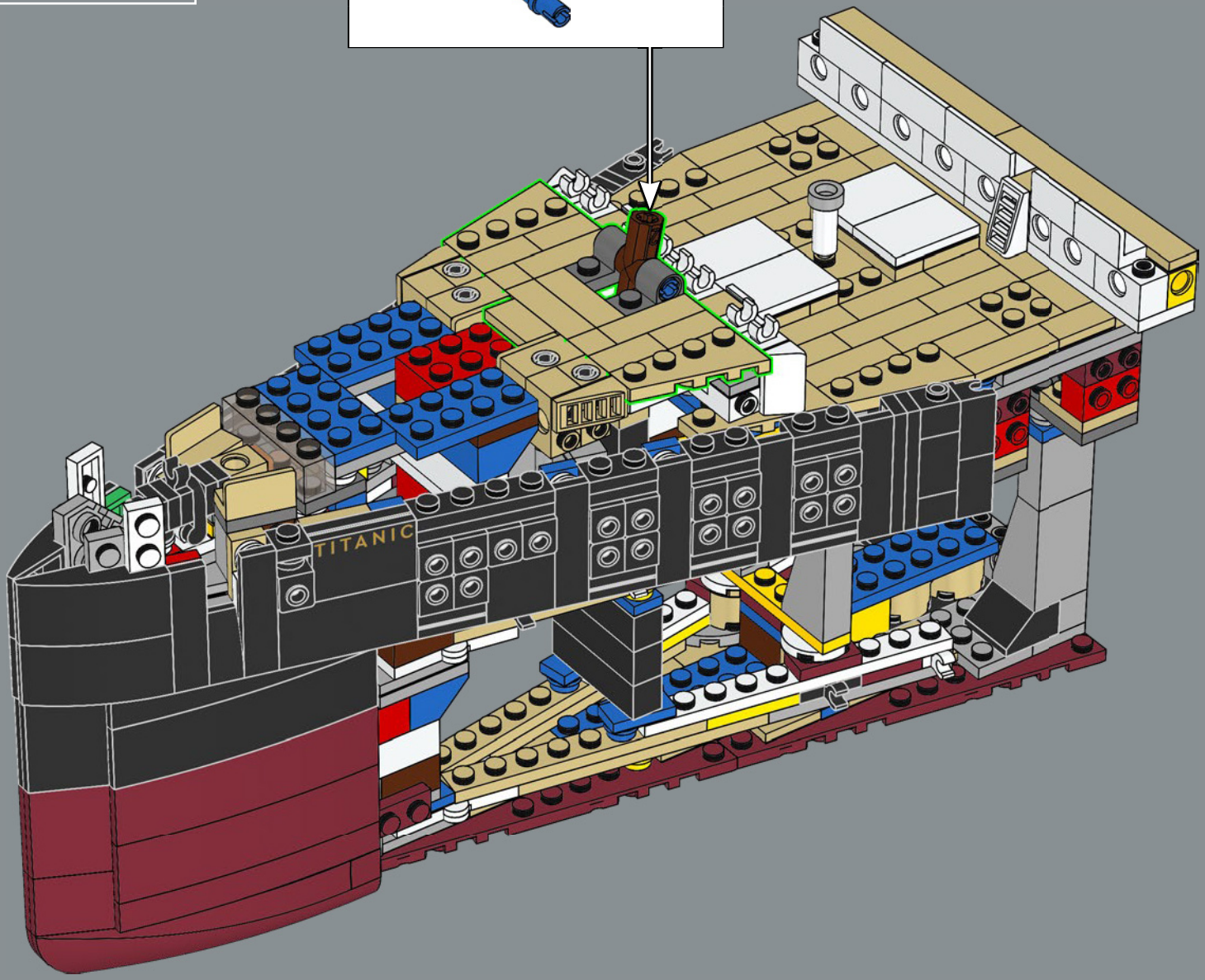


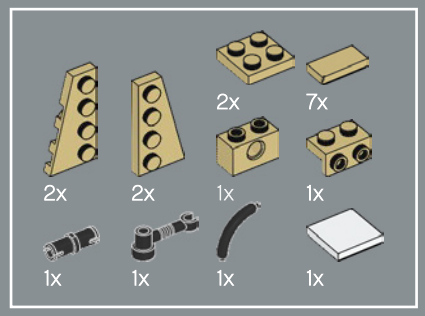
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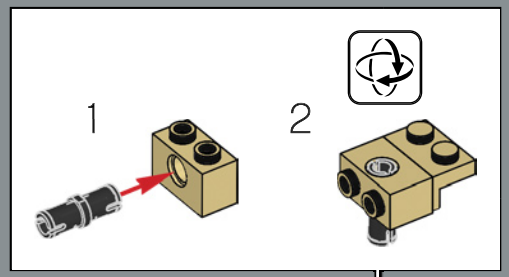
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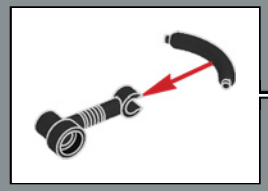


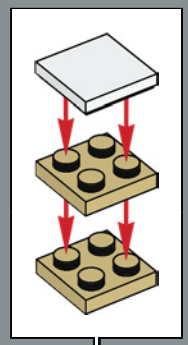


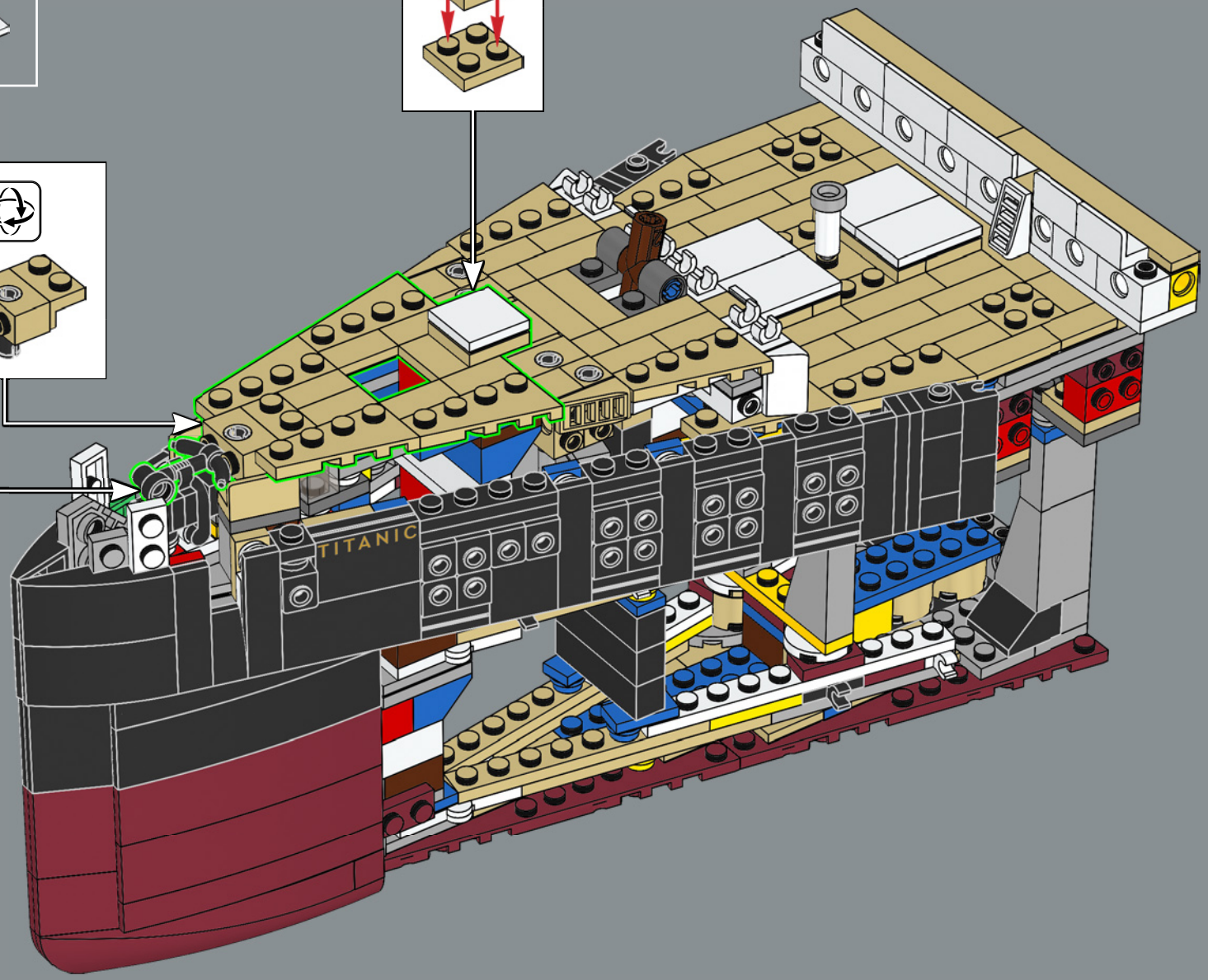


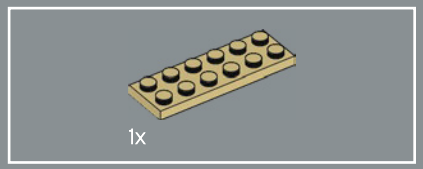
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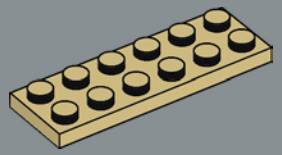


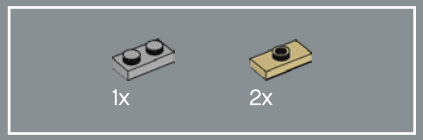




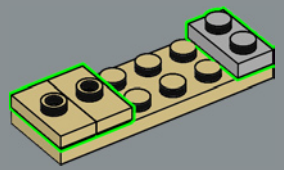


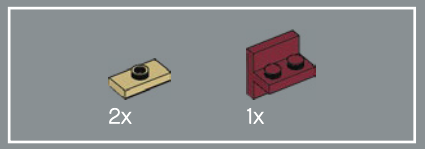
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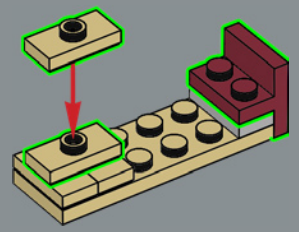


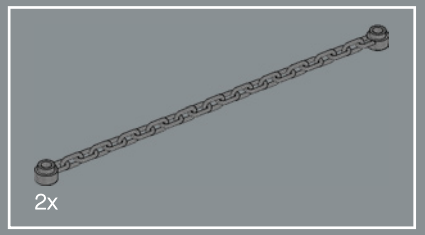
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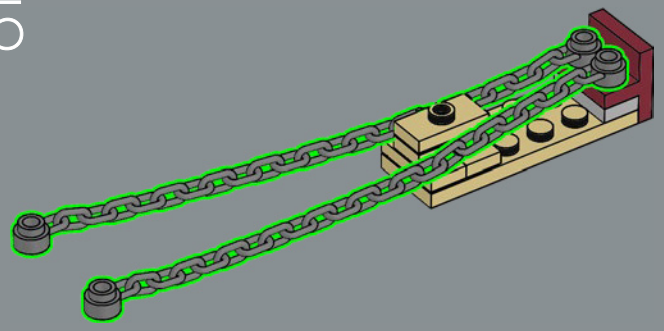


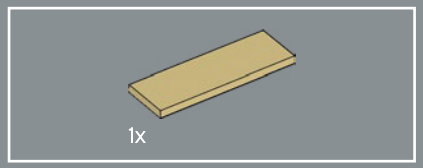
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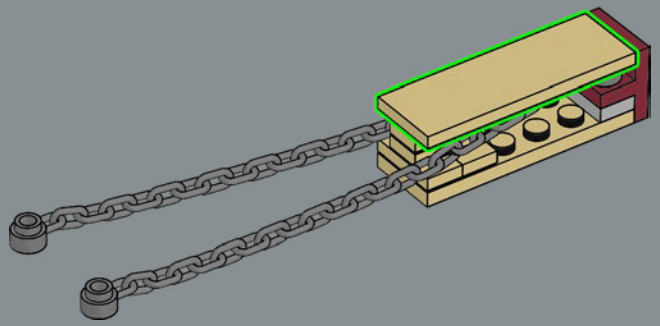


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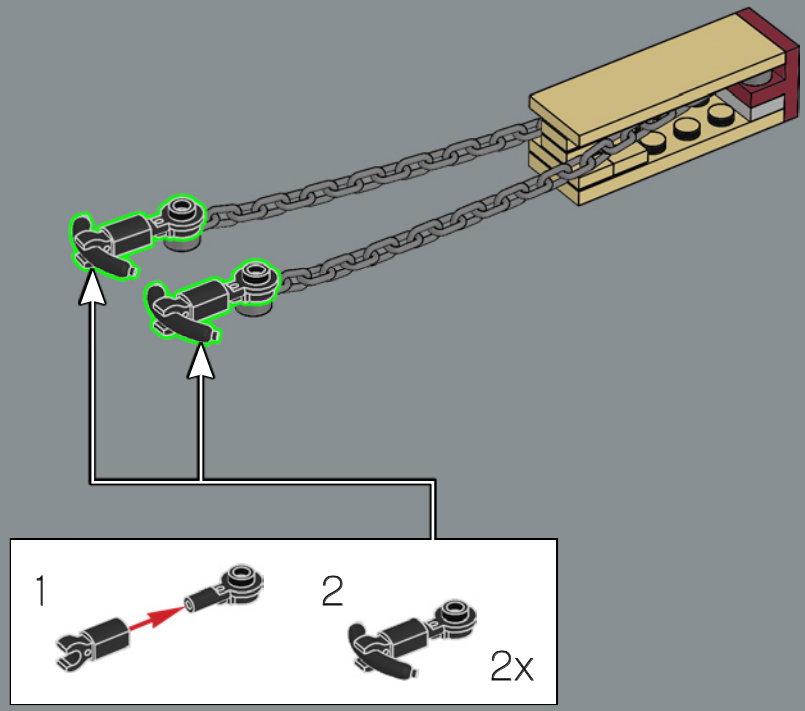


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107

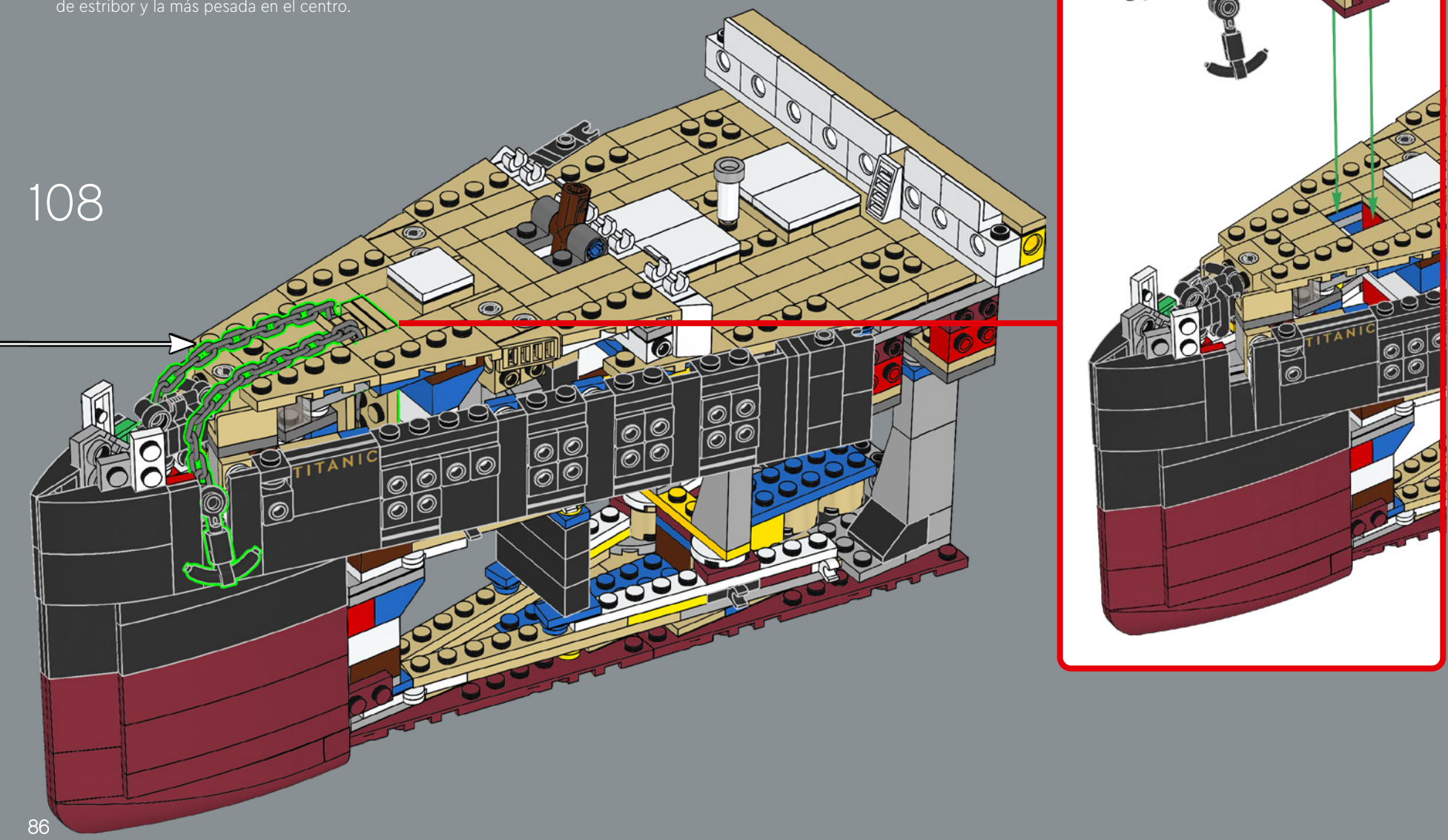


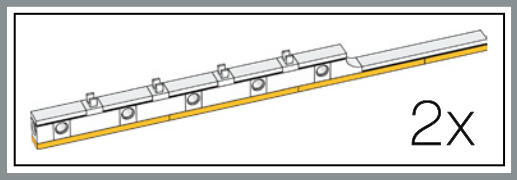
The *Titanic* was fitted with three anchors: one on each side and the heaviest in the center.

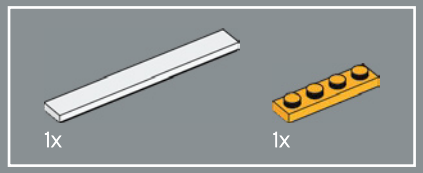
Le *Titanic* est équipé de trois ancres : une de chaque côté, et une plus lourde au centre.

El *Titanic* estaba equipado con tres anclas: una en el costado de babor, otra en el costado de estribor y la más pesada en el centro.

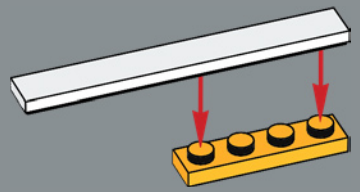
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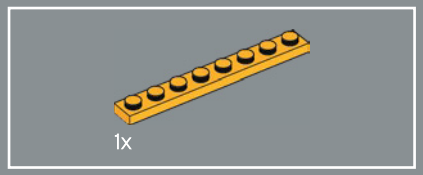




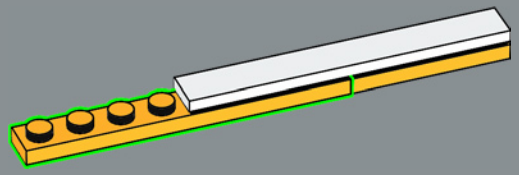


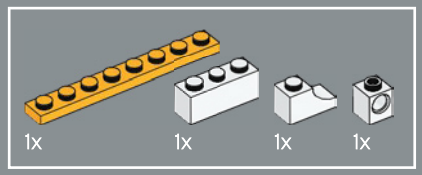
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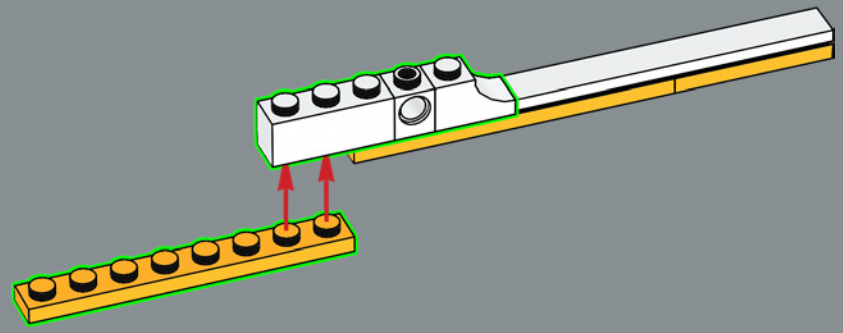


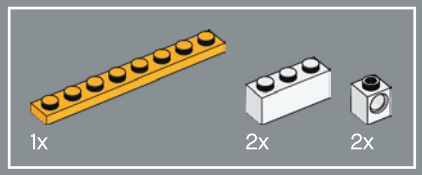
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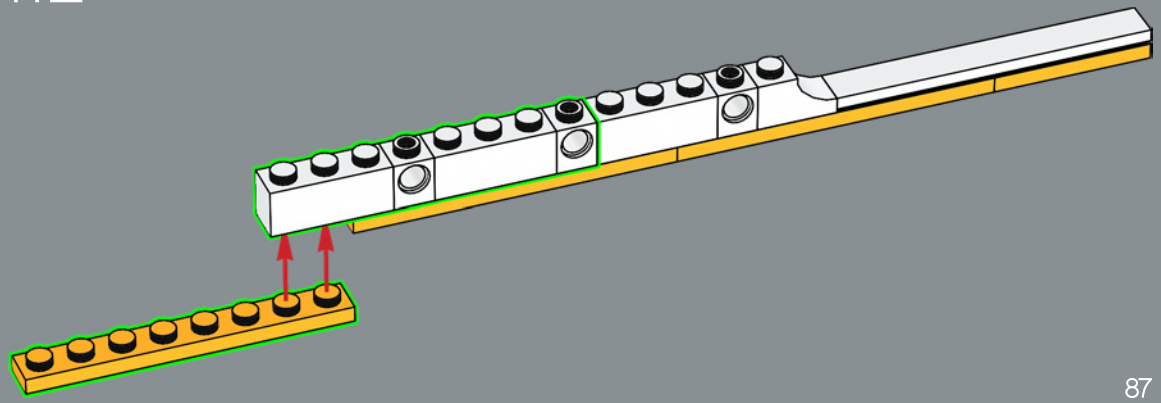


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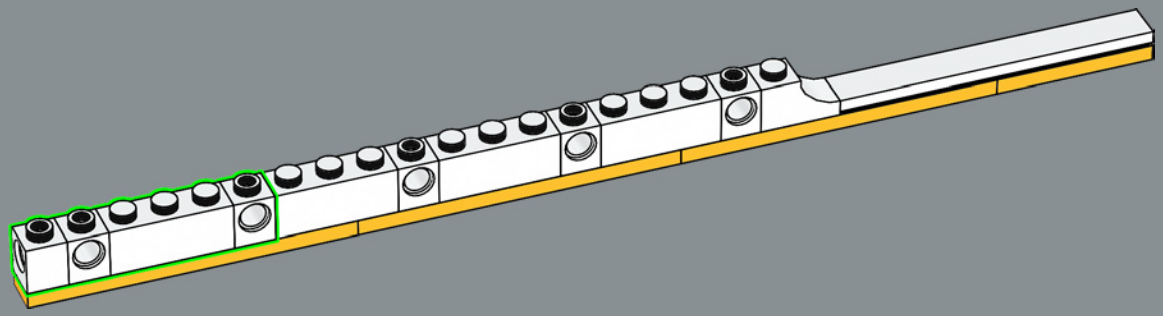


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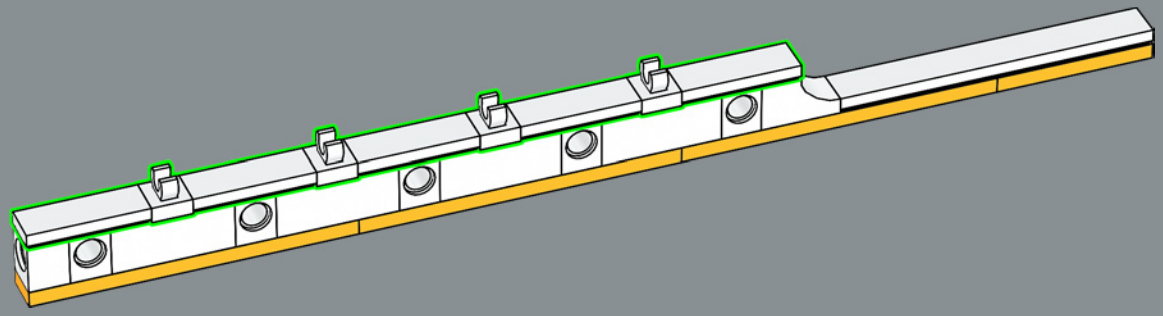


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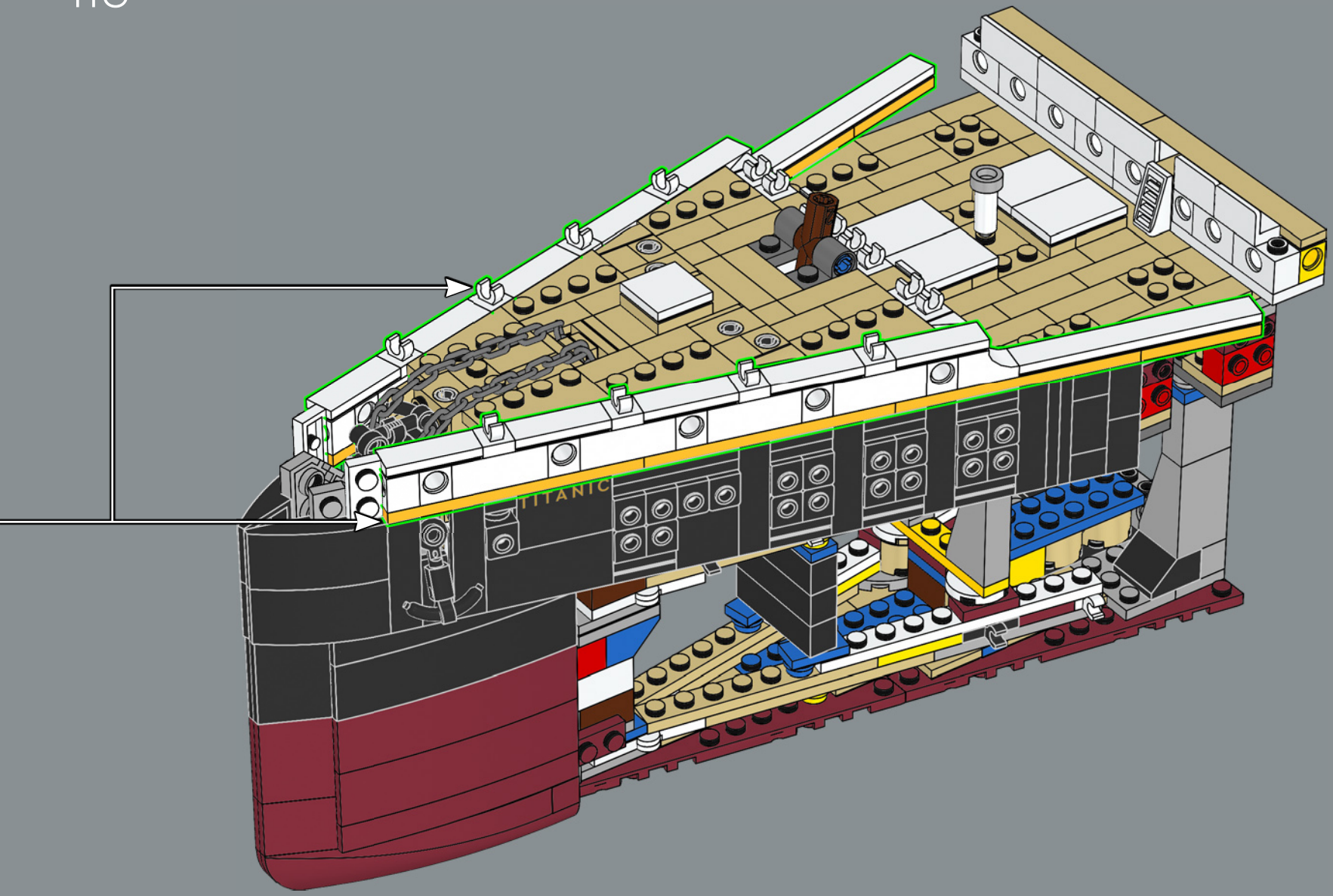


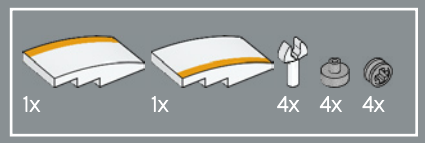
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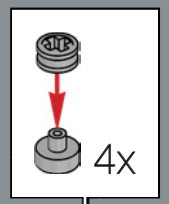
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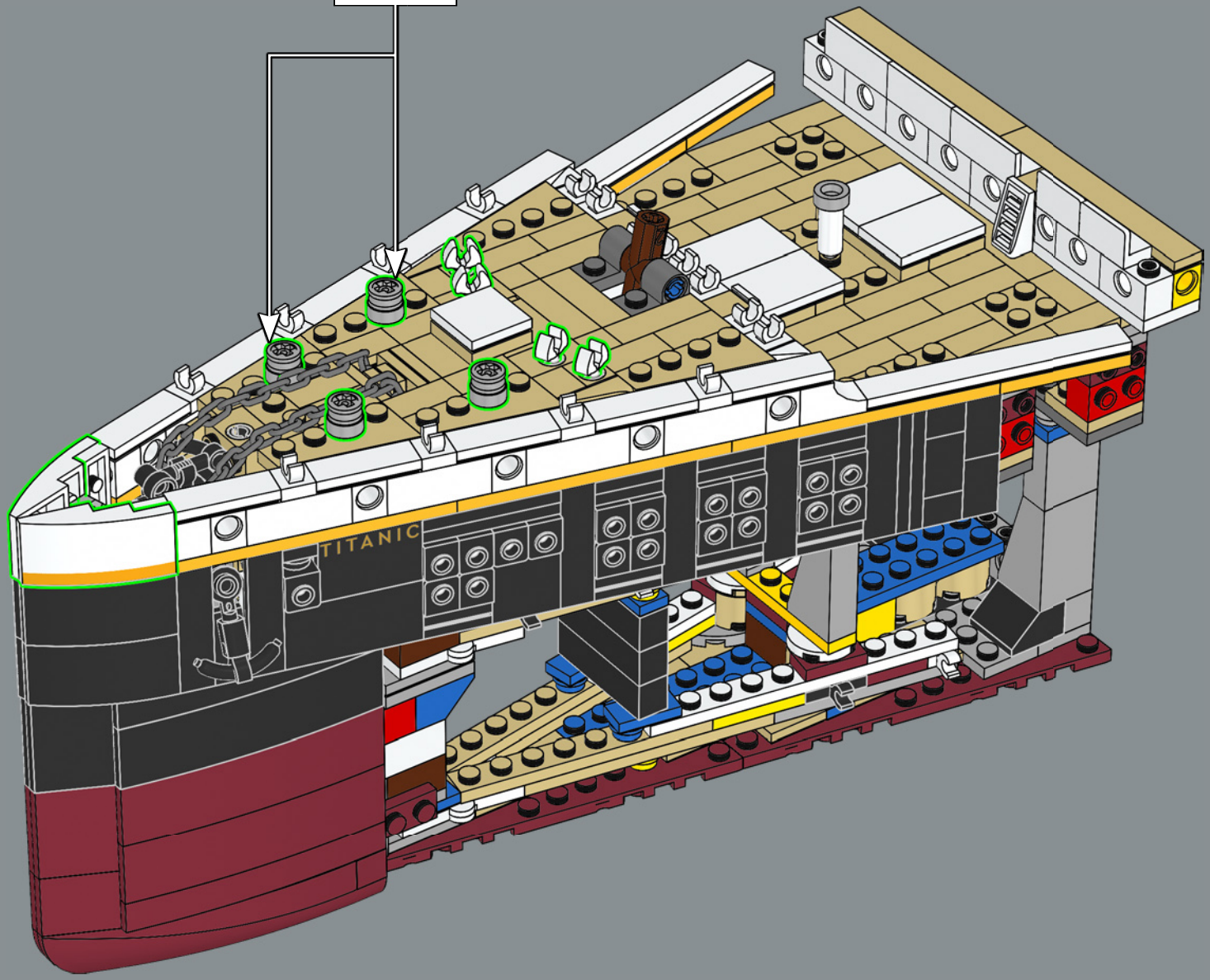
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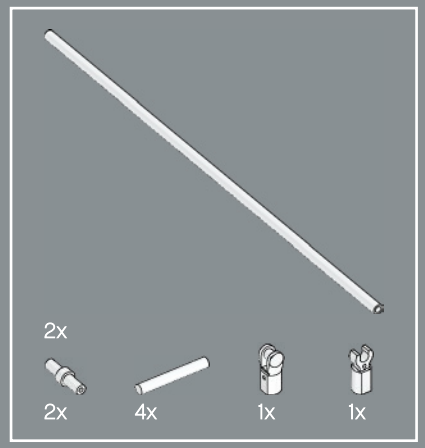




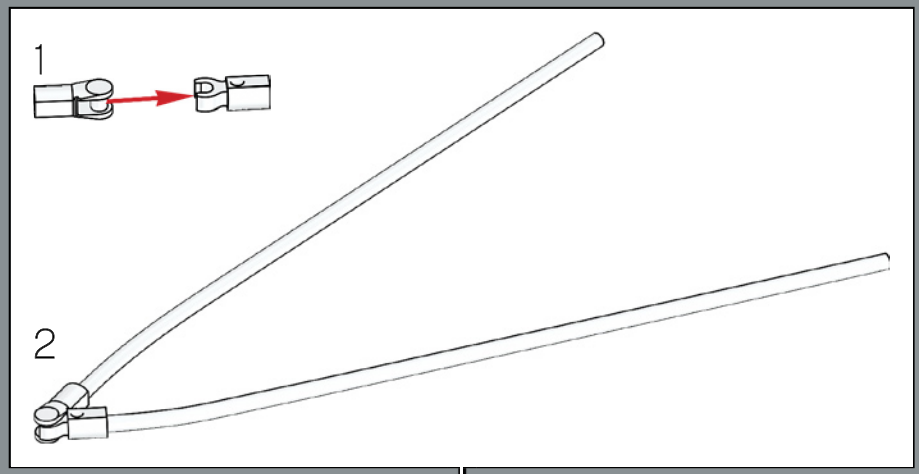
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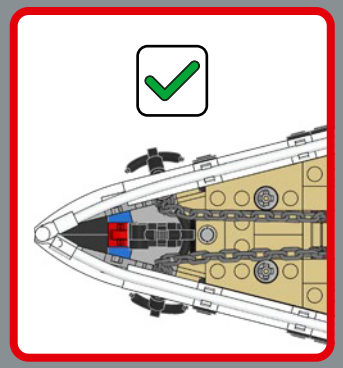


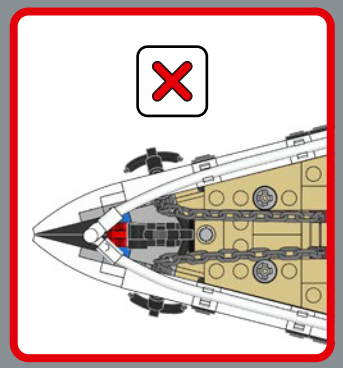


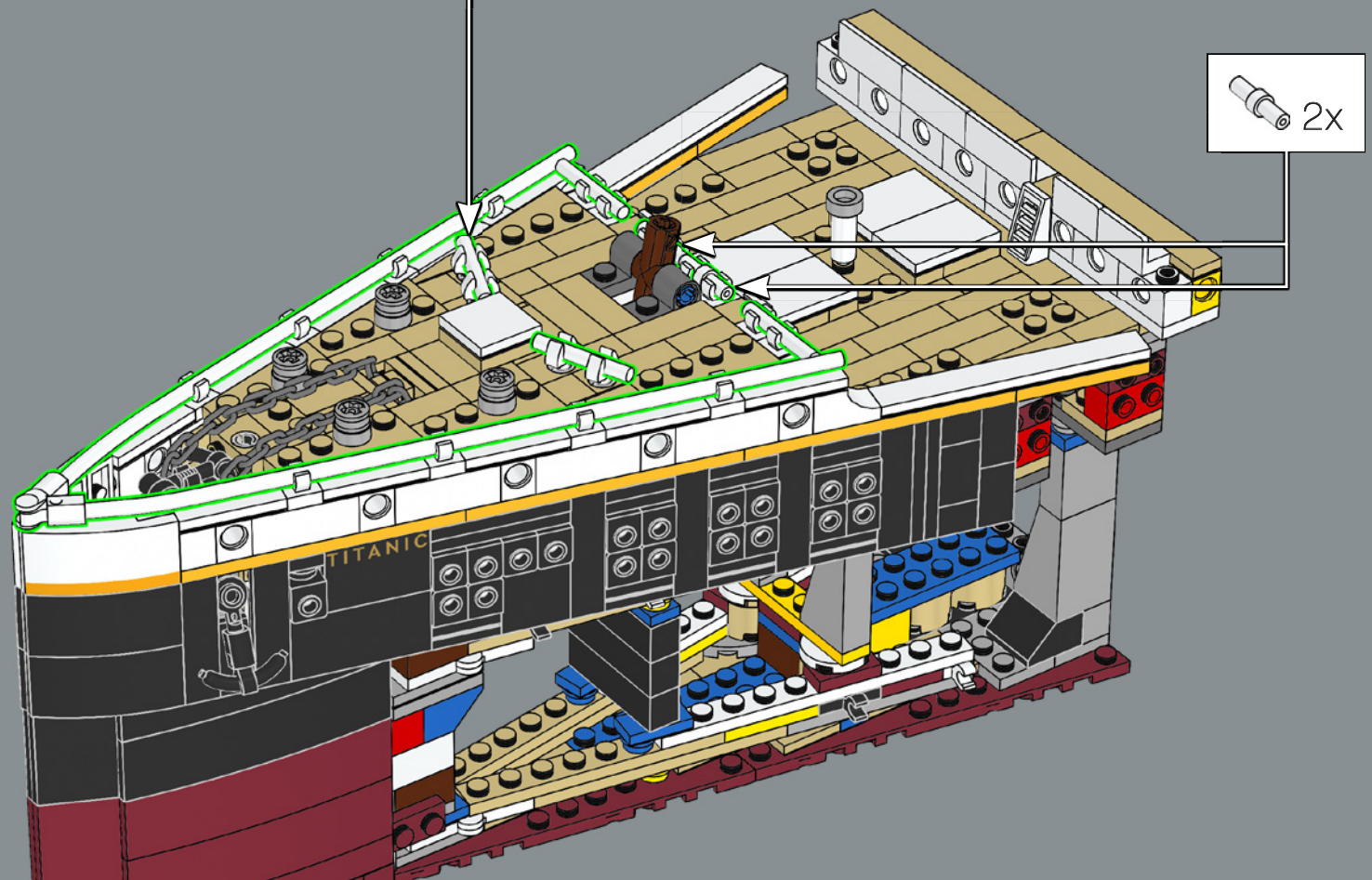


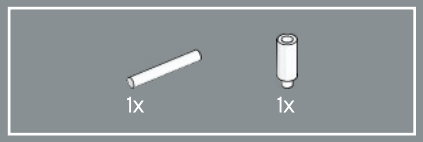
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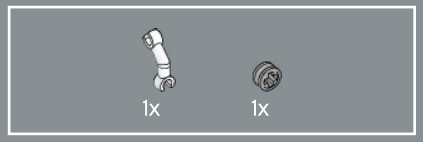






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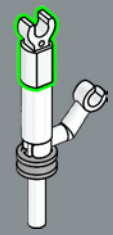


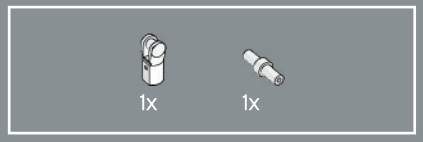
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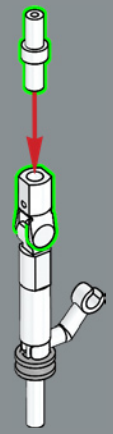


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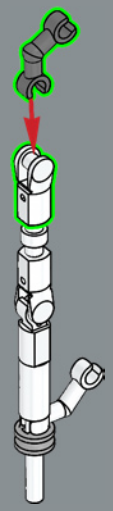


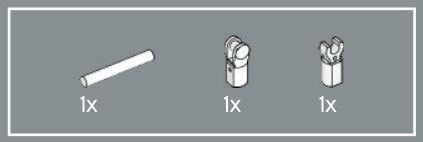
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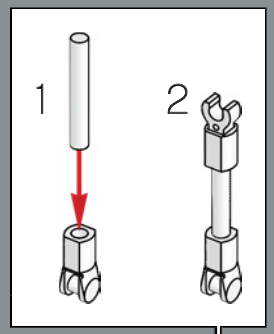


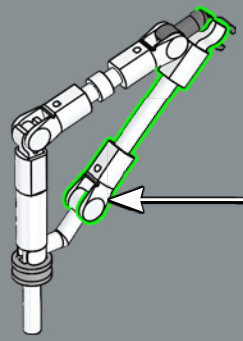
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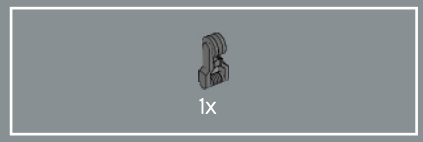




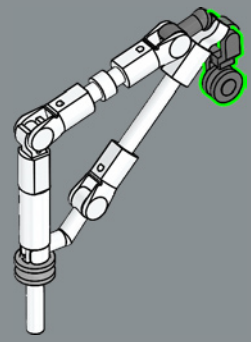
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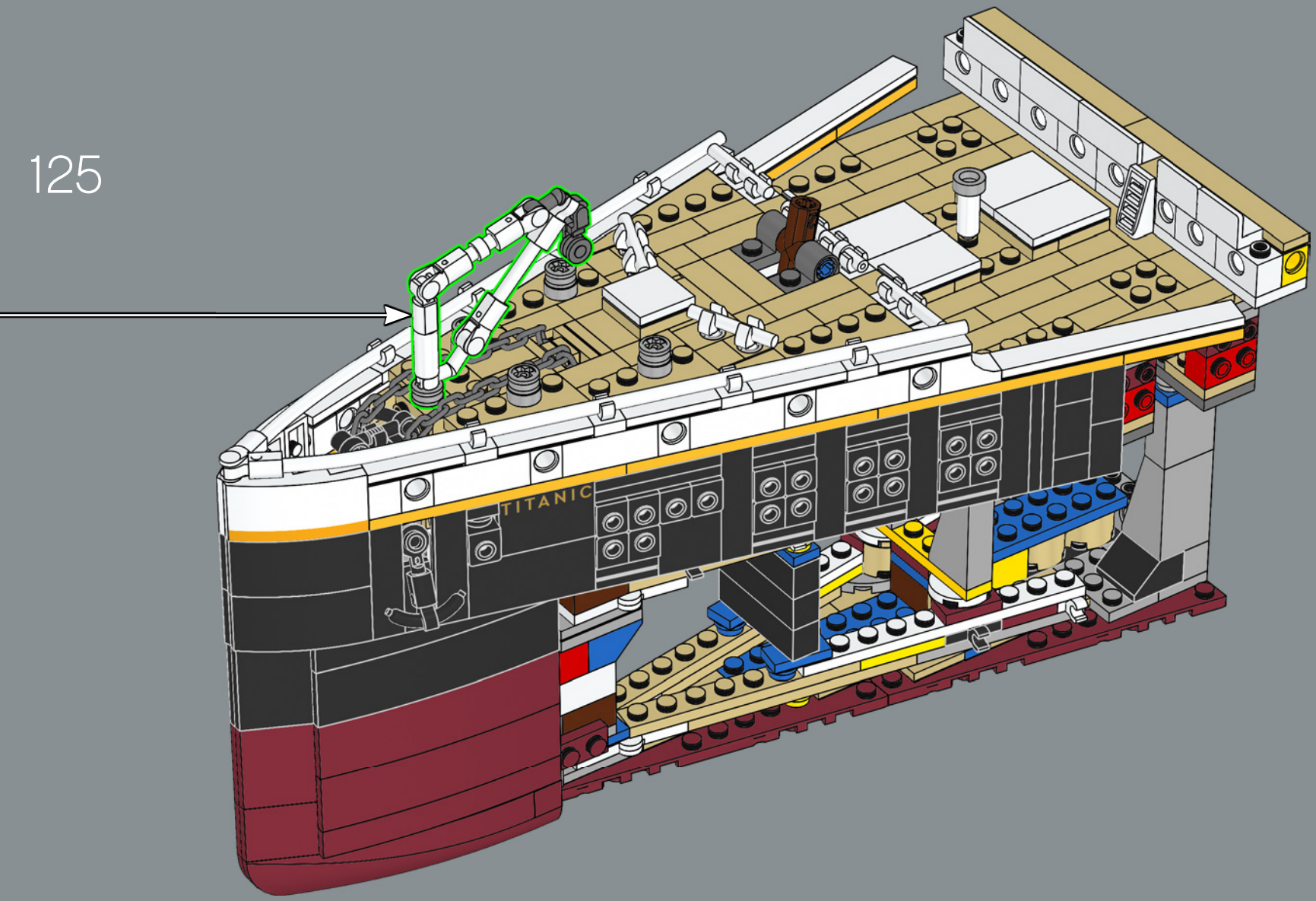


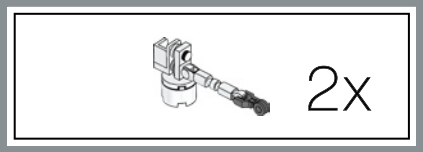


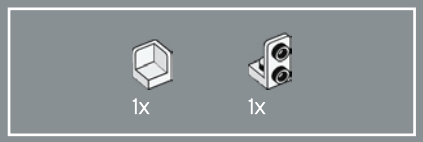
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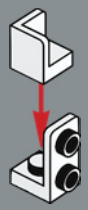
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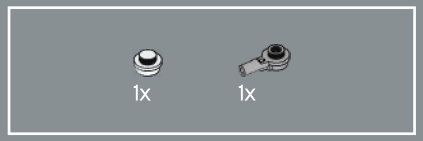






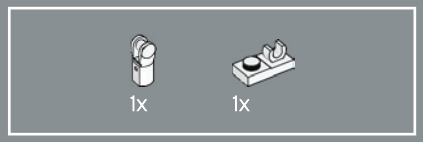
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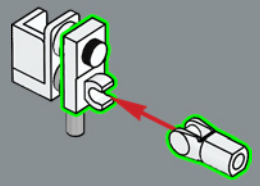


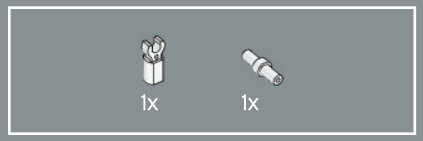
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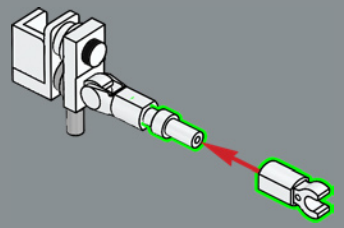


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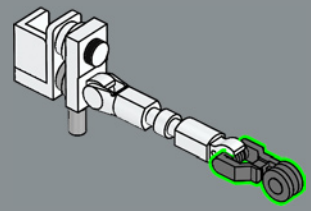


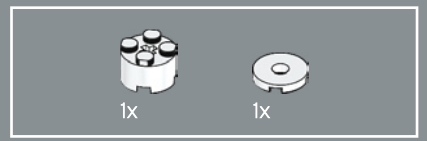
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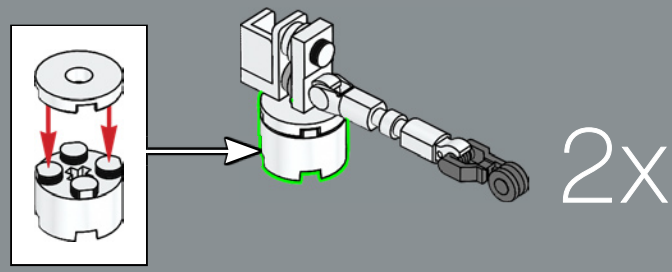


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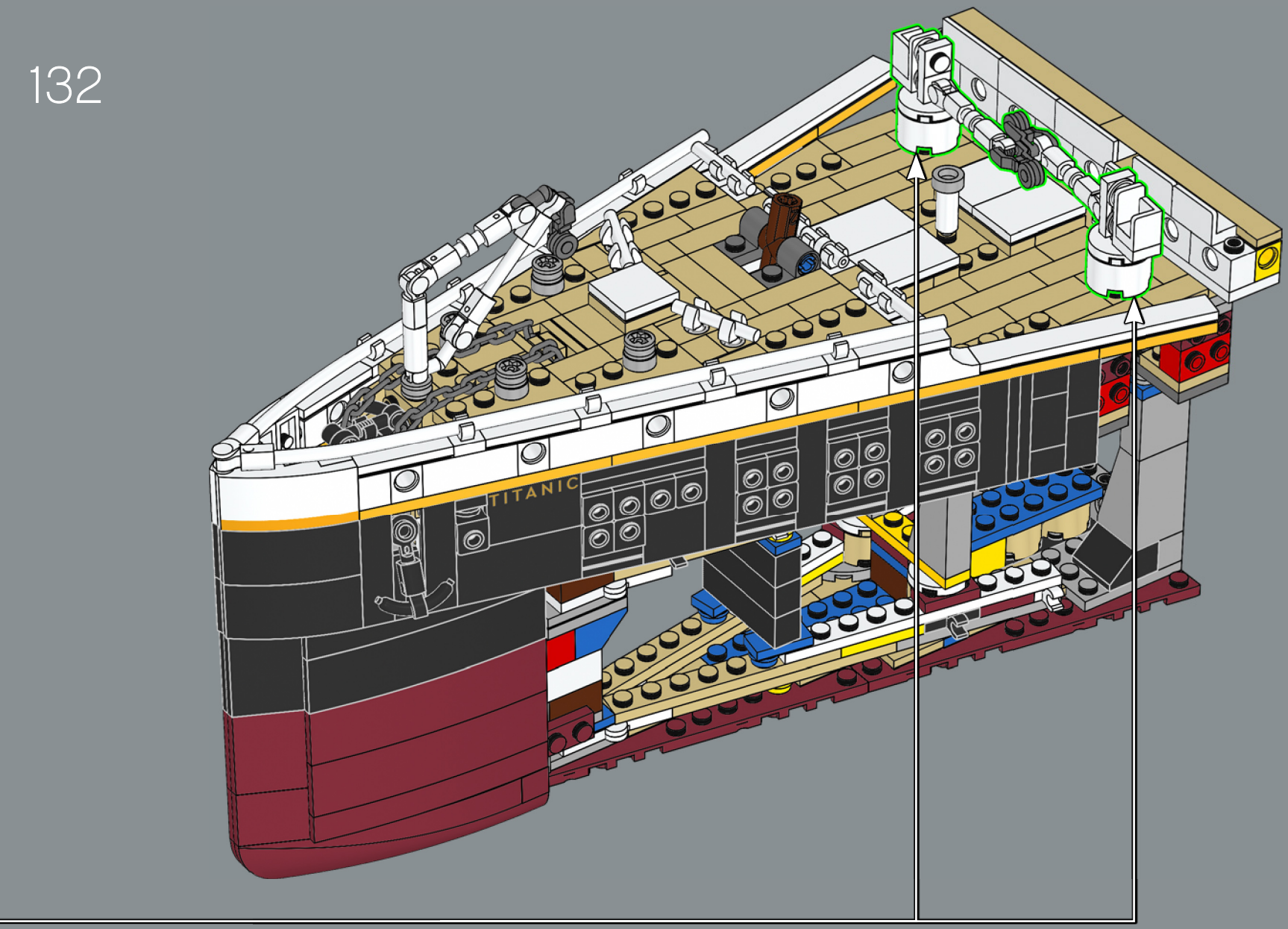


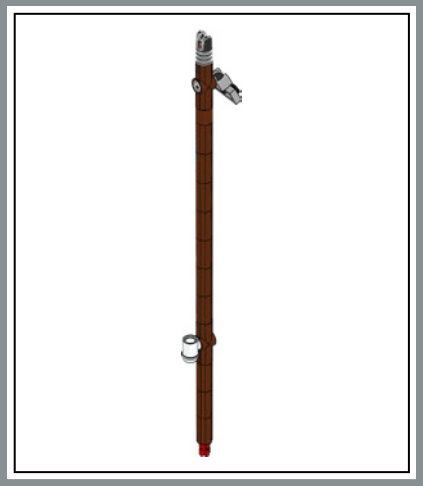


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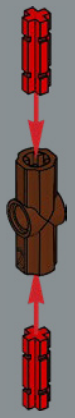
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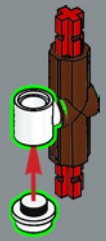


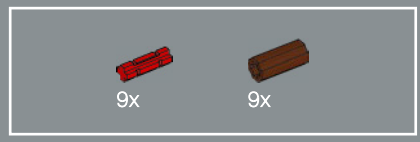
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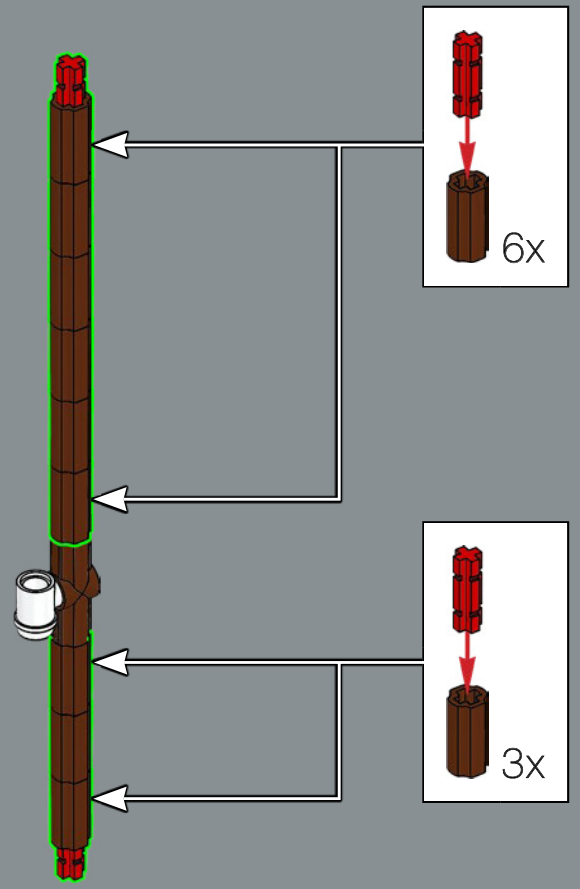


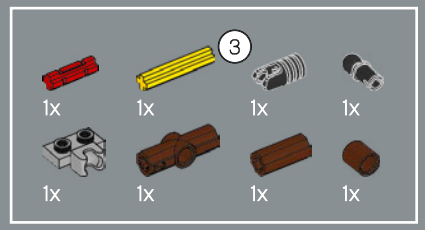
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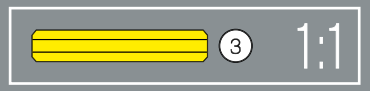




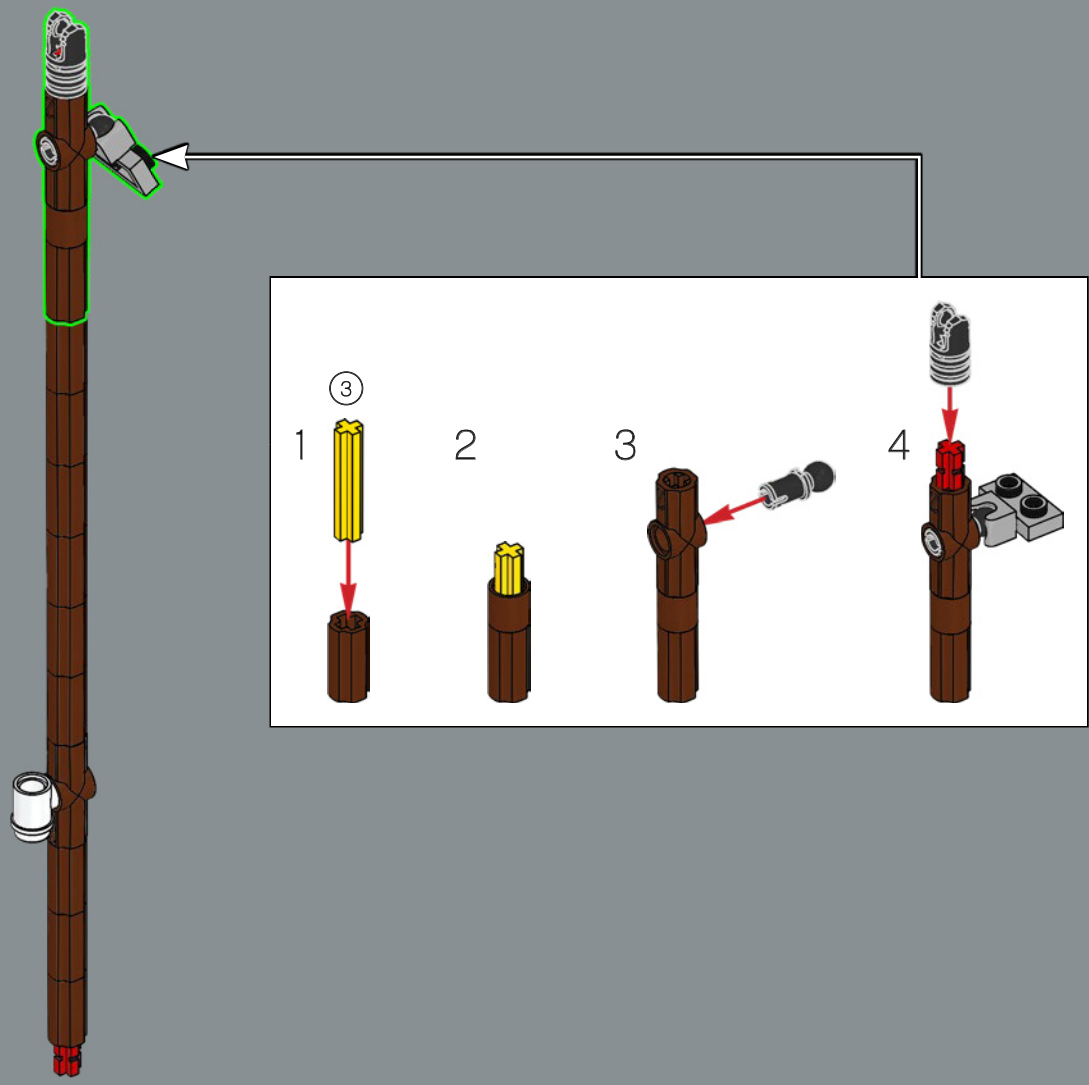
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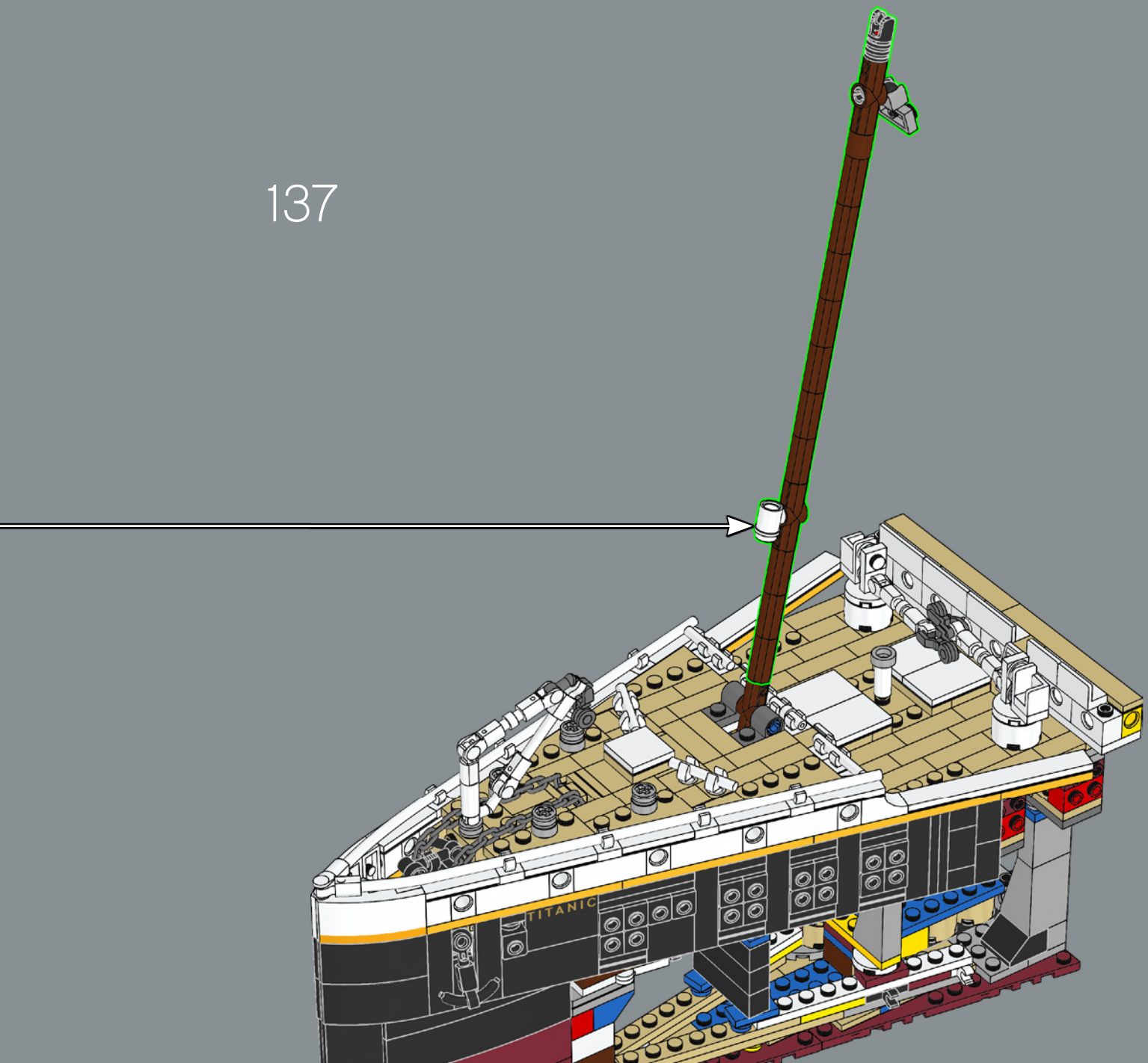


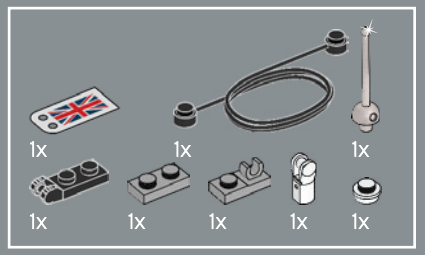


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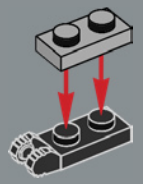
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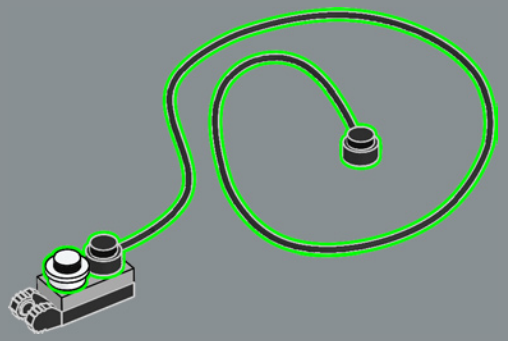


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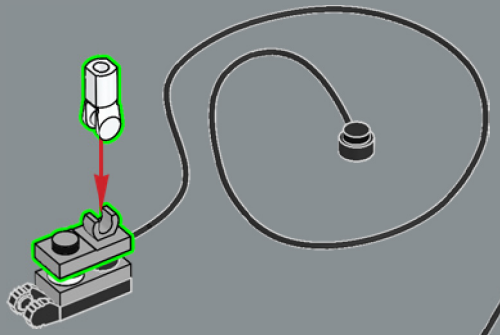
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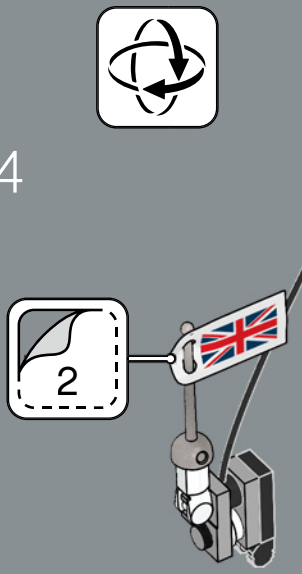
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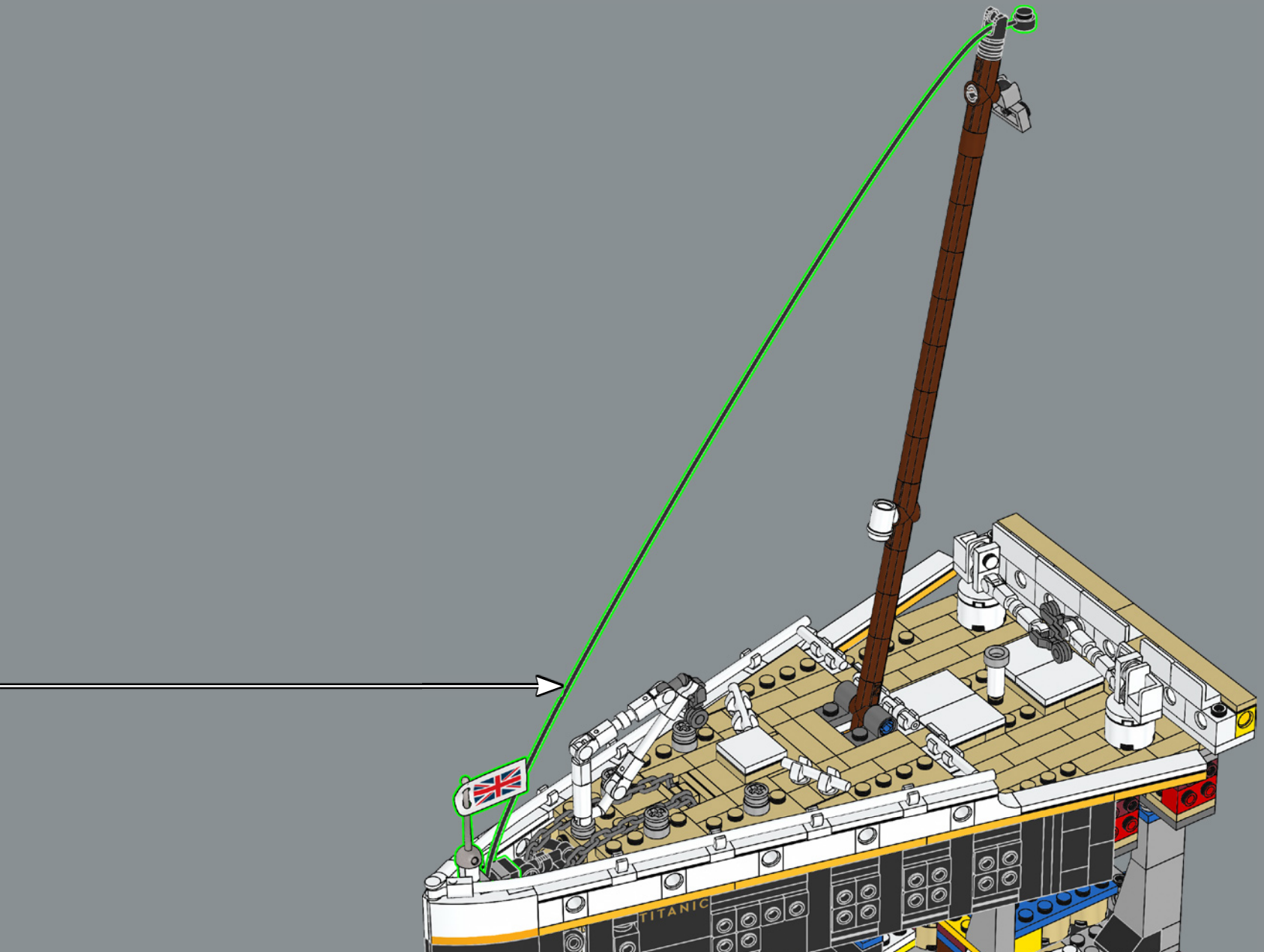


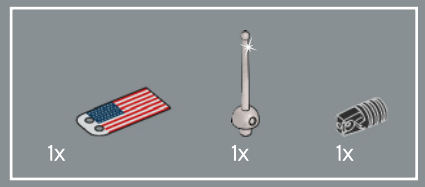
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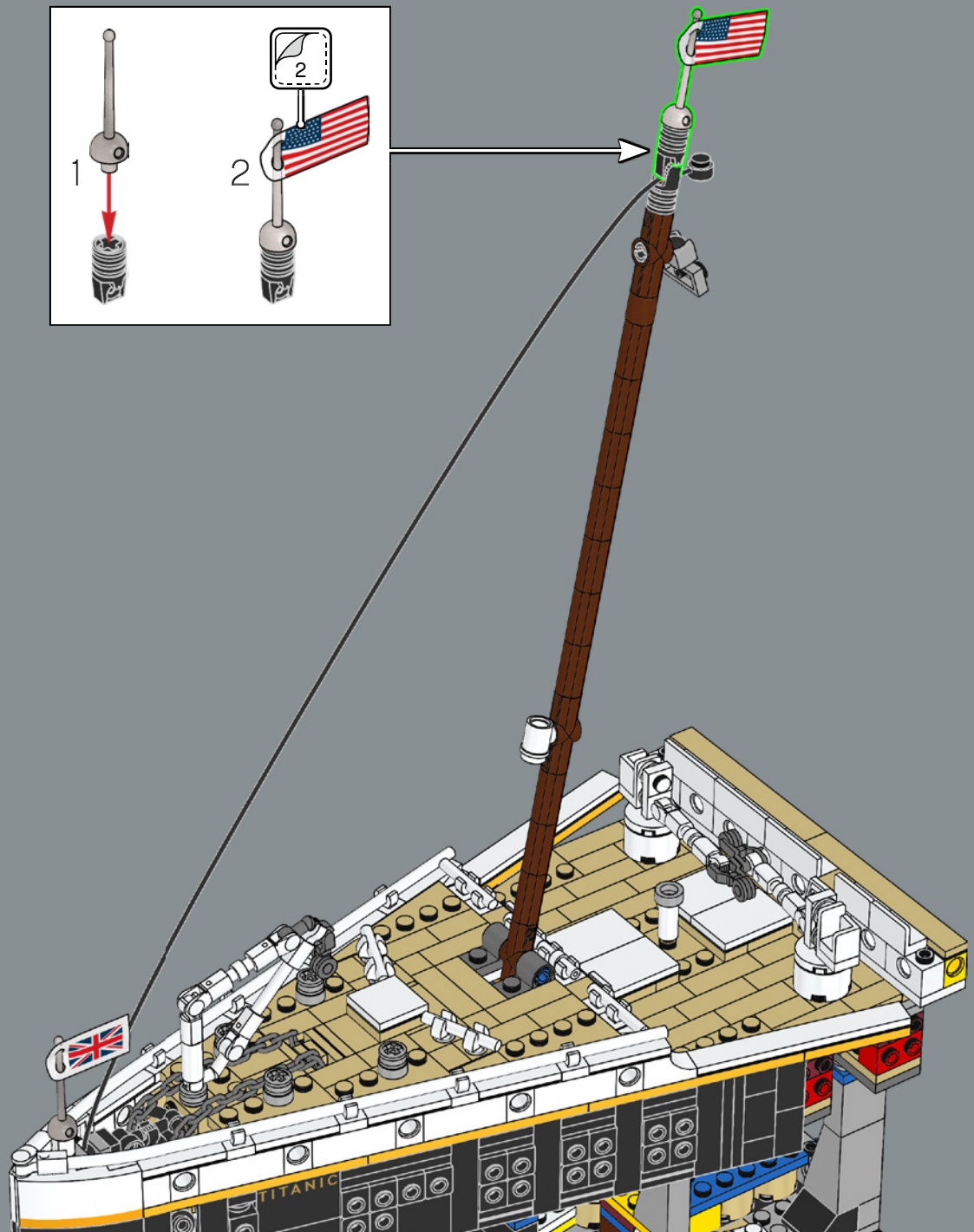
4




TITANIC



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SECTION 2:

BRIDGE & FUNNEL

In this second section, the hull reaches its maximum width, 18 modules or roughly 5.6 in. (144 mm). Inside the hull, you will begin construction of the ship's cross section, including part of the swimming pool, the grand staircase and one of *Titanic*'s boiler rooms. You will also build the iconic bridge house and the first of four funnels.

SECTION 2 :

PONT ET CHEMINÉE

Dans cette deuxième section, la coque atteint sa largeur maximale, soit 18 modules ou environ 144 mm (5,6 po). À l'intérieur de la coque, vous commencerez la construction de la section transversale du navire, dont une partie de la piscine, le Grand Escalier et l'une des salles des chaudières du *Titanic*. Vous construirez également l'emblématique château et la première des quatre cheminées.

SECCIÓN 2:

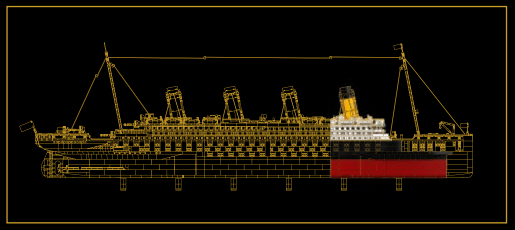
PUENTE Y CHIMENEA

En esta segunda sección, el casco presenta su máxima anchura (18 módulos o, aproximadamente, 144 mm). Adentro del casco, empezarás a construir la sección transversal del barco, incluidas parte de la alberca, la Gran Escalera y una de las salas de calderas del *Titanic*. También construirás la inconfundible caseta del puente y la primera de las cuatro chimeneas.

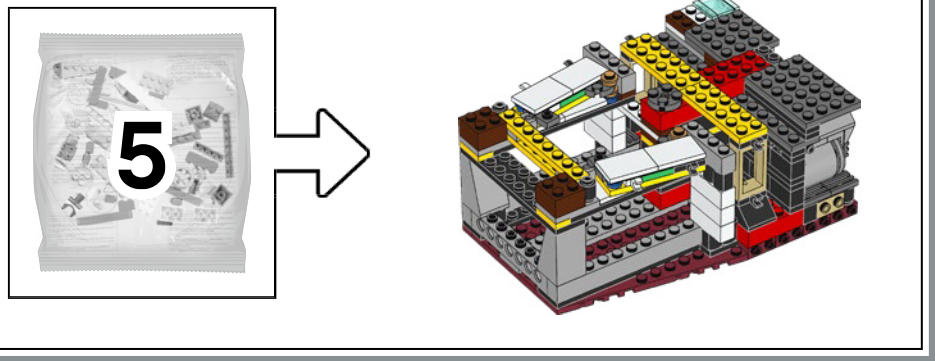
↓ *A hidden locking mechanism inside the grand staircase allows the entire ship to connect securely together.*

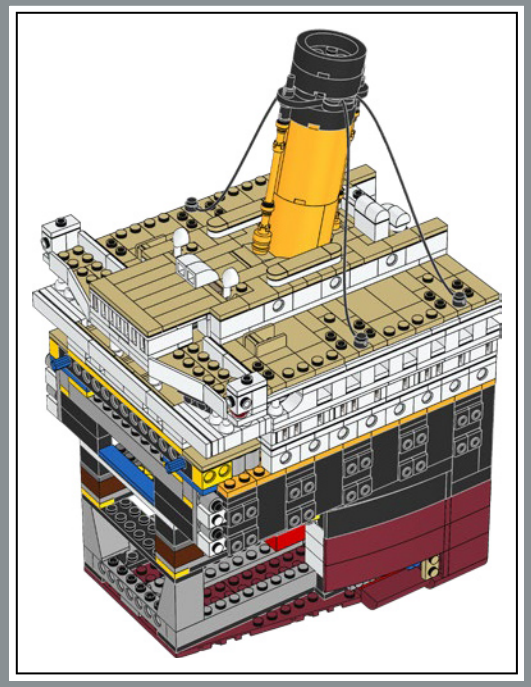
↓ *Un mécanisme de verrouillage caché à l'intérieur du Grand Escalier permet de raccorder l'ensemble du navire en toute sécurité.*

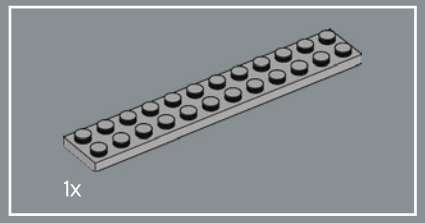
↓ *El mecanismo de fijación oculto en el interior de la Gran Escalera permite conectar firmemente todo el barco.*



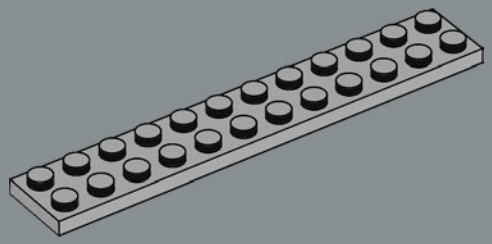


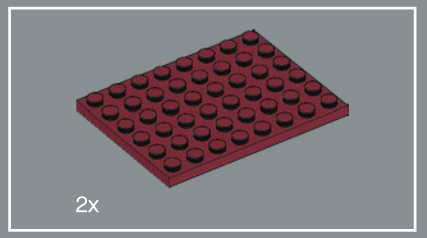




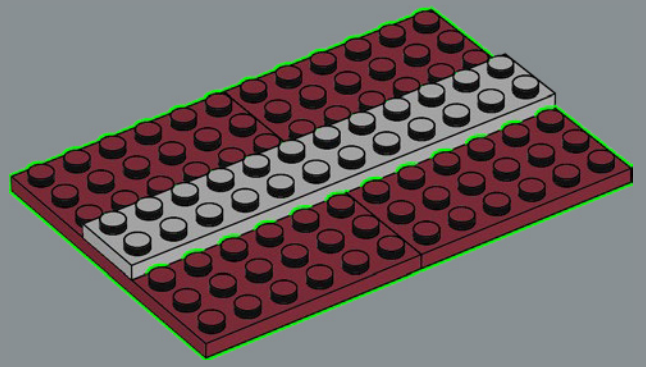


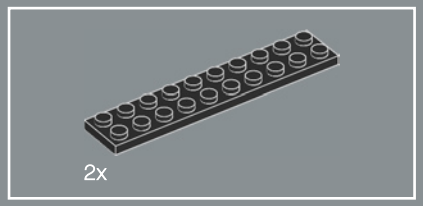
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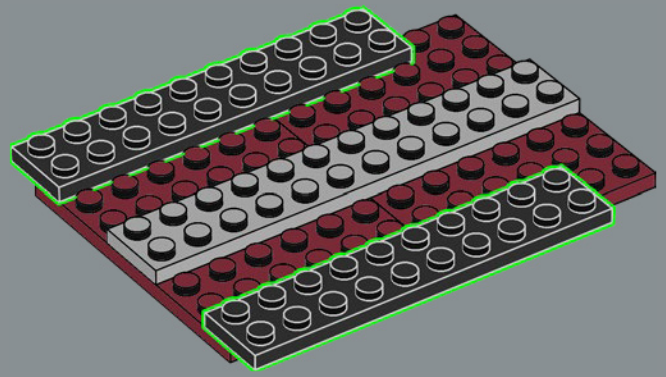


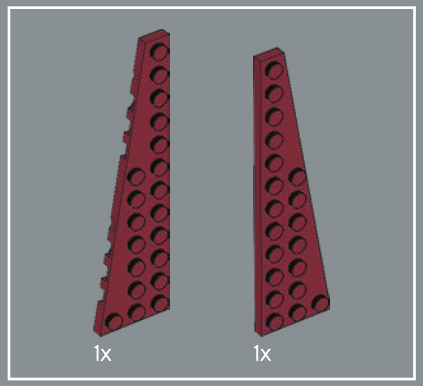
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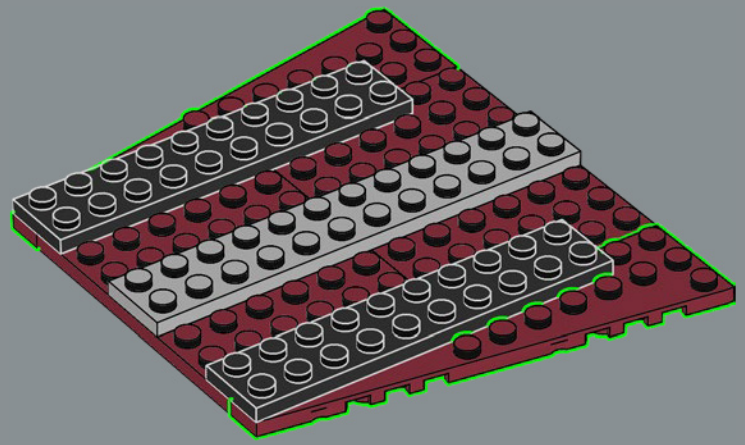


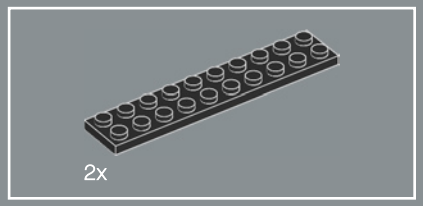
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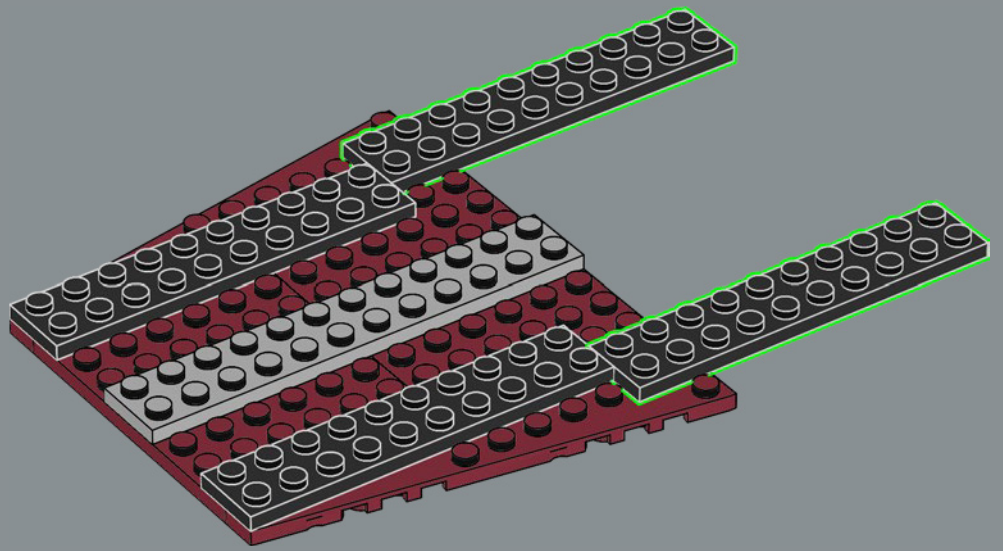


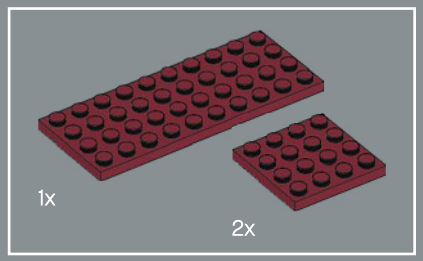
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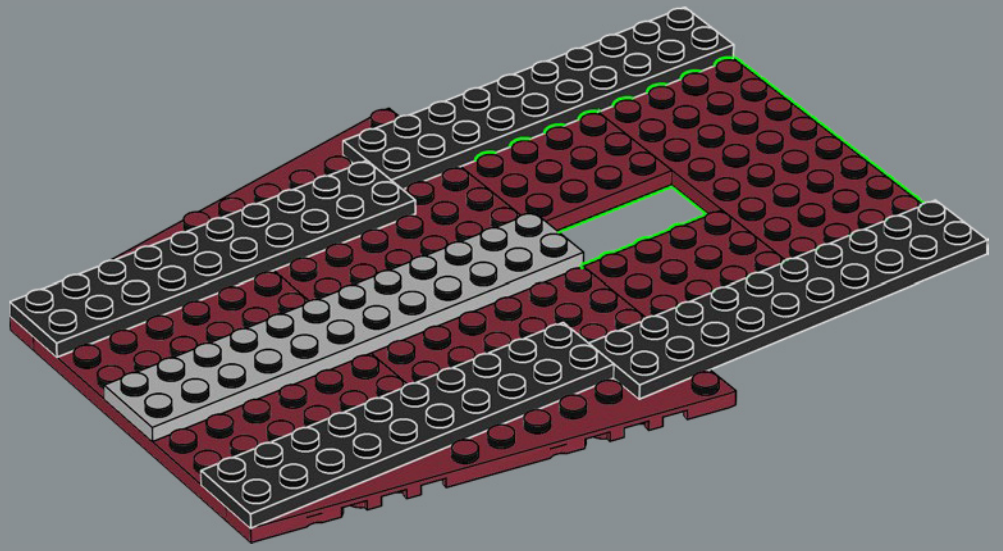


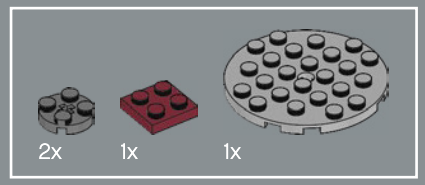
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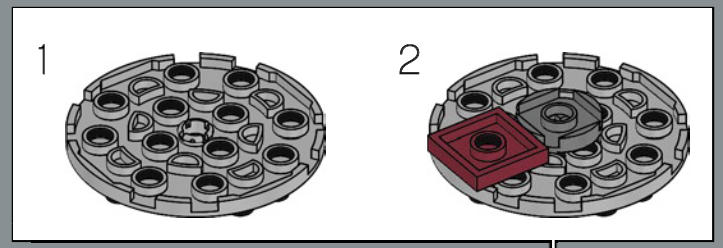


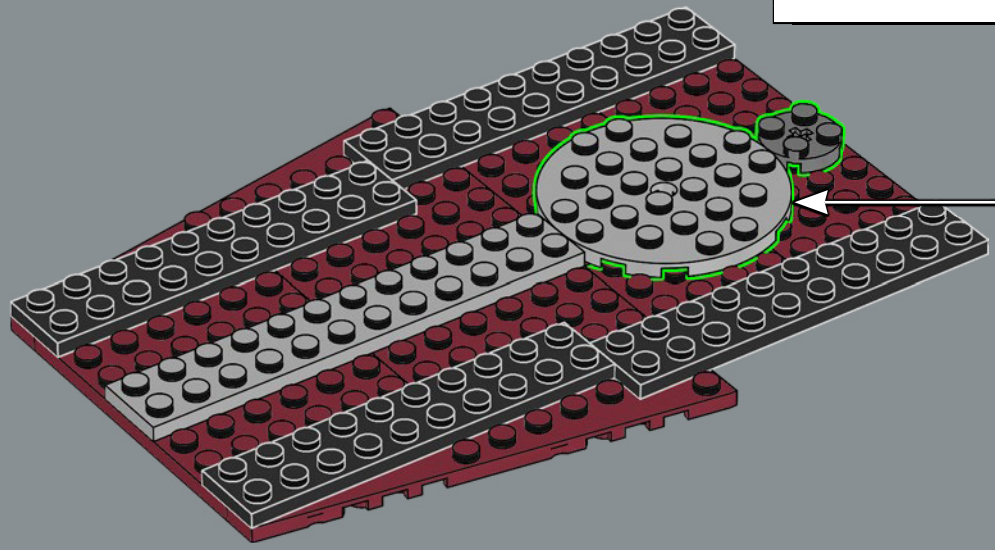
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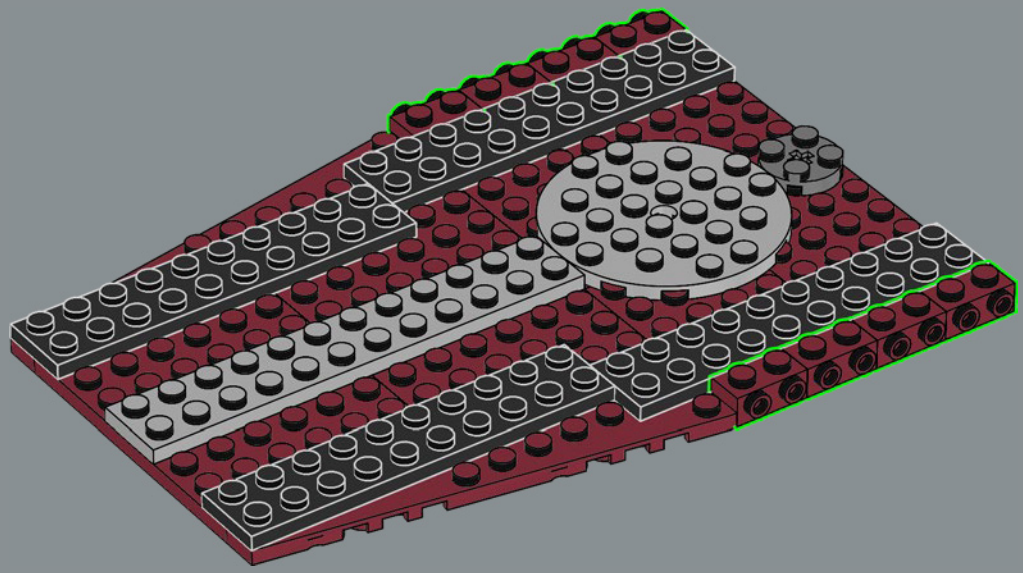
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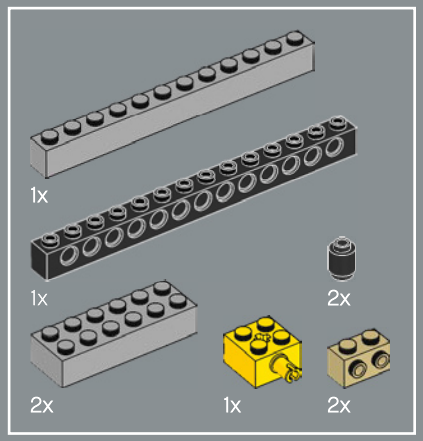




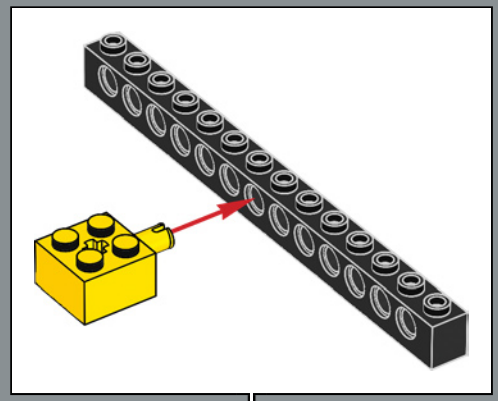


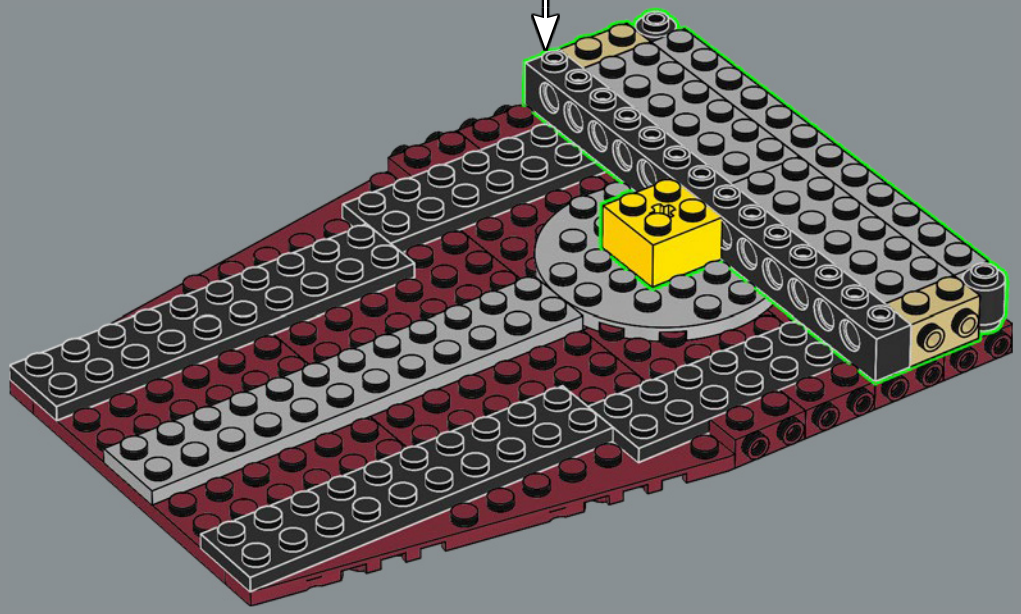
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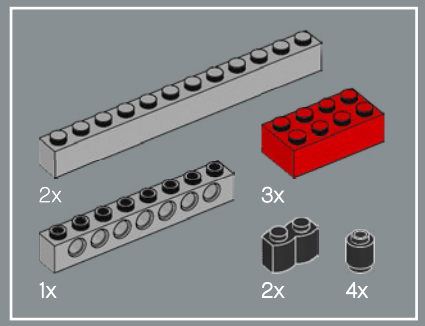




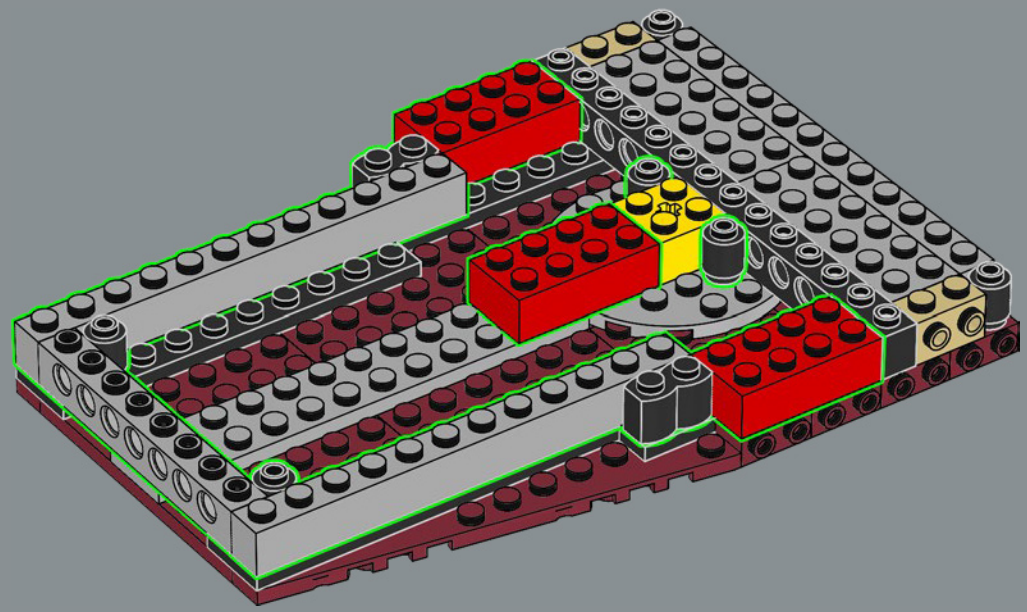
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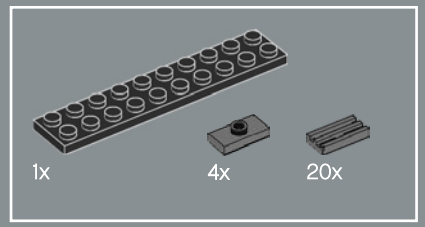




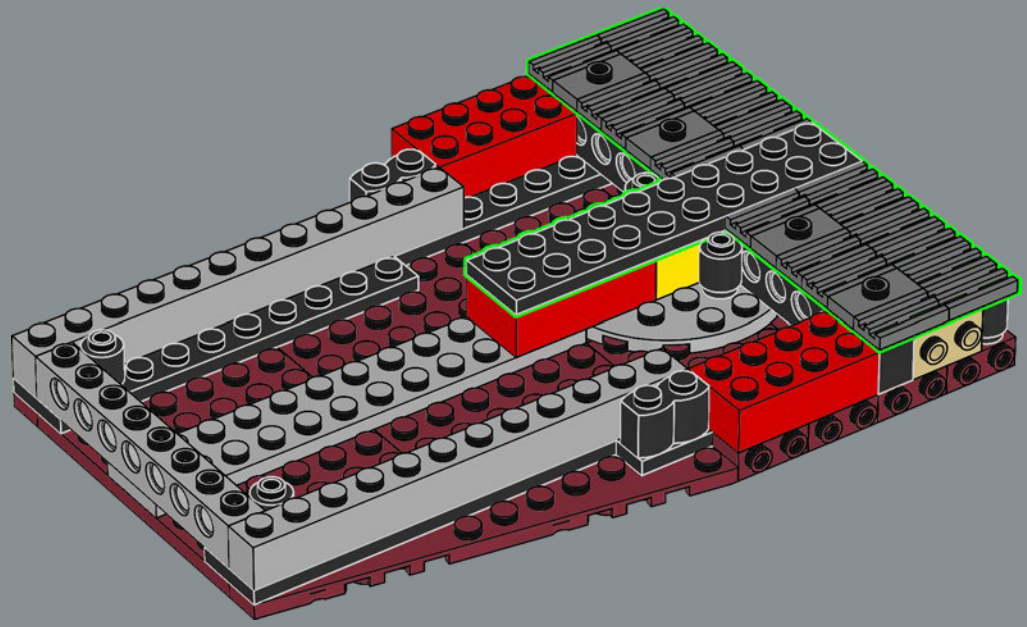


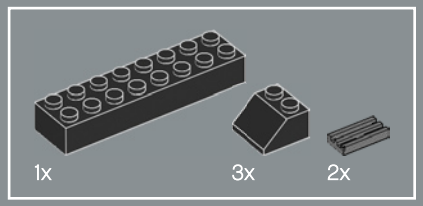
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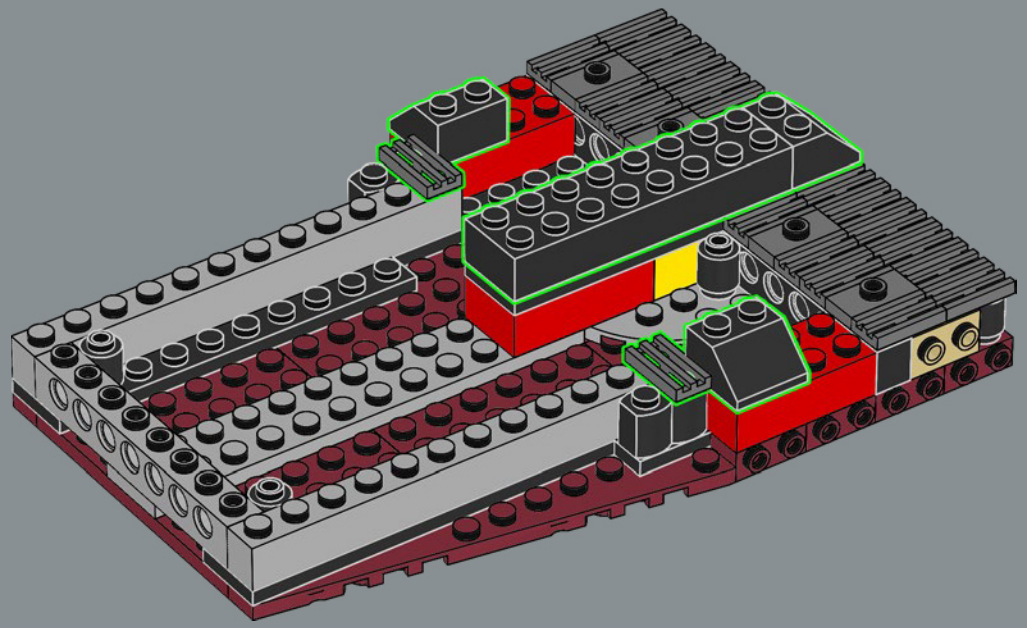


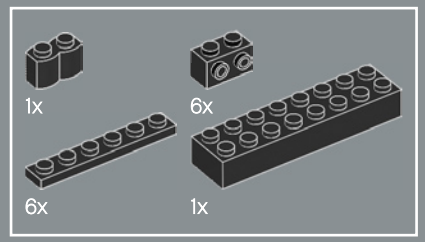
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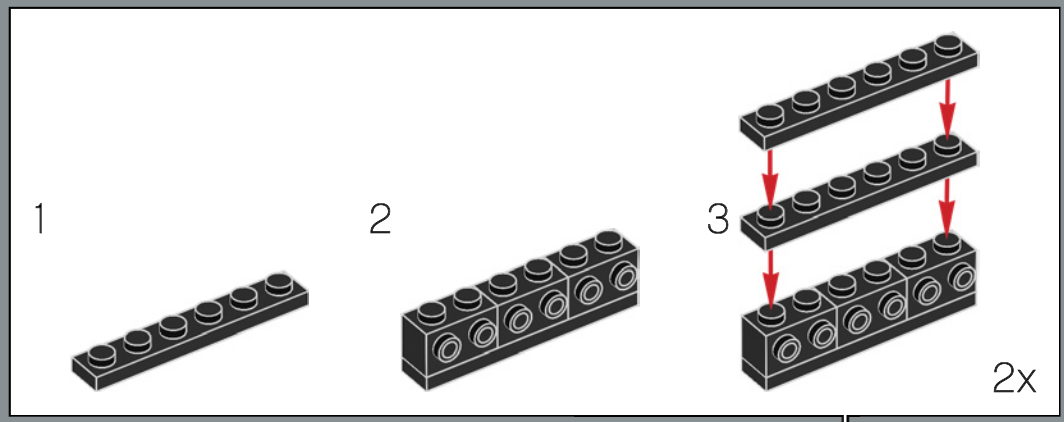


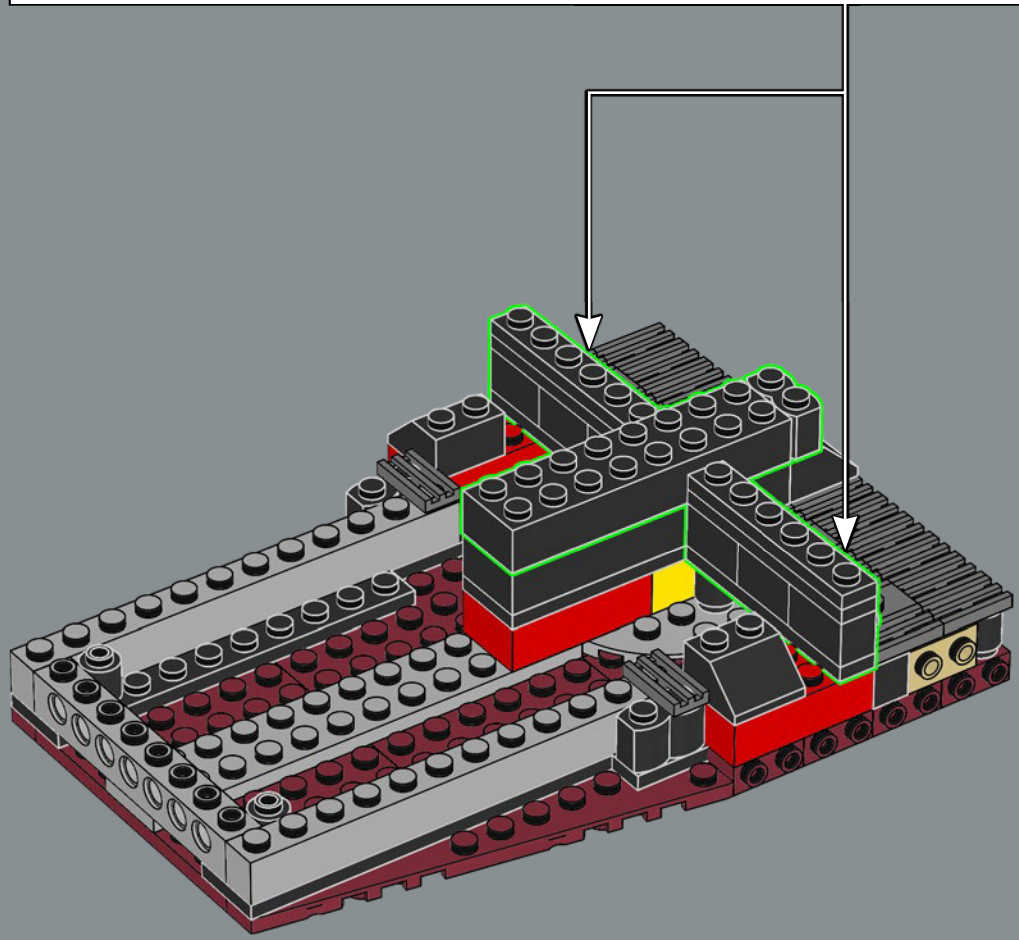
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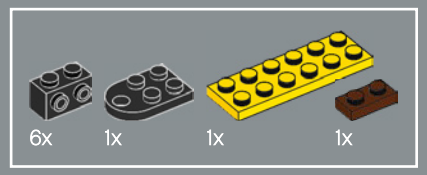




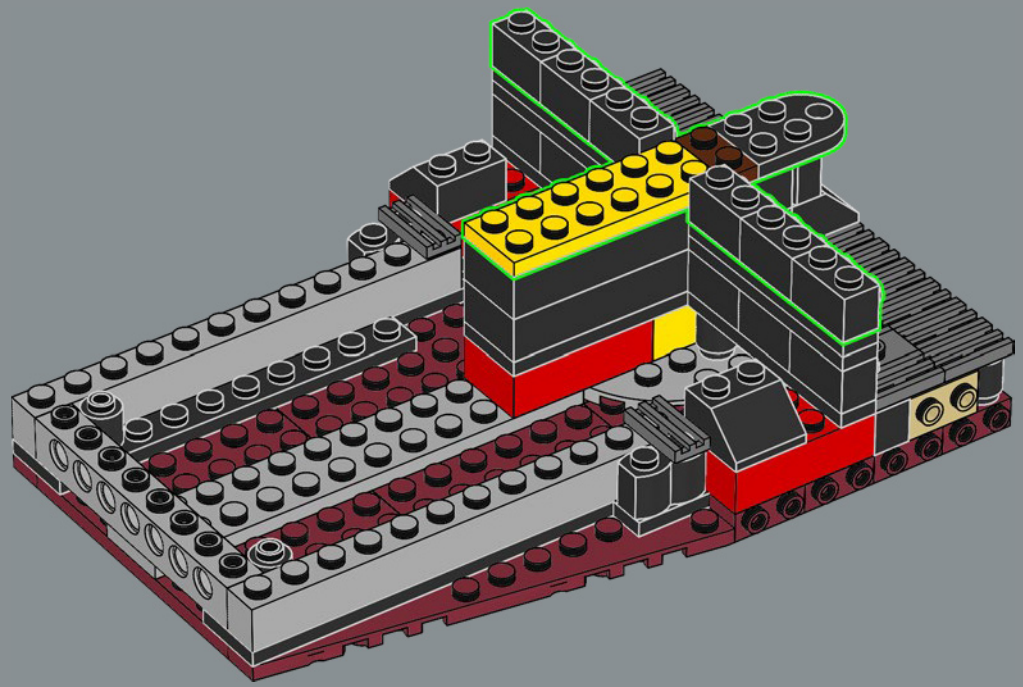
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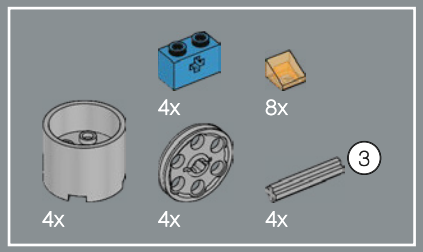


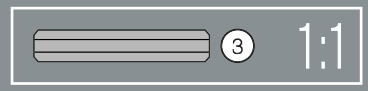




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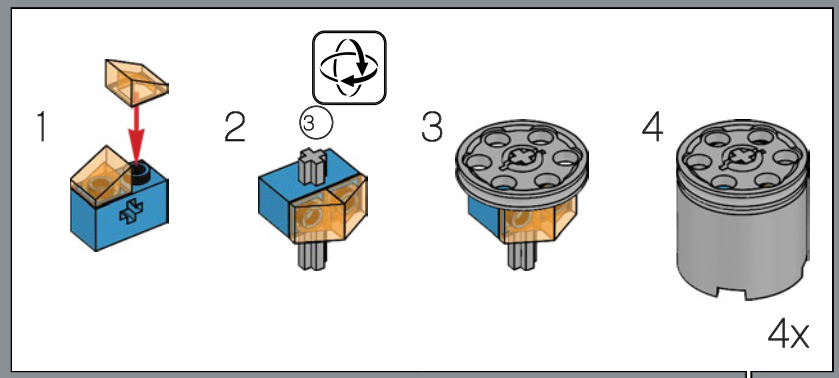


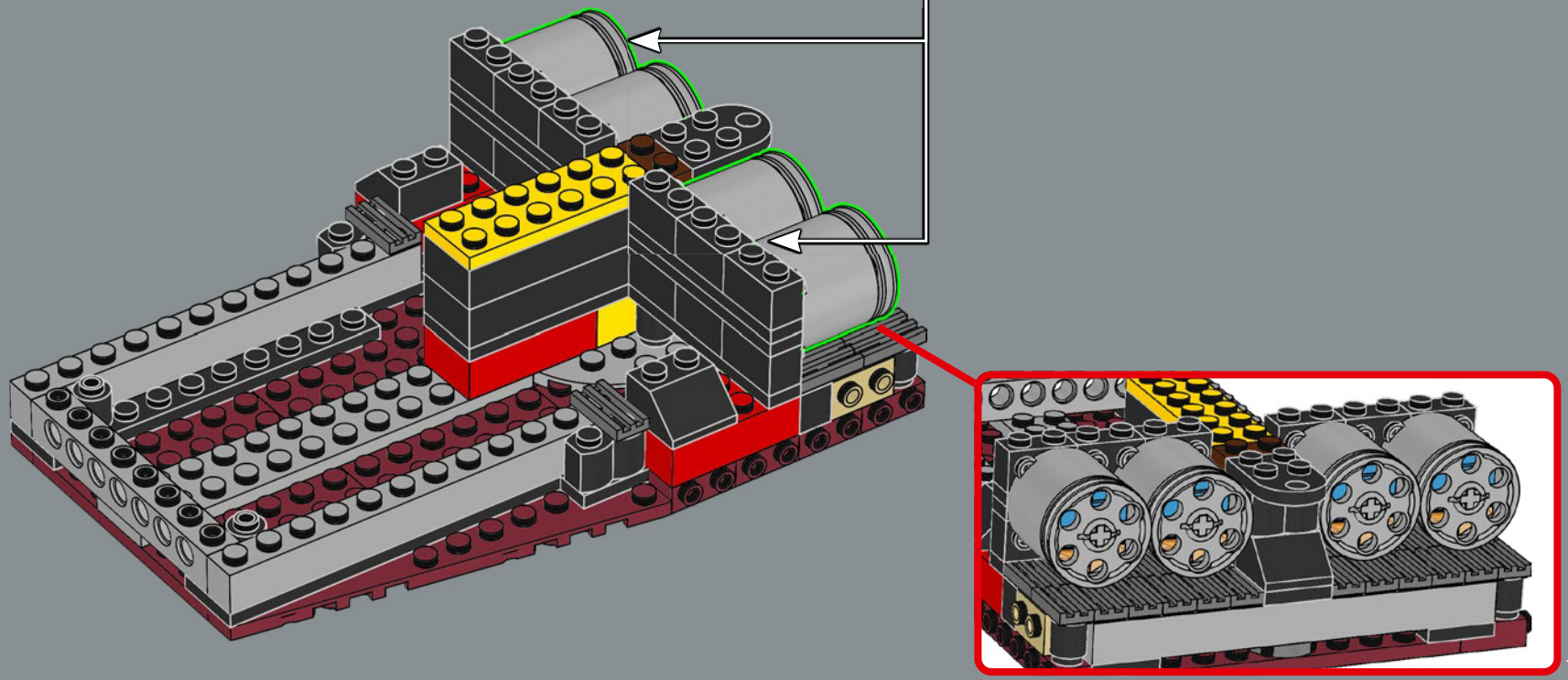
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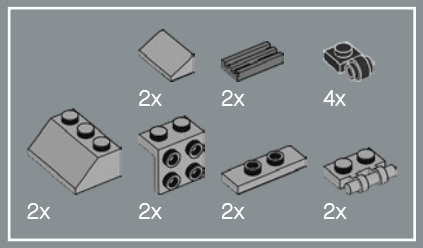
175 firemen worked around the clock shoveling coal into the engines' furnaces.

175 chauffeurs travaillent jour et nuit pour alimenter en charbon les chaudières des machines à vapeur et de la turbine.

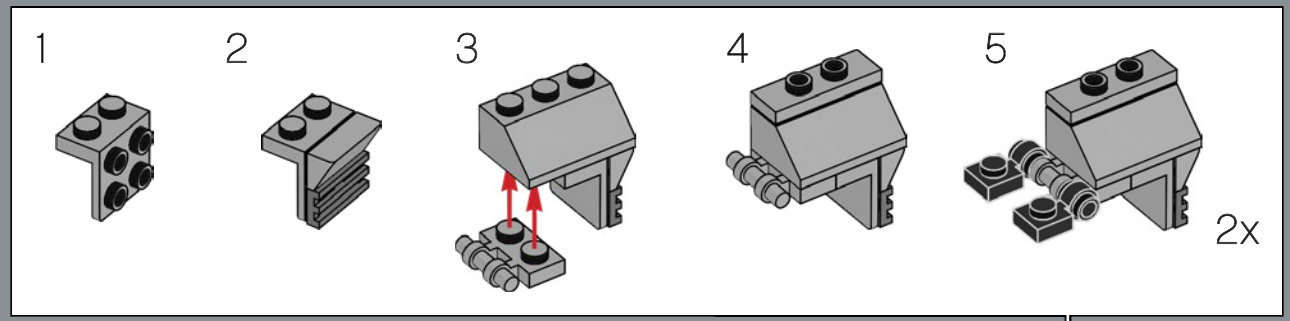
175 fogoneros trabajaban día y noche paleando carbón a las calderas de los motores.

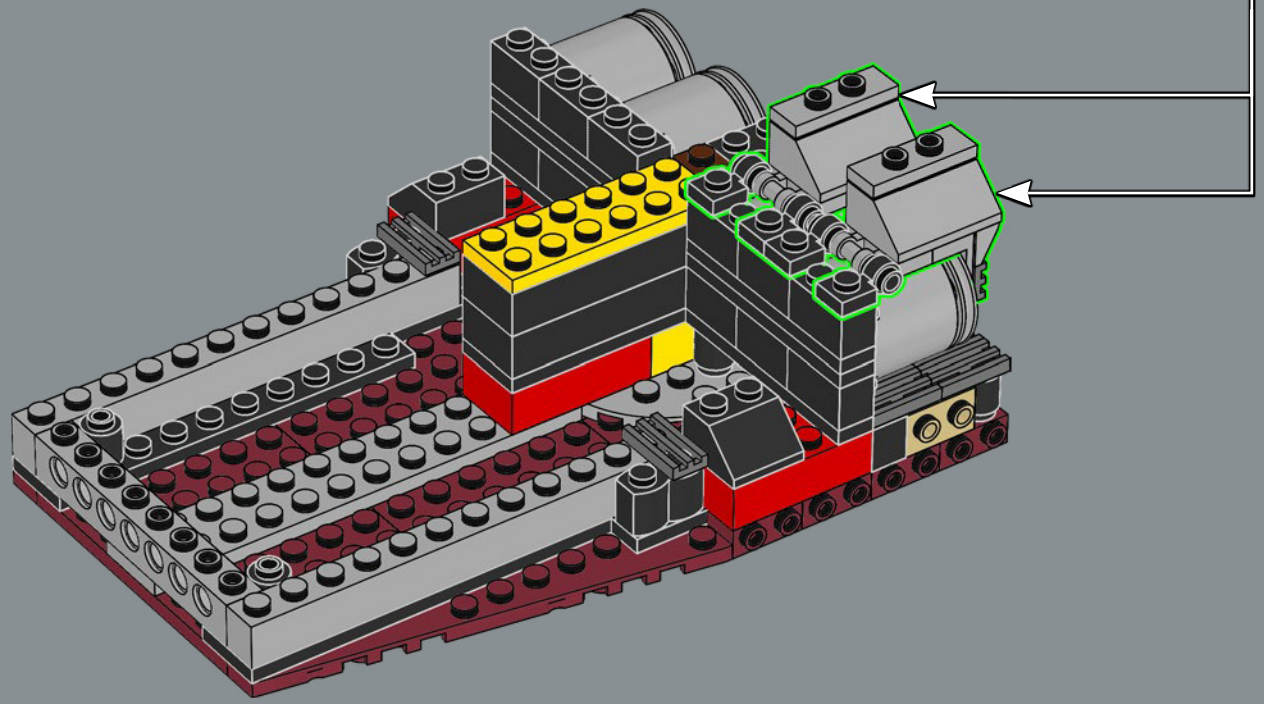


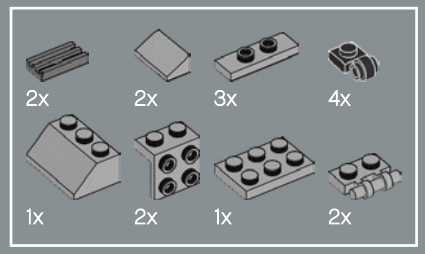




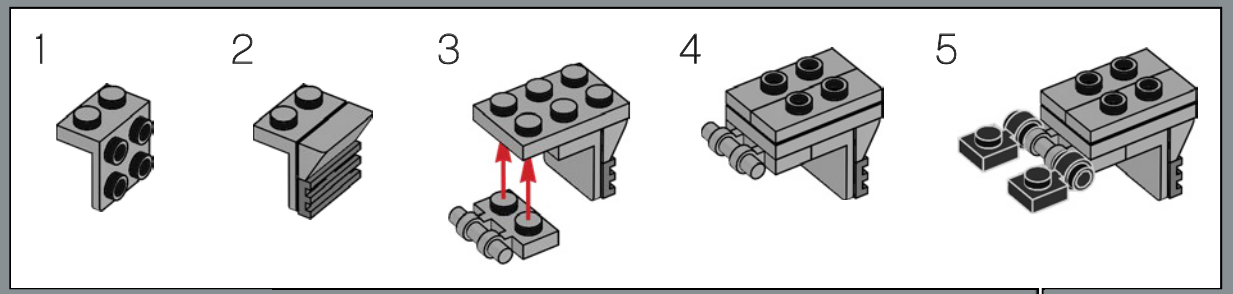
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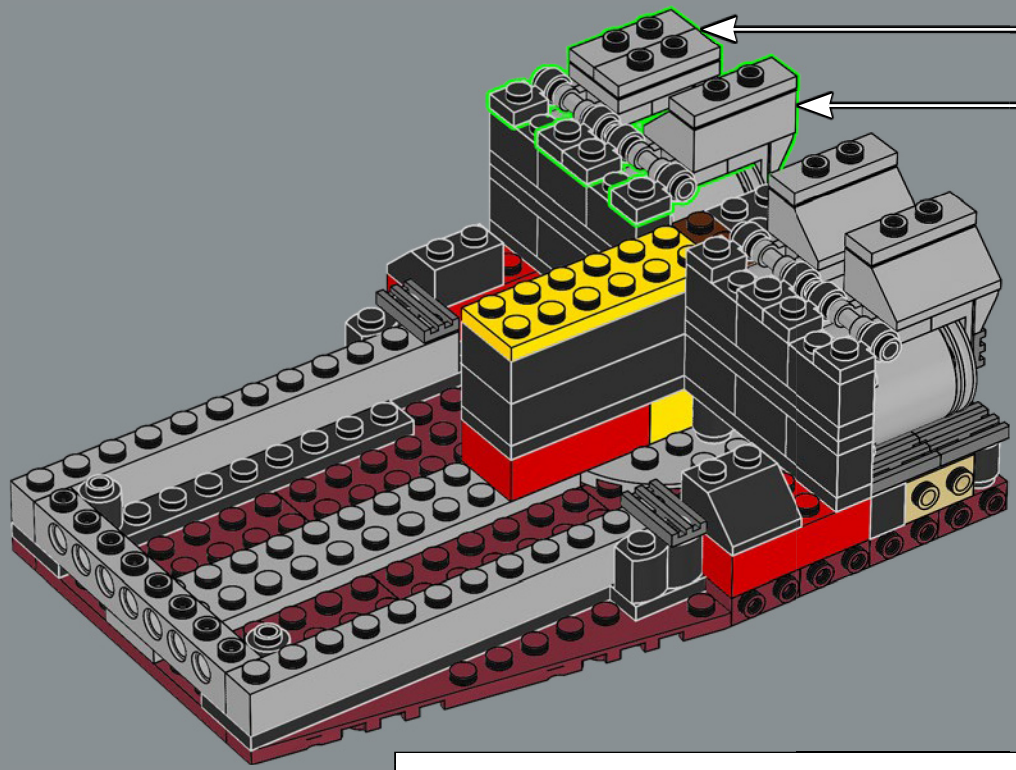


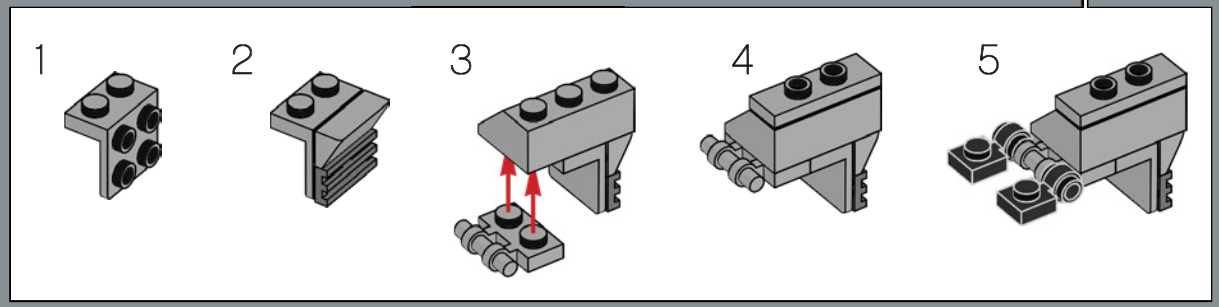


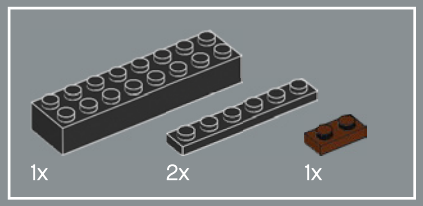


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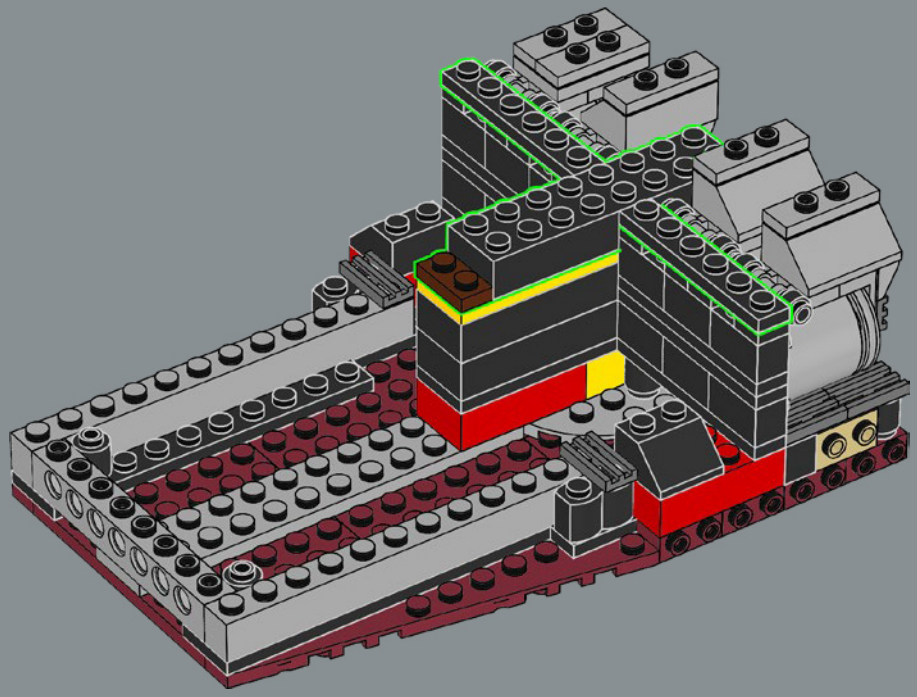


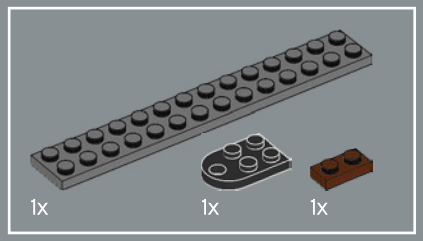




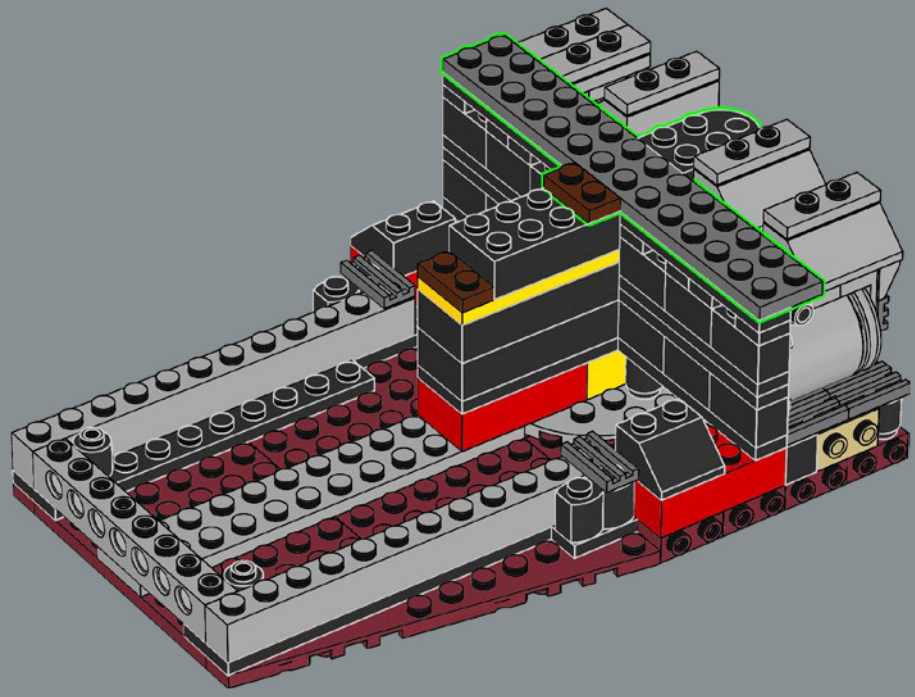


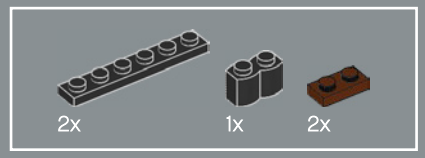
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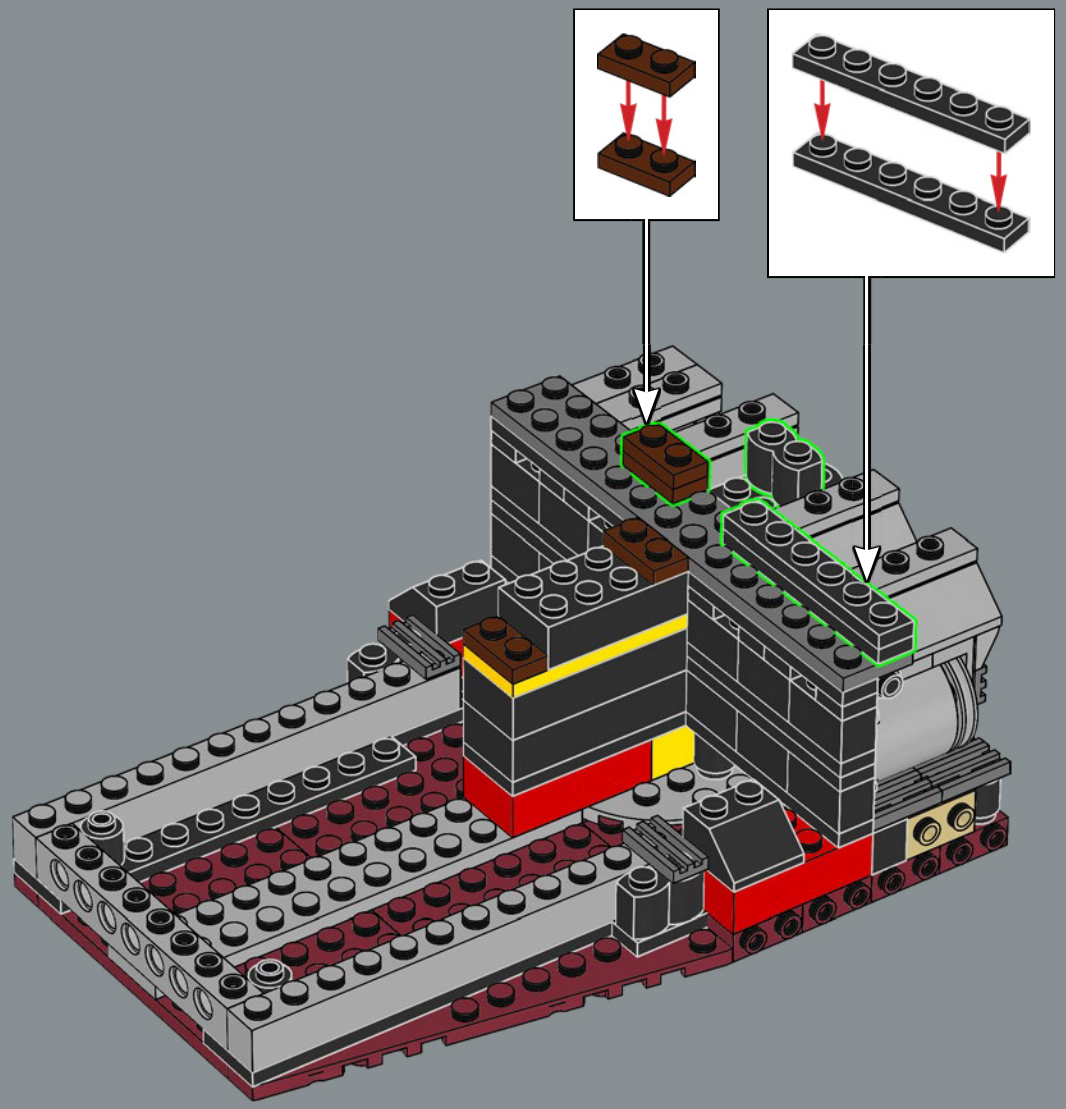


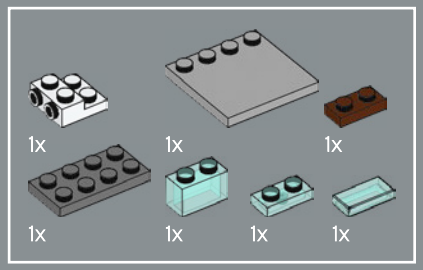
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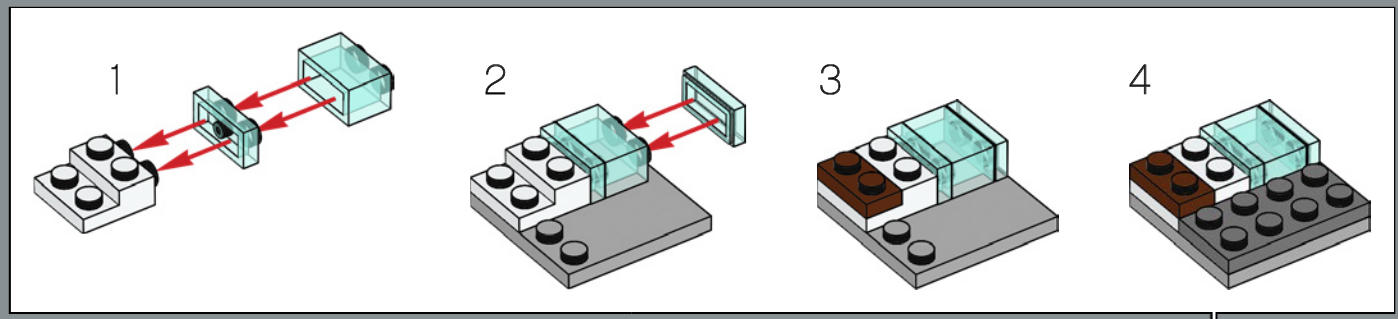


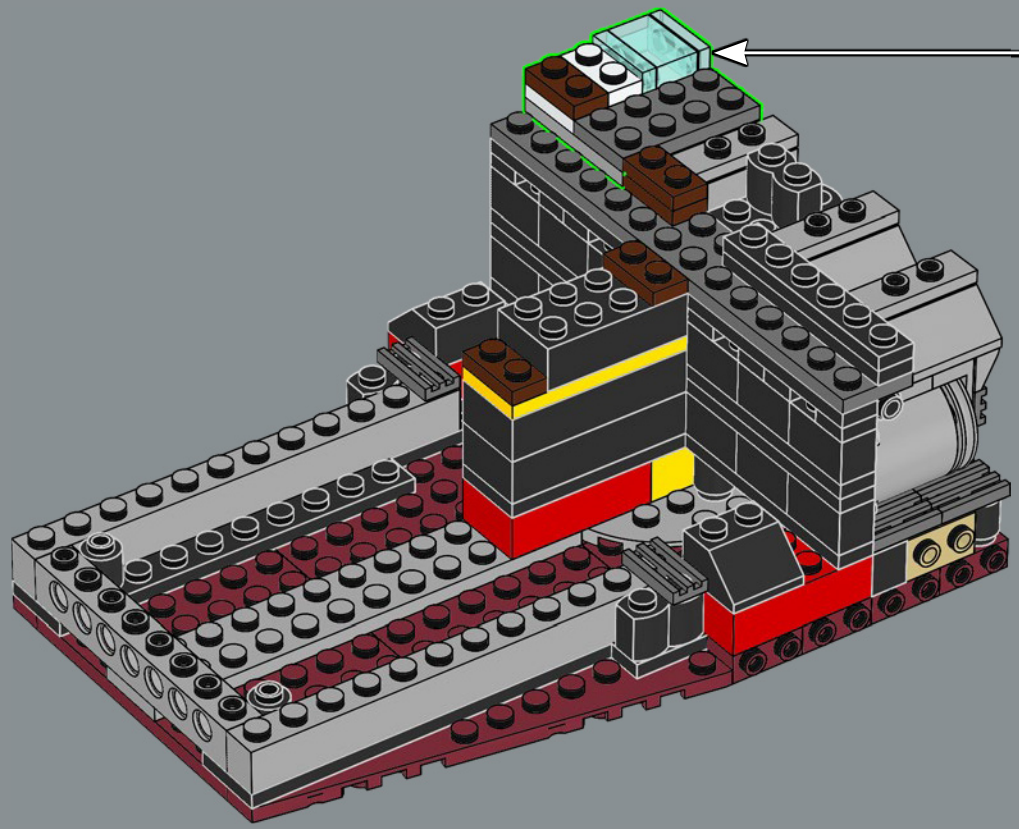
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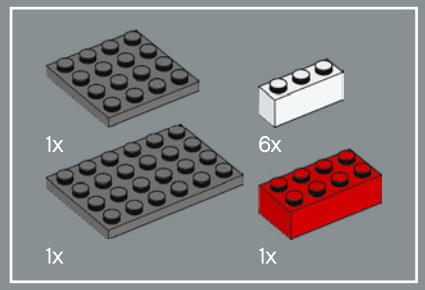




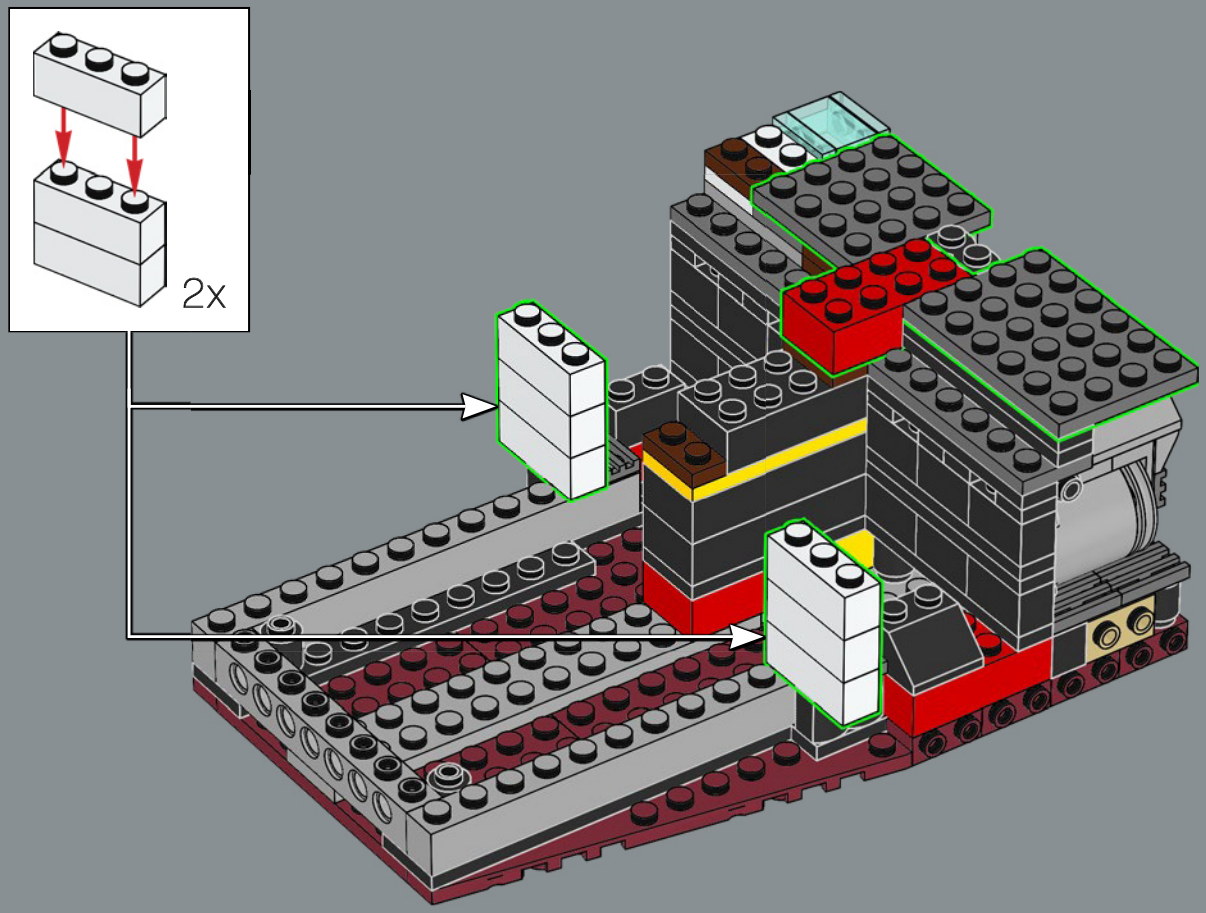
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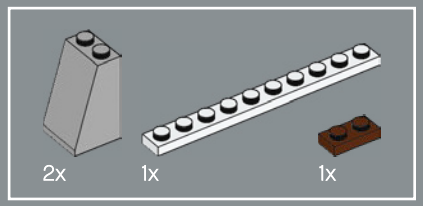




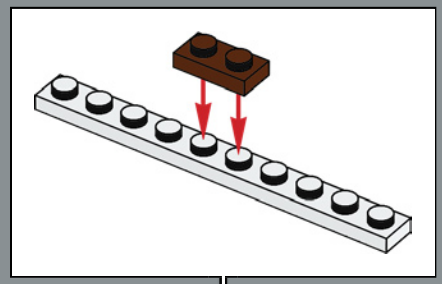


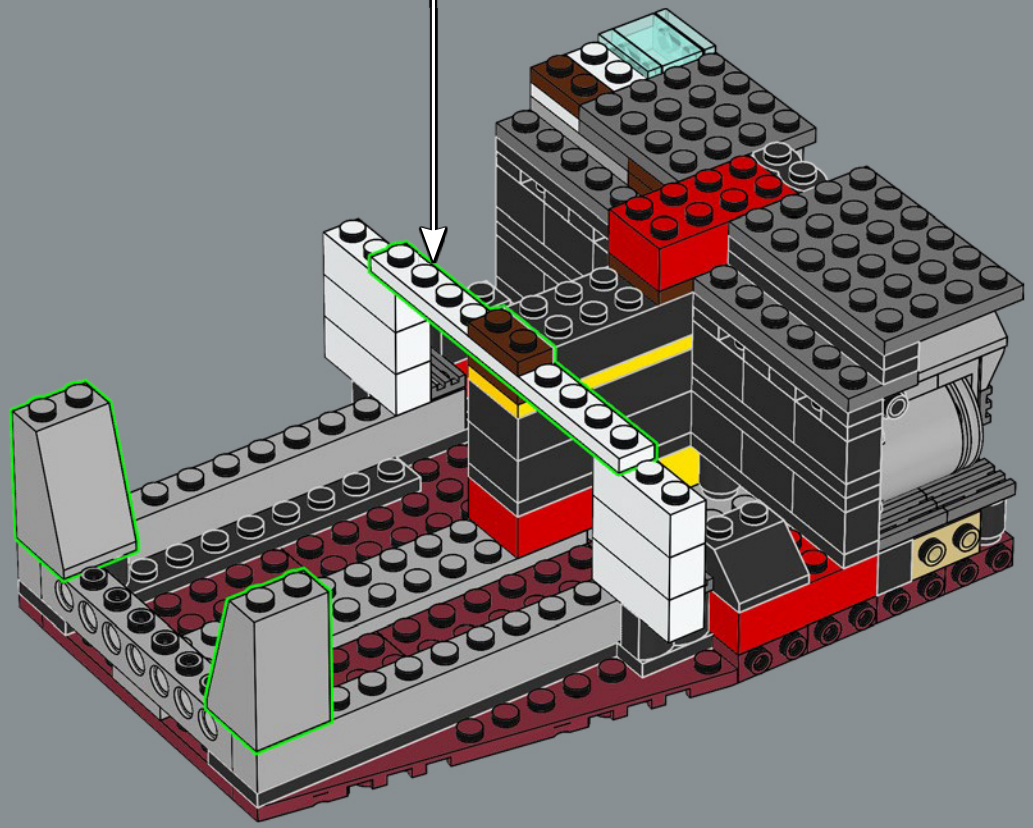
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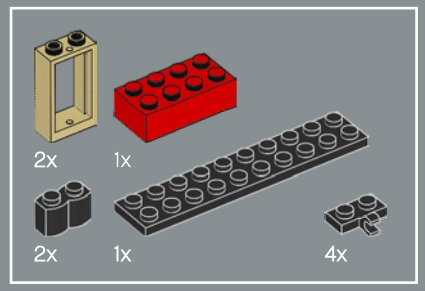




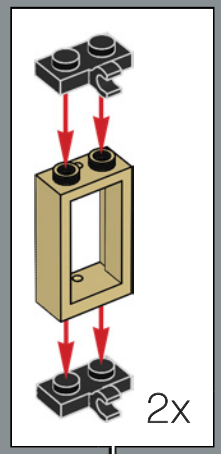
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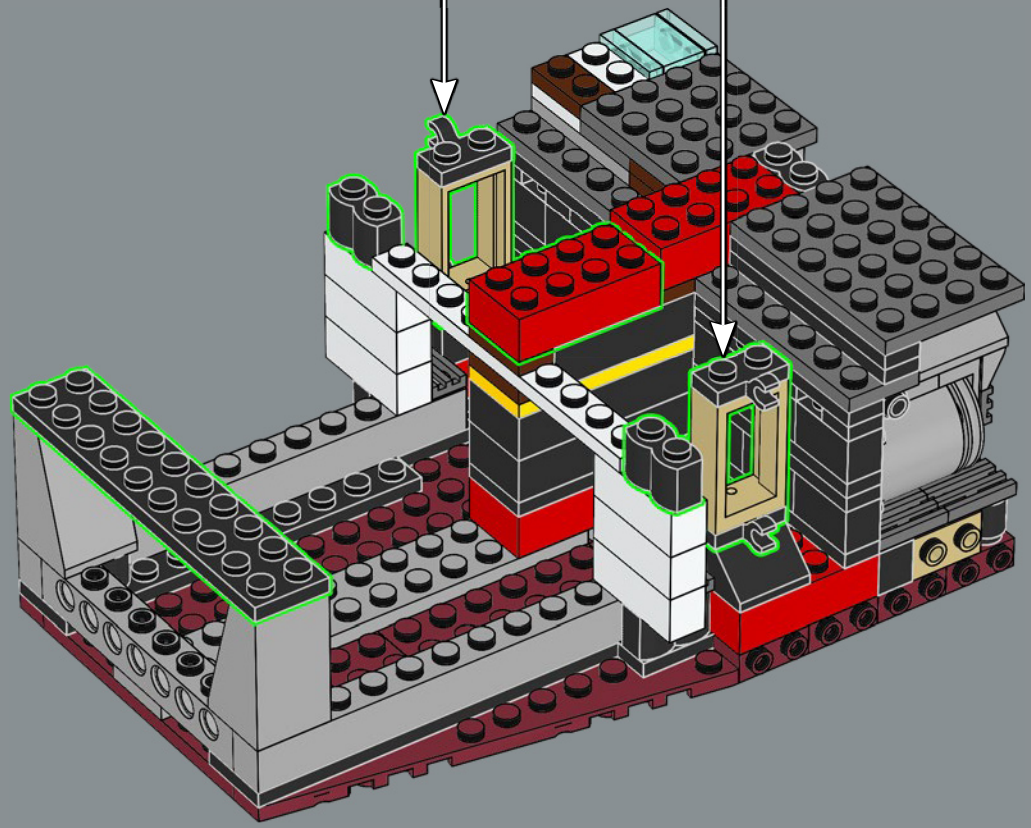


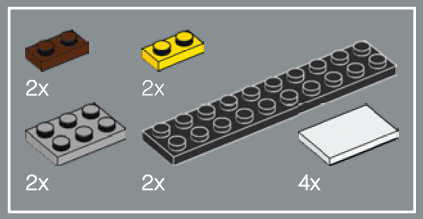




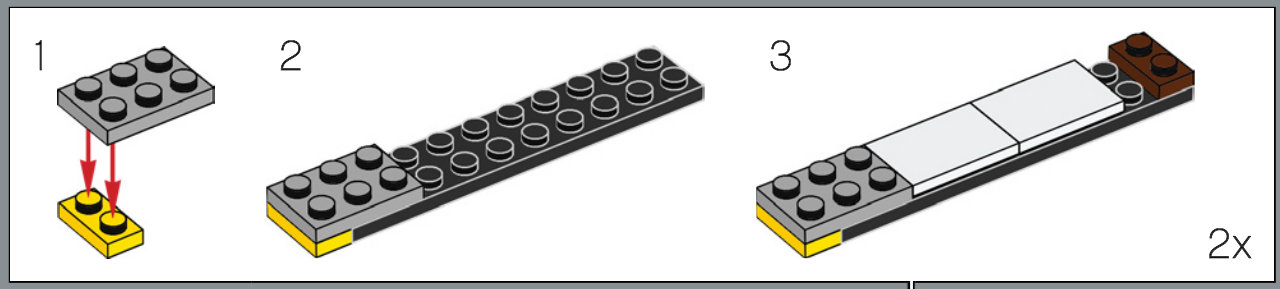
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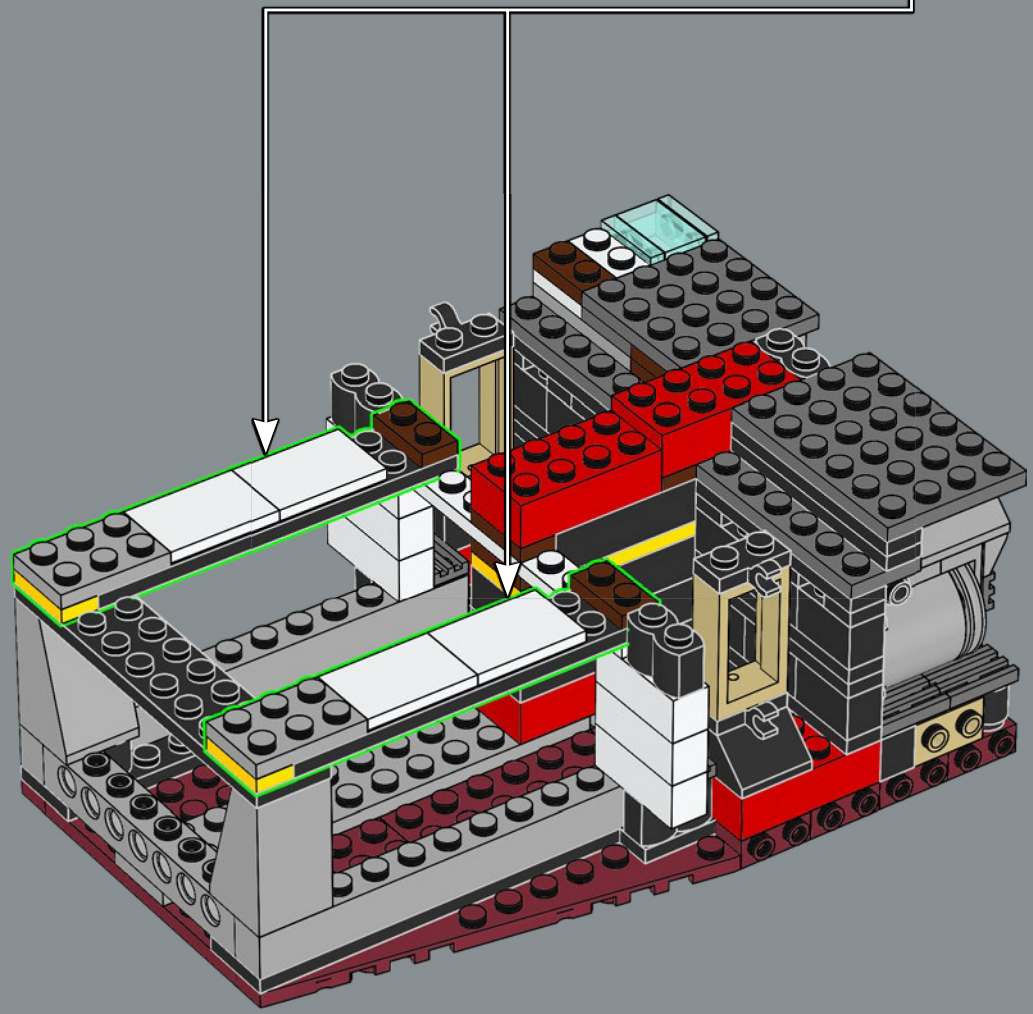


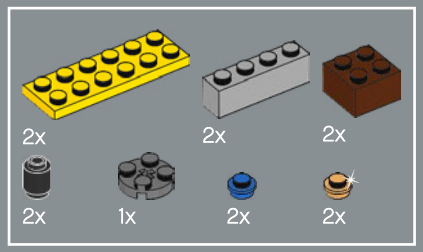




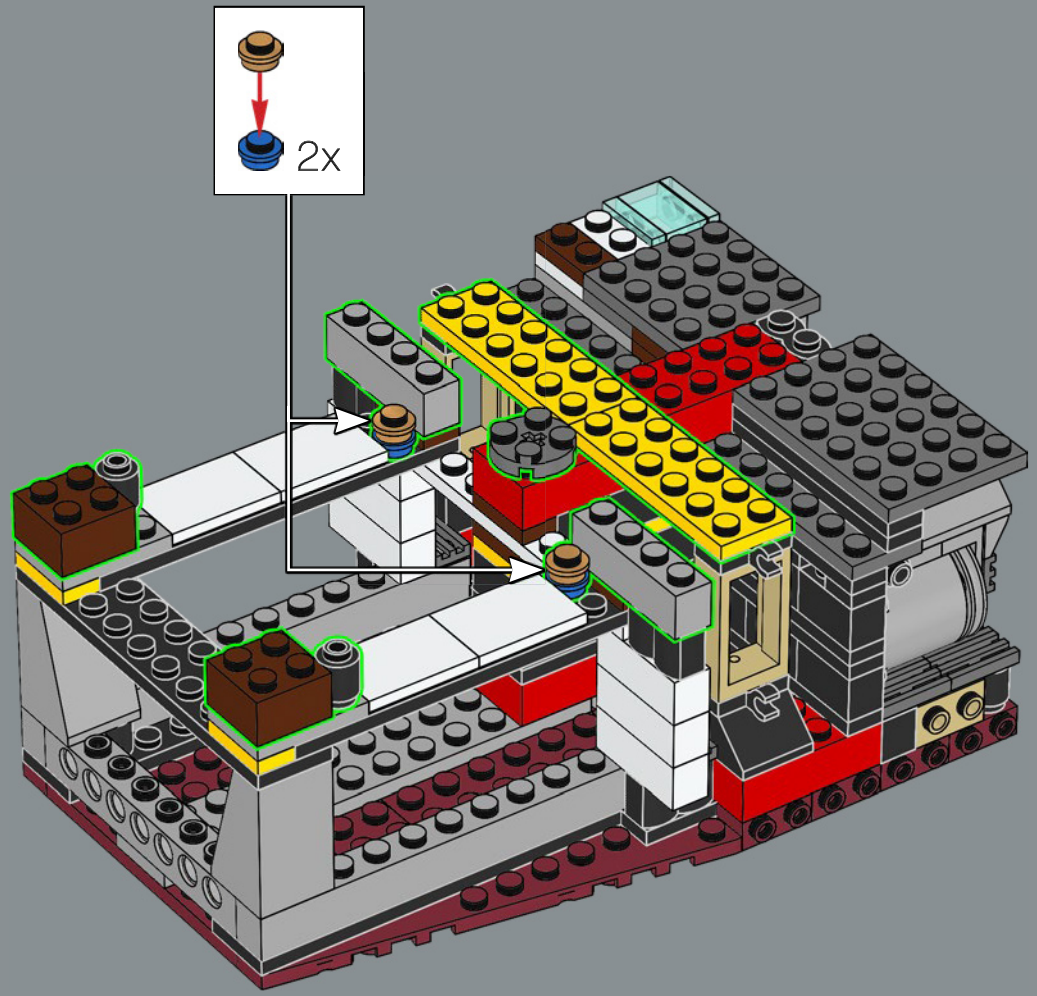
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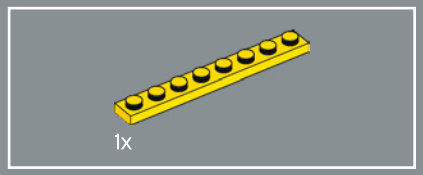




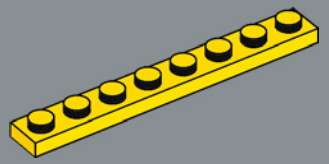


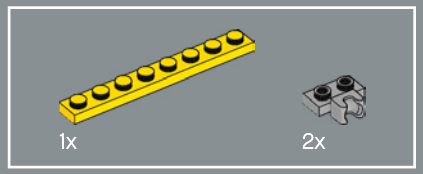
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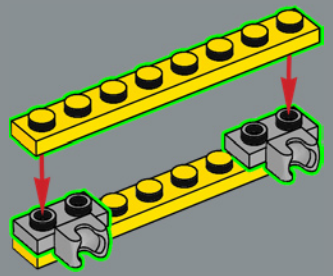


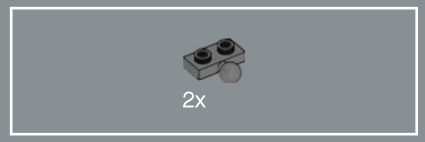
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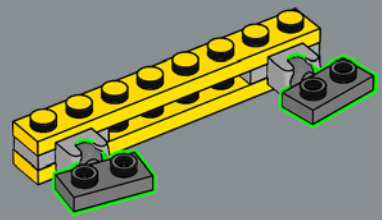


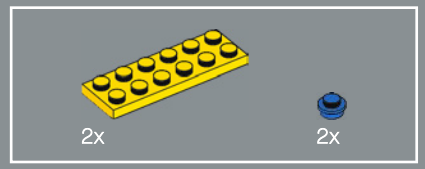
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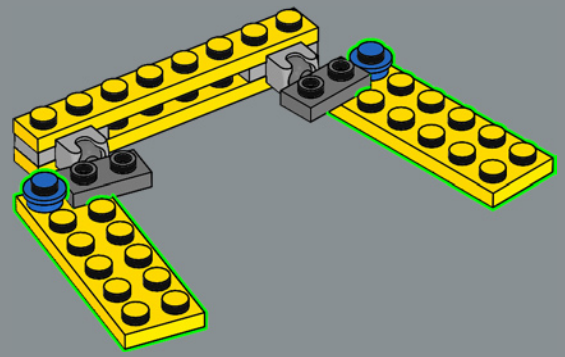


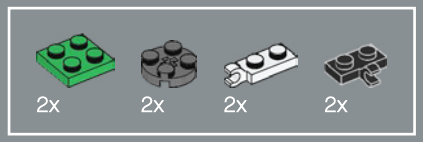
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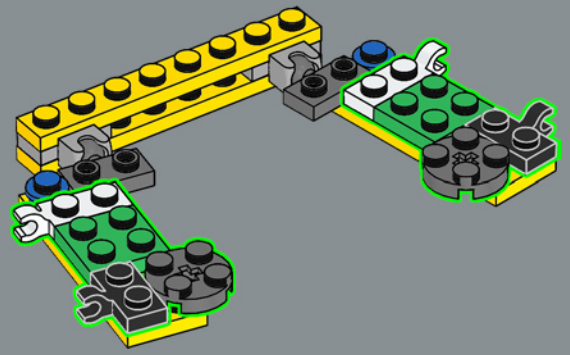


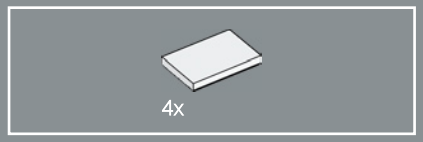
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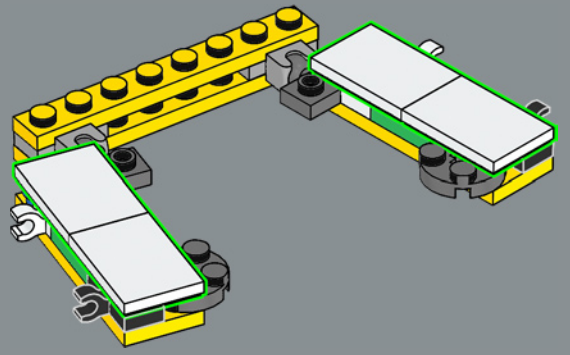


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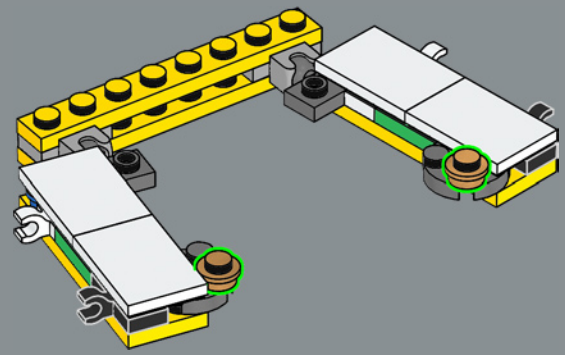


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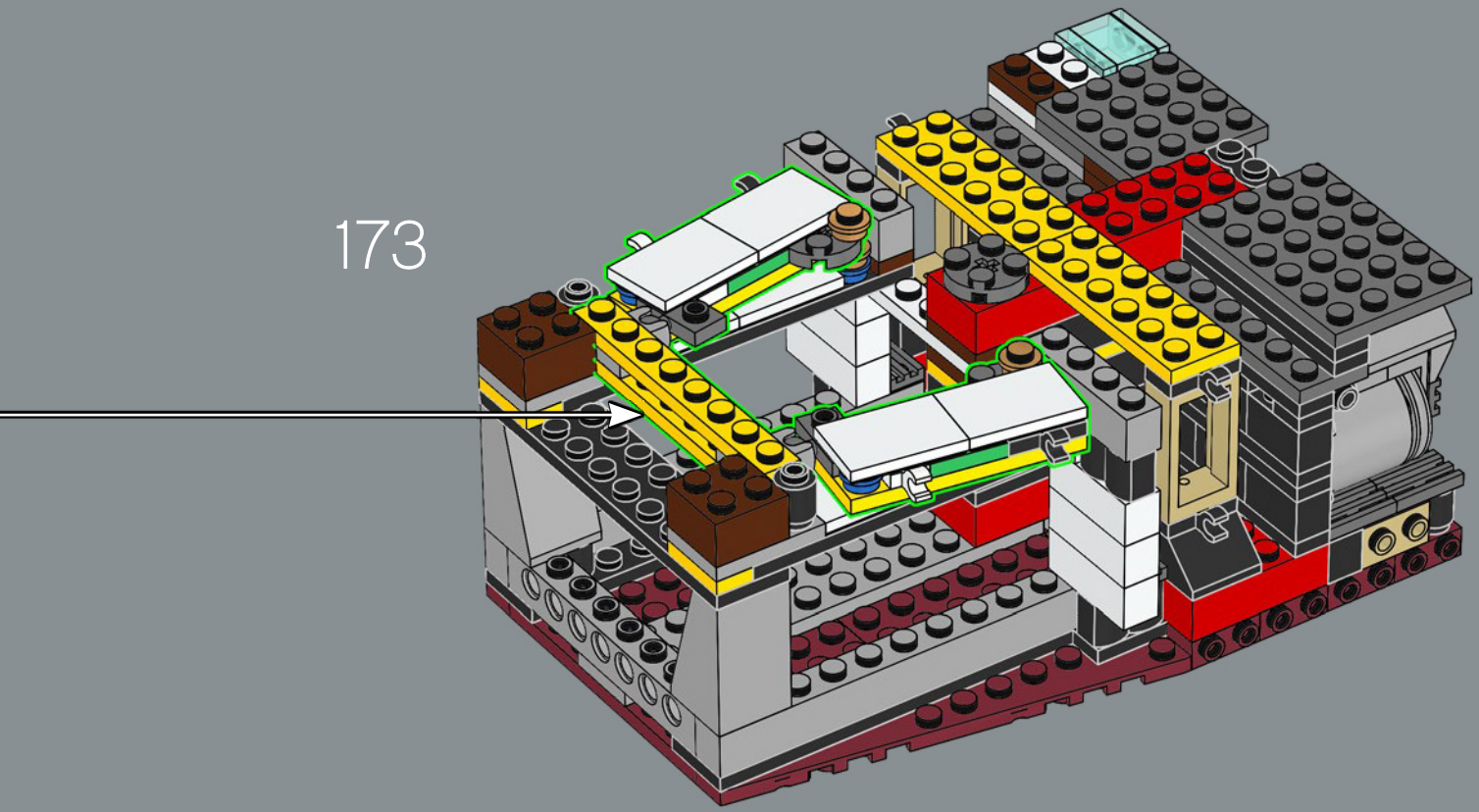


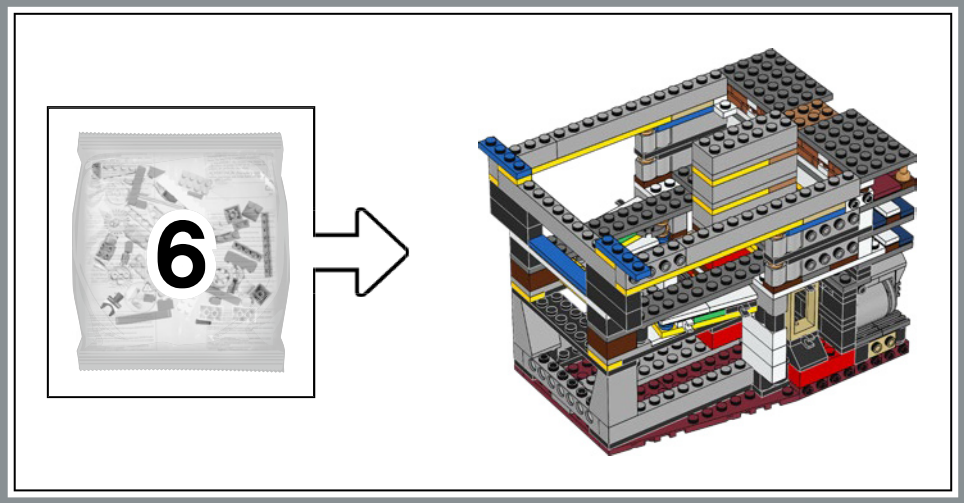


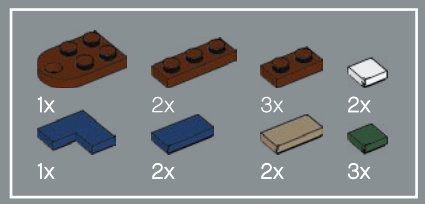
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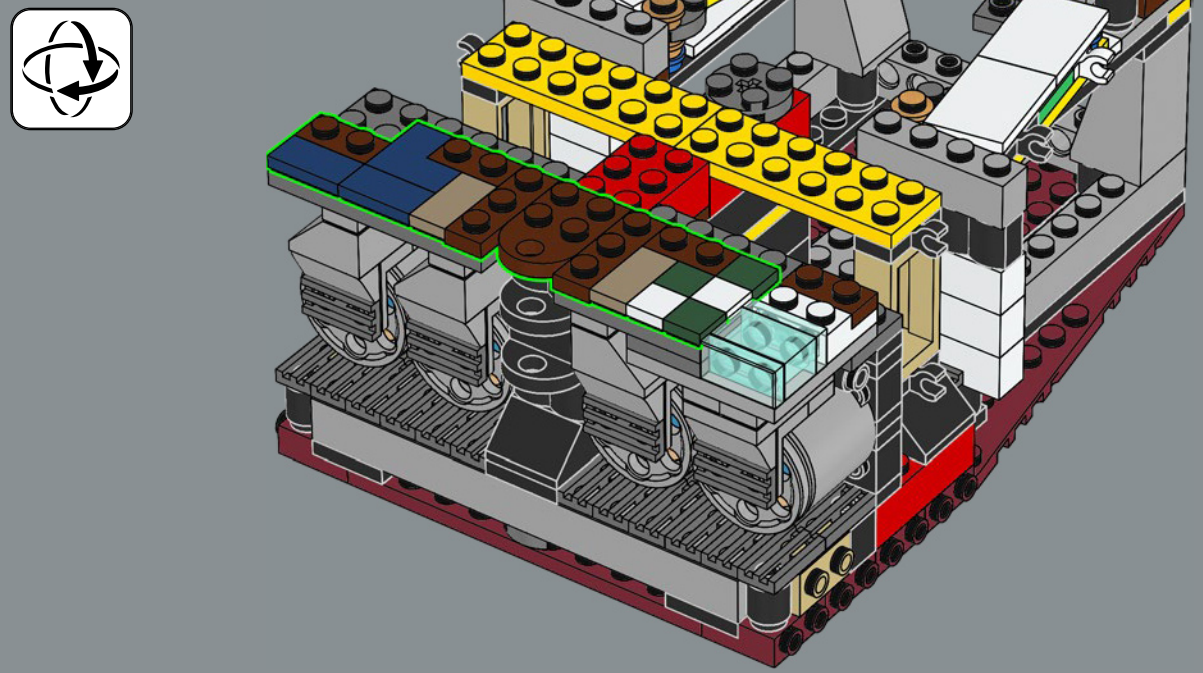
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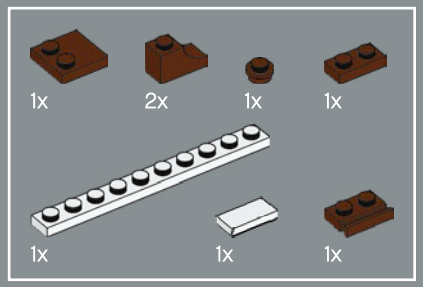




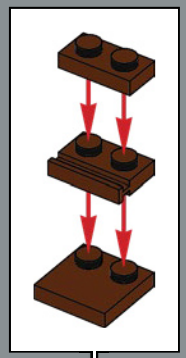


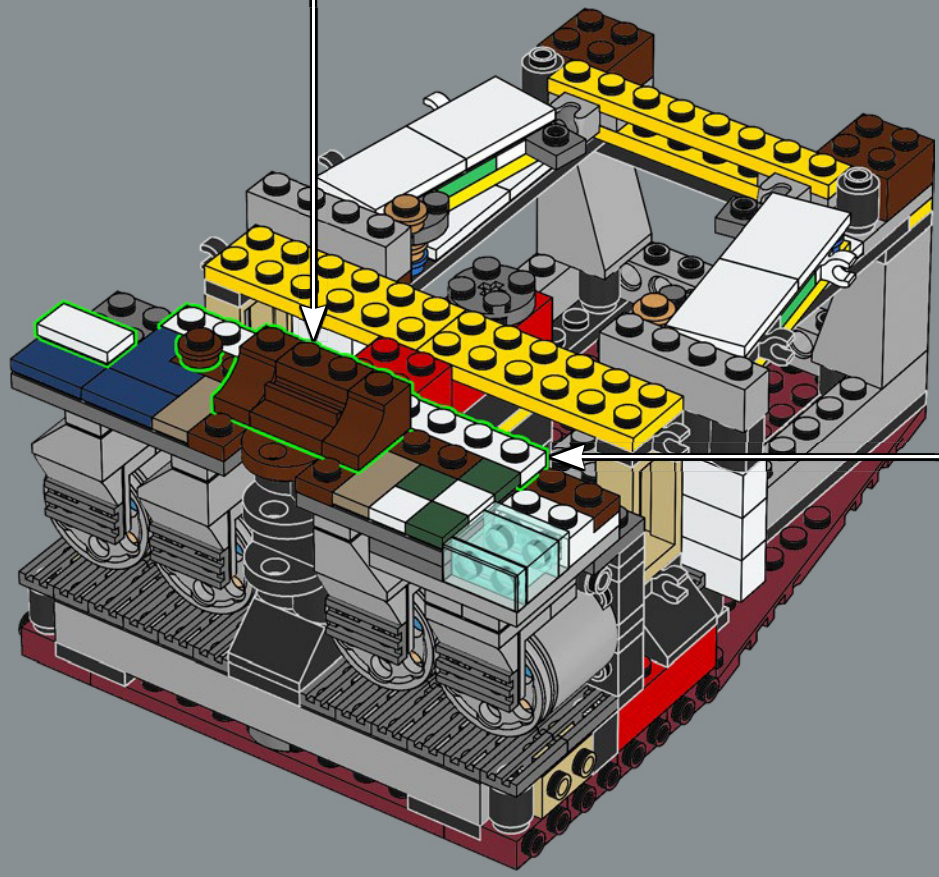
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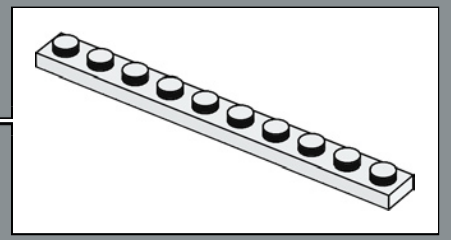


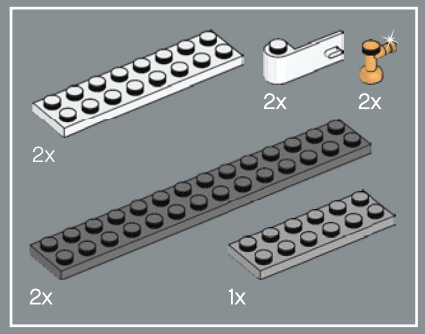


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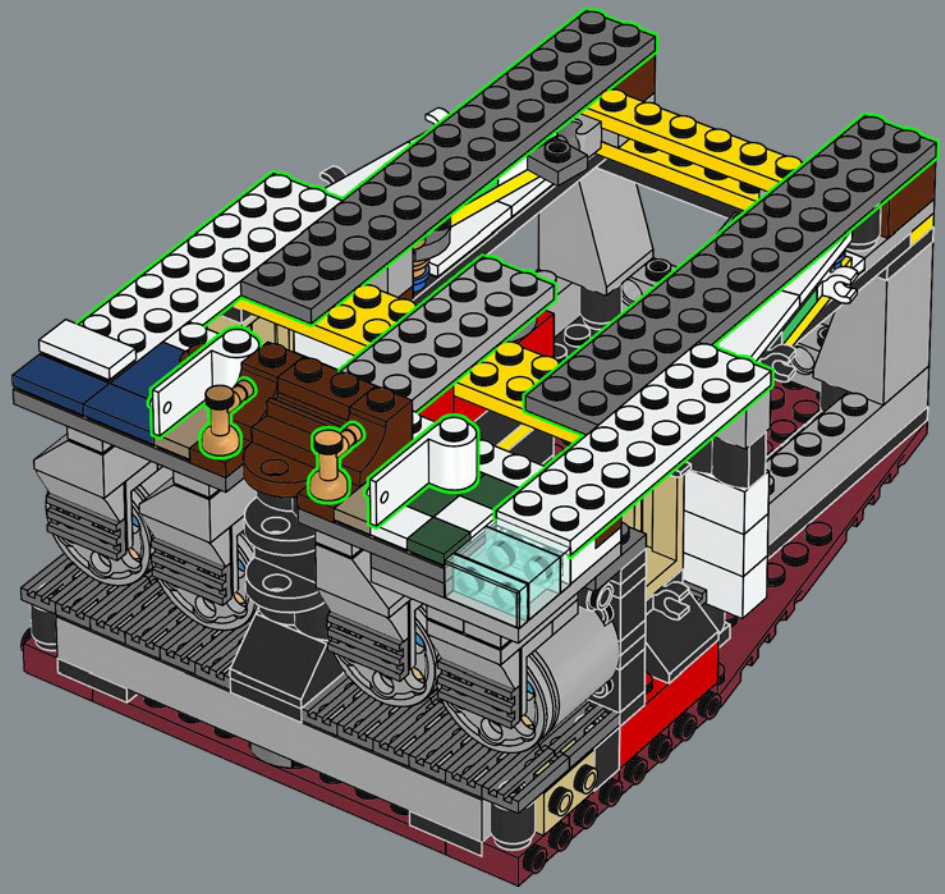


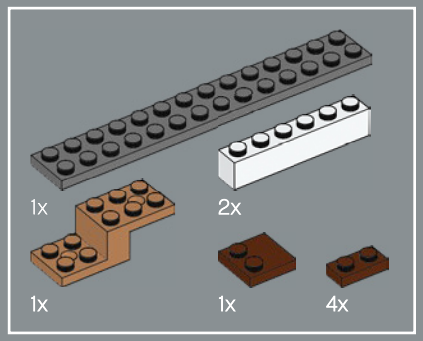




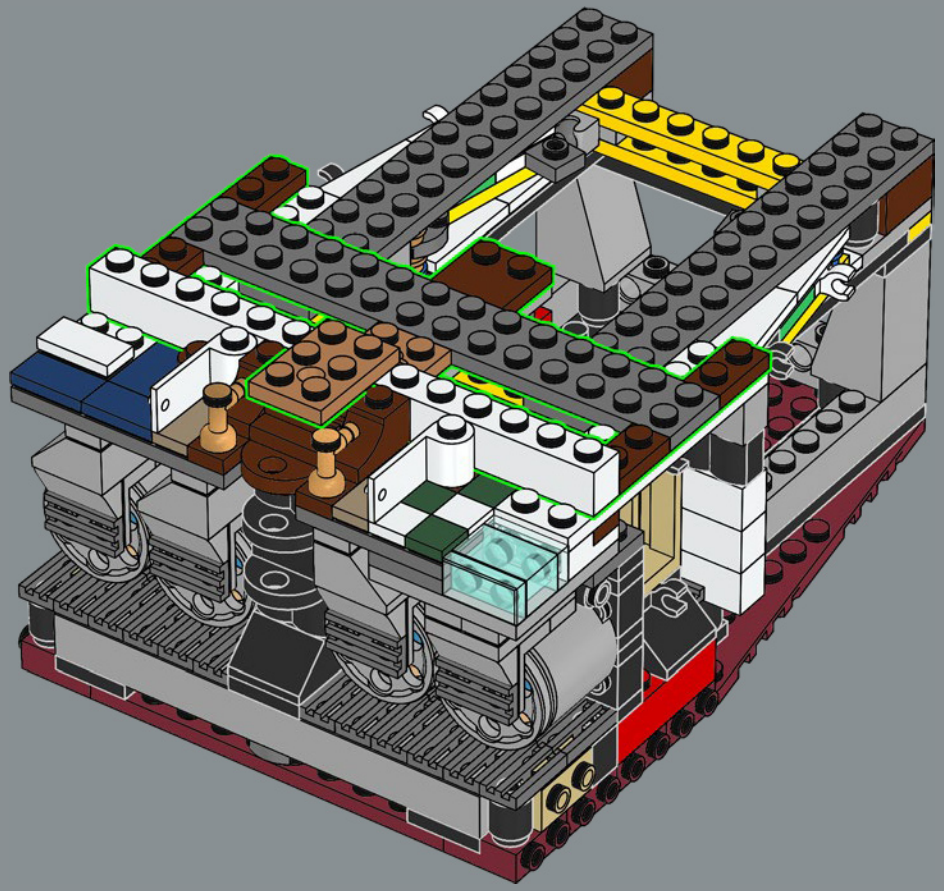


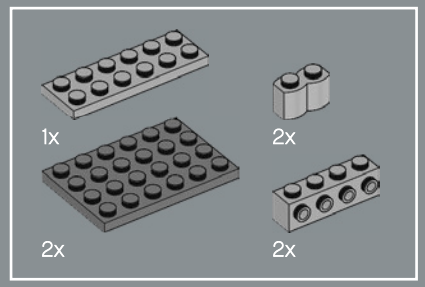
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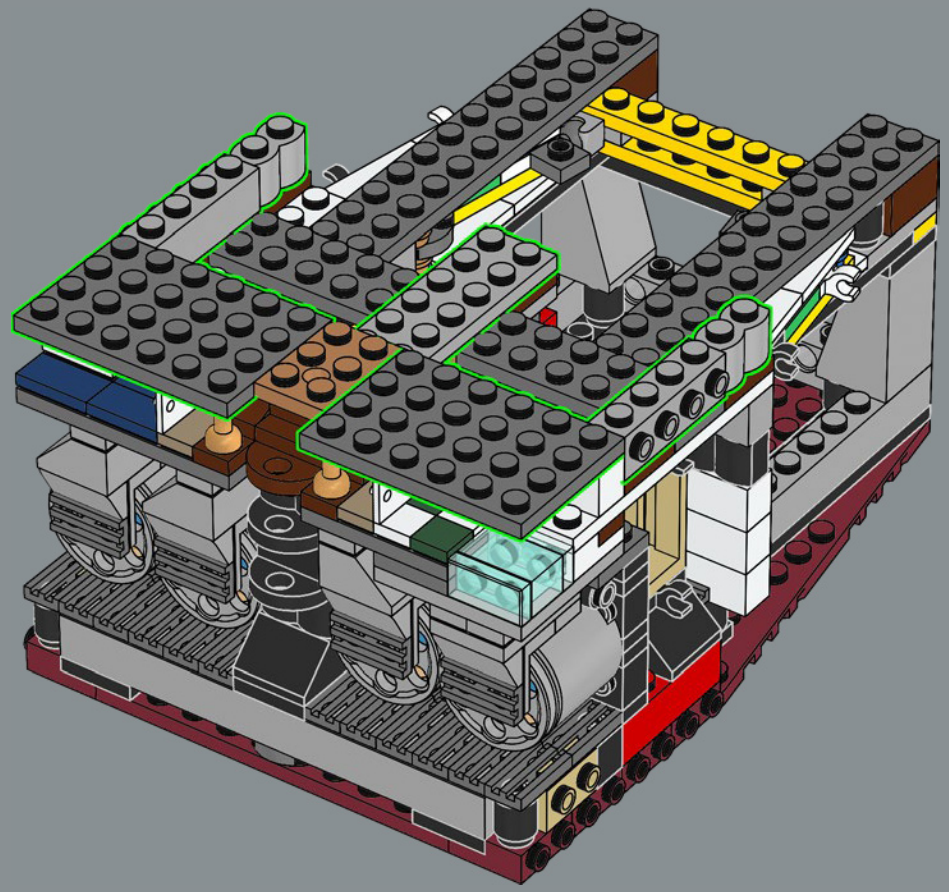


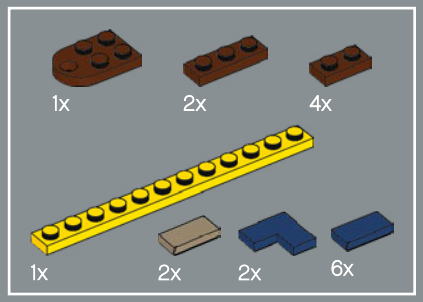
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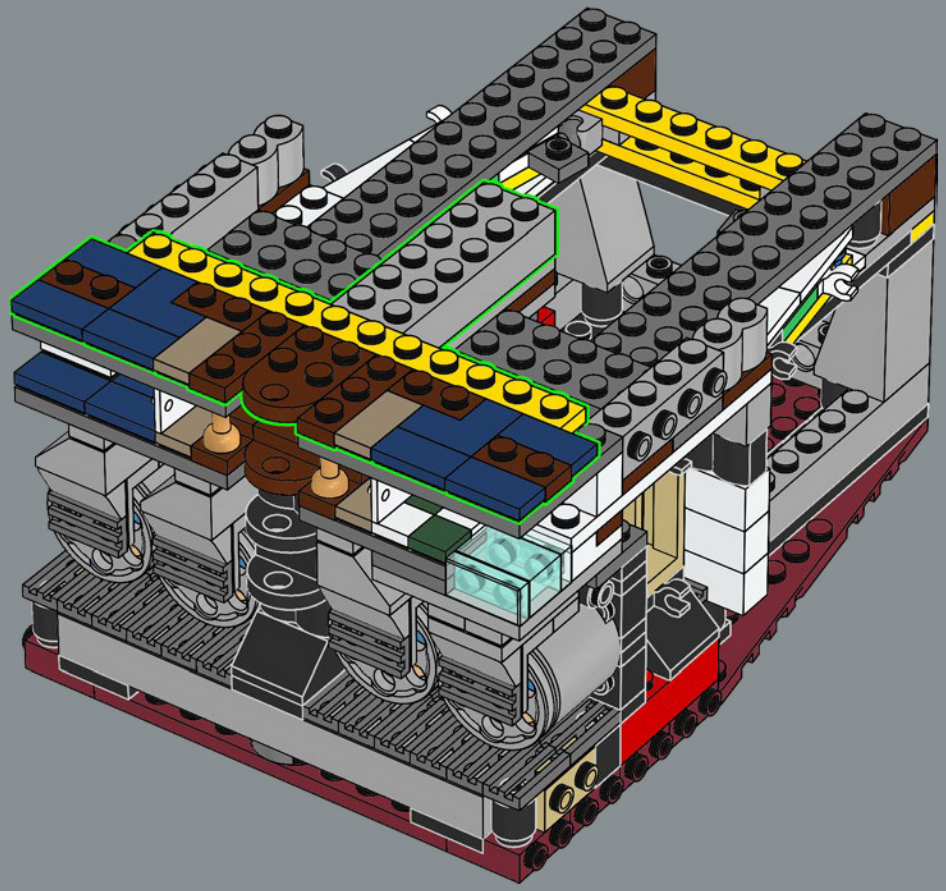


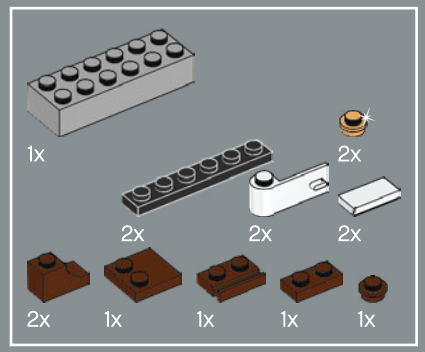
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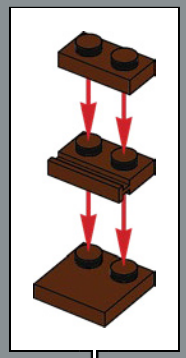


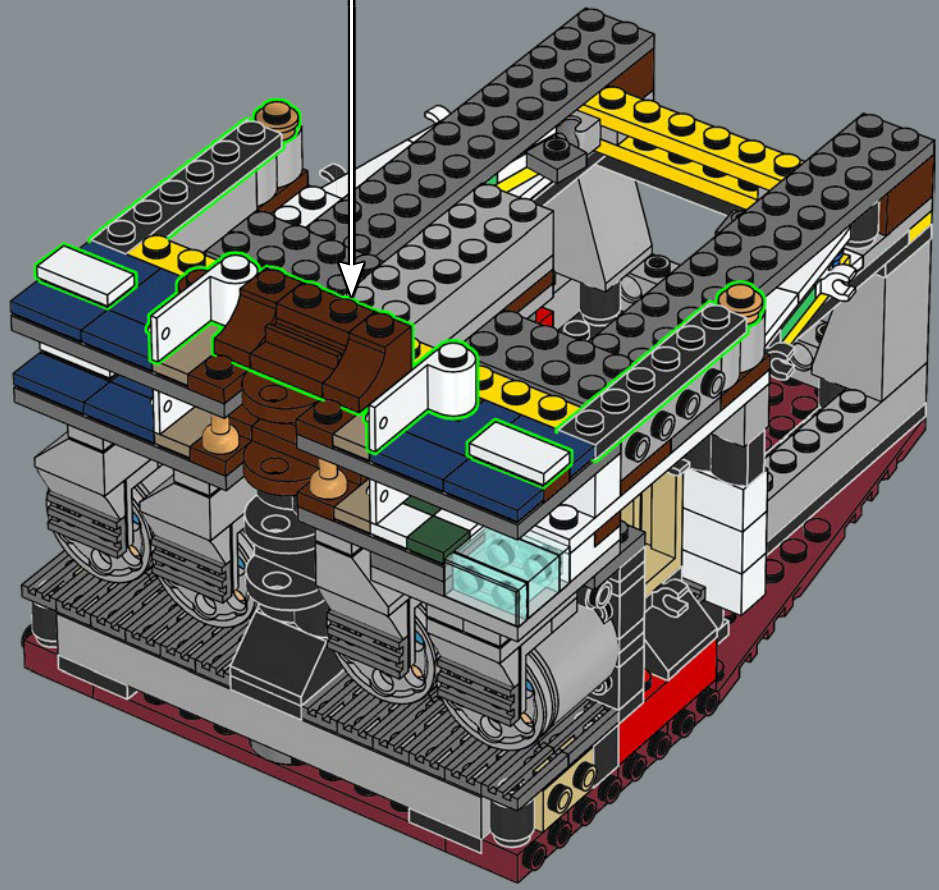
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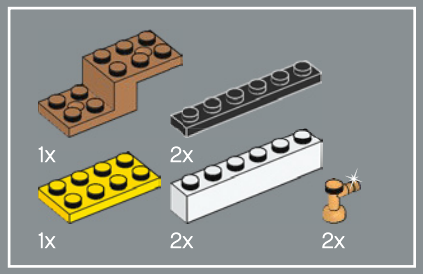




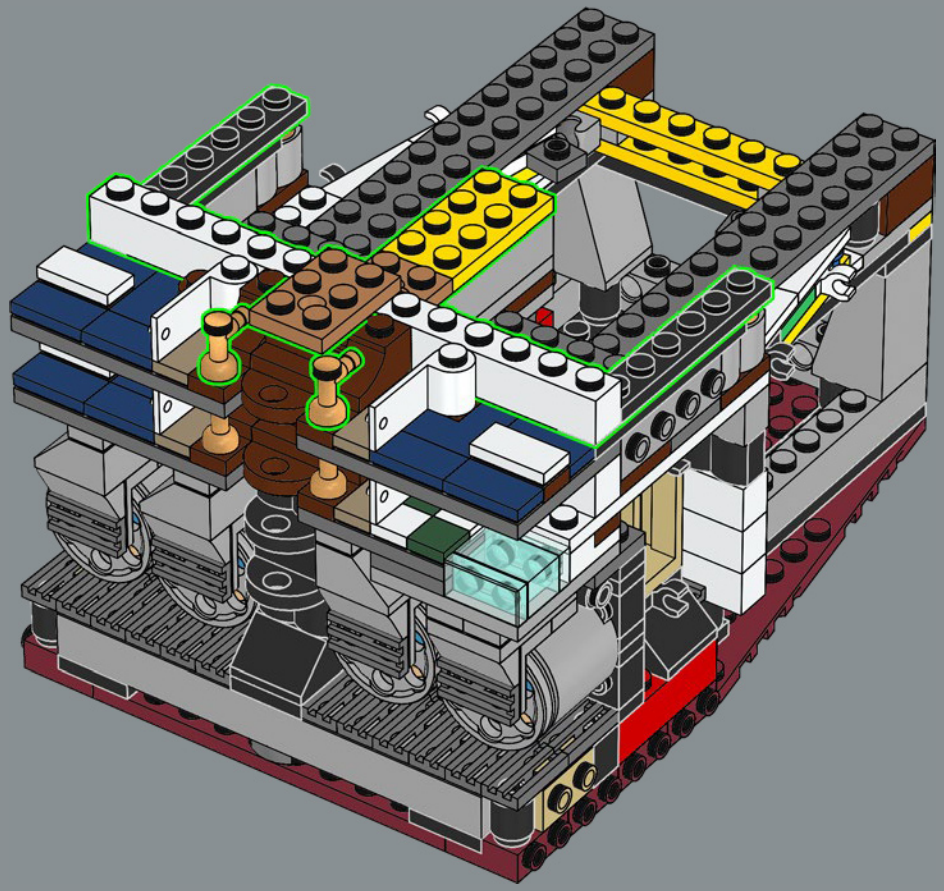
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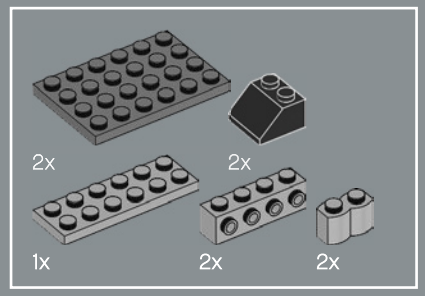




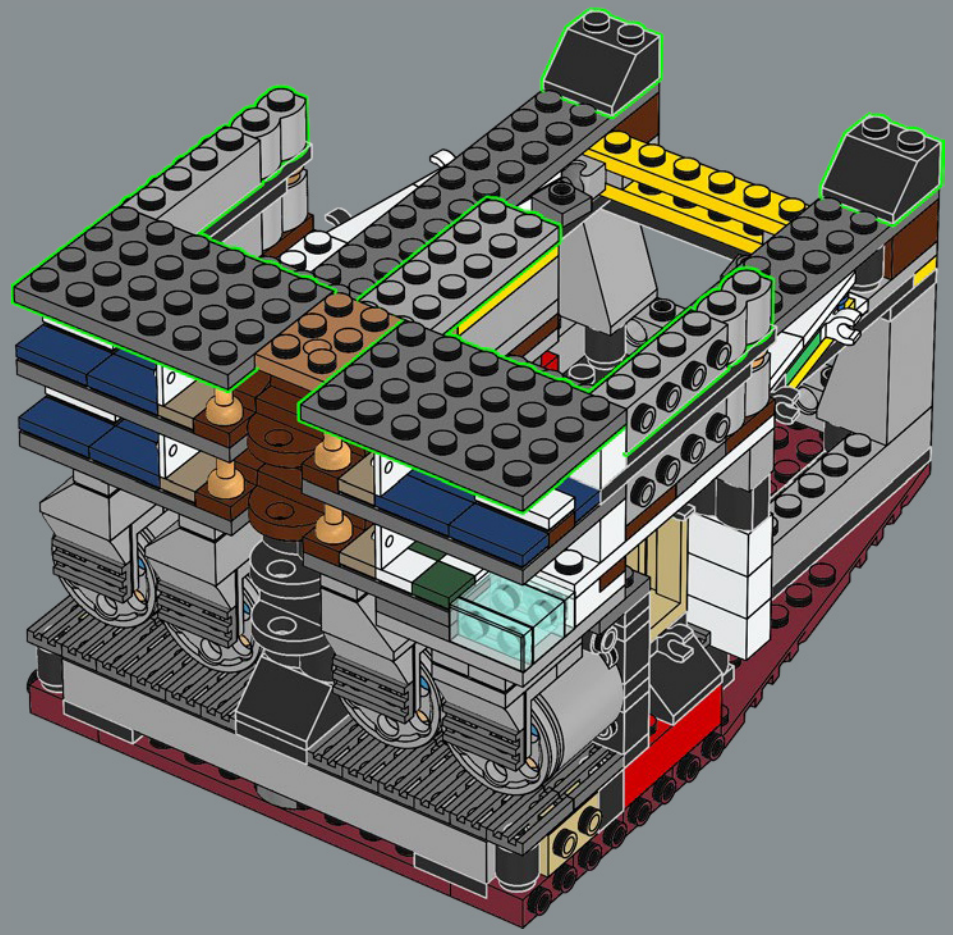


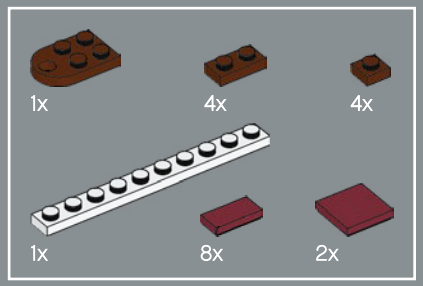
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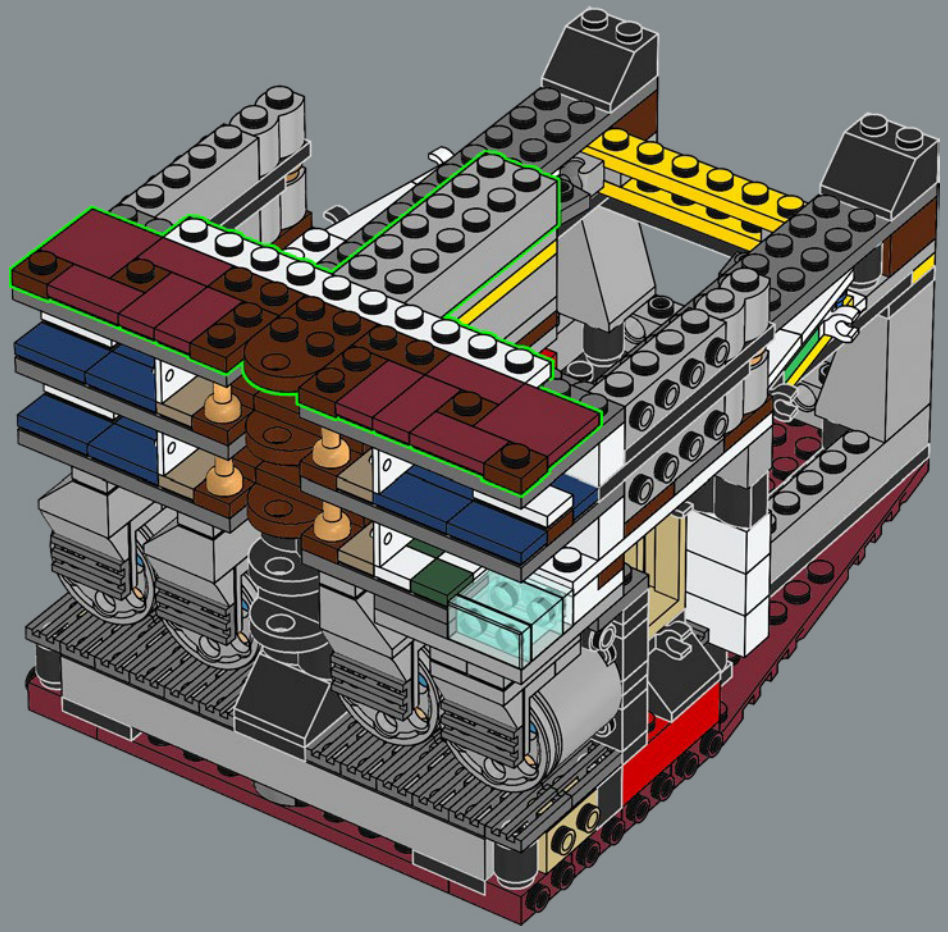


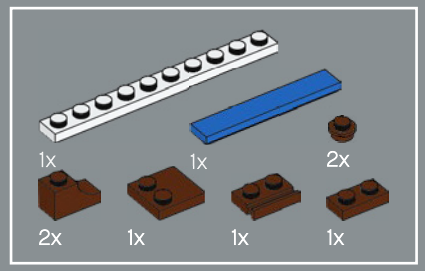
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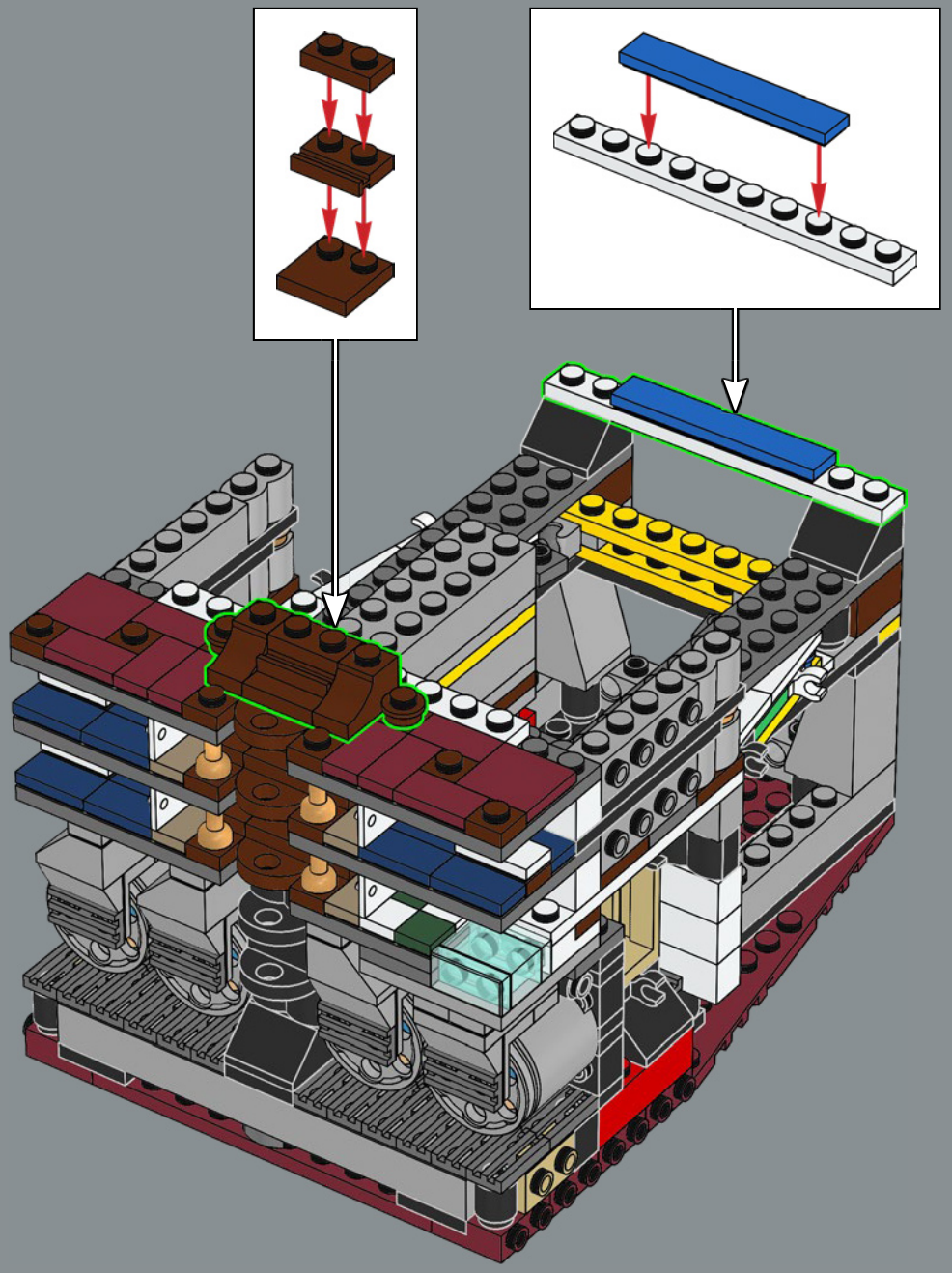


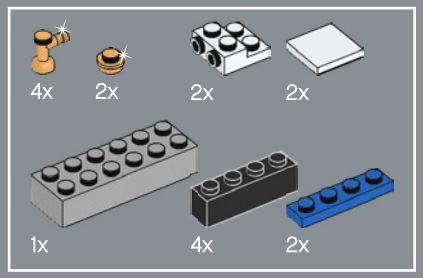
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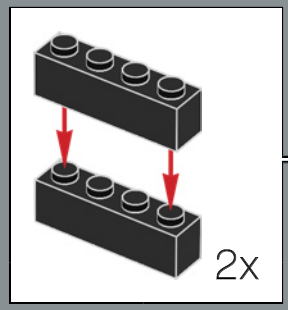


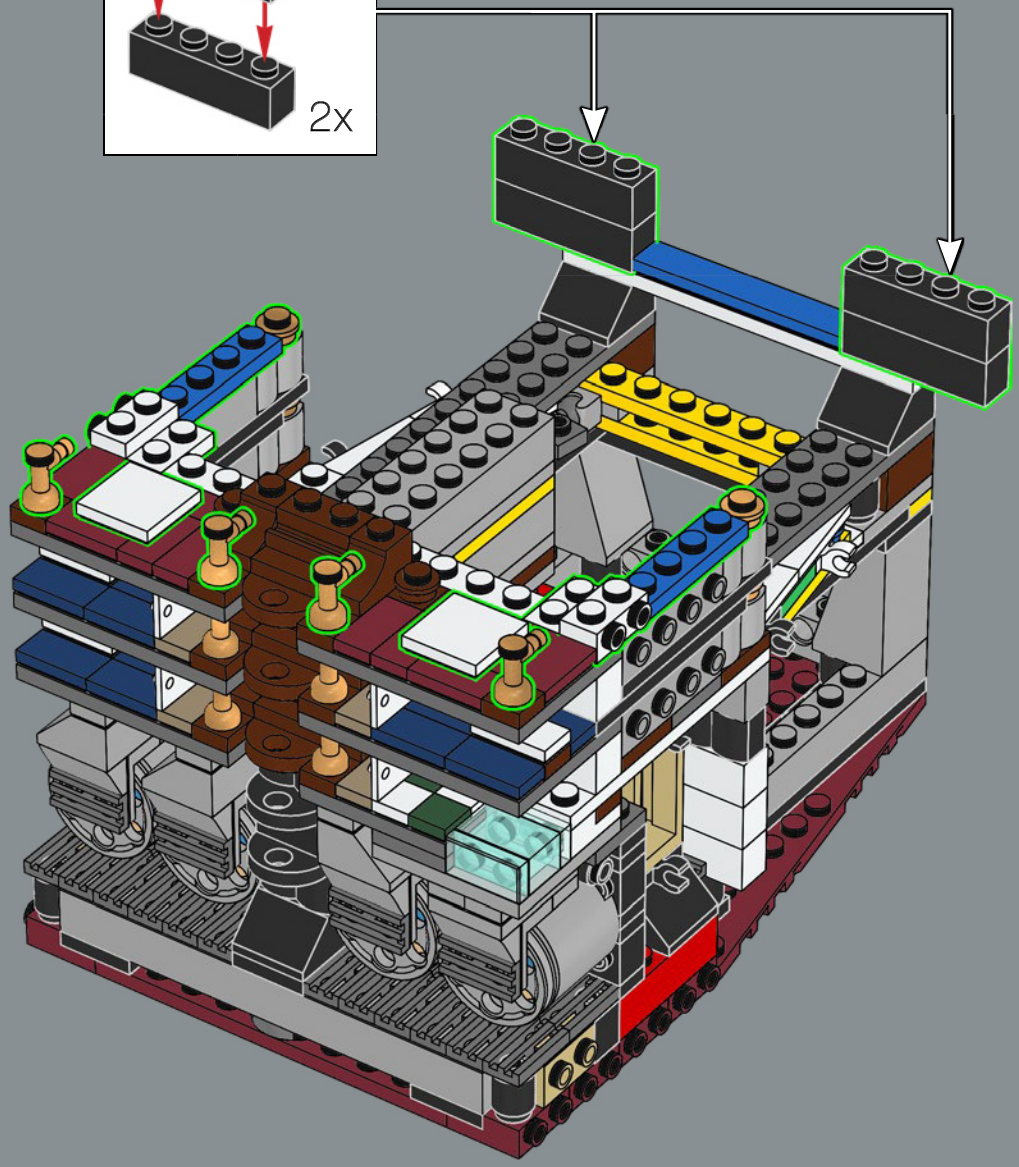
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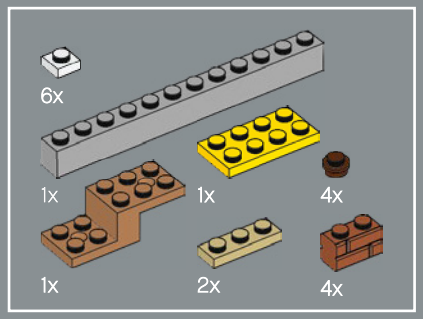




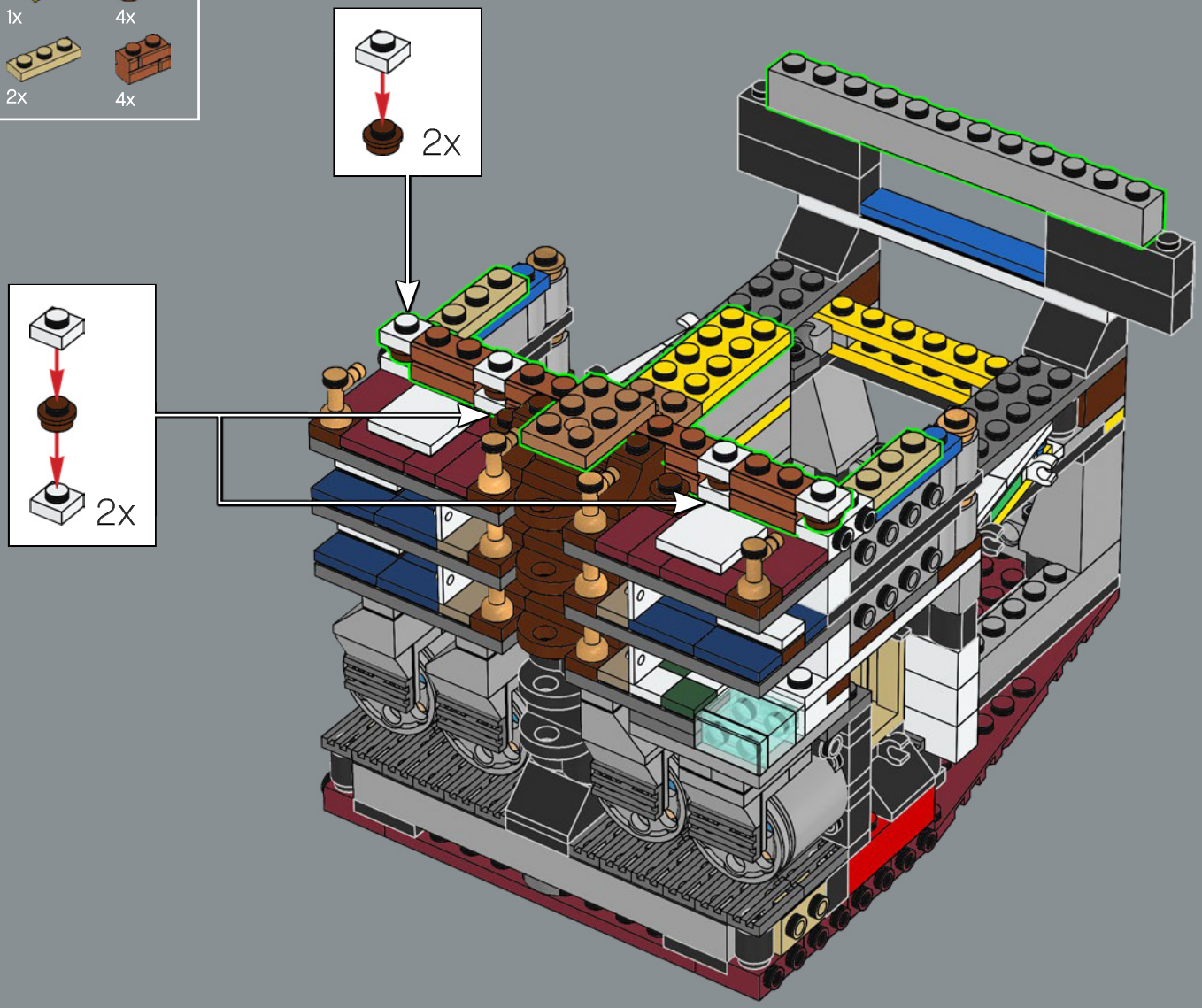
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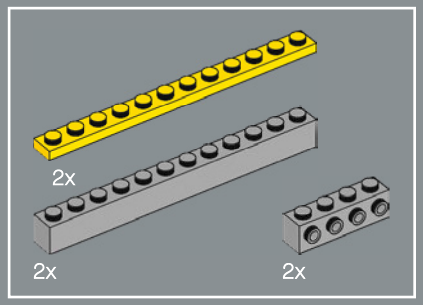




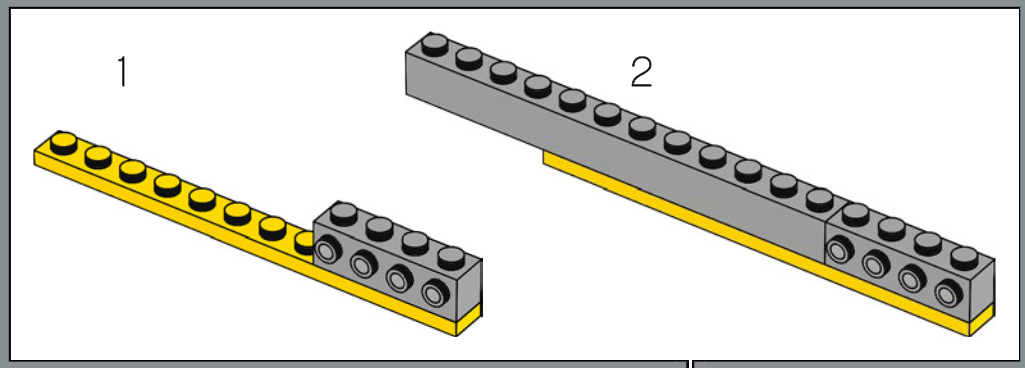


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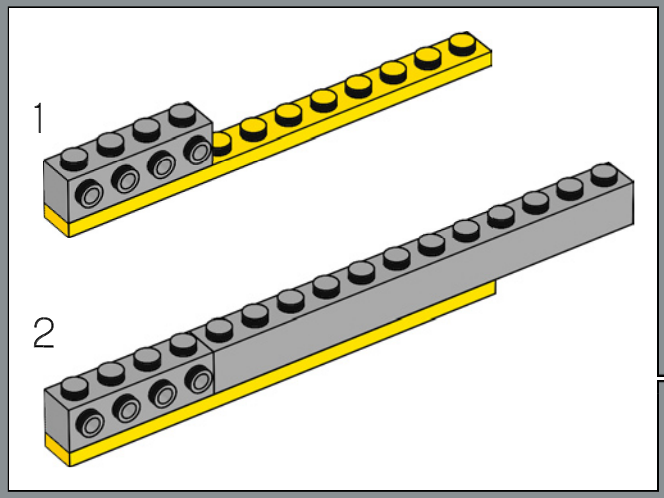


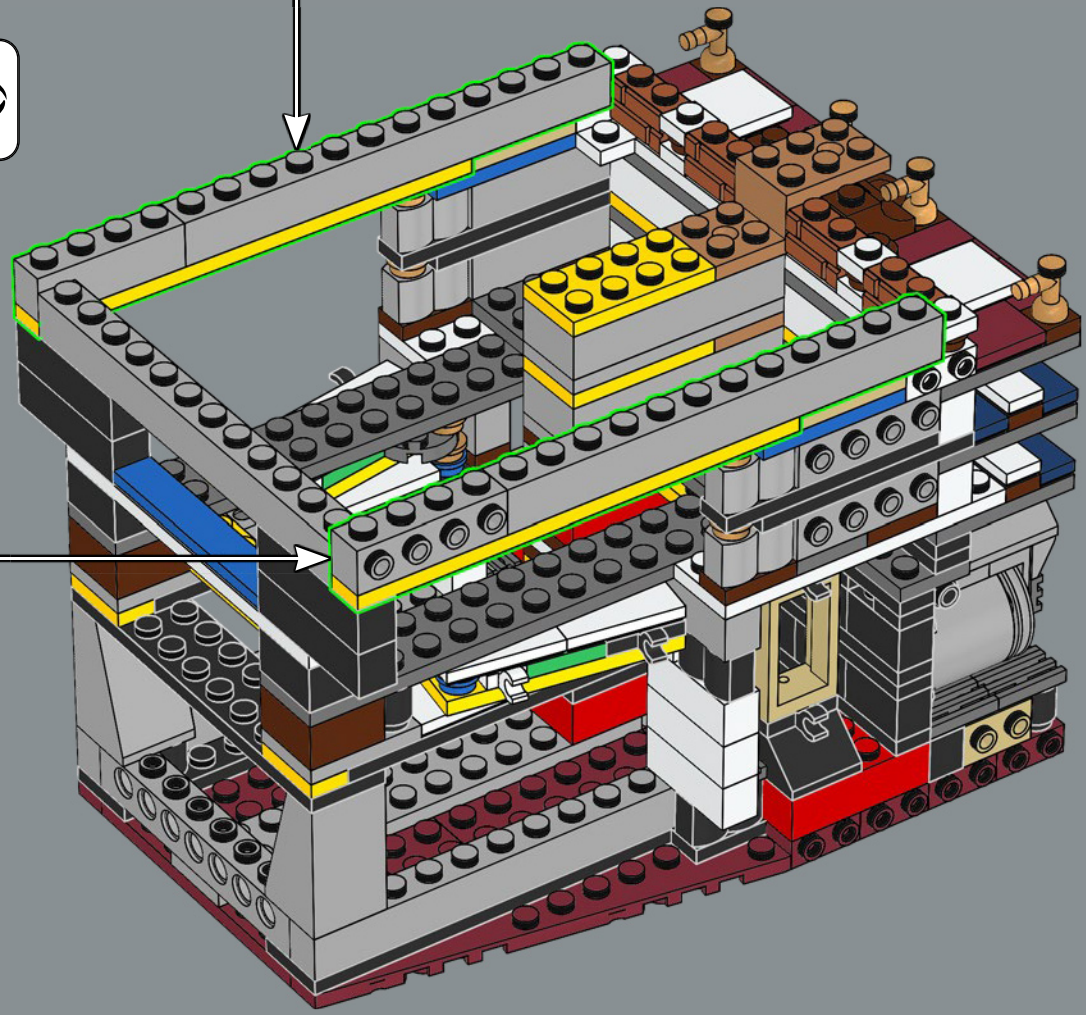


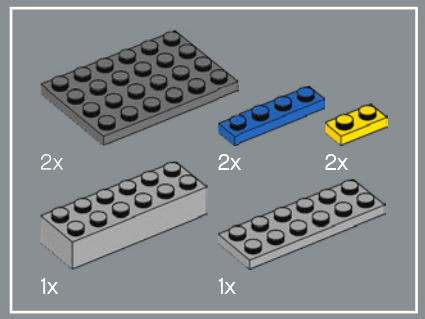
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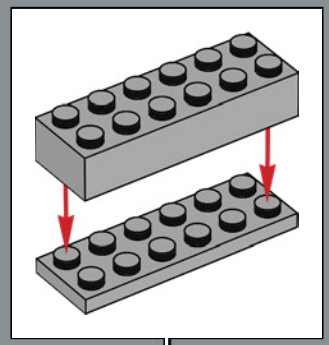


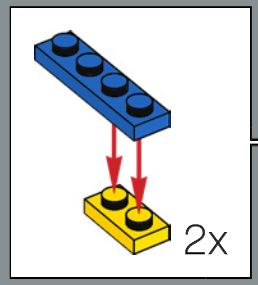


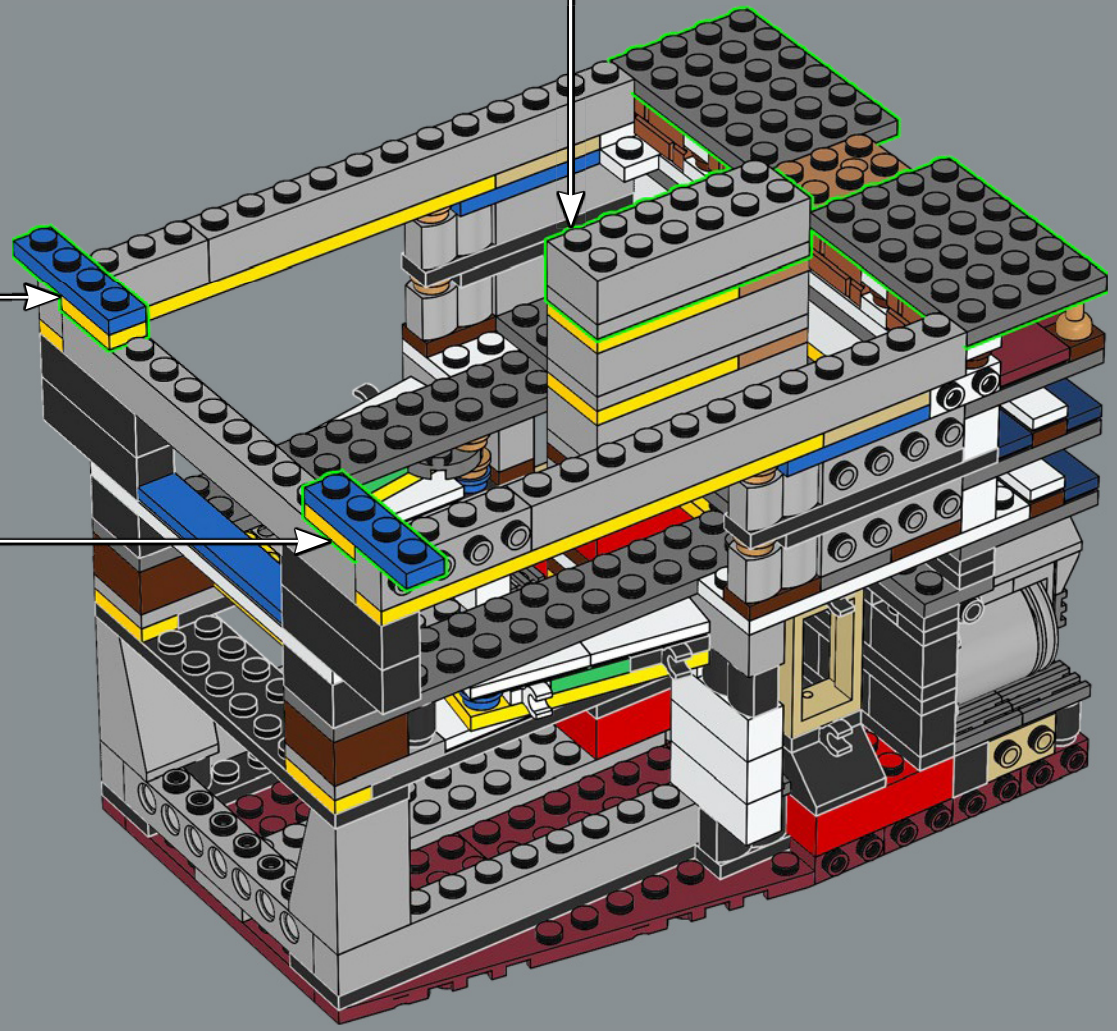


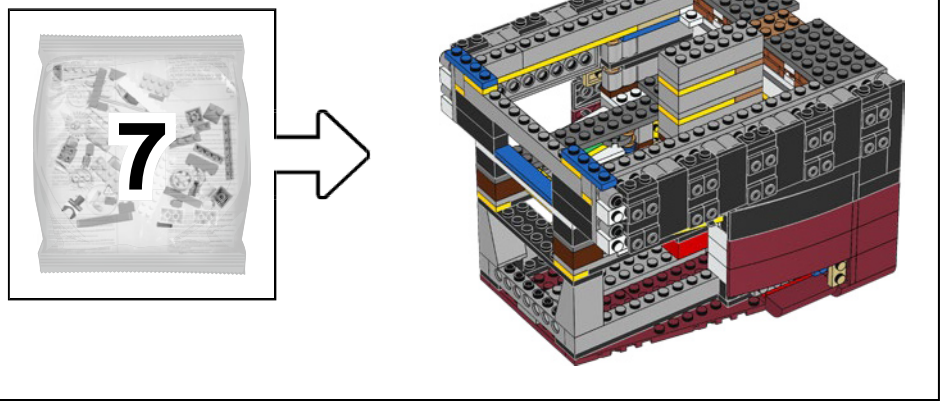


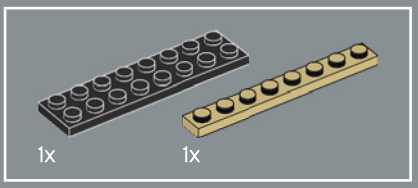
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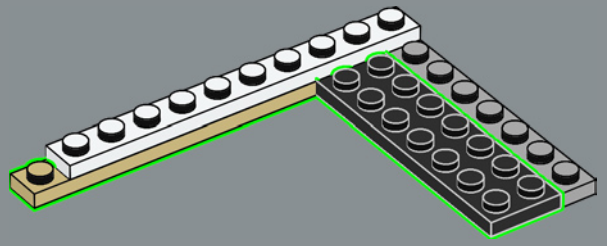


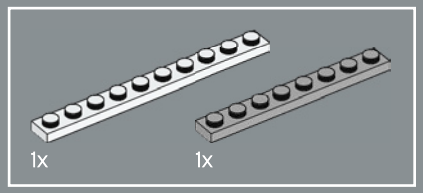




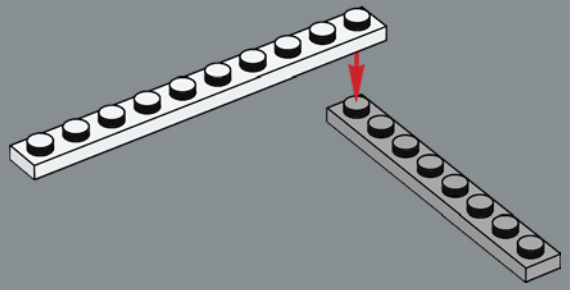


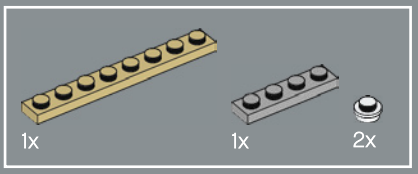
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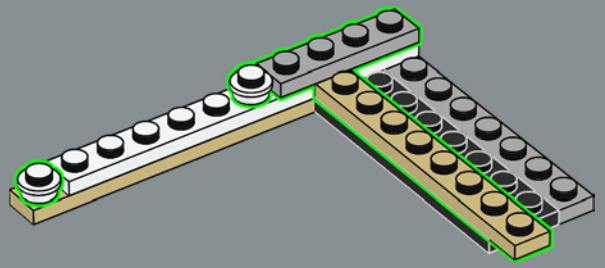


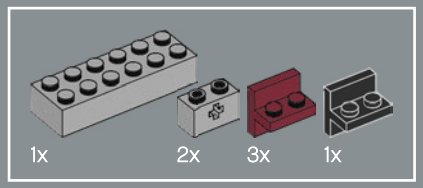
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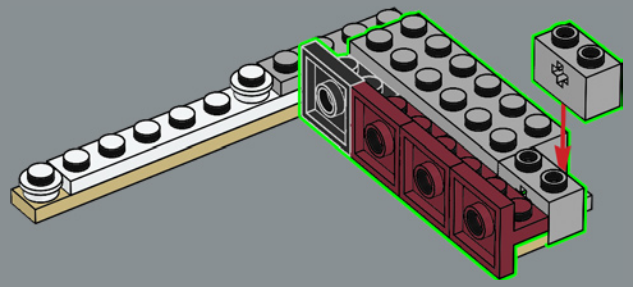


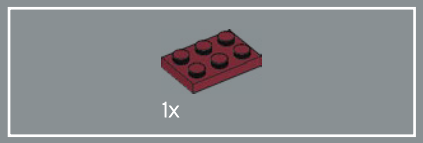
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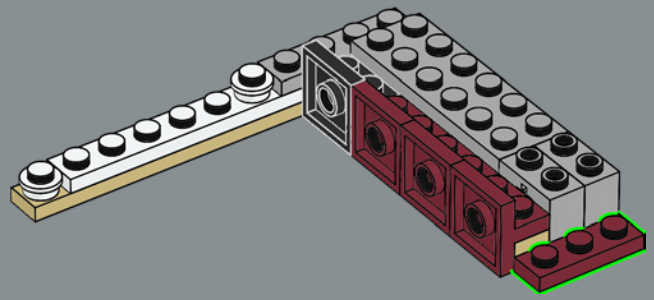


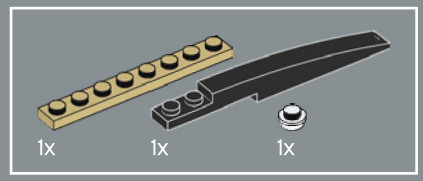
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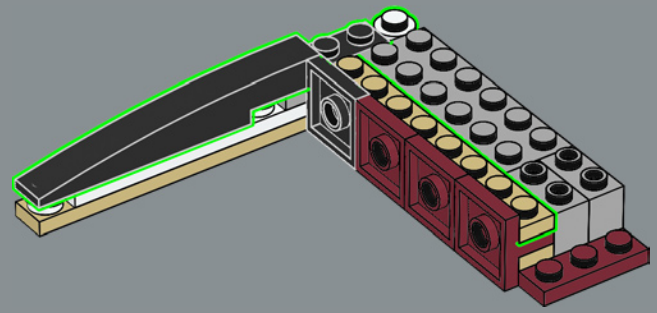


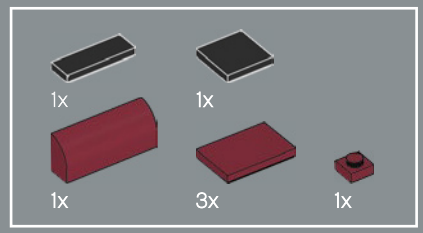
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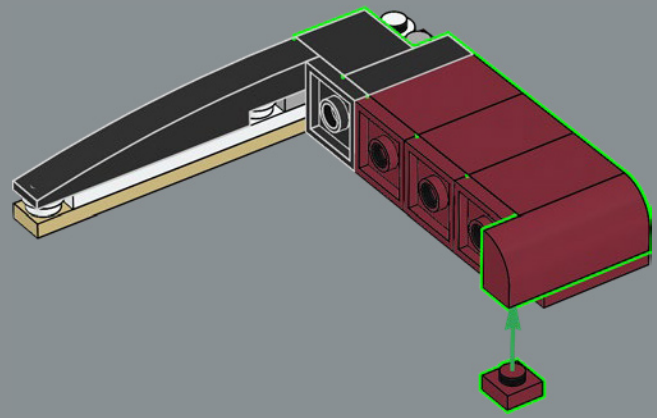


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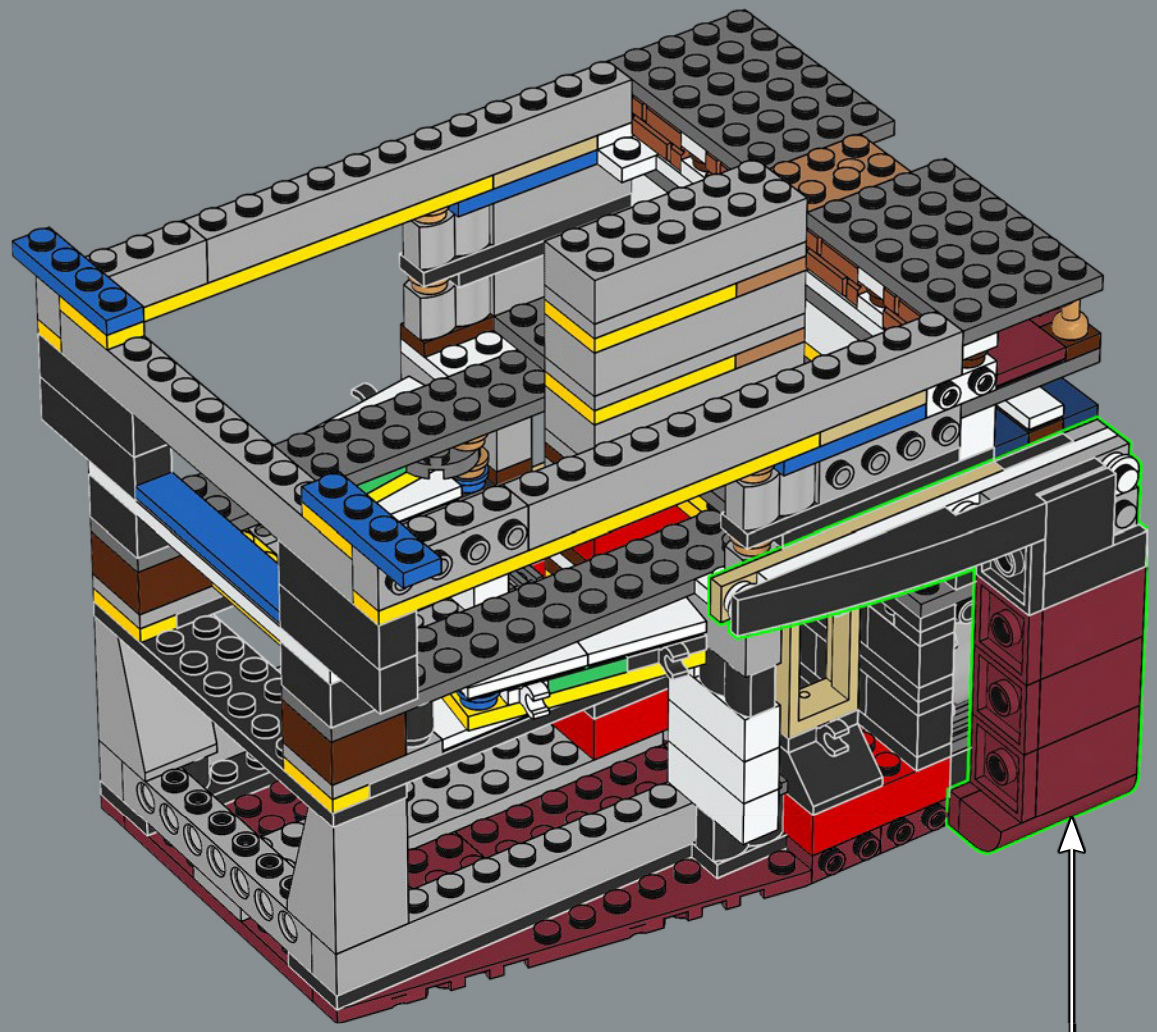


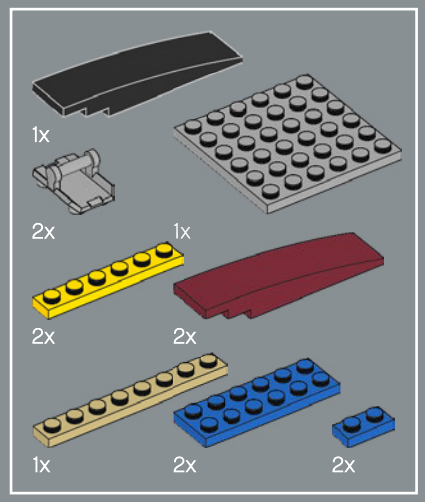


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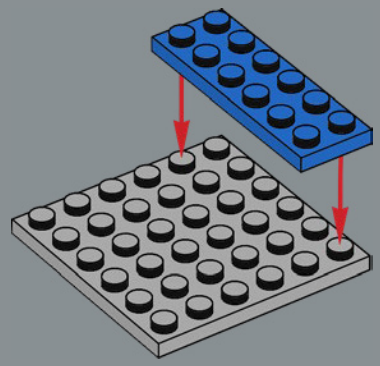
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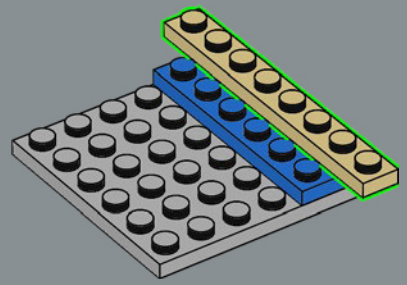


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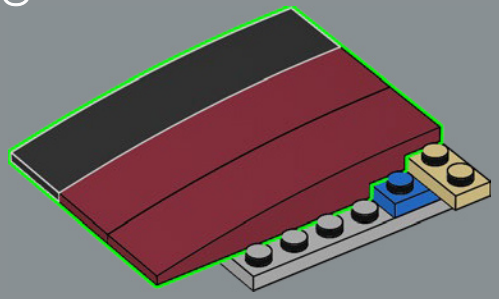
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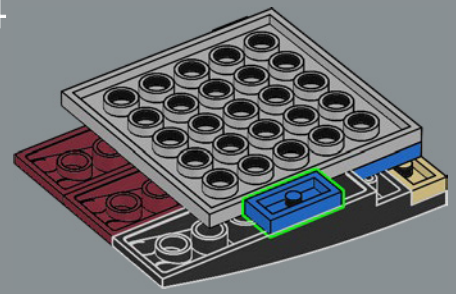


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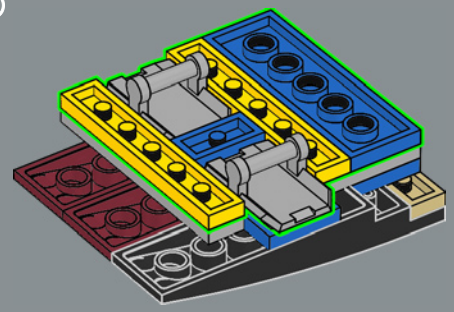


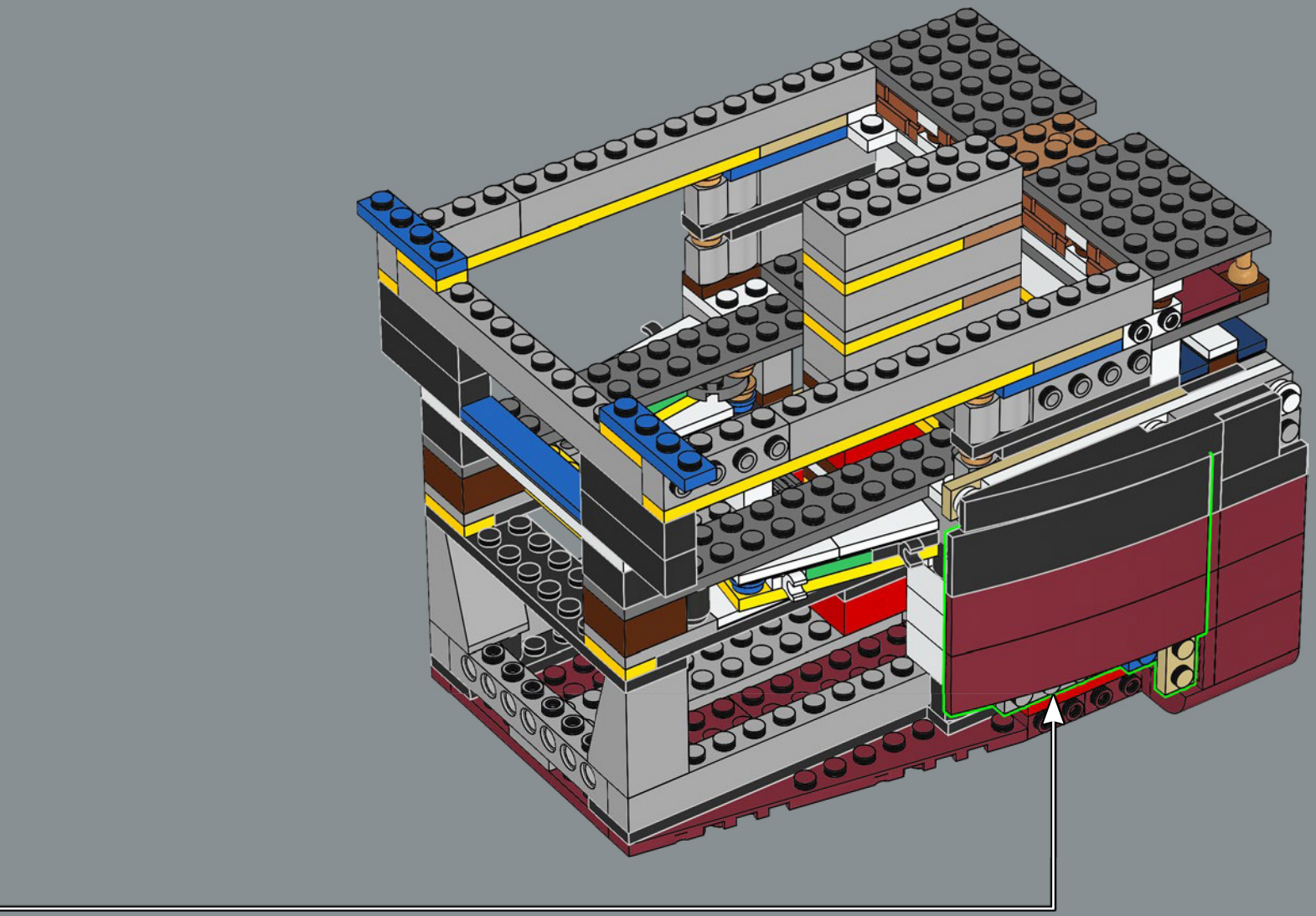
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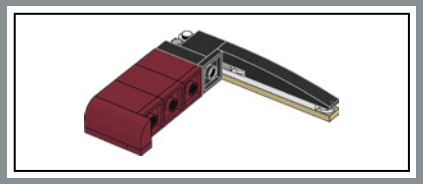


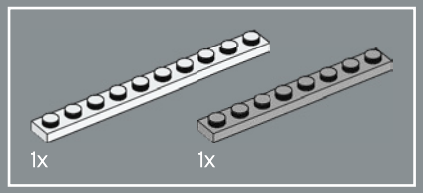


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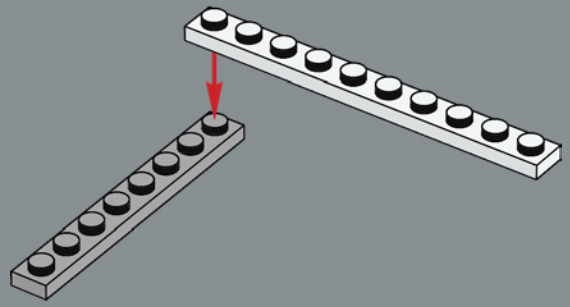


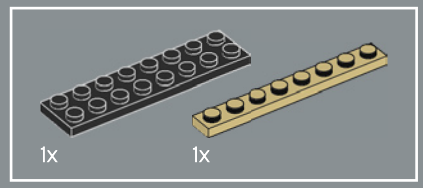




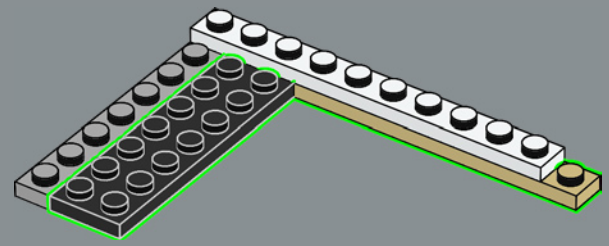


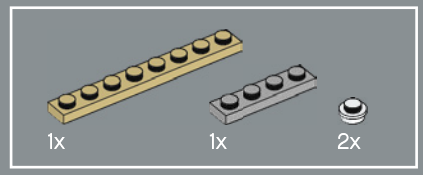
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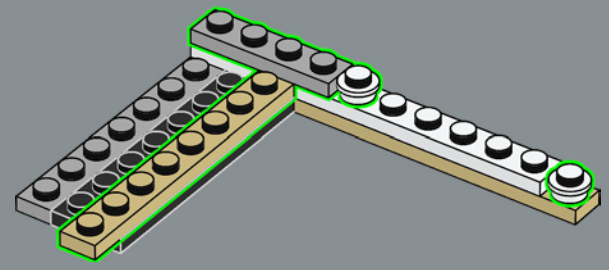


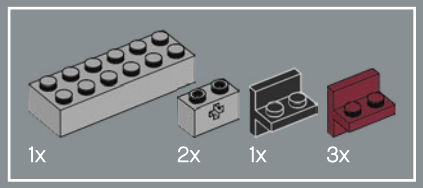
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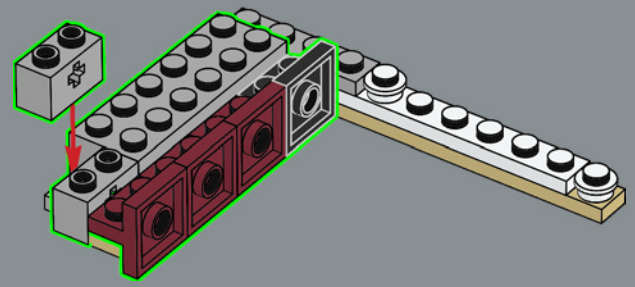


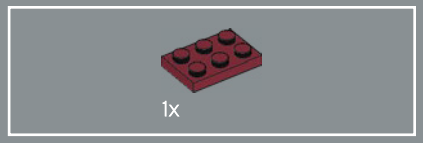
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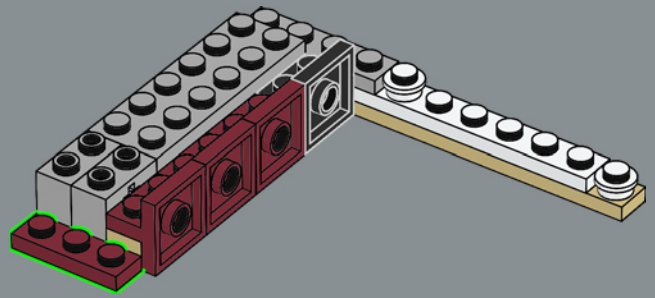


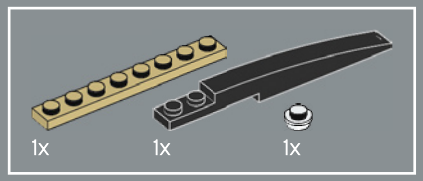
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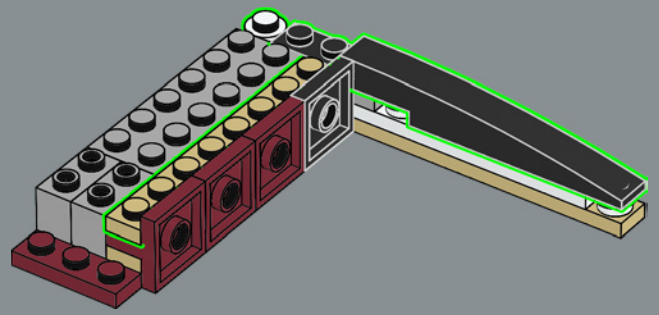


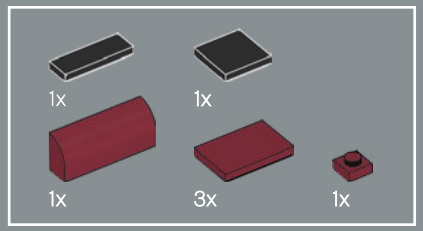
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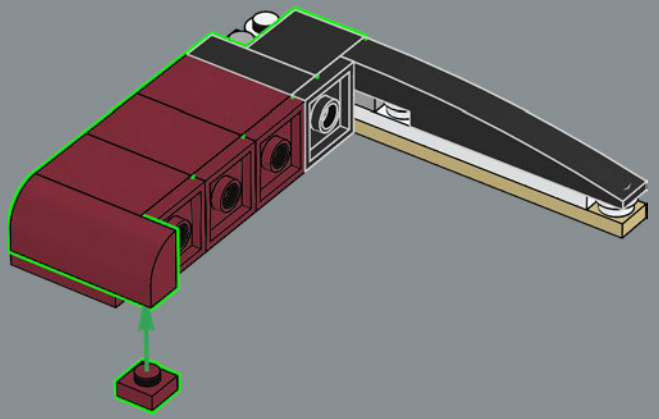


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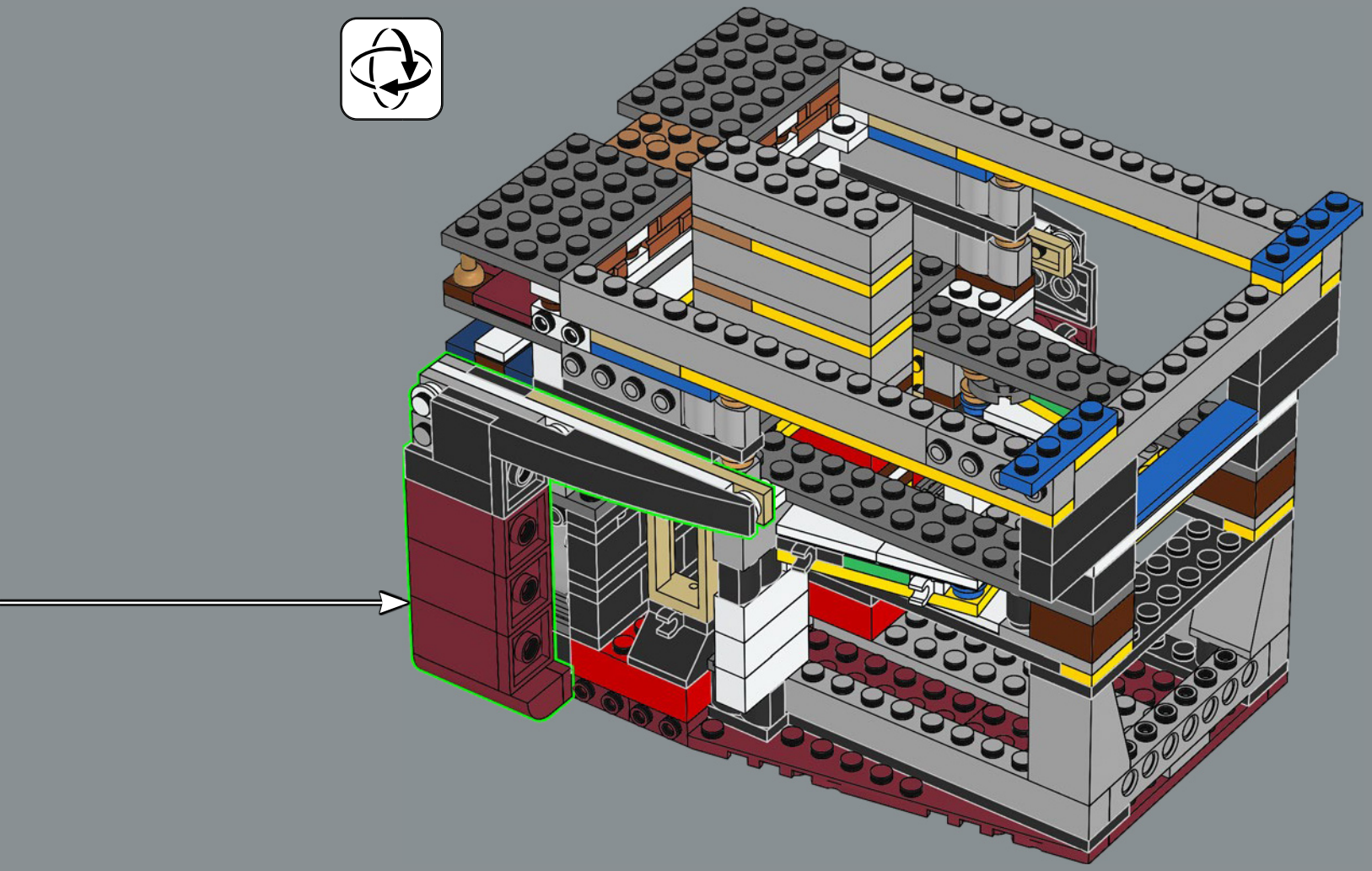


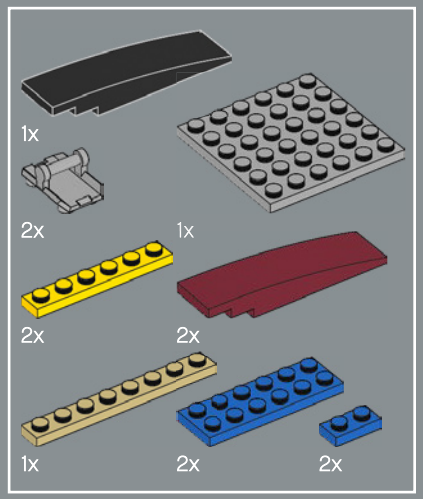


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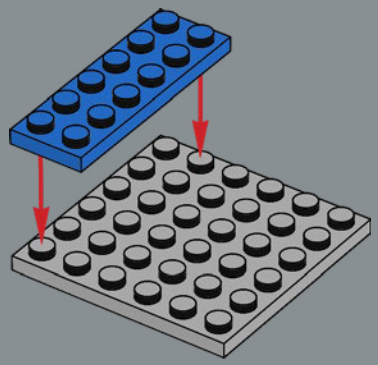
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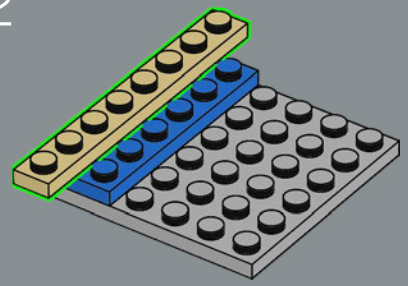


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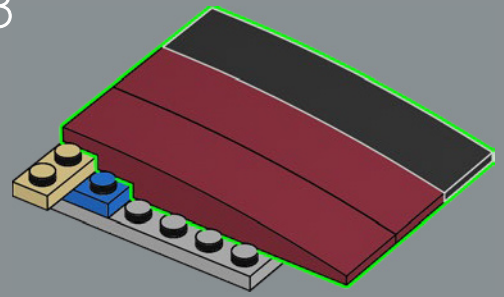
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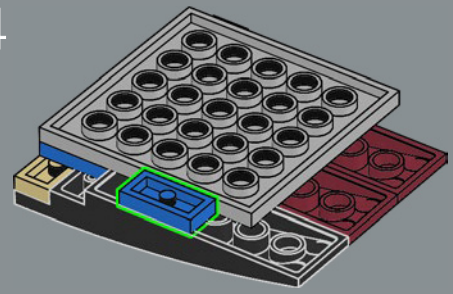
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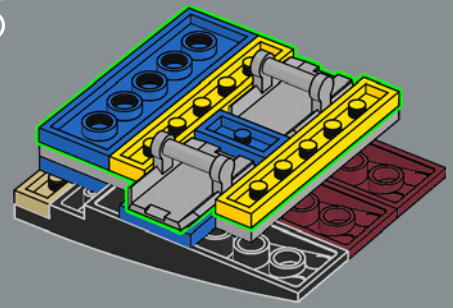
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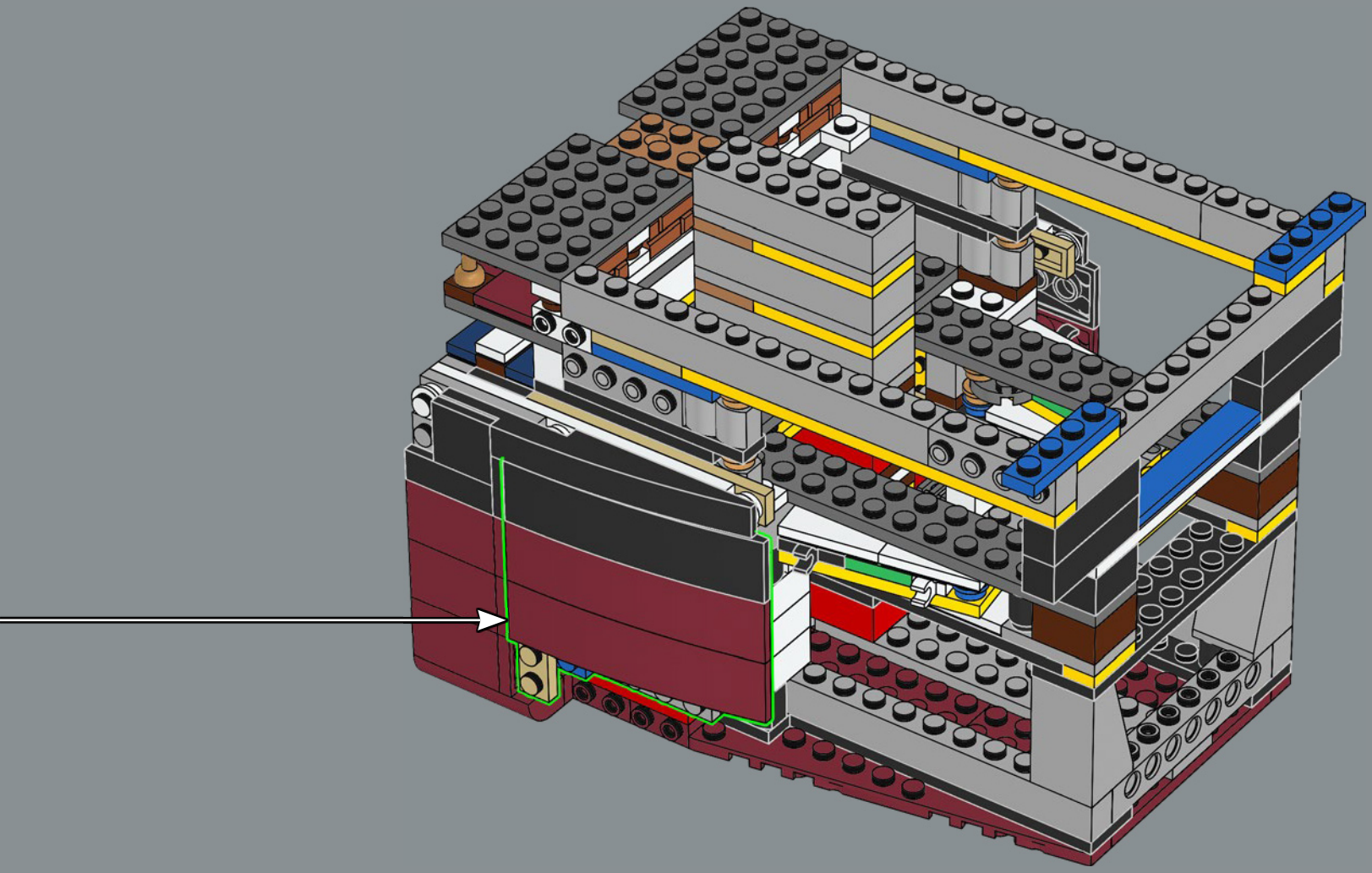


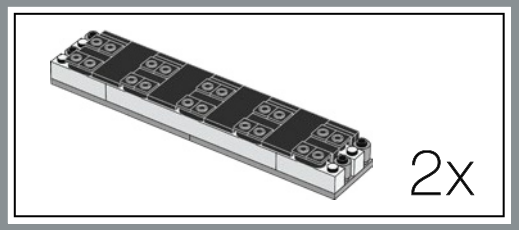
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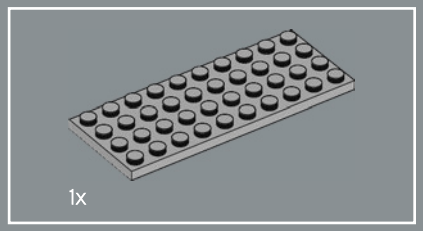


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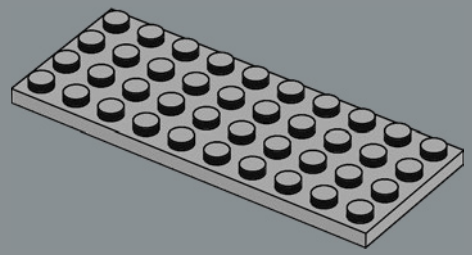


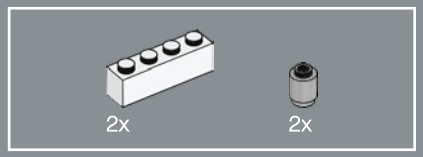




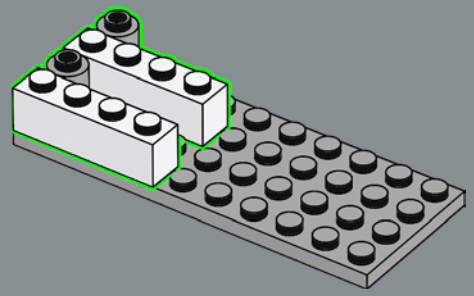


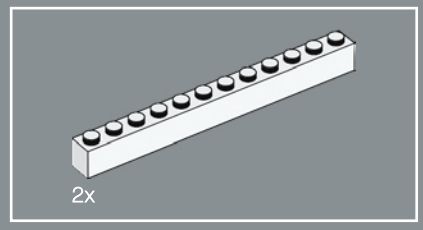
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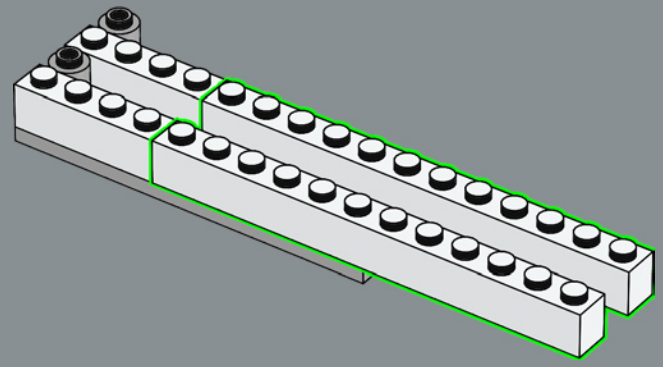


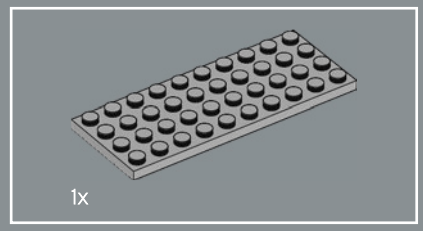
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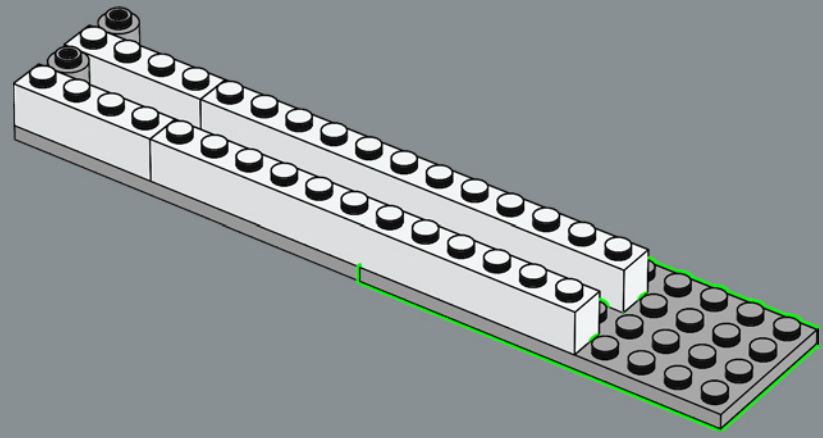


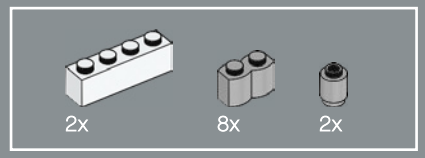
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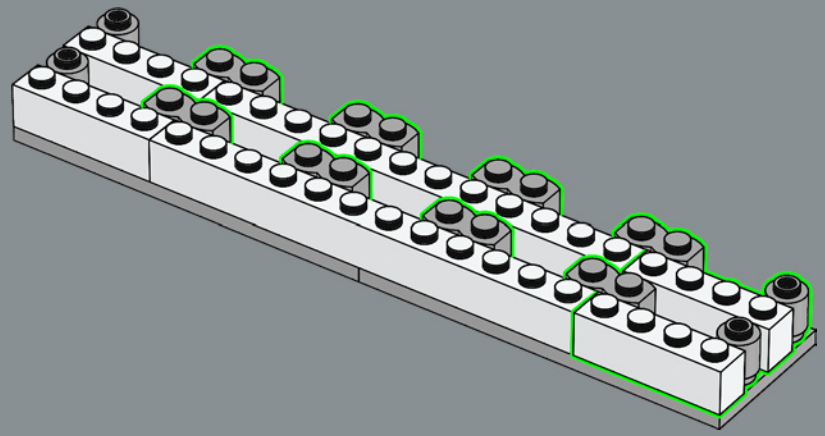


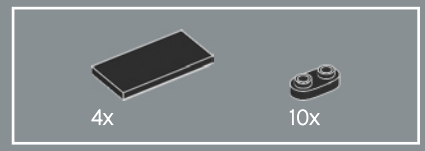
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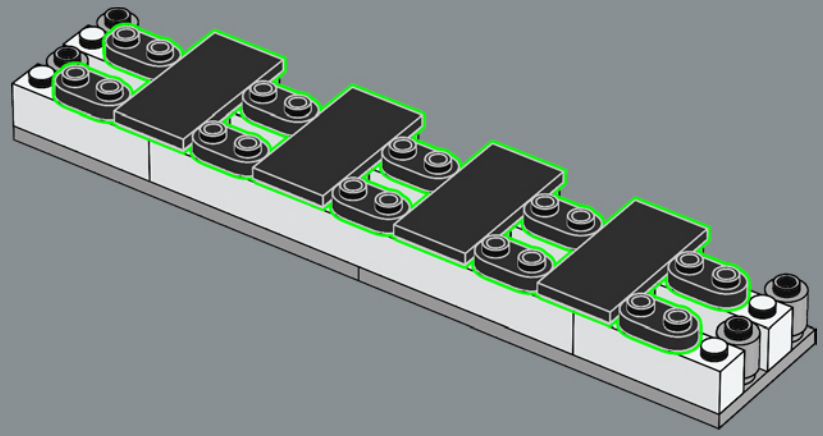


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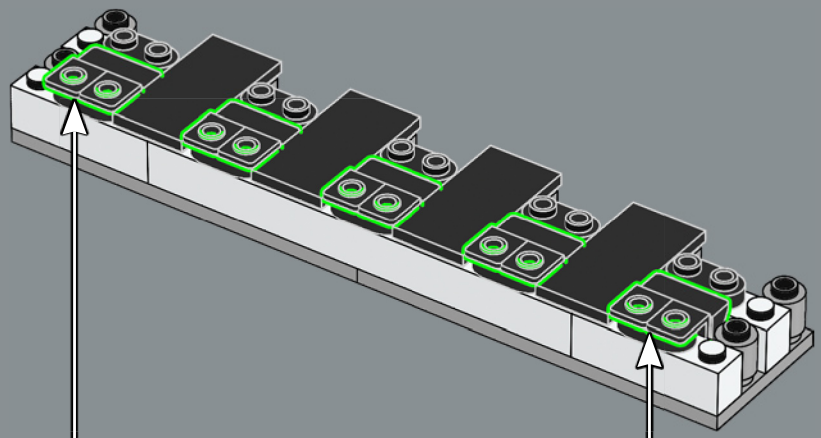


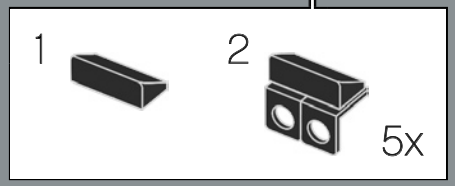
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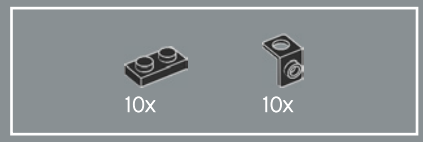




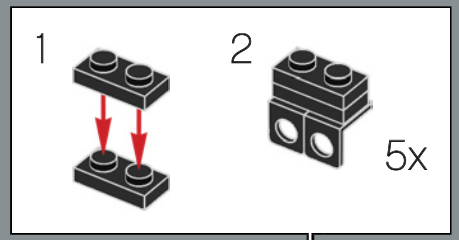
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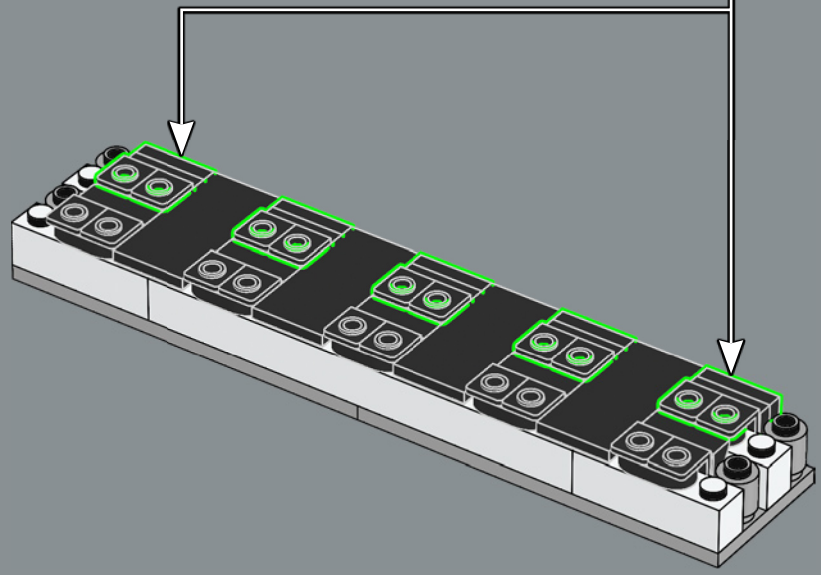






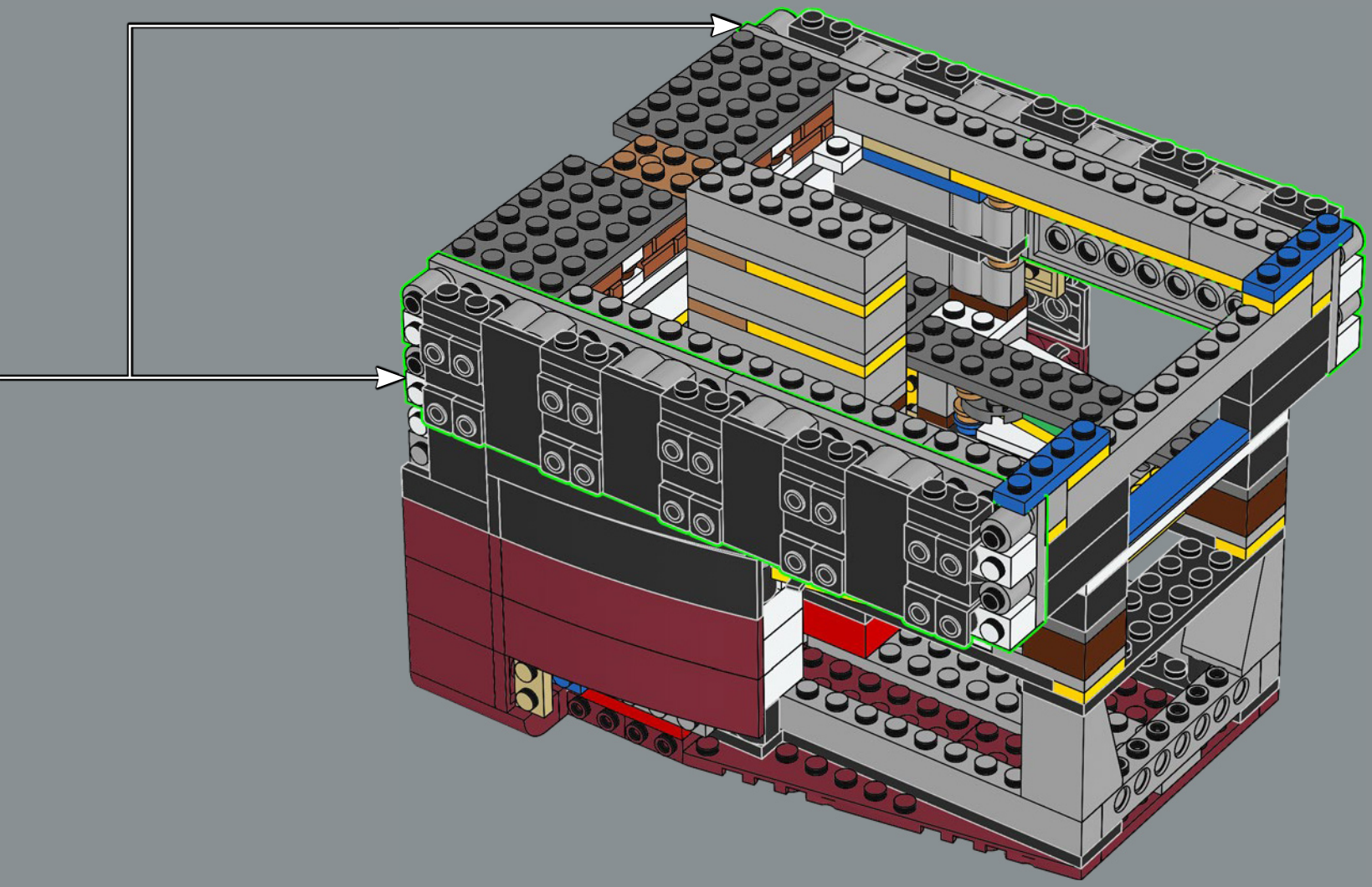
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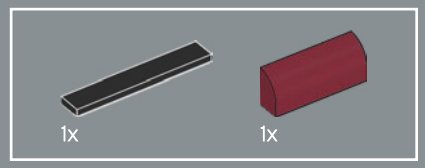




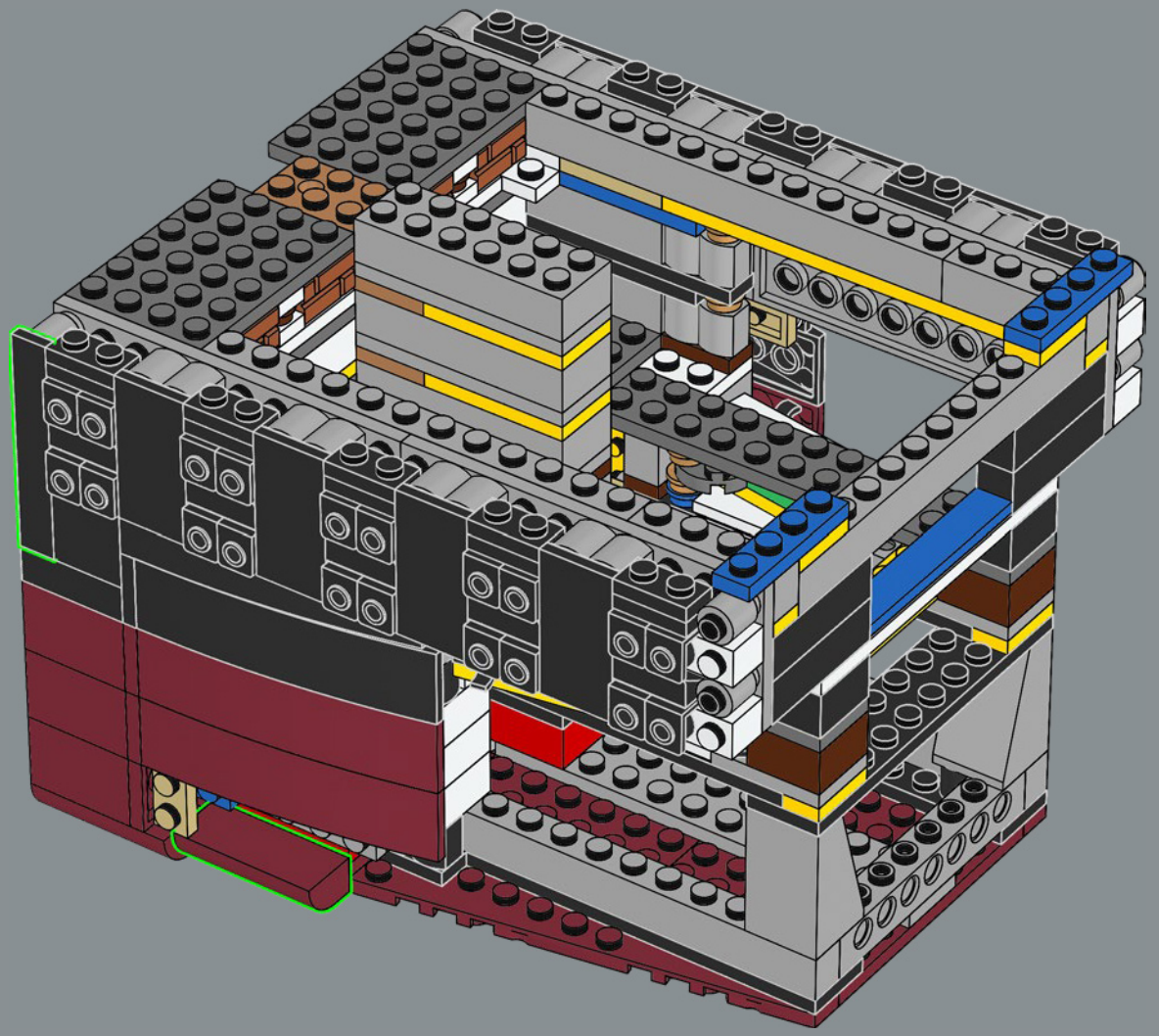
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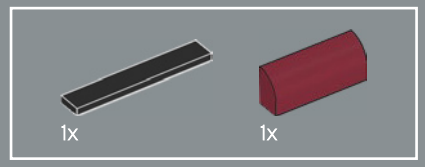
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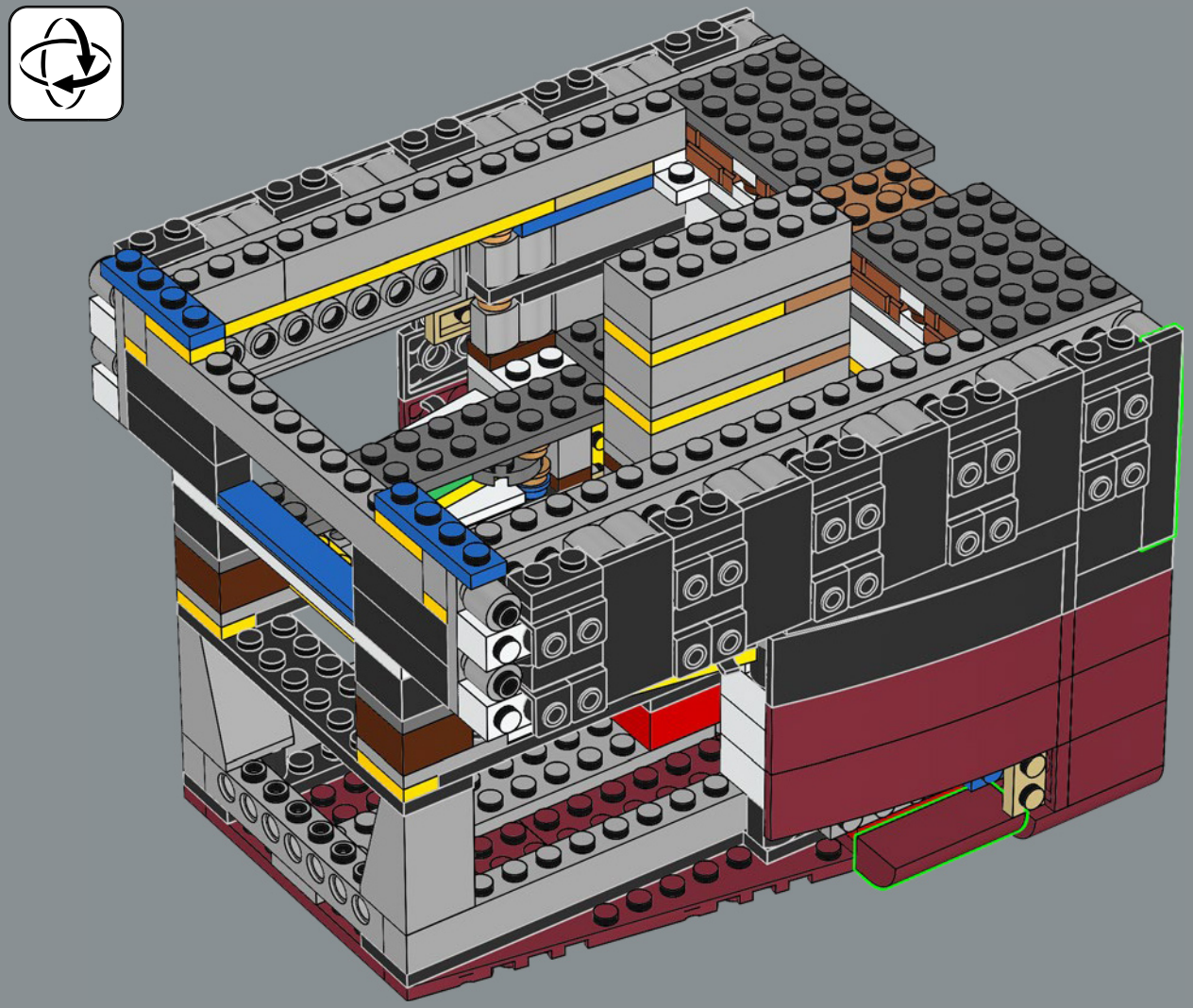


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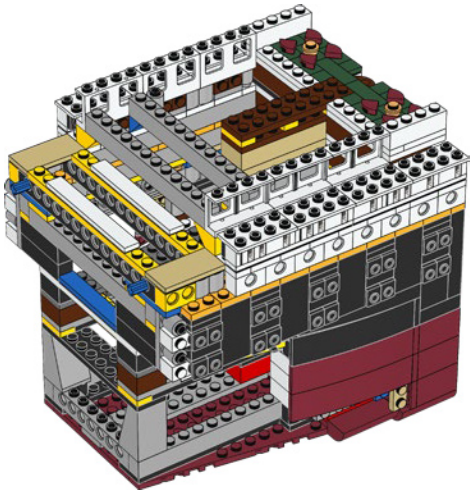


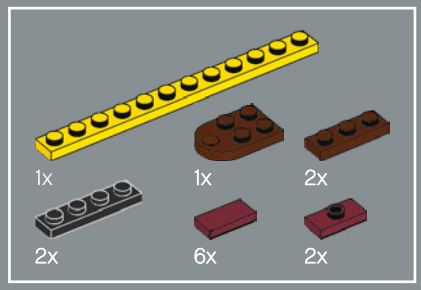


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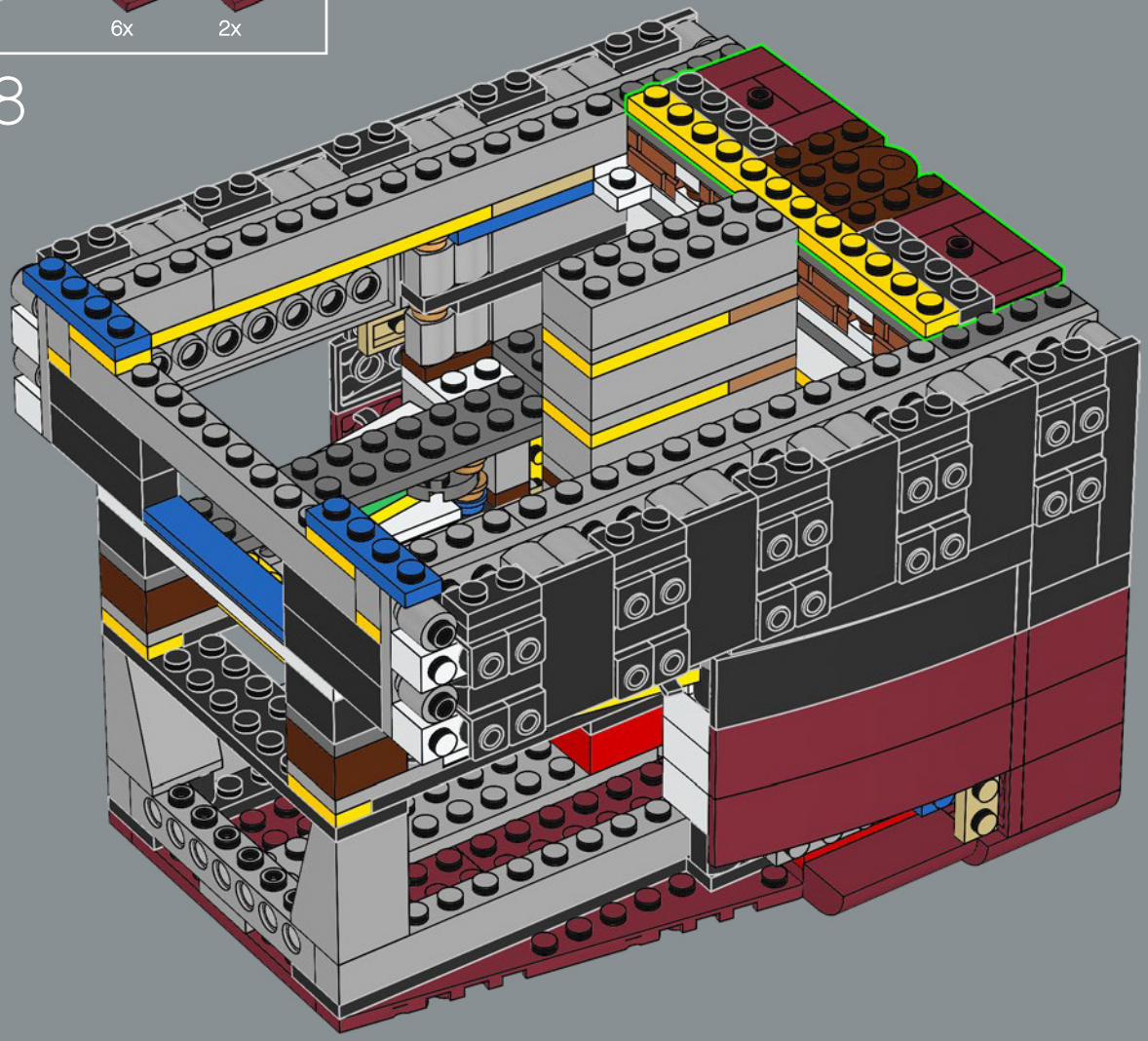


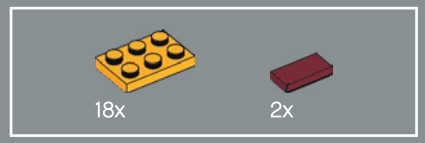




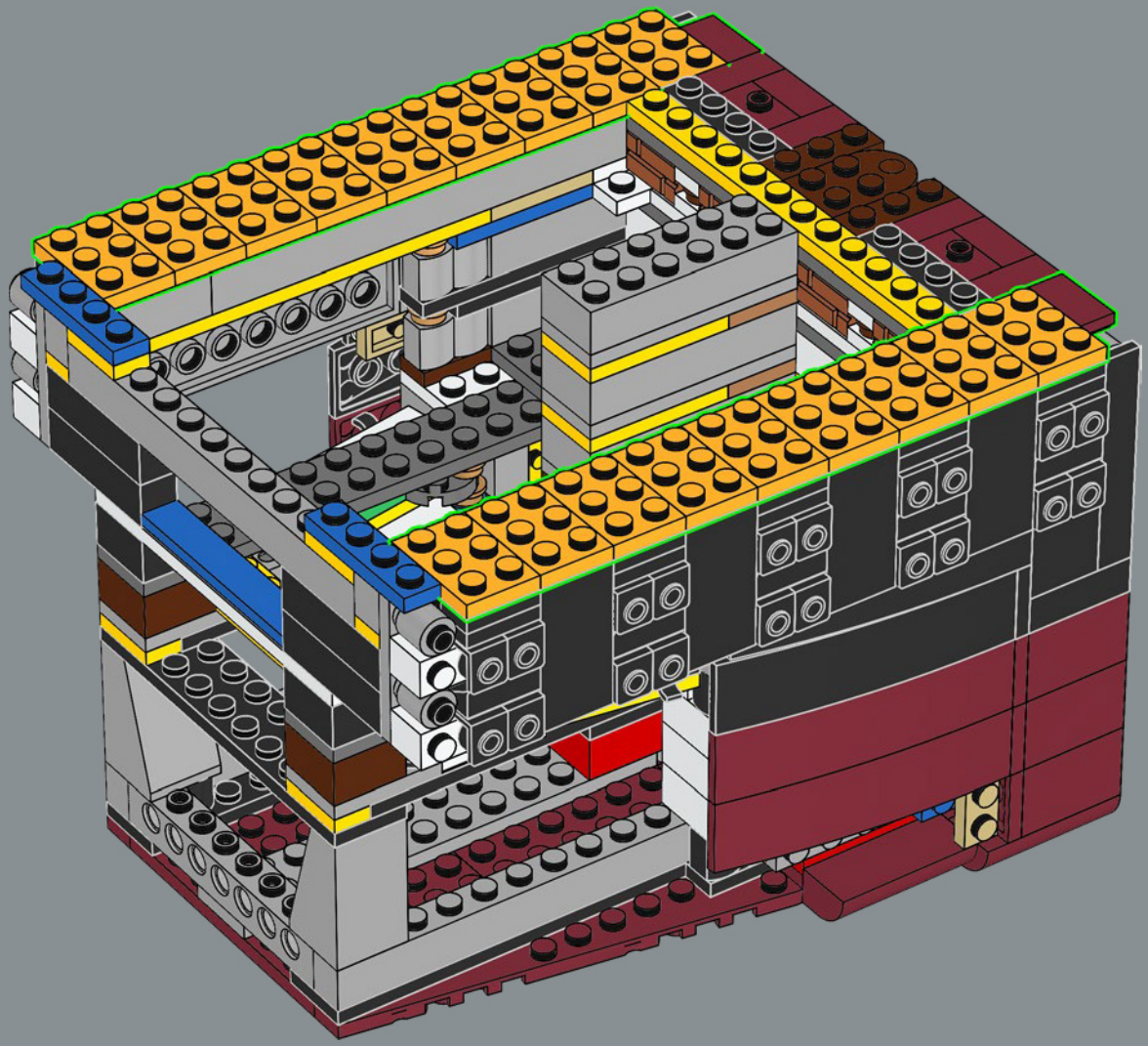


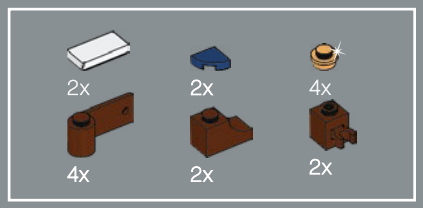
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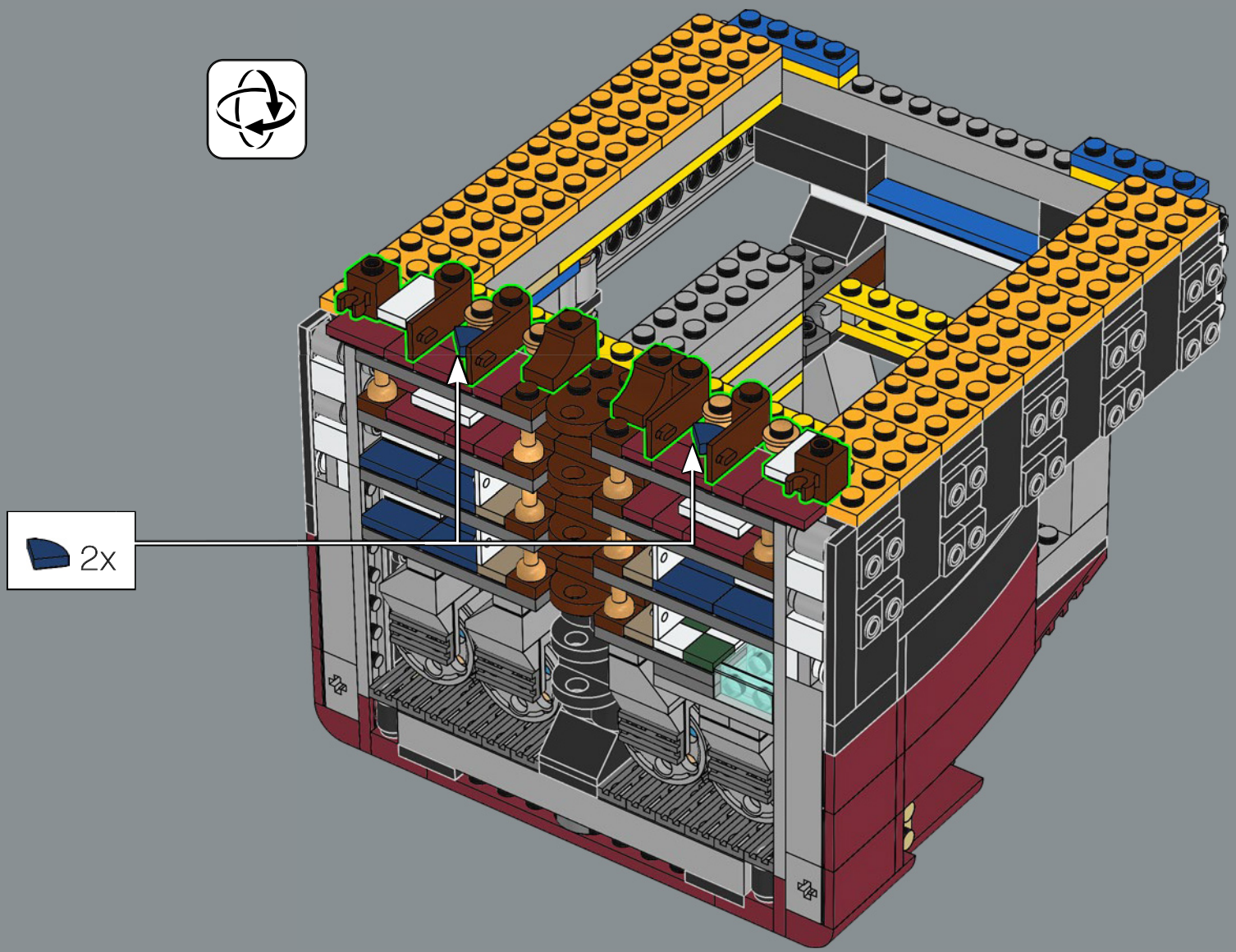


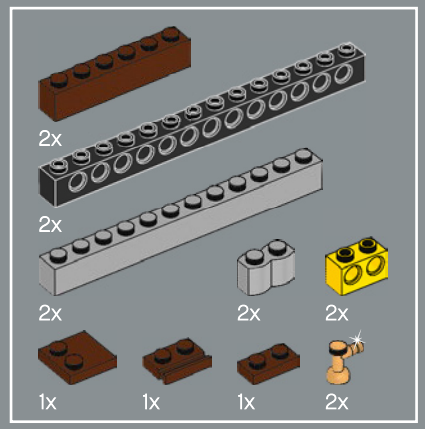
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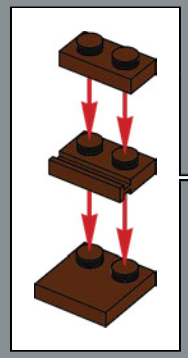


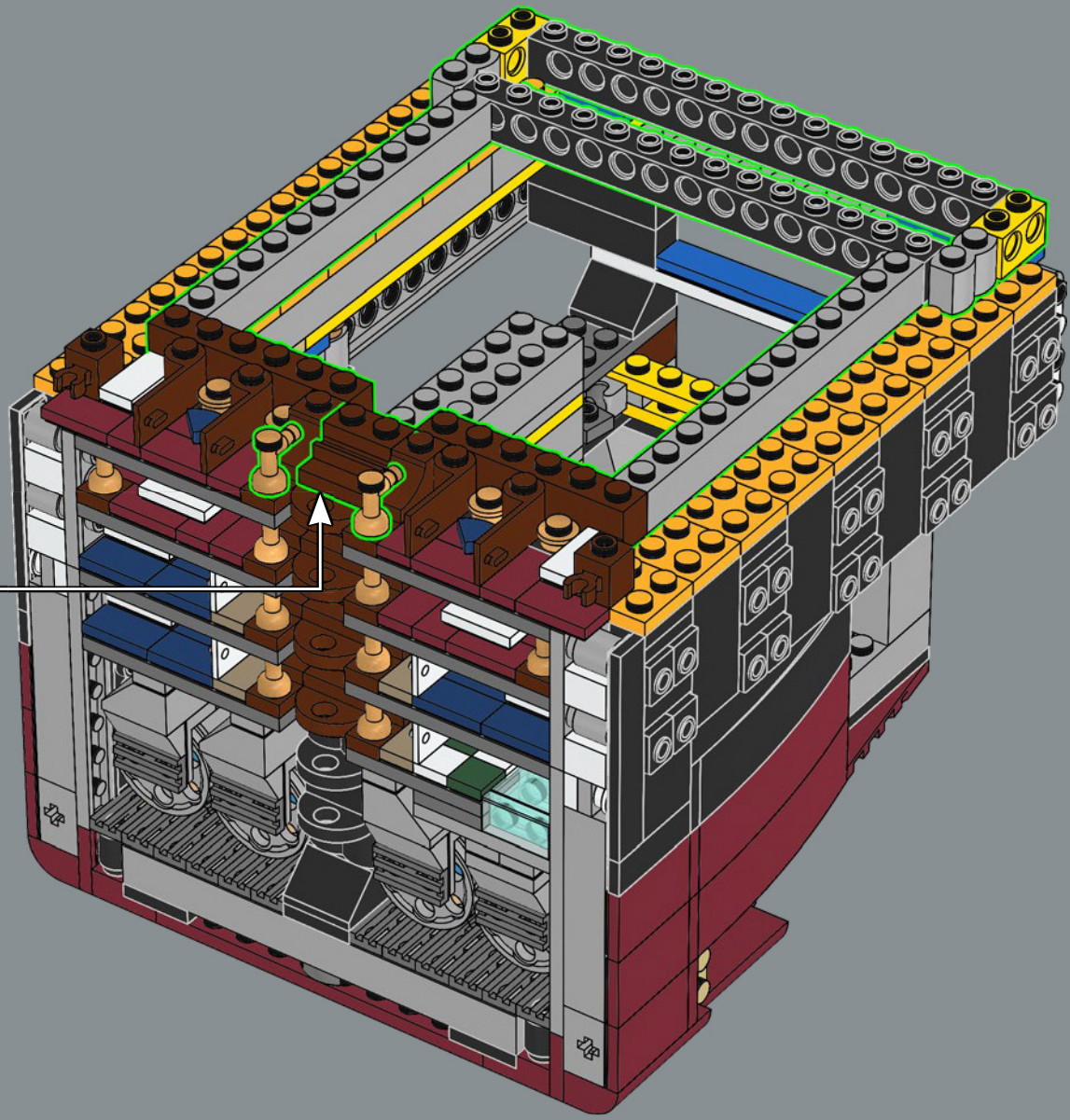
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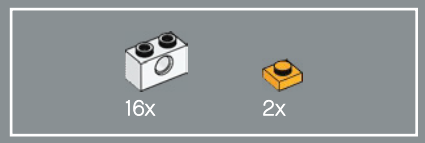




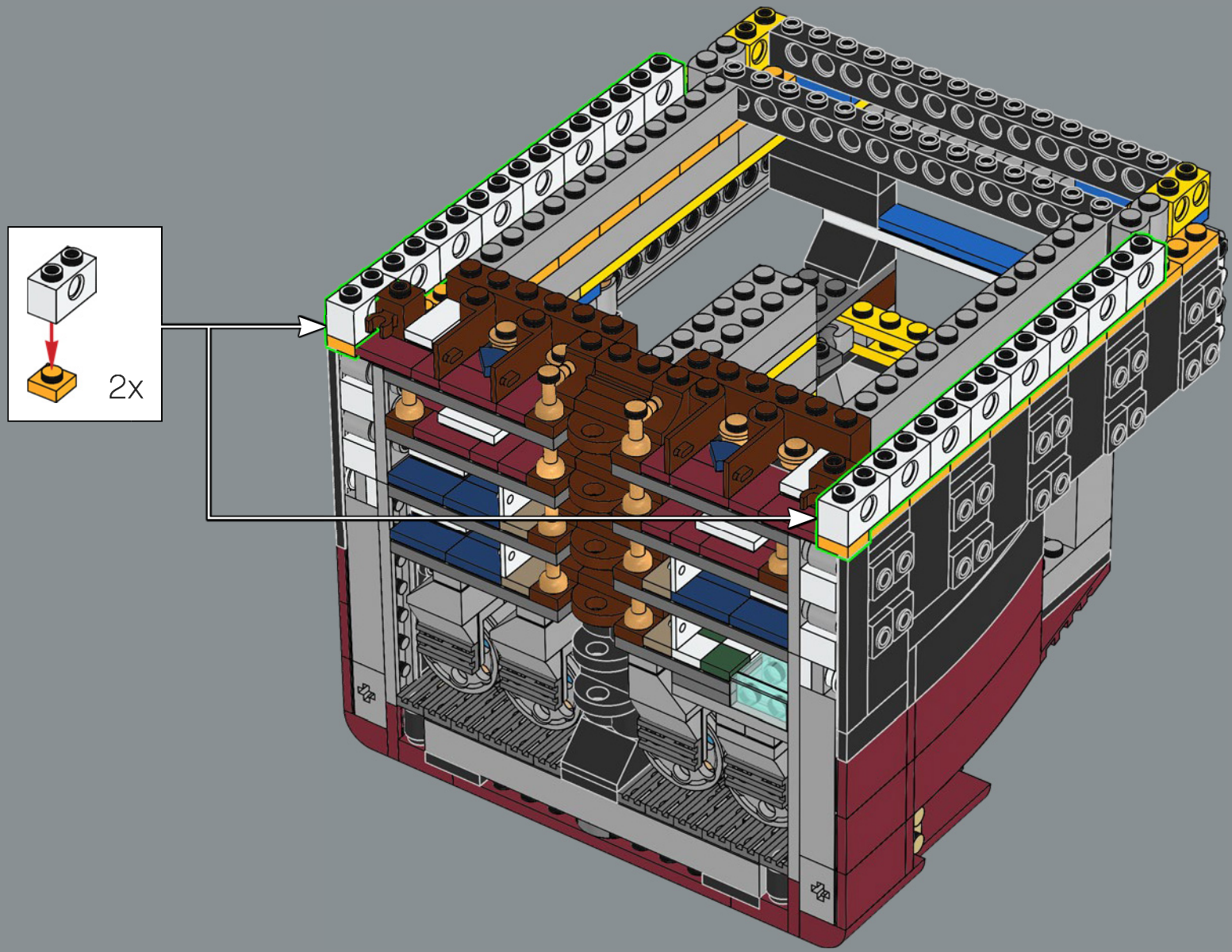
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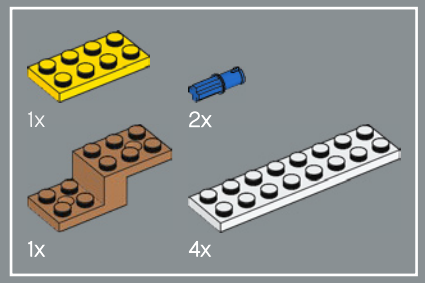




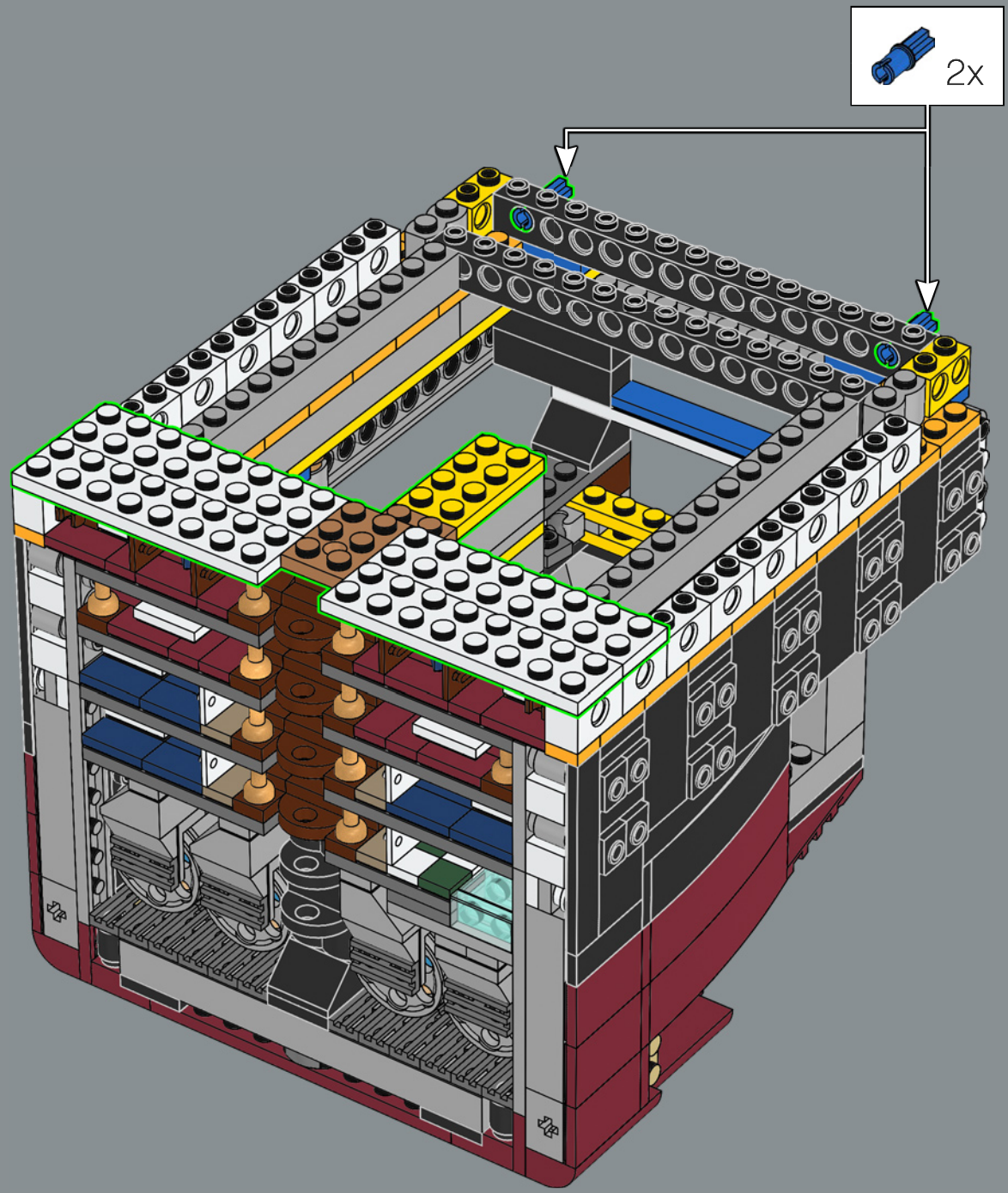


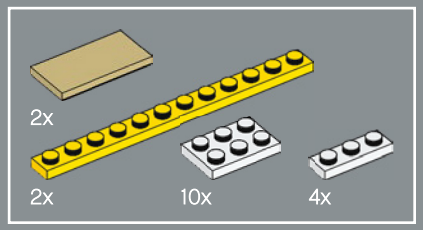
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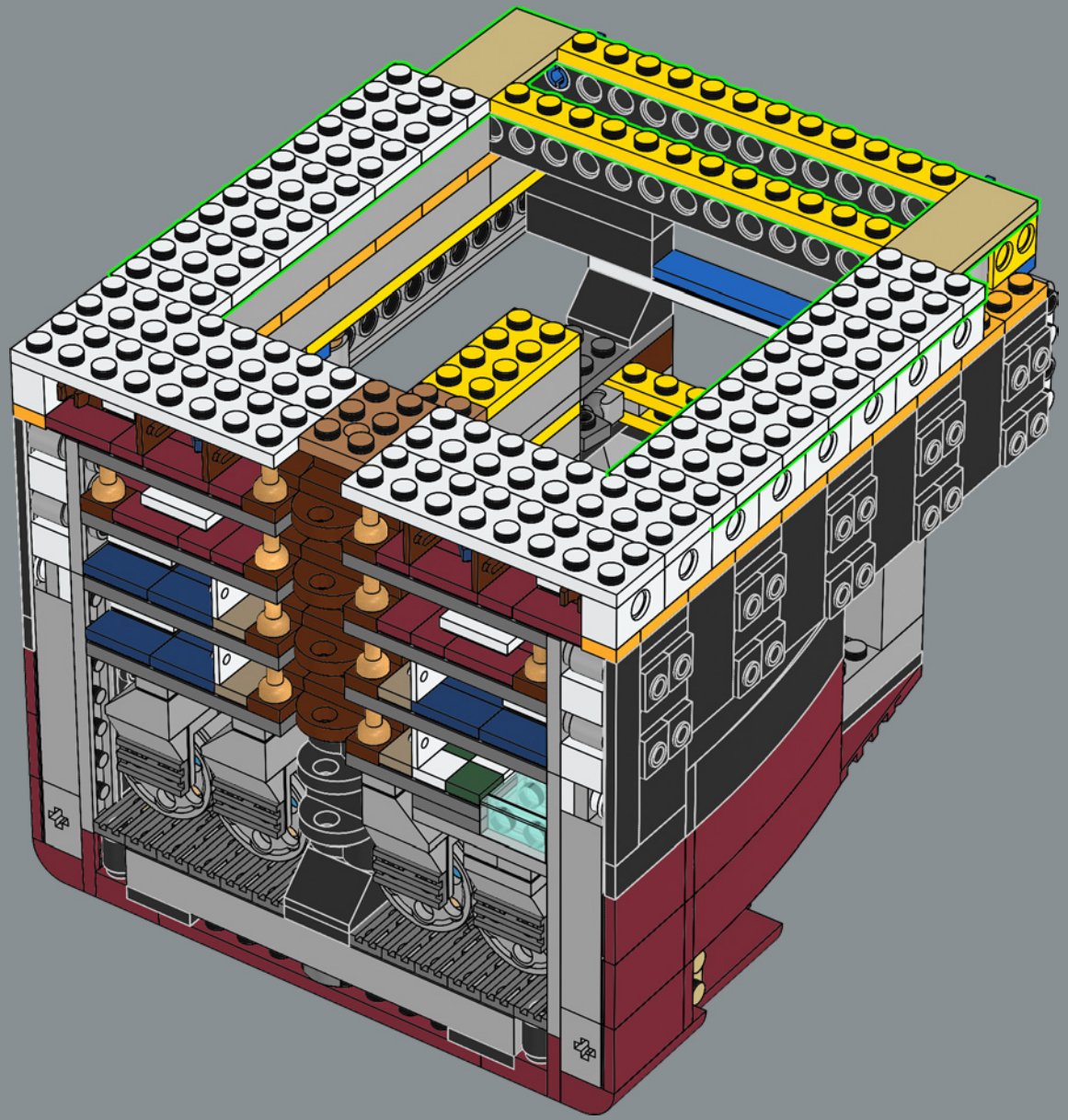


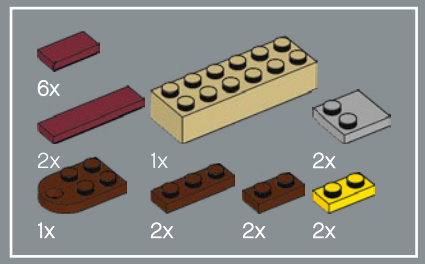
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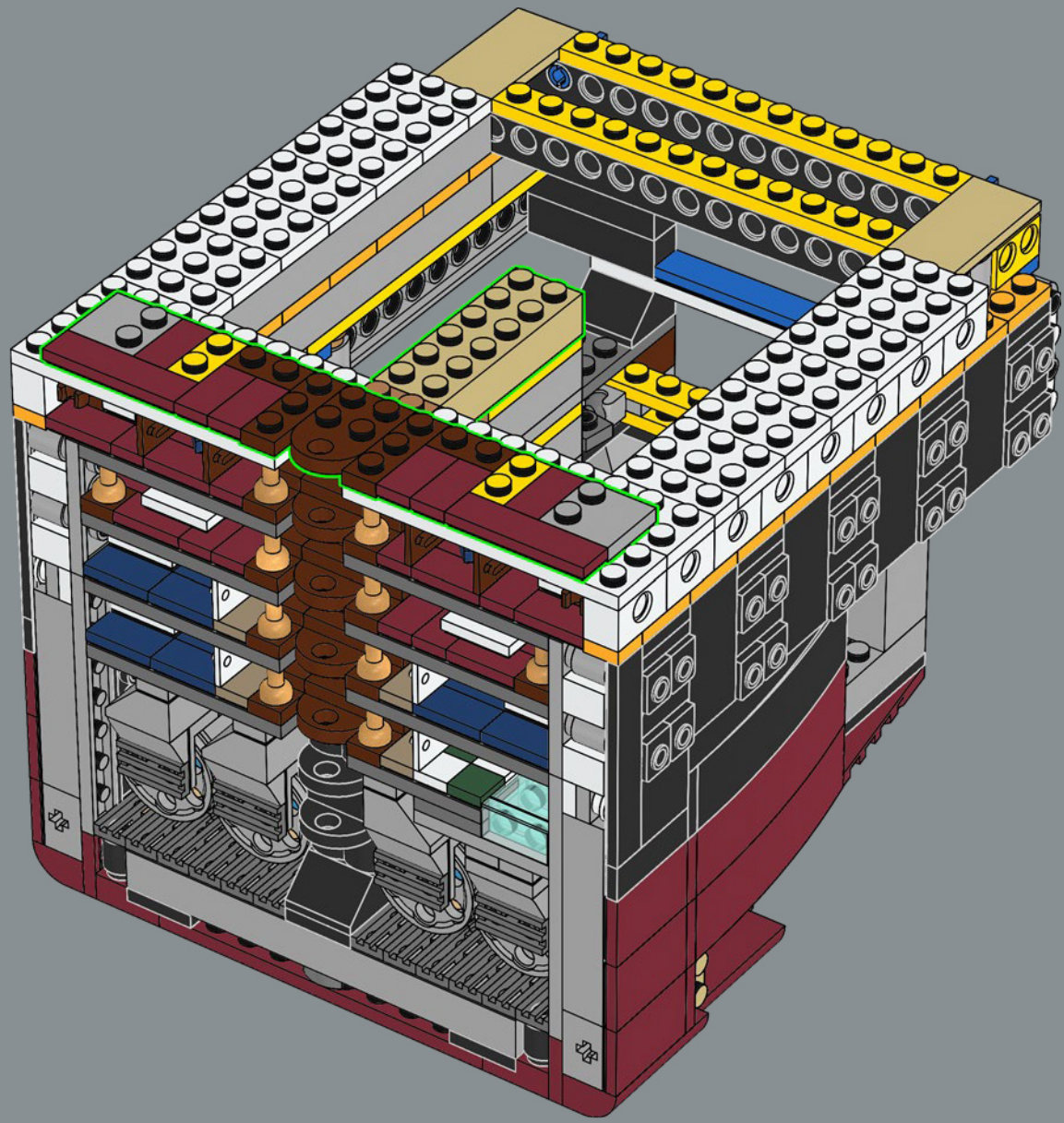


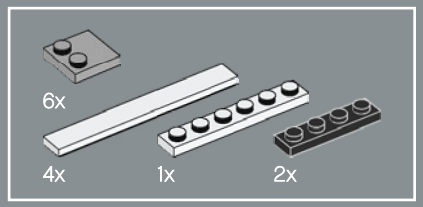
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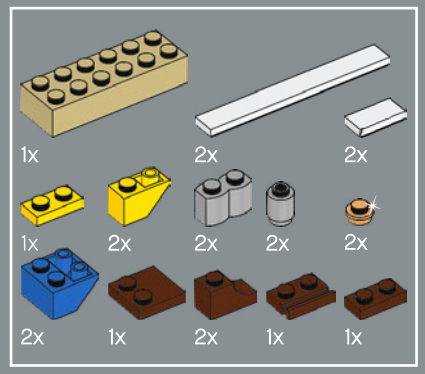


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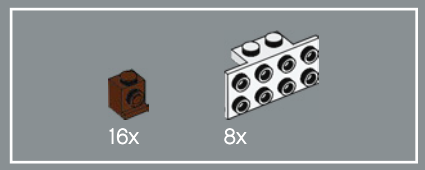
The RMS in RMS *Titanic* stands for Royal Mail Ship and she carried a large amount of cargo for both the Royal Mail and the US Postal Service.

Le RMS *Titanic* transporte une grande quantité de marchandises pour la Royal Mail et le service postal américain, d'où les initiales RMS pour « Royal Mail Ship » (« navire de la poste britannique »).

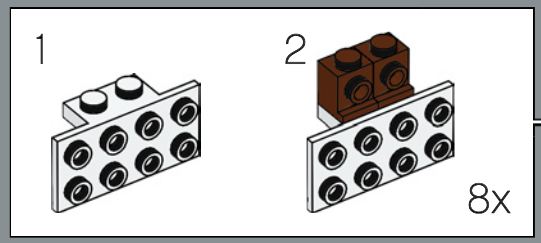
Las siglas RMS de RMS *Titanic* corresponden a *Royal Mail Ship* ("Buque de Royal Mail"); en este primer viaje, el barco transportaba un gran cargamento de correo para la empresa Royal Mail británica y también para USPS, el servicio postal de los Estados Unidos.

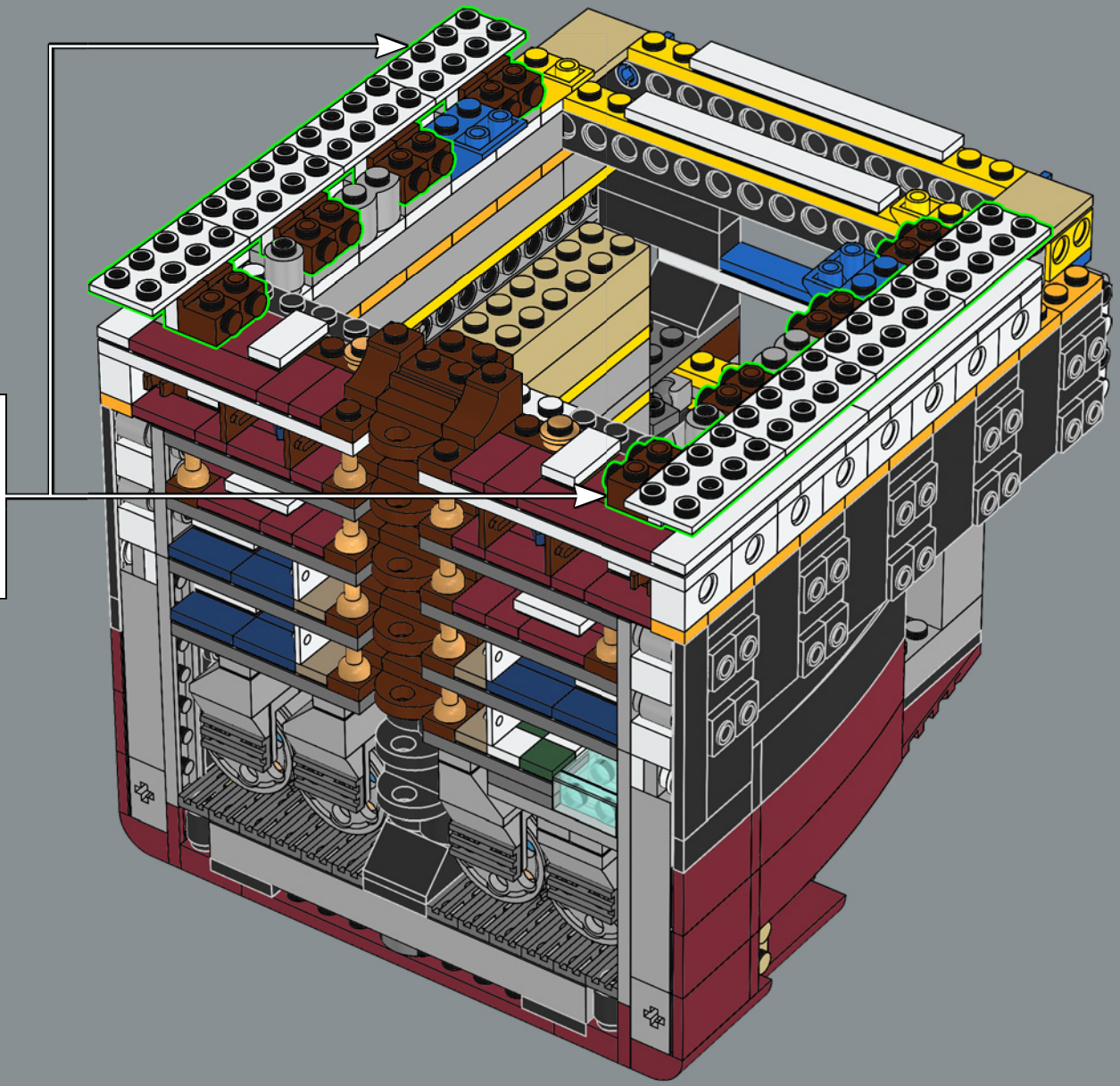


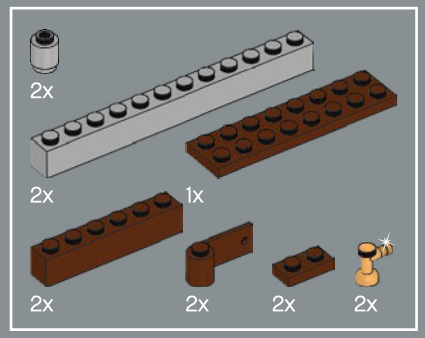
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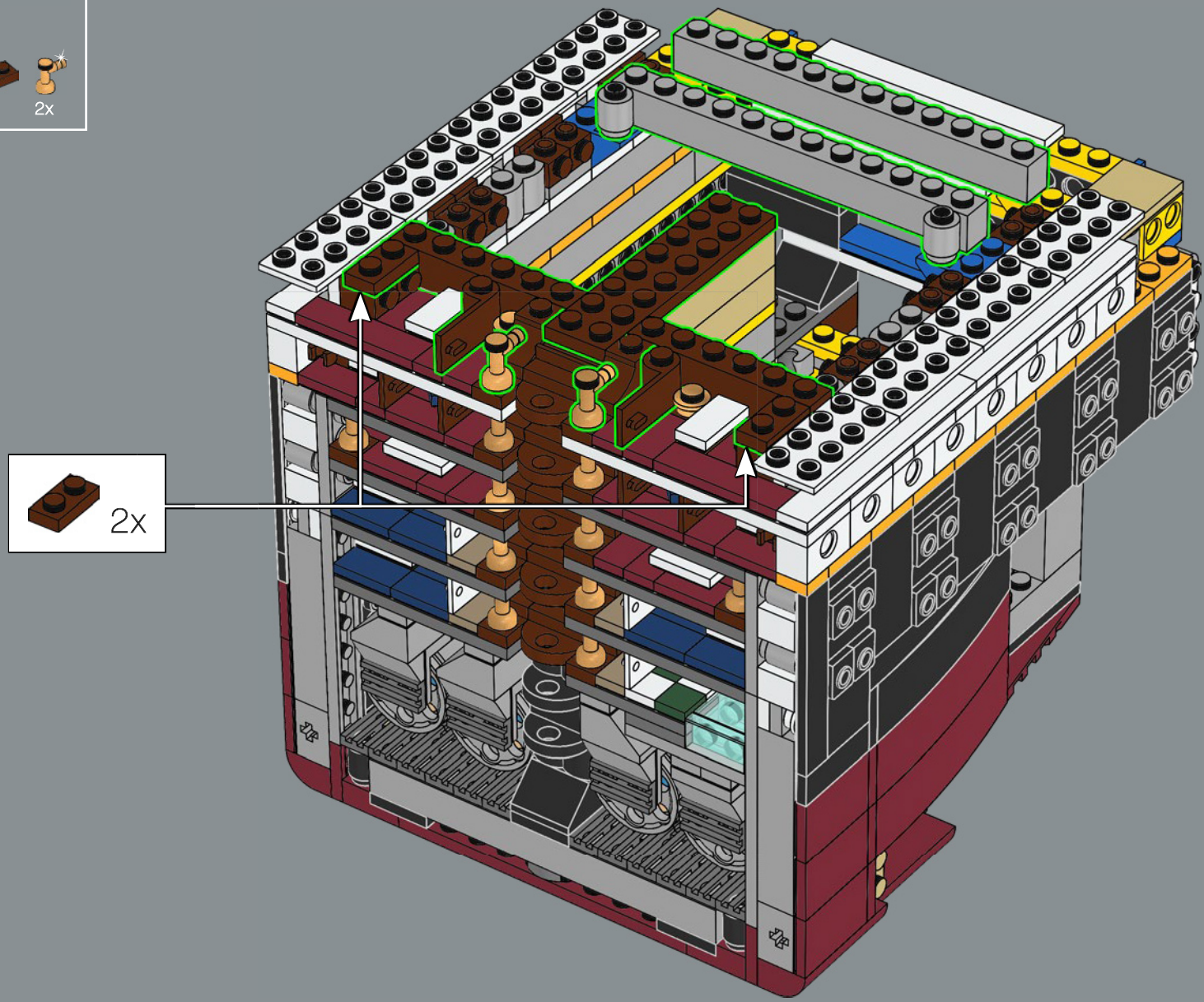
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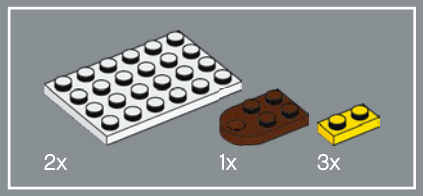




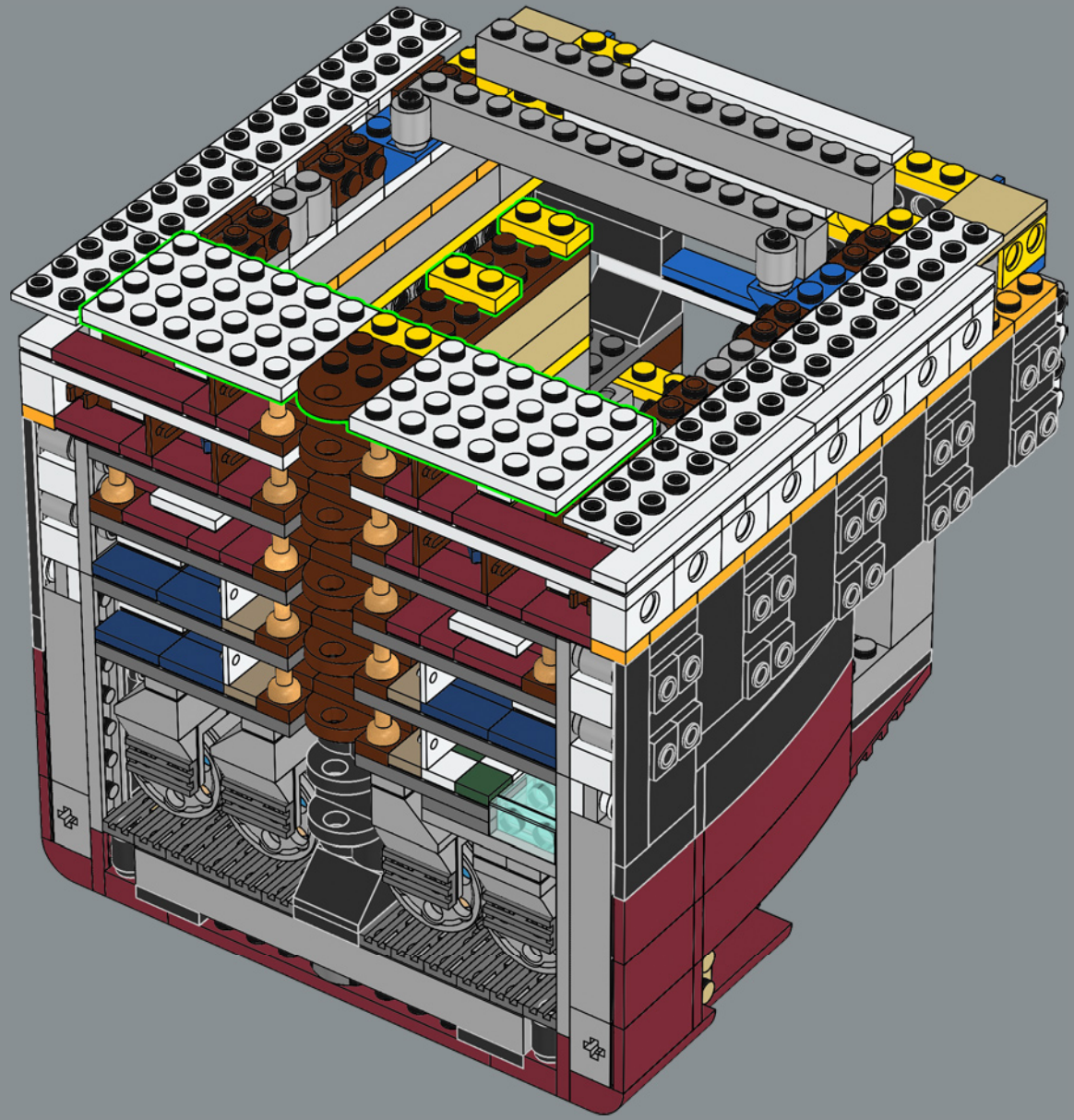


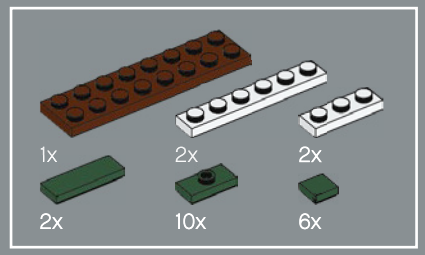
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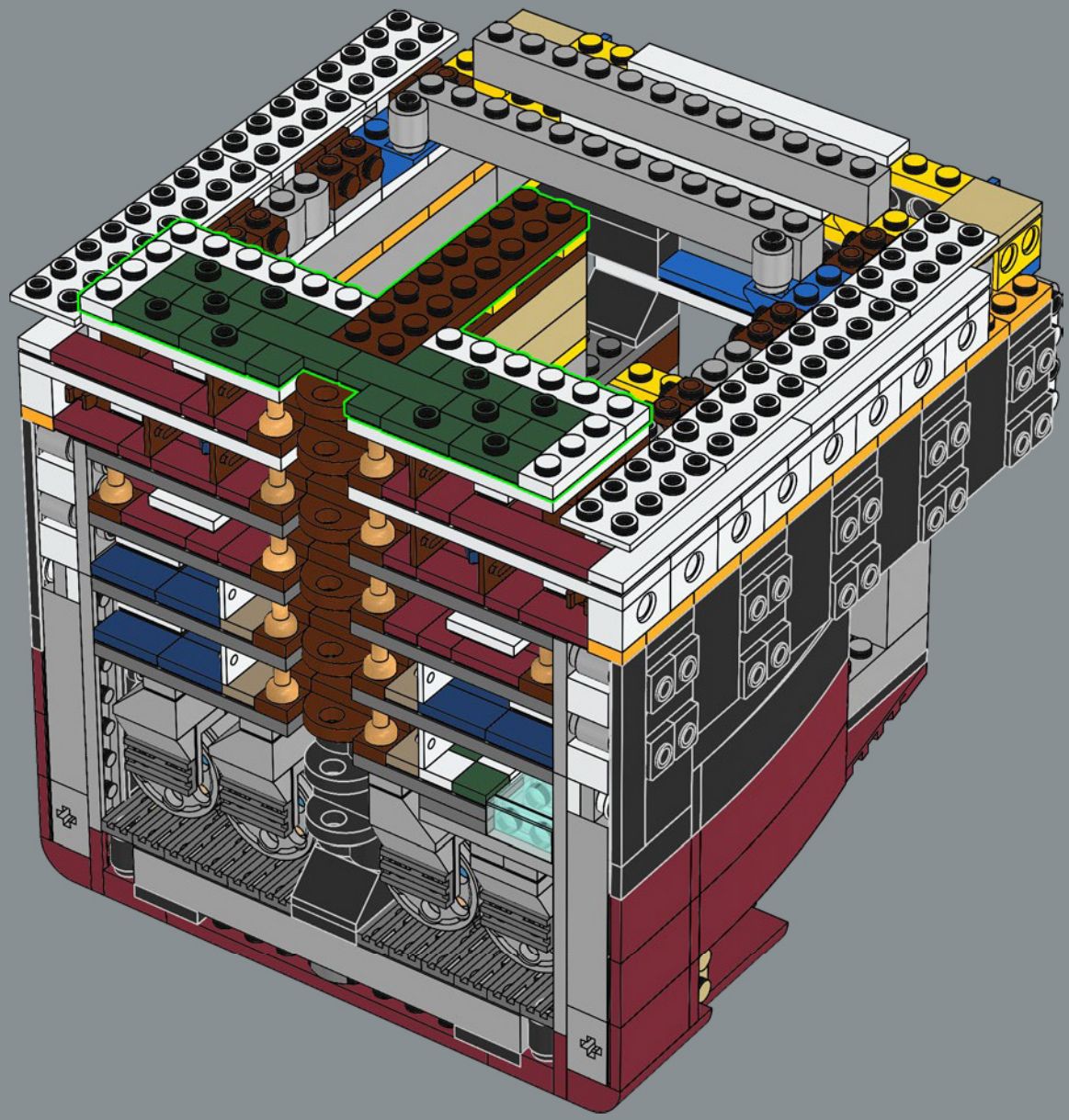


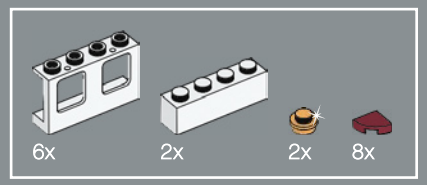
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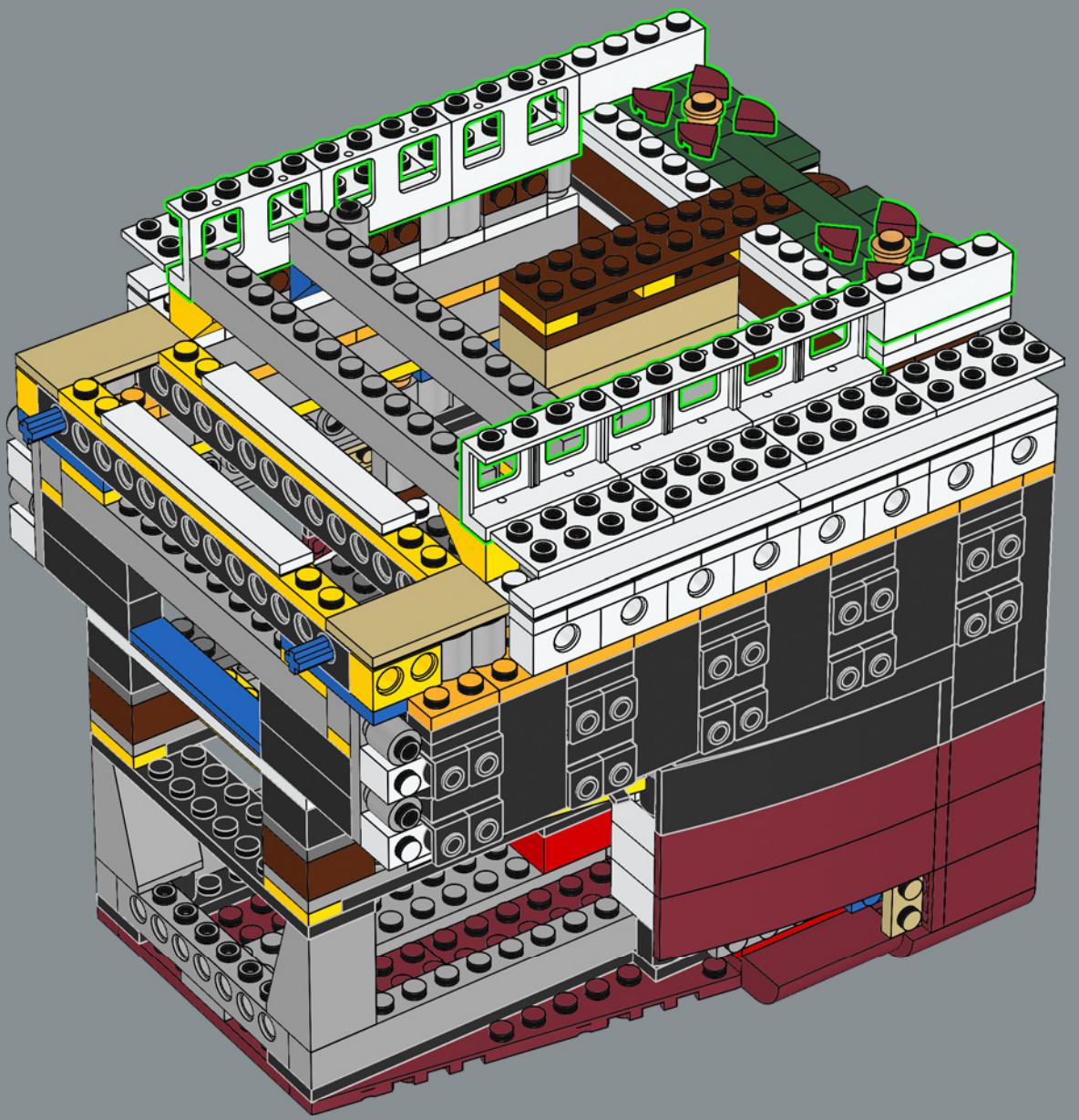
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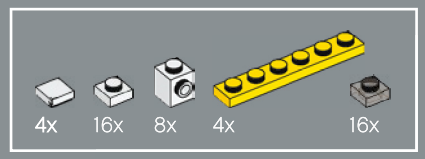




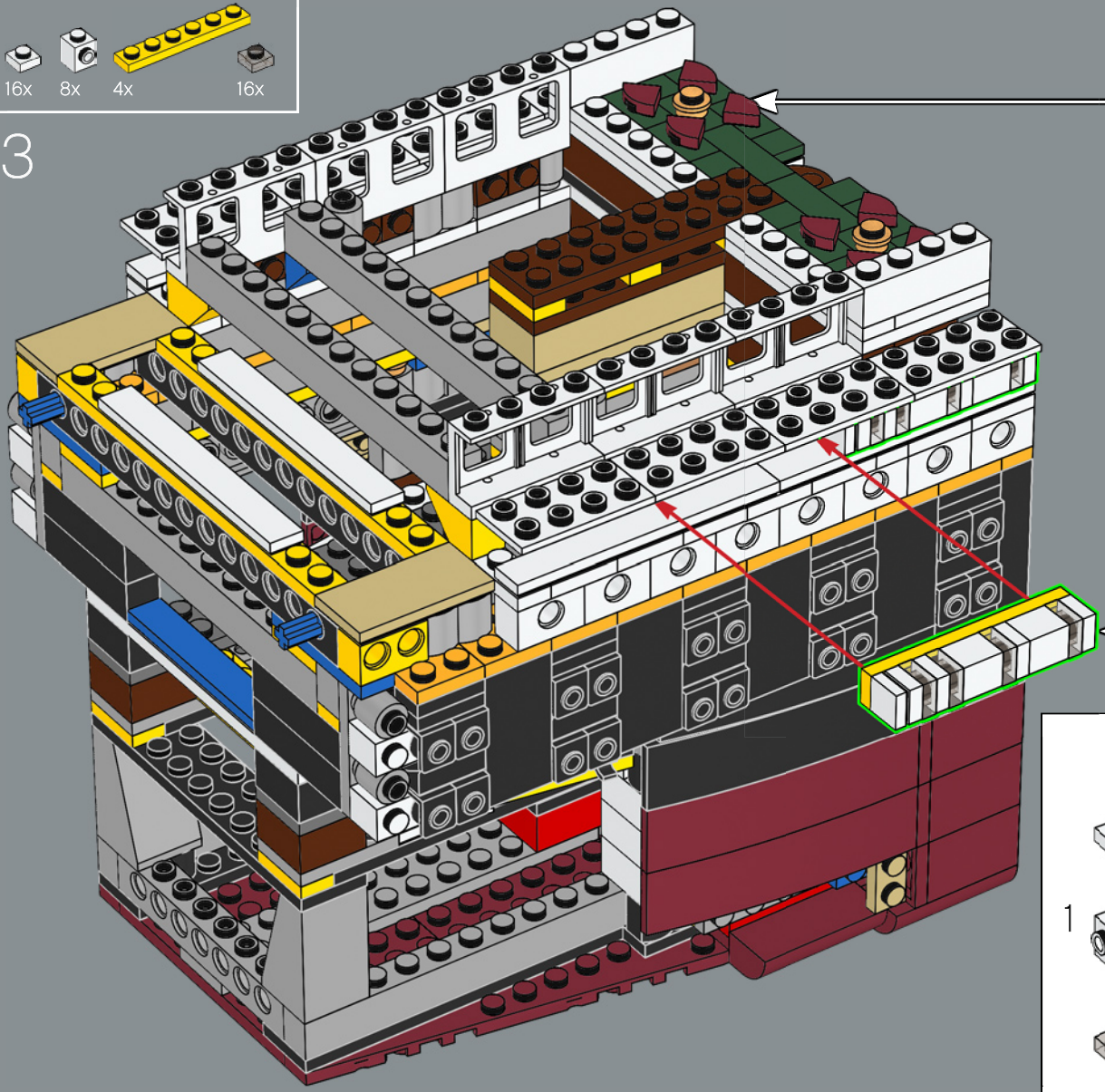
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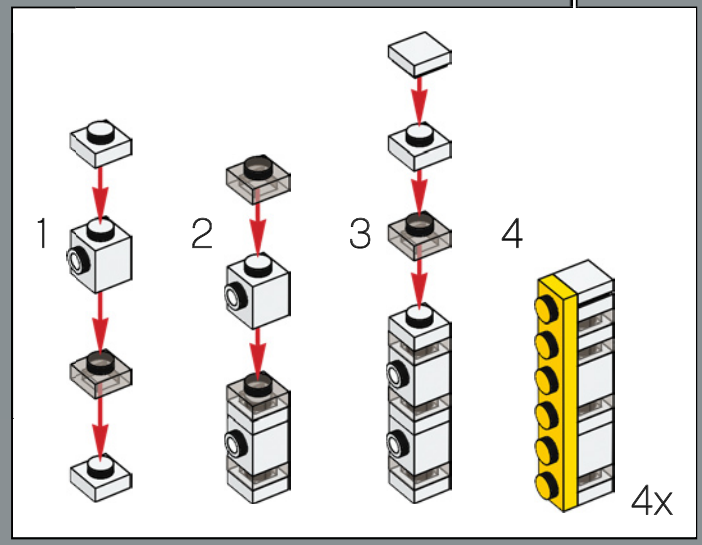


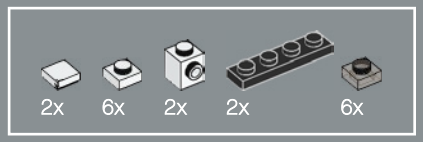




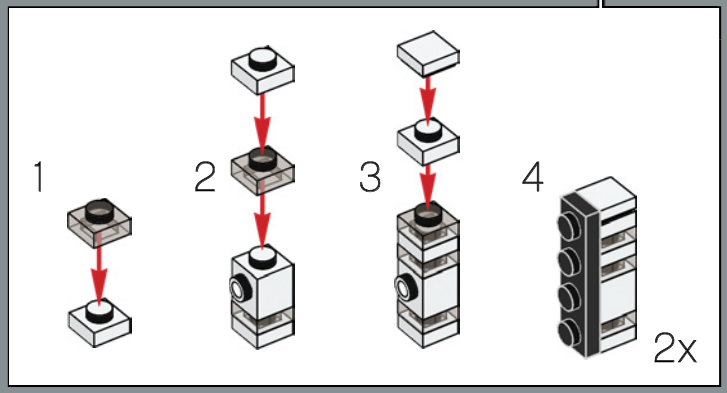
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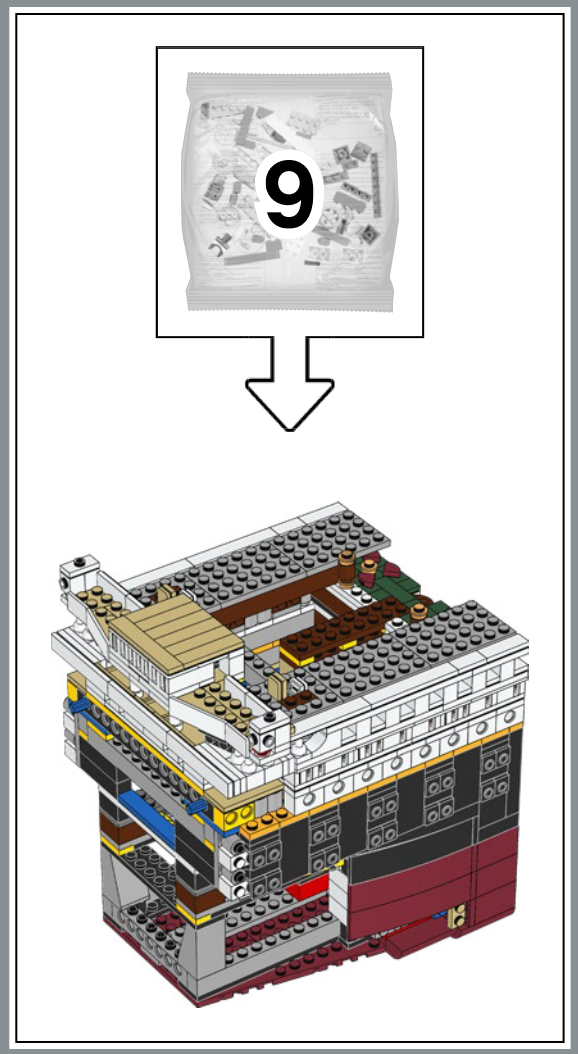


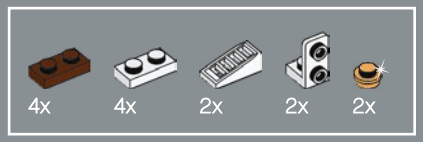




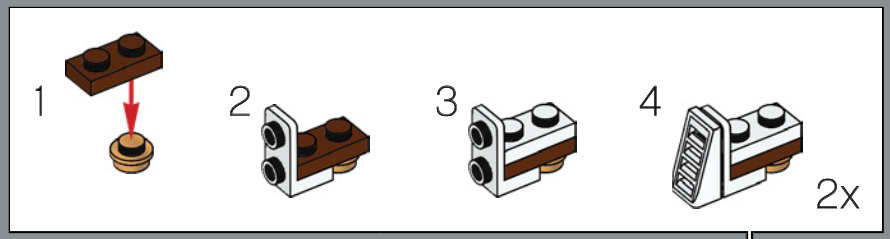
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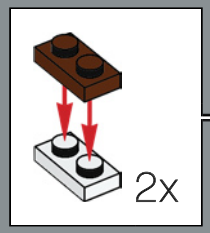


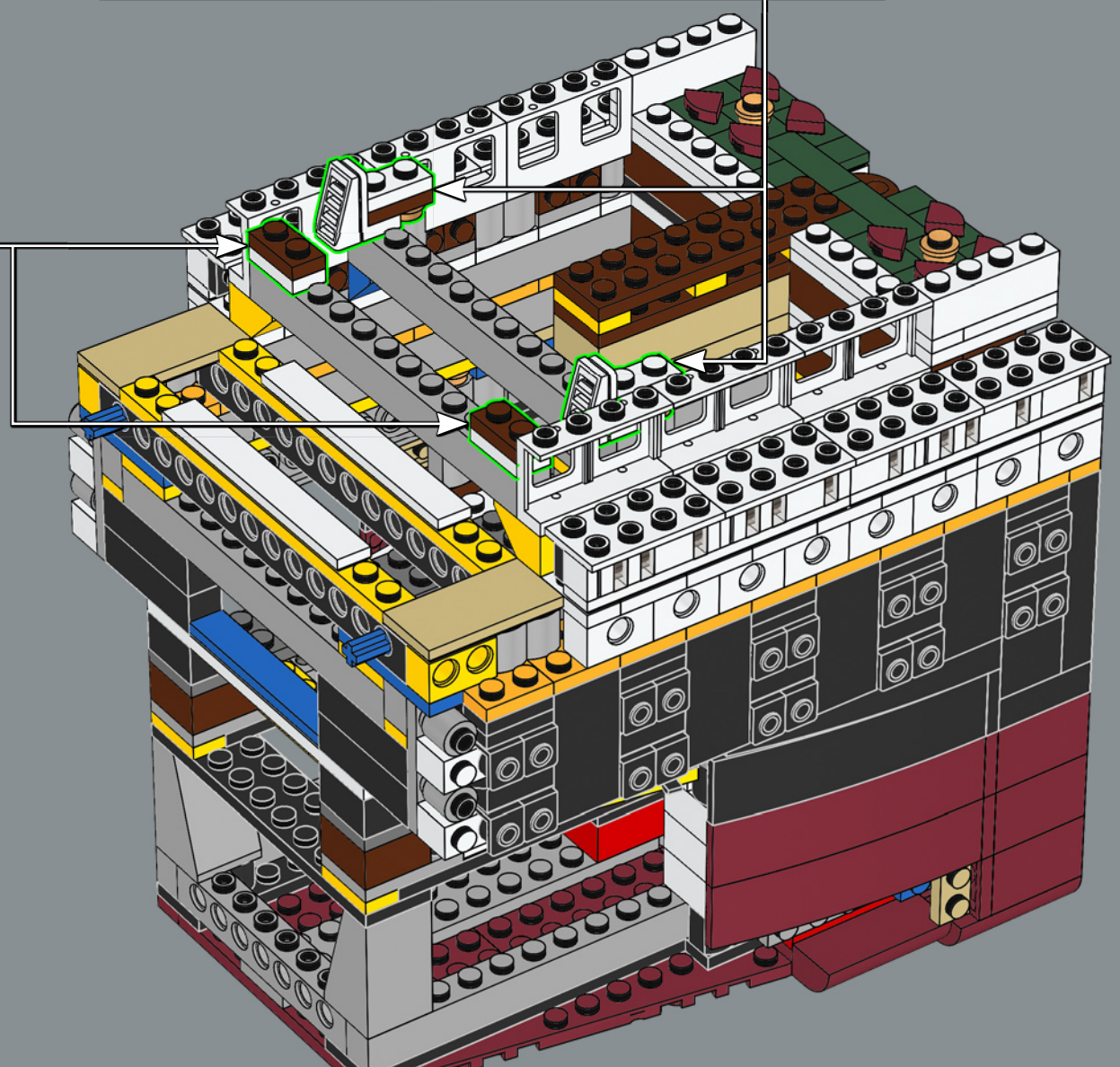

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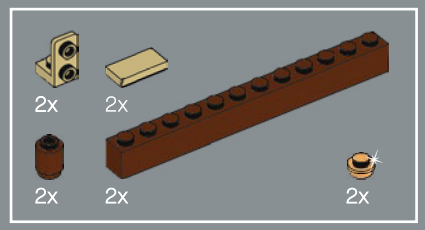


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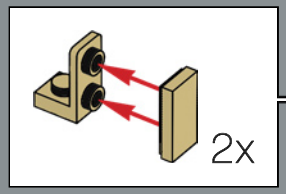


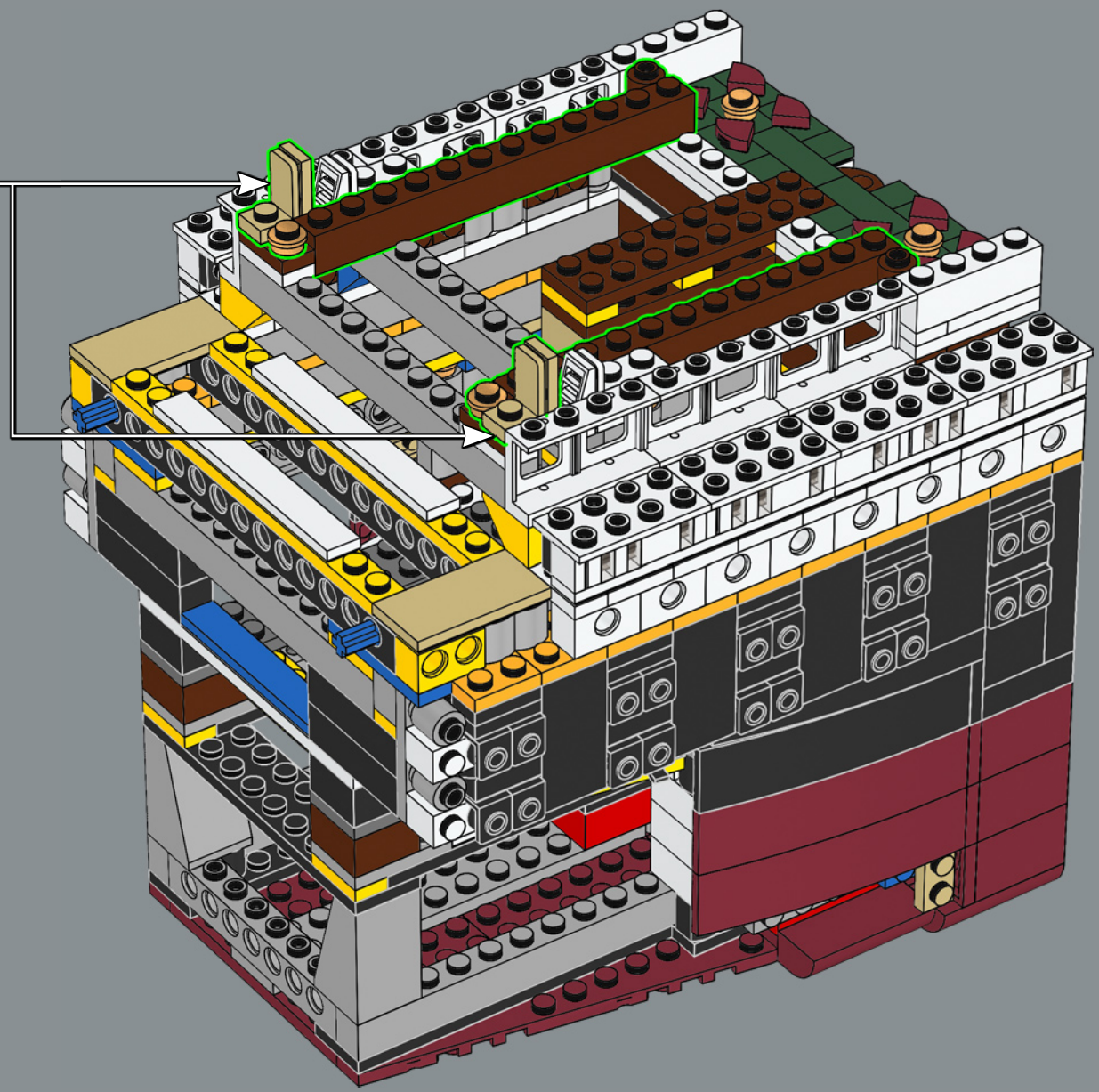


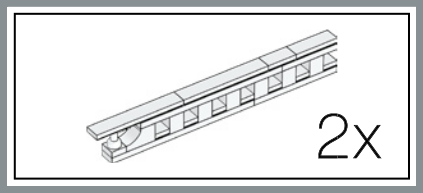


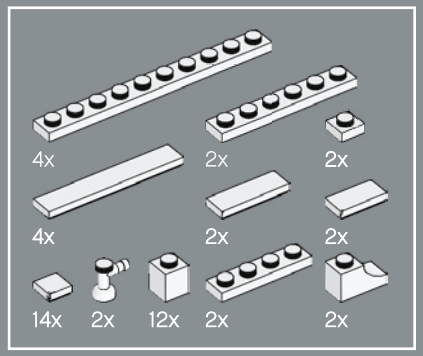


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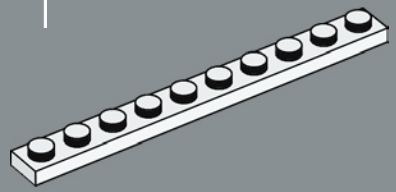




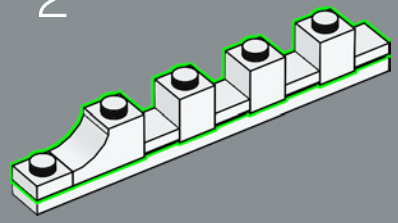


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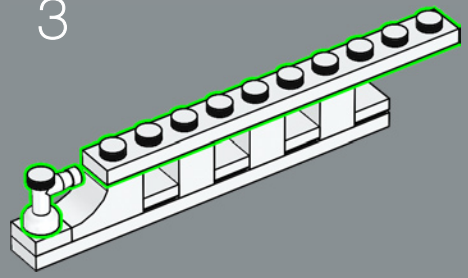
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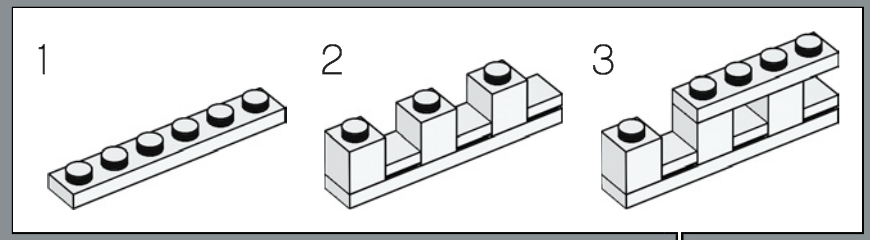


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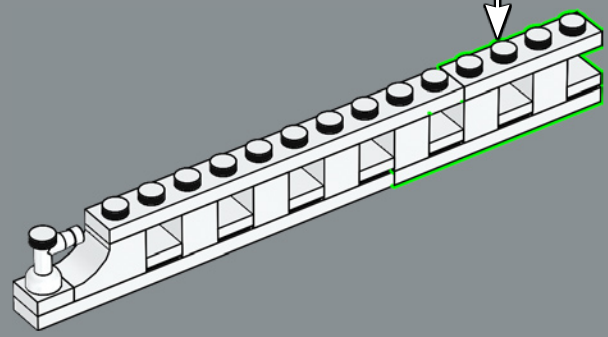


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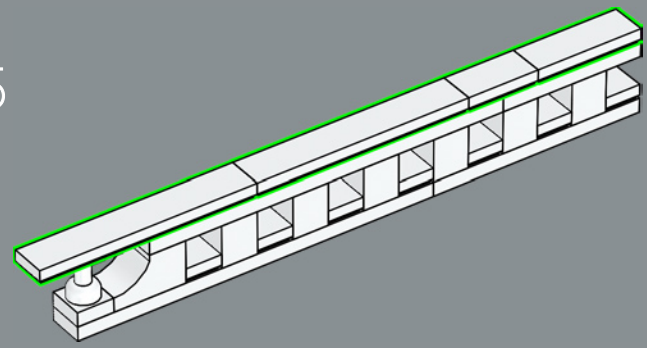




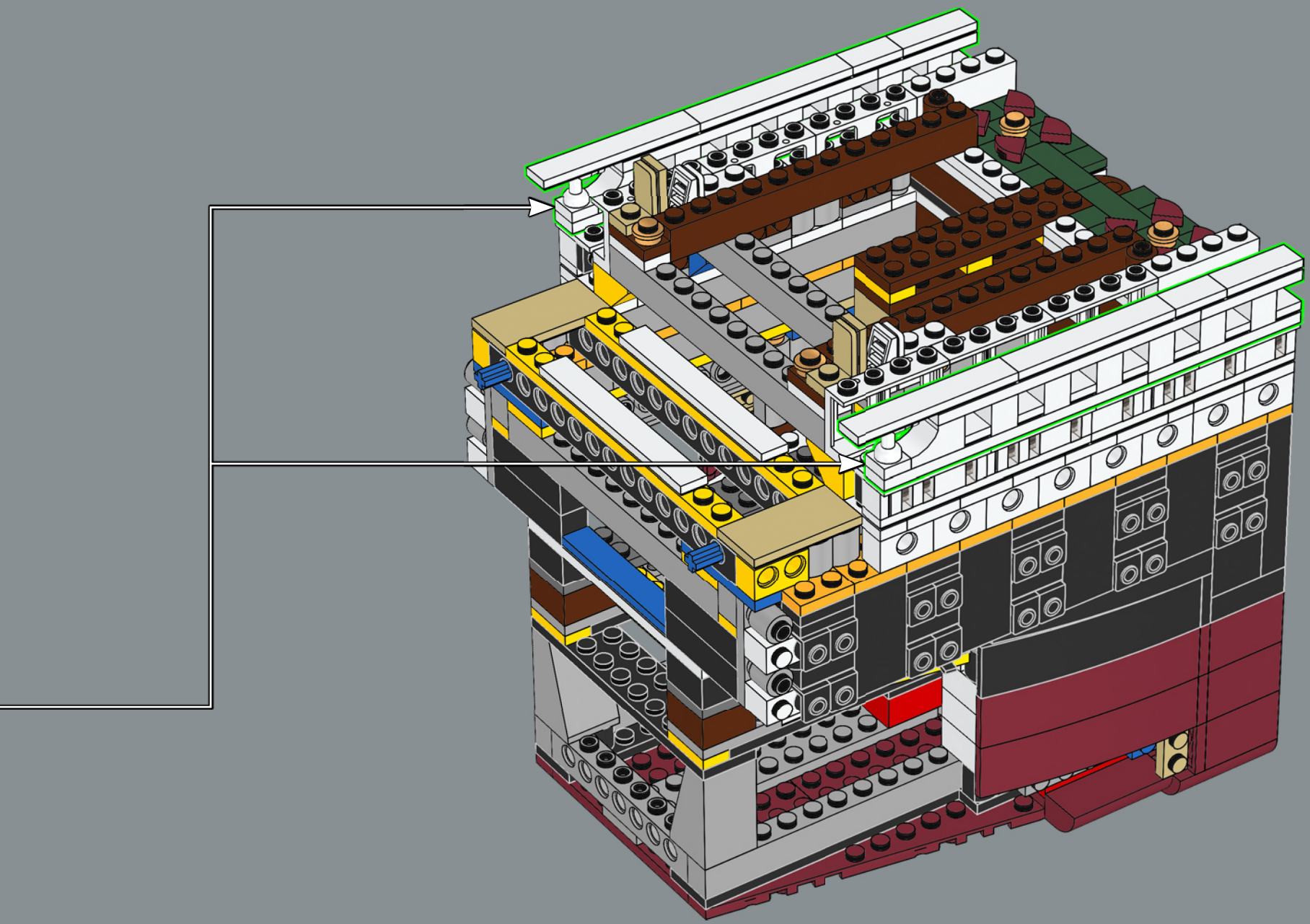
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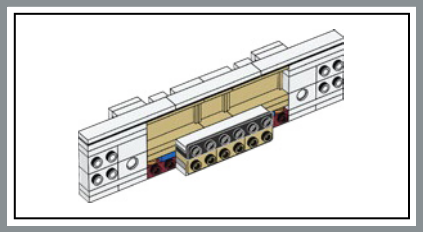


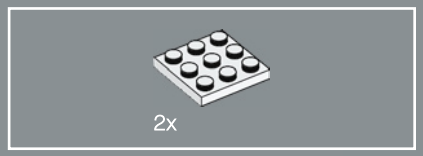
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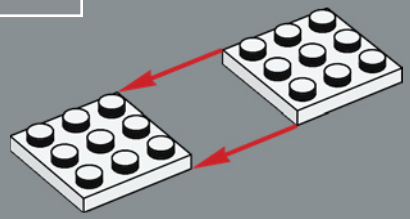
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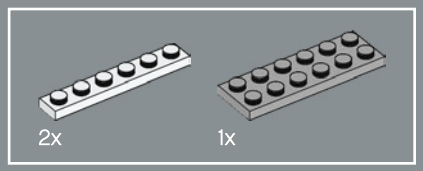




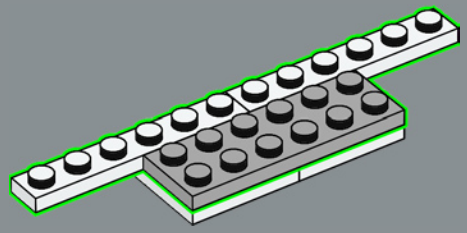


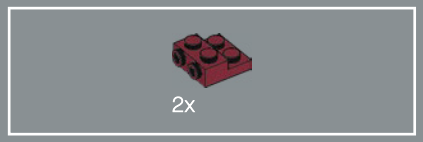
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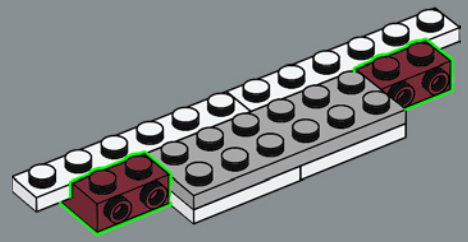


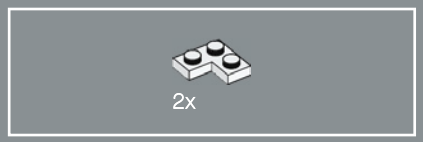
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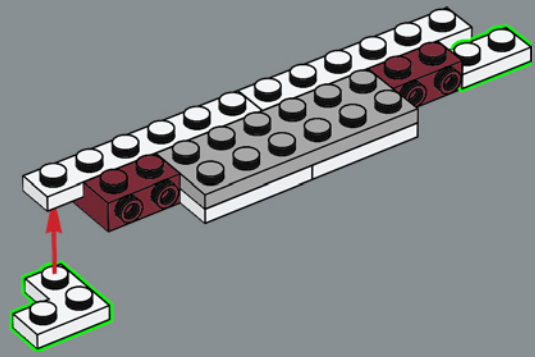


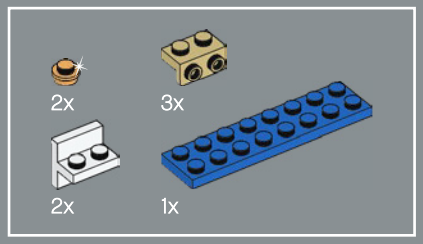
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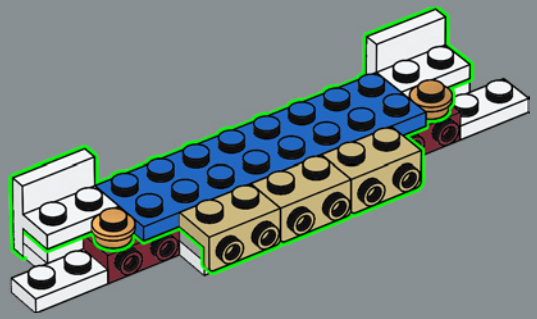


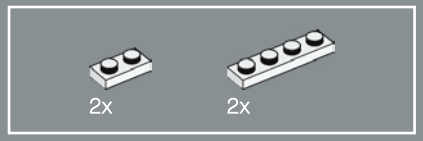
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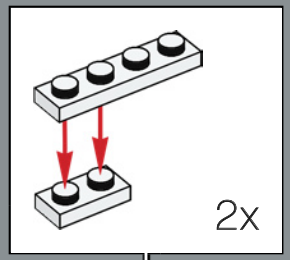


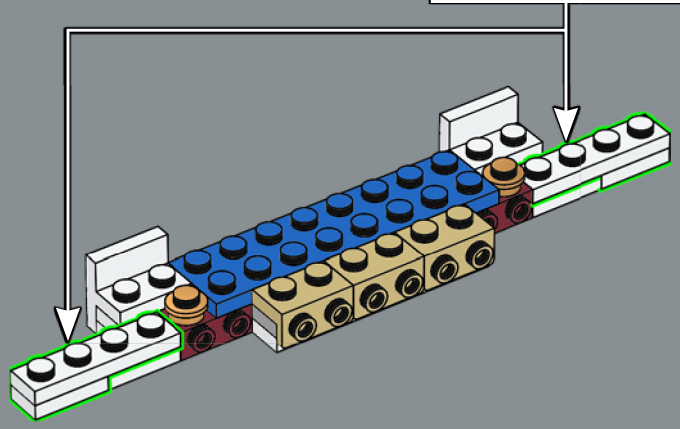
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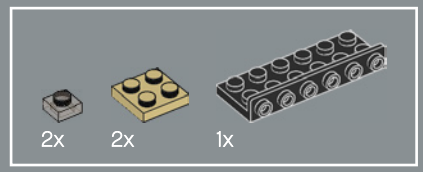




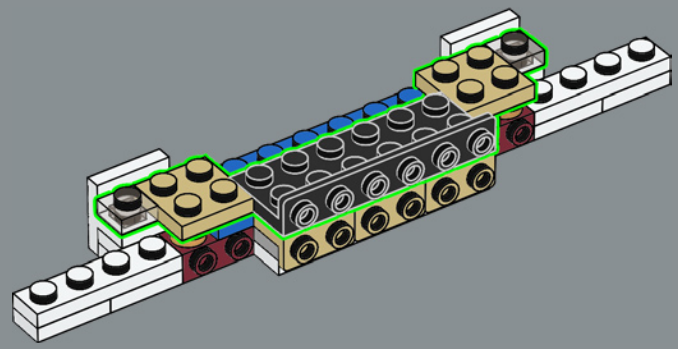
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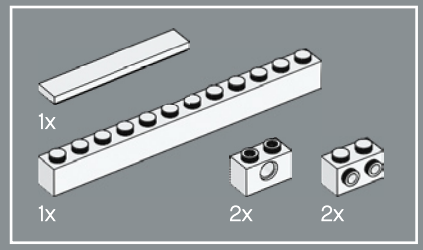




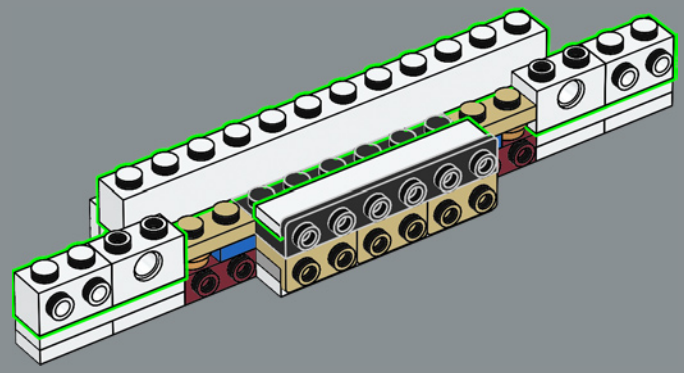


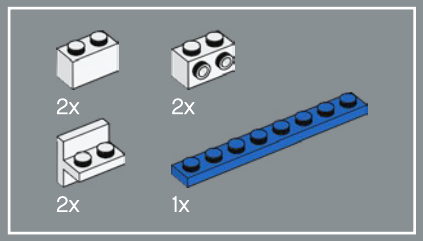
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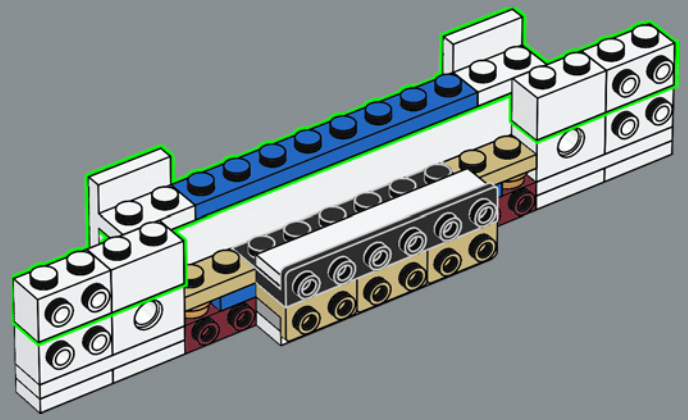


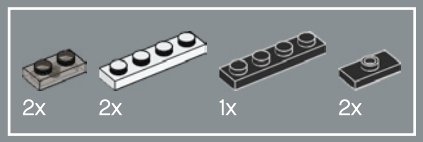
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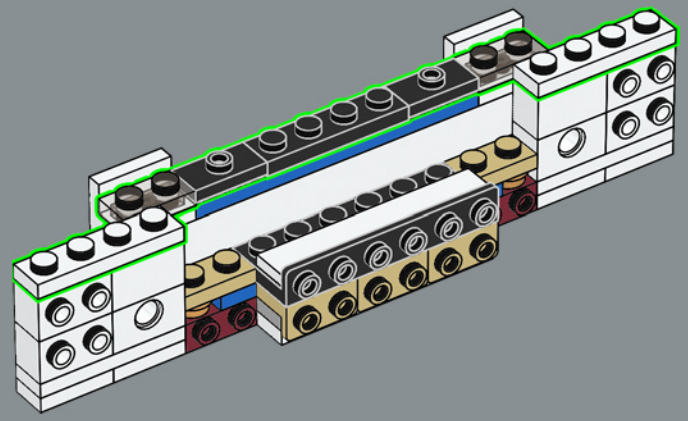


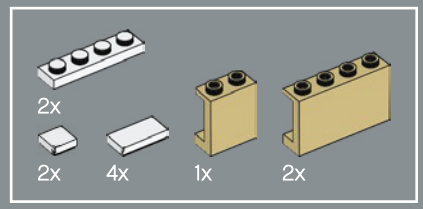
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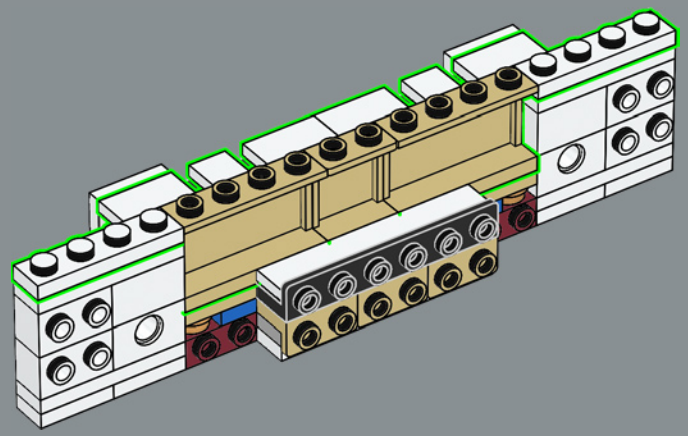


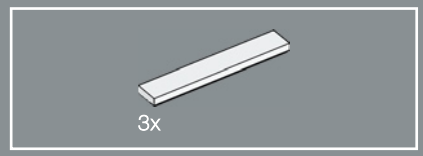
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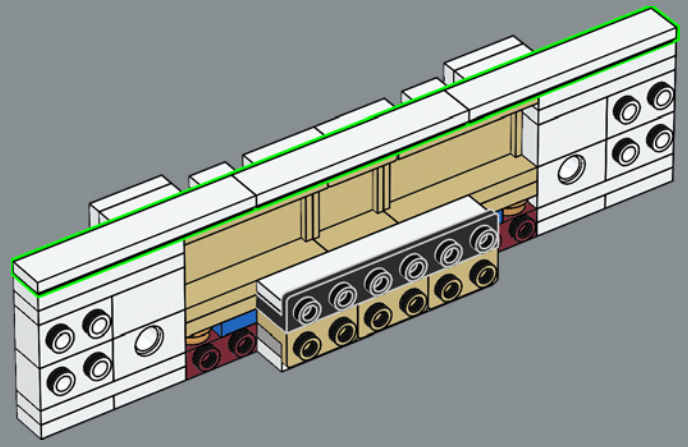


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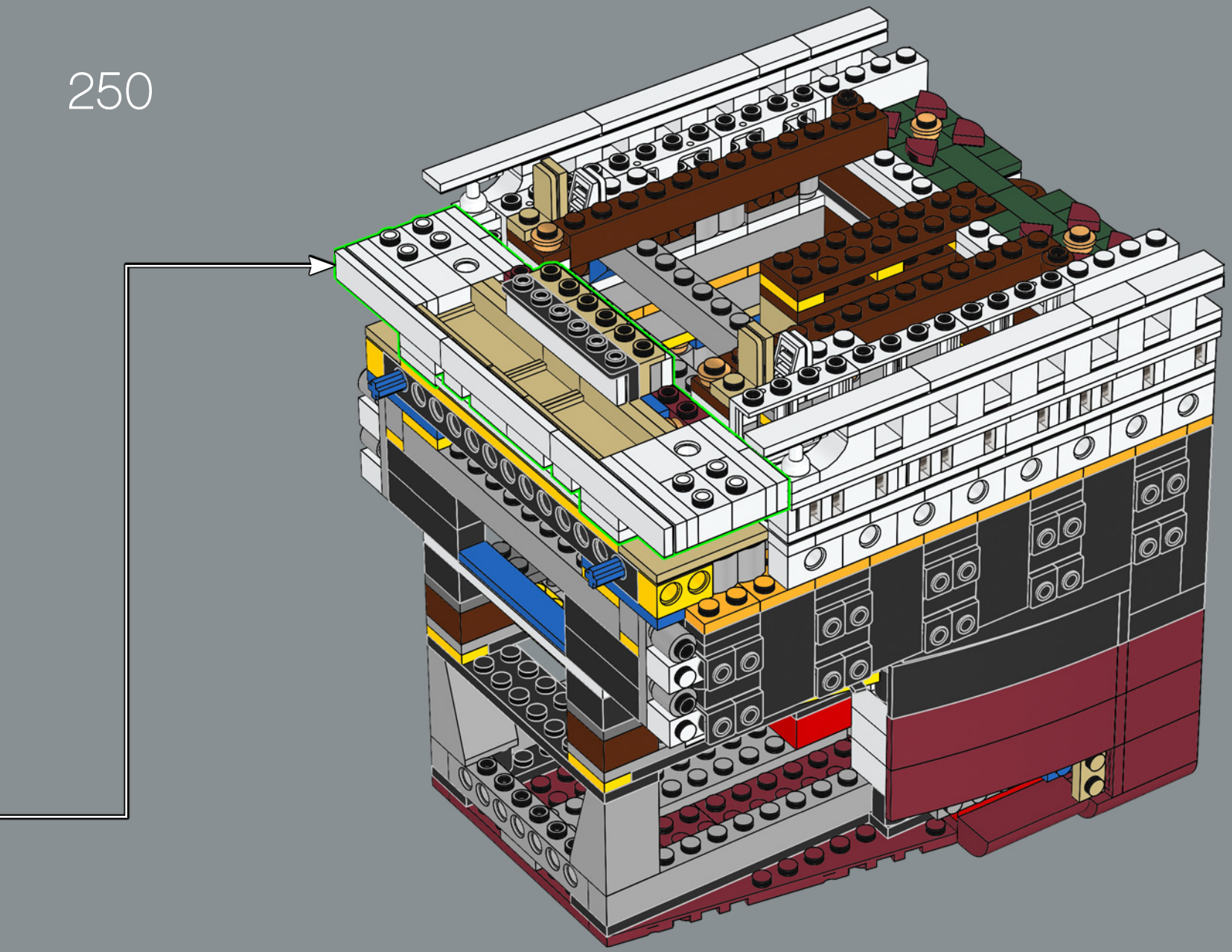


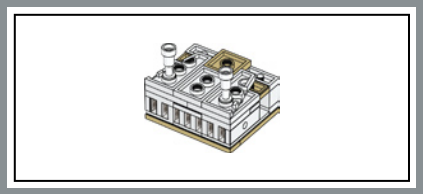


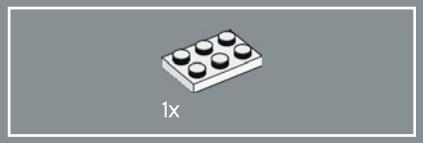
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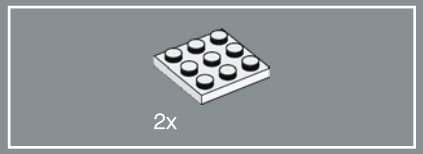




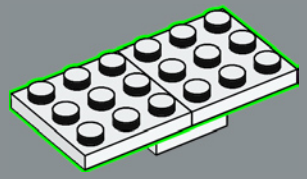


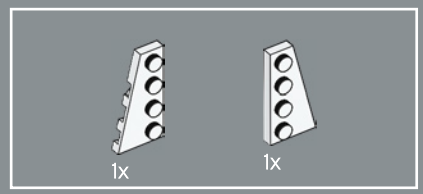
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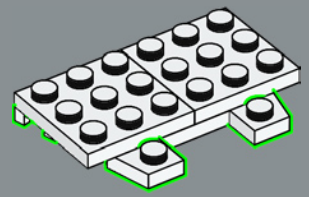


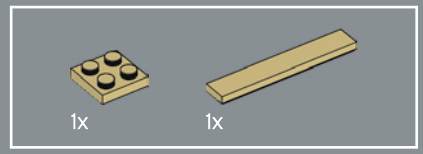
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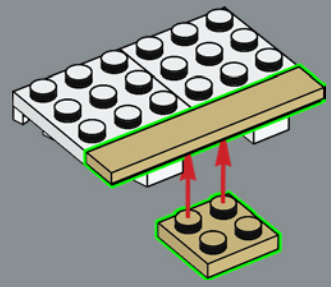


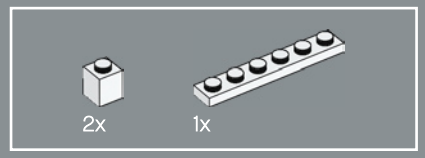
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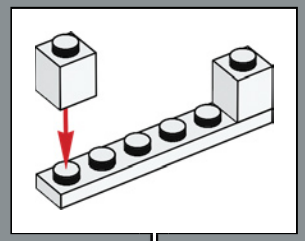


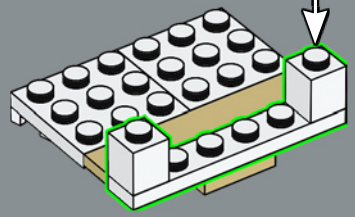
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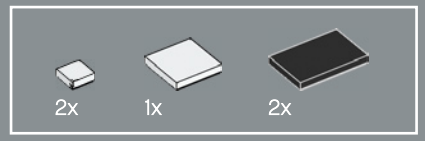




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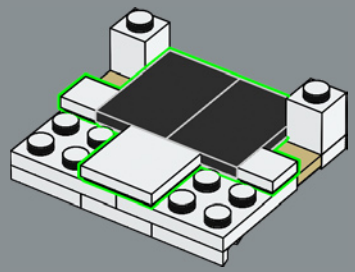


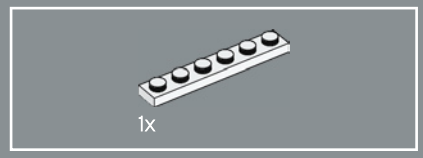




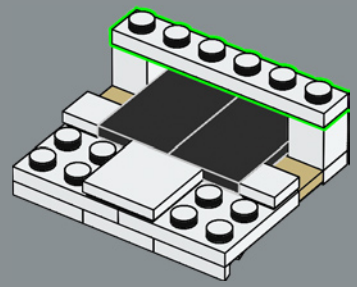
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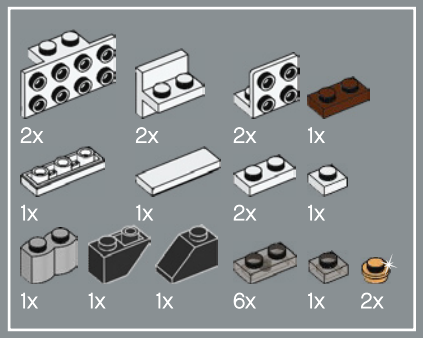




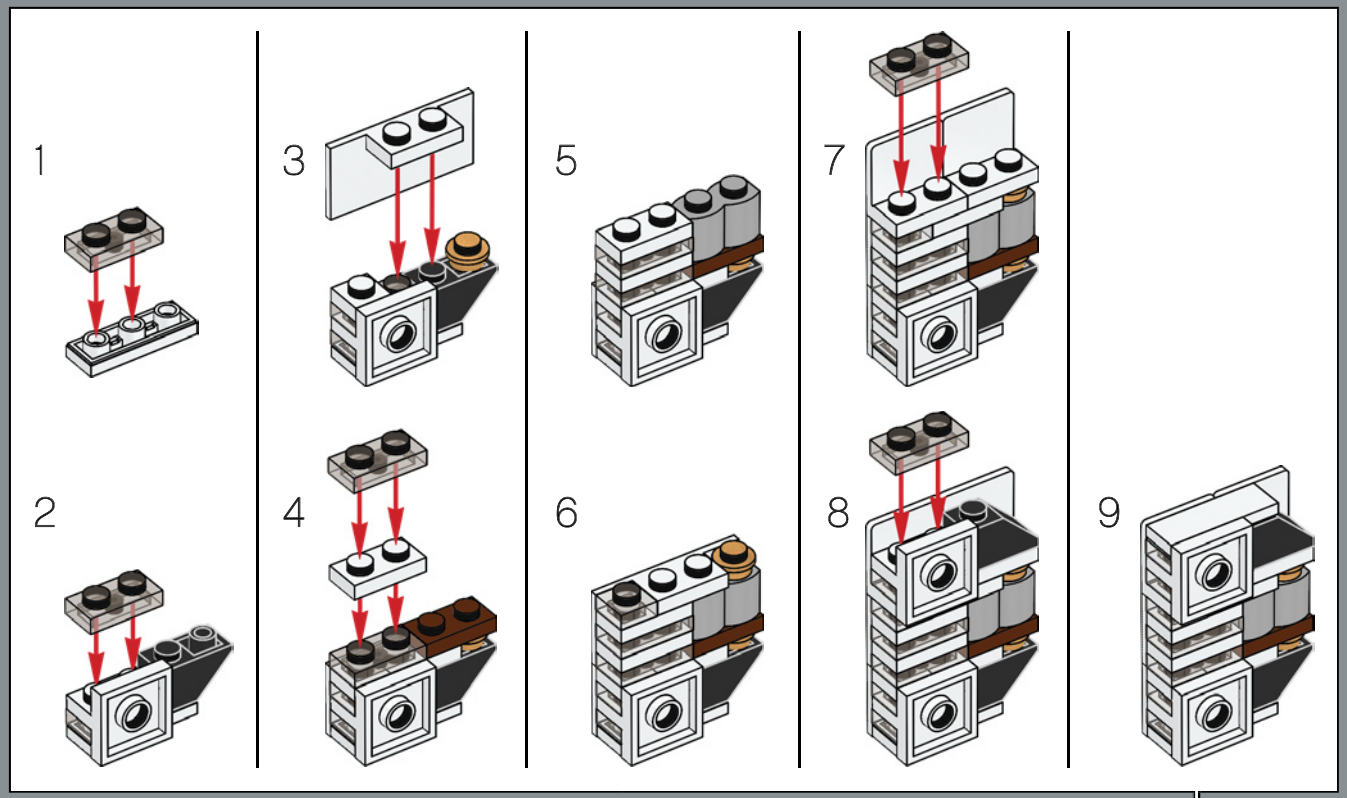


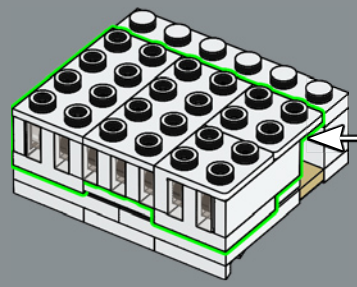
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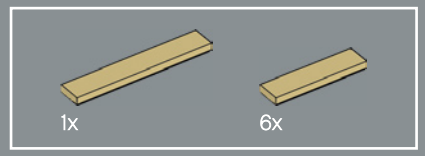




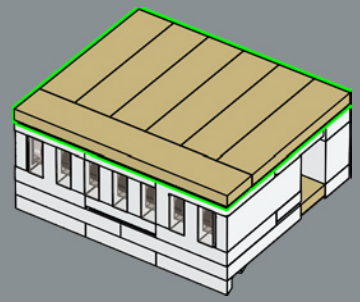
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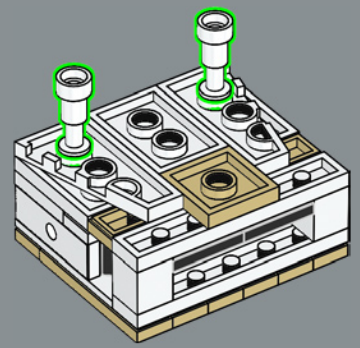
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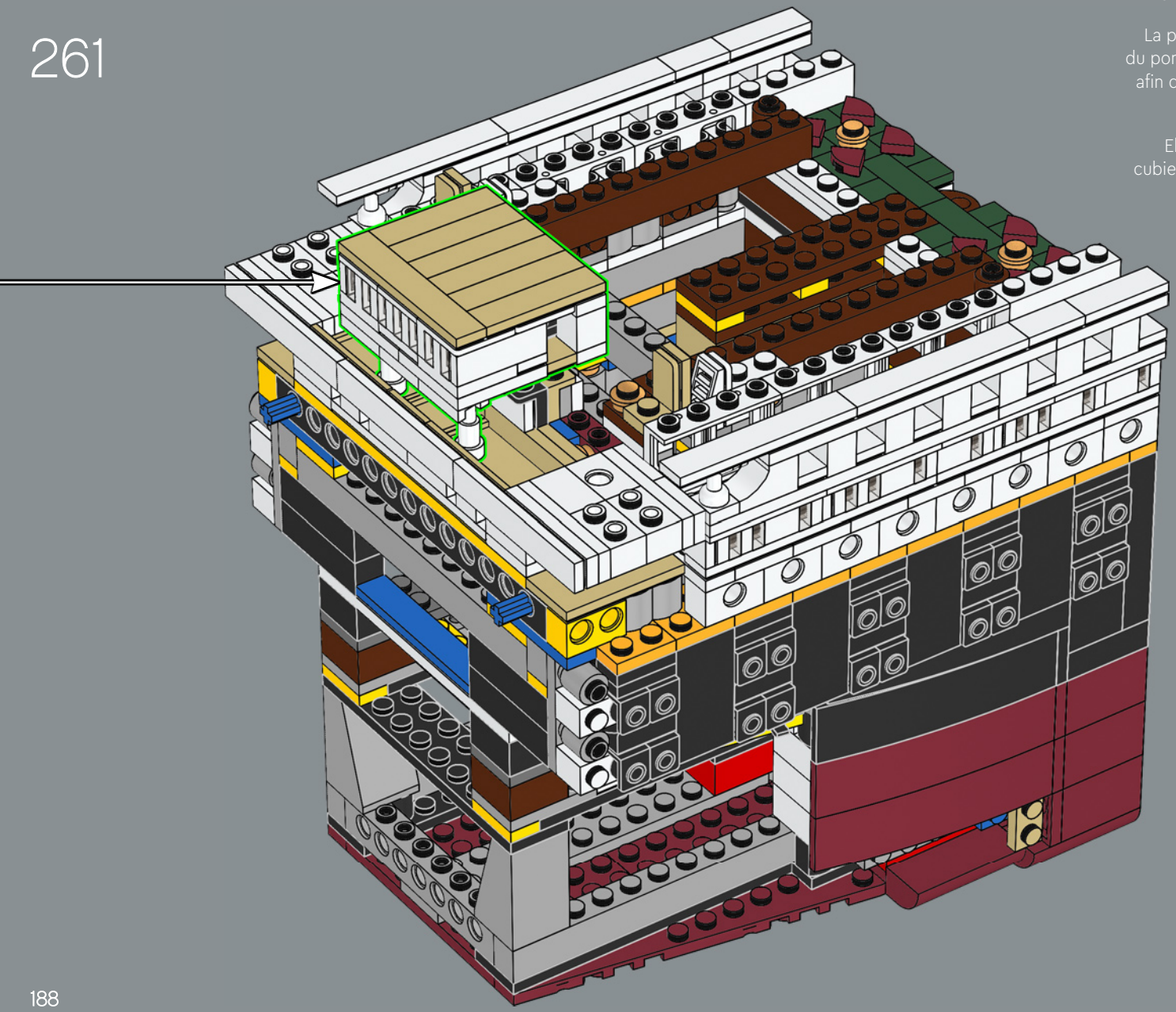


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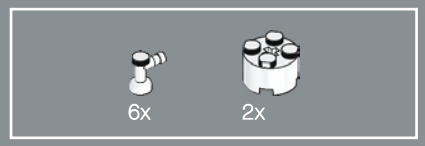
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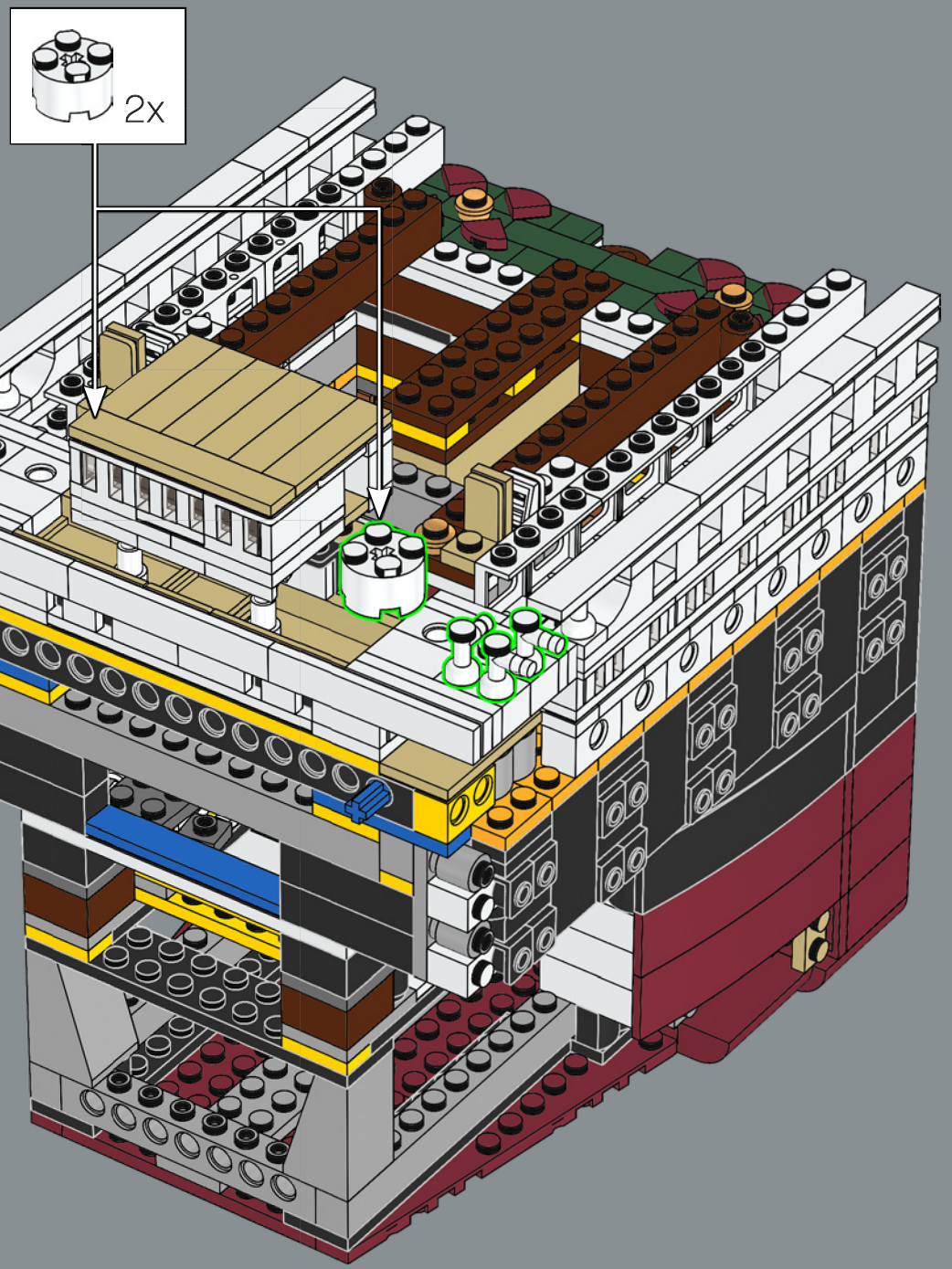
The bridge stood 8 ft. (2.4 meters) above the deck and extended out to either side so that the ship could be controlled while docking.

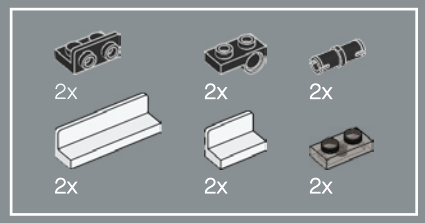
La passerelle se situe à 2,4 m (8 pi) au-dessus du pont et s'étend des deux côtés du paquebot afin de permettre de contrôler le navire durant la mise à quai.

El puente se alzaba 2,4 m por encima de la cubierta y sobresalía por cada lado para poder controlar el barco durante el atraque.

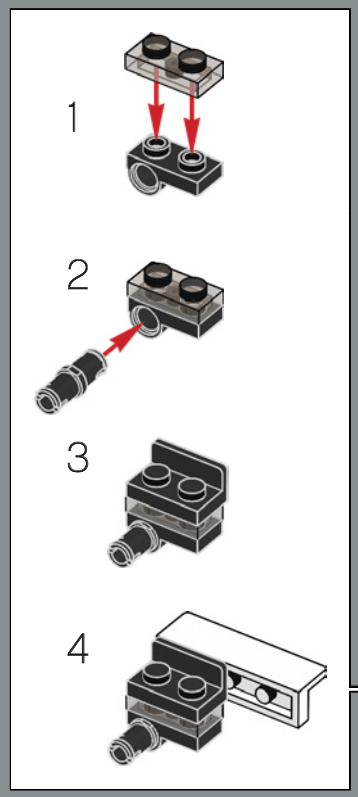


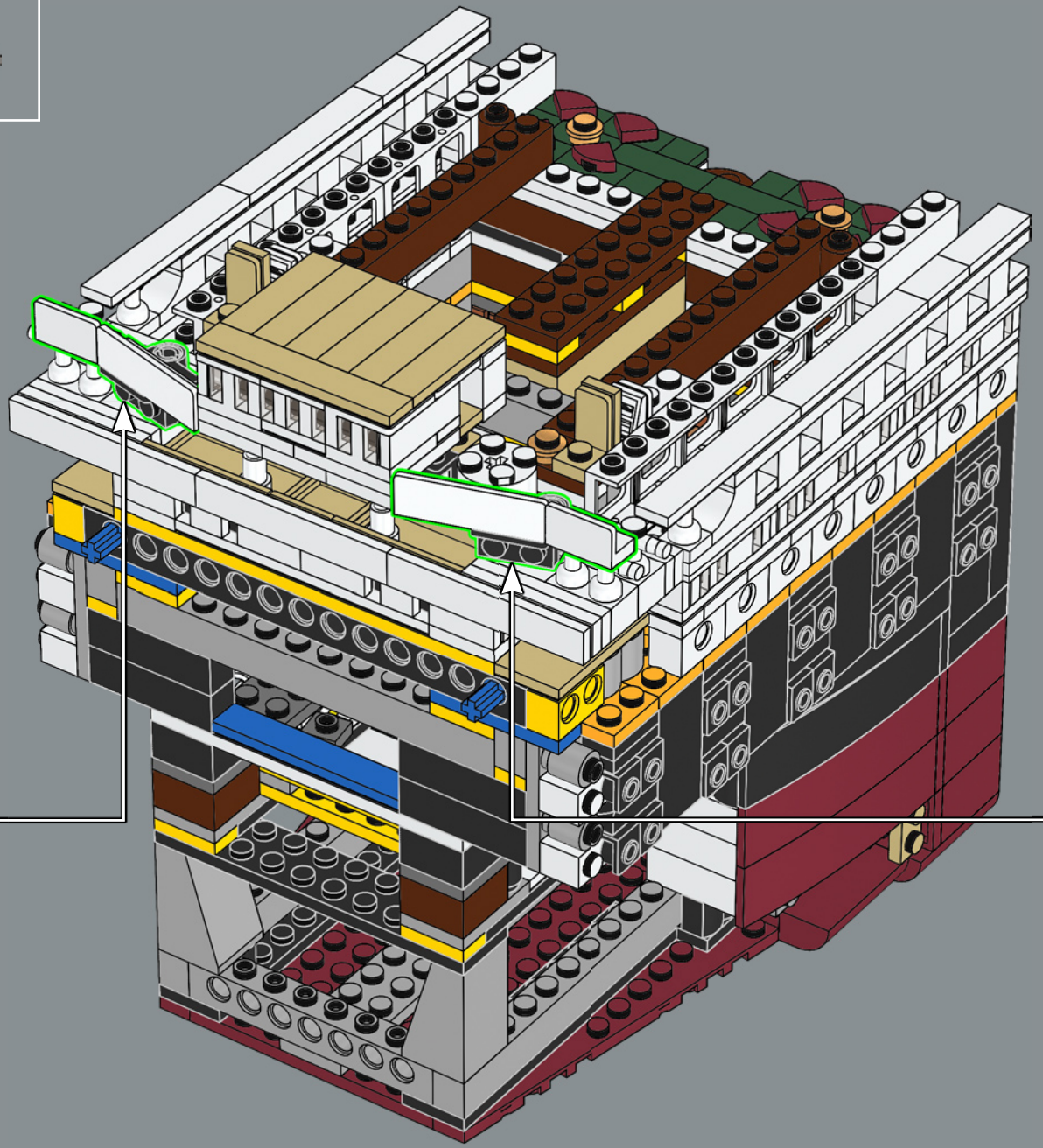
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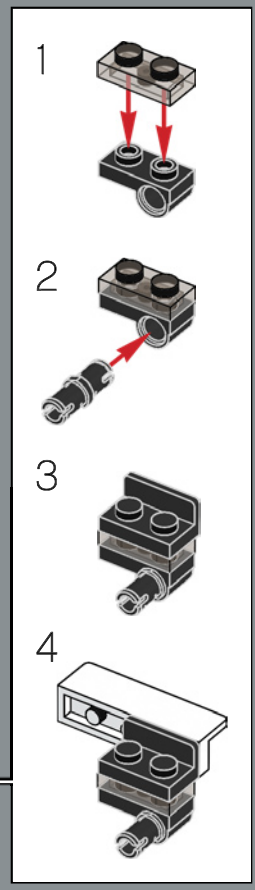


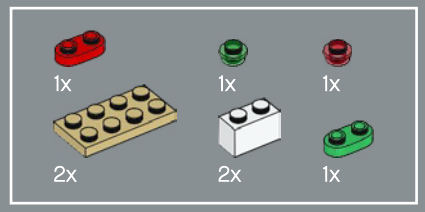


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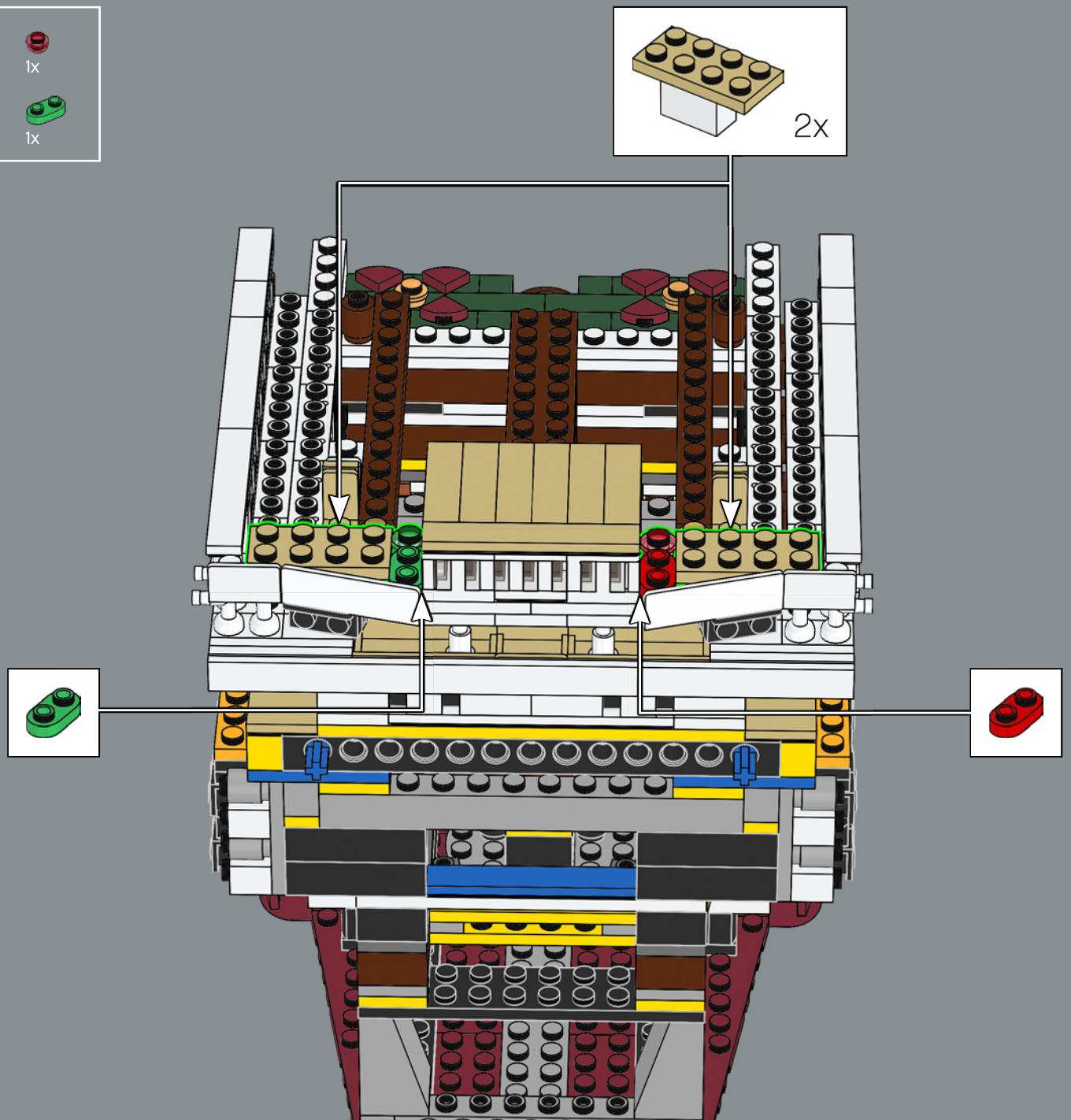


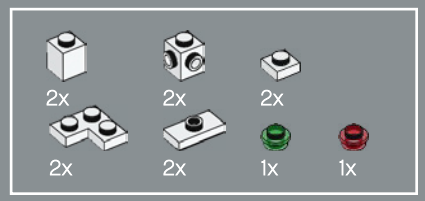




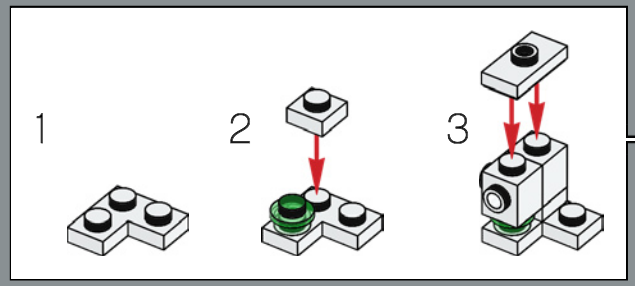


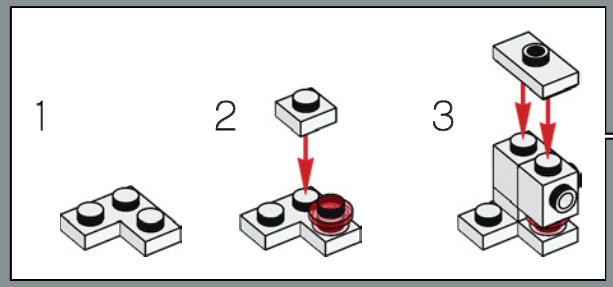
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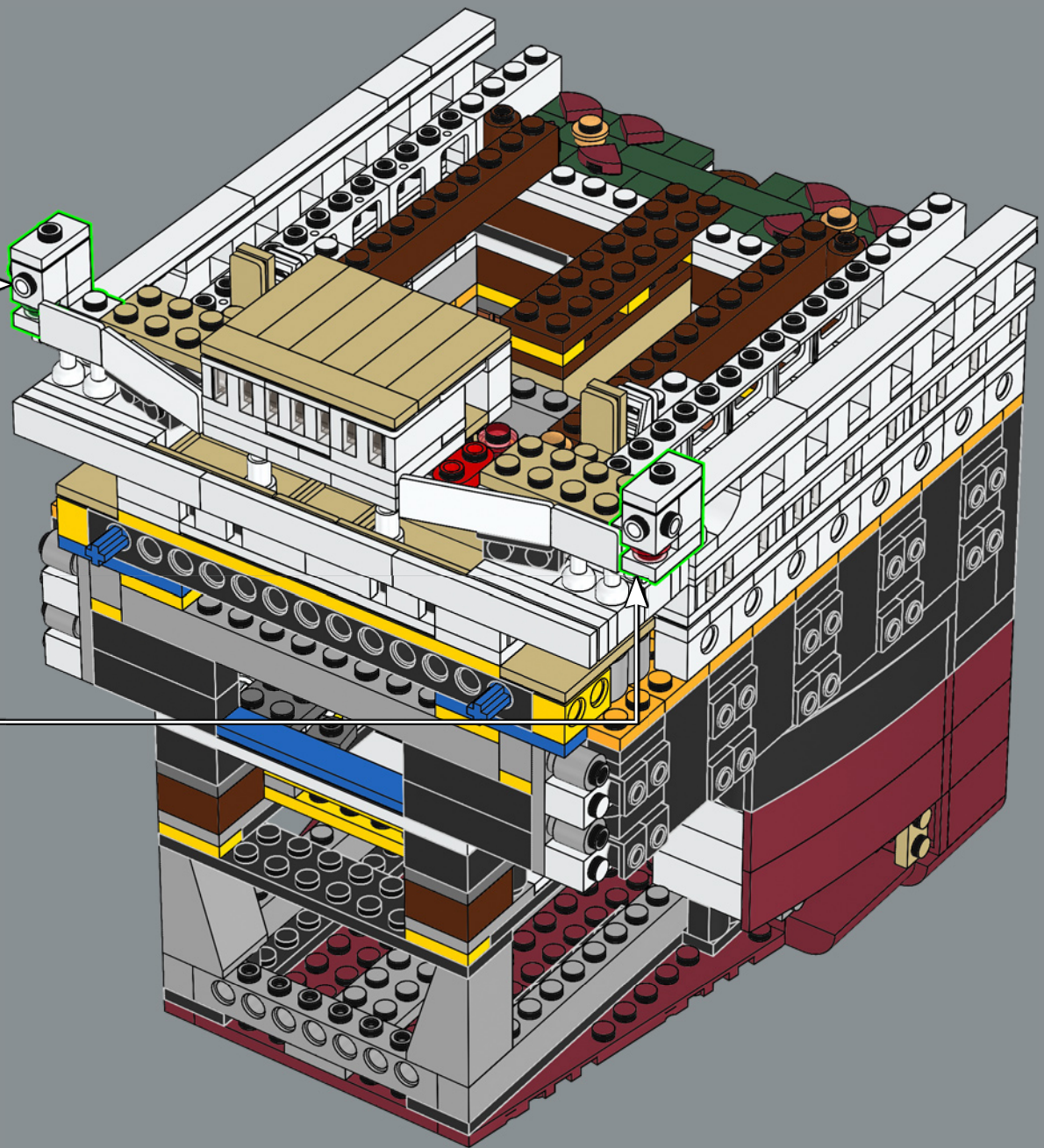


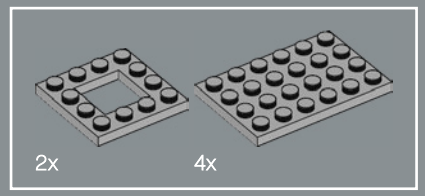


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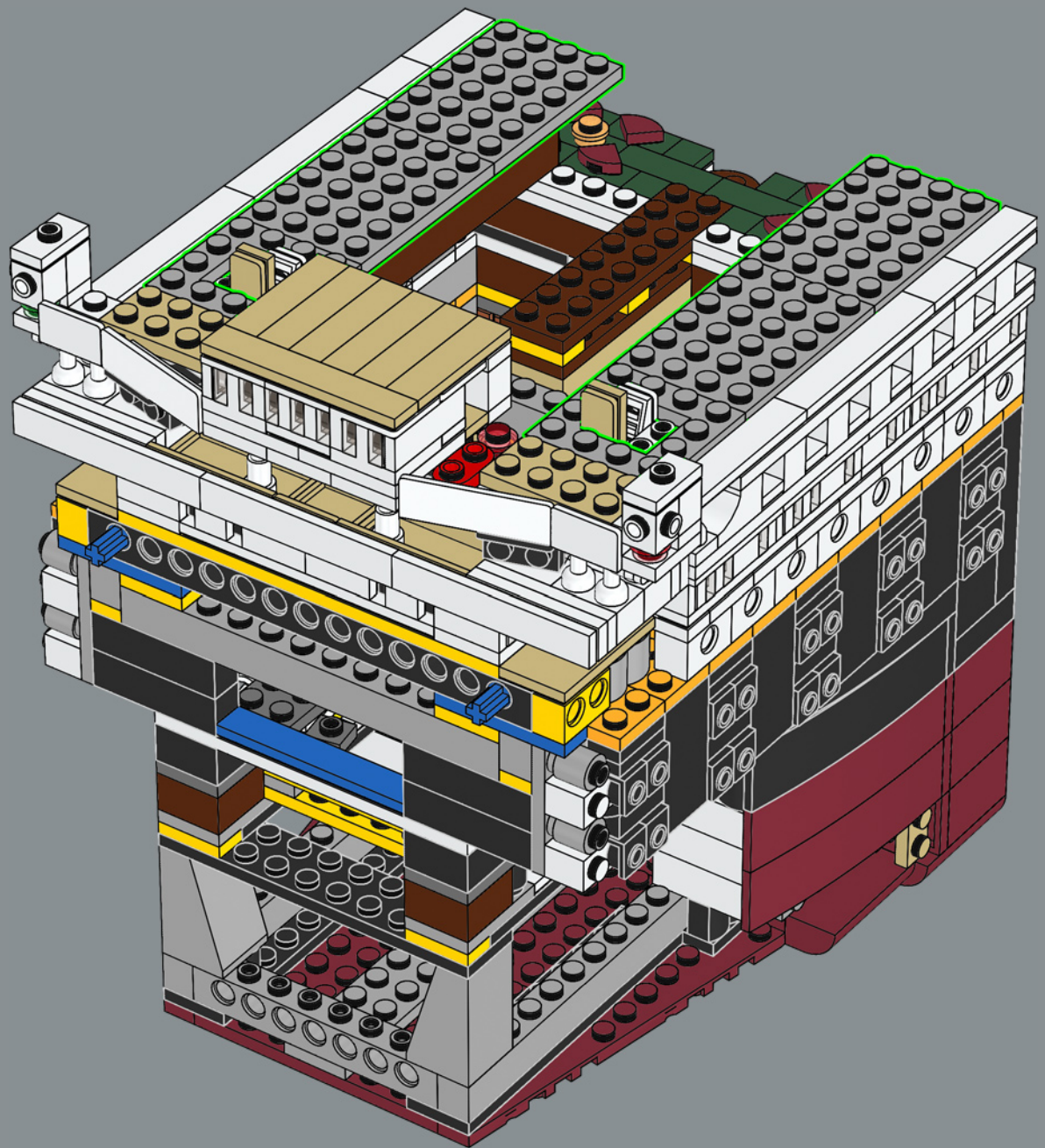


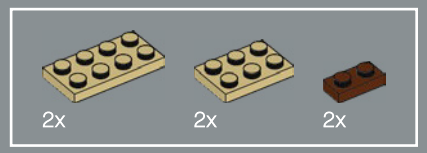




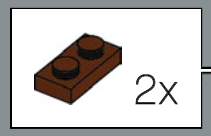


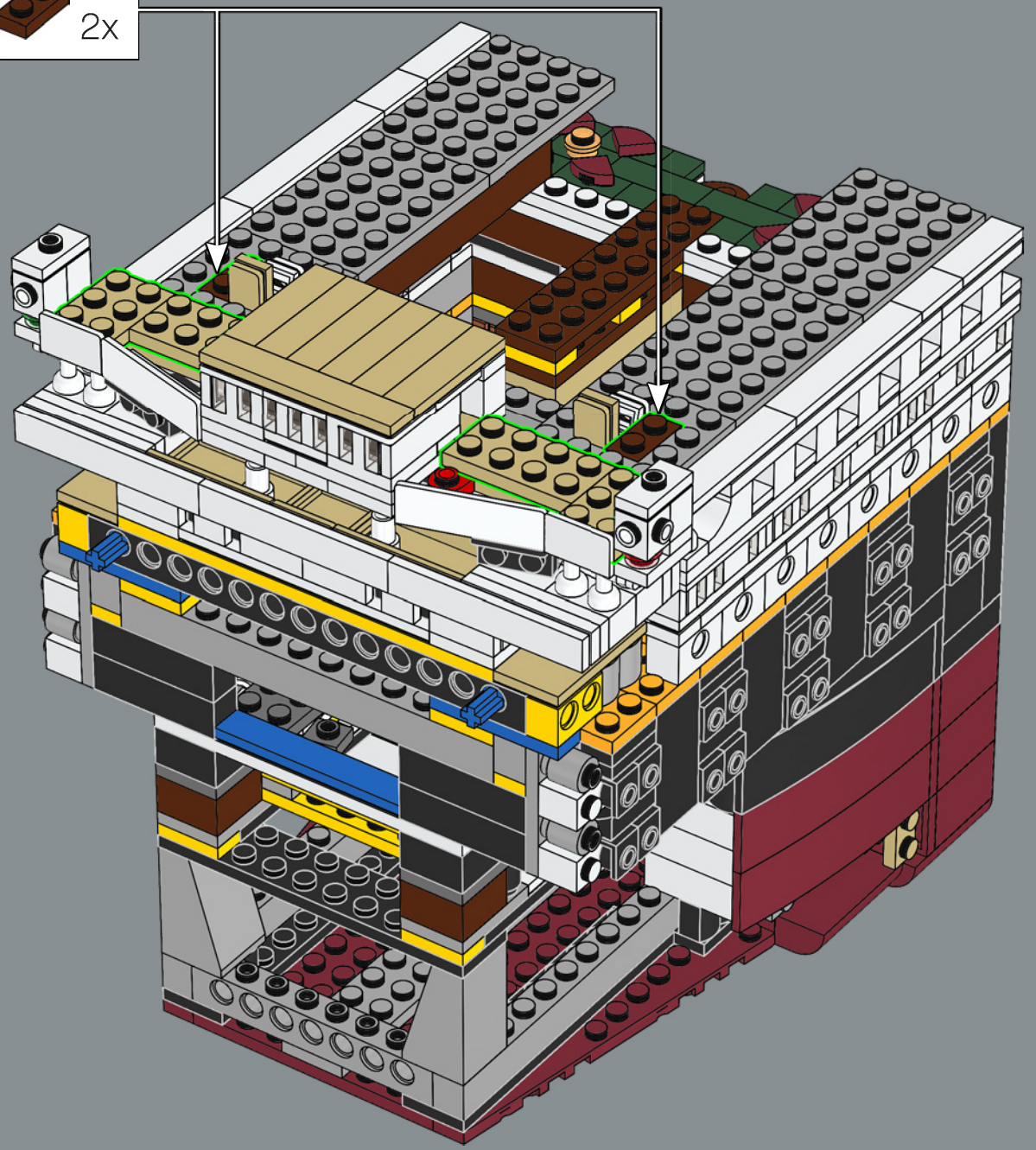
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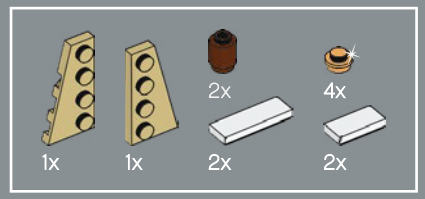




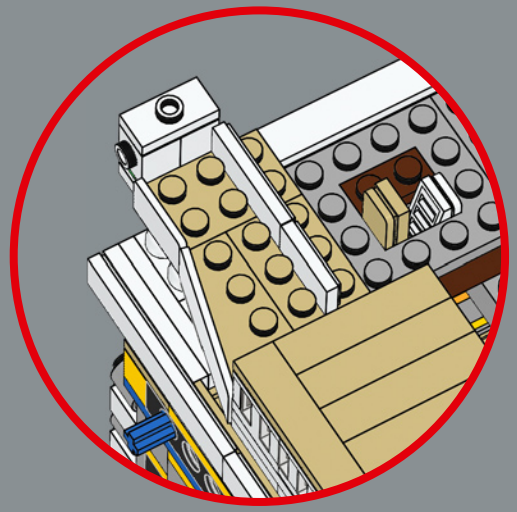
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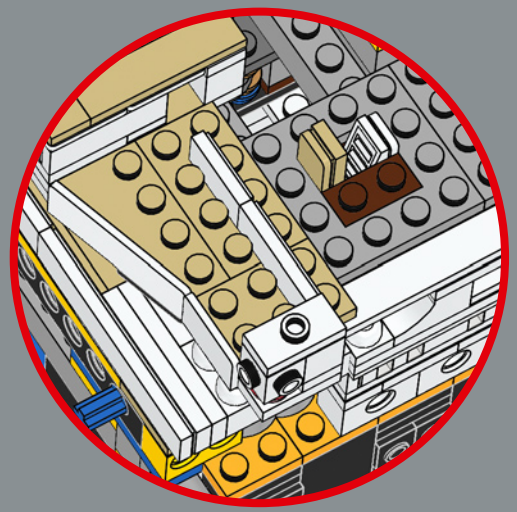


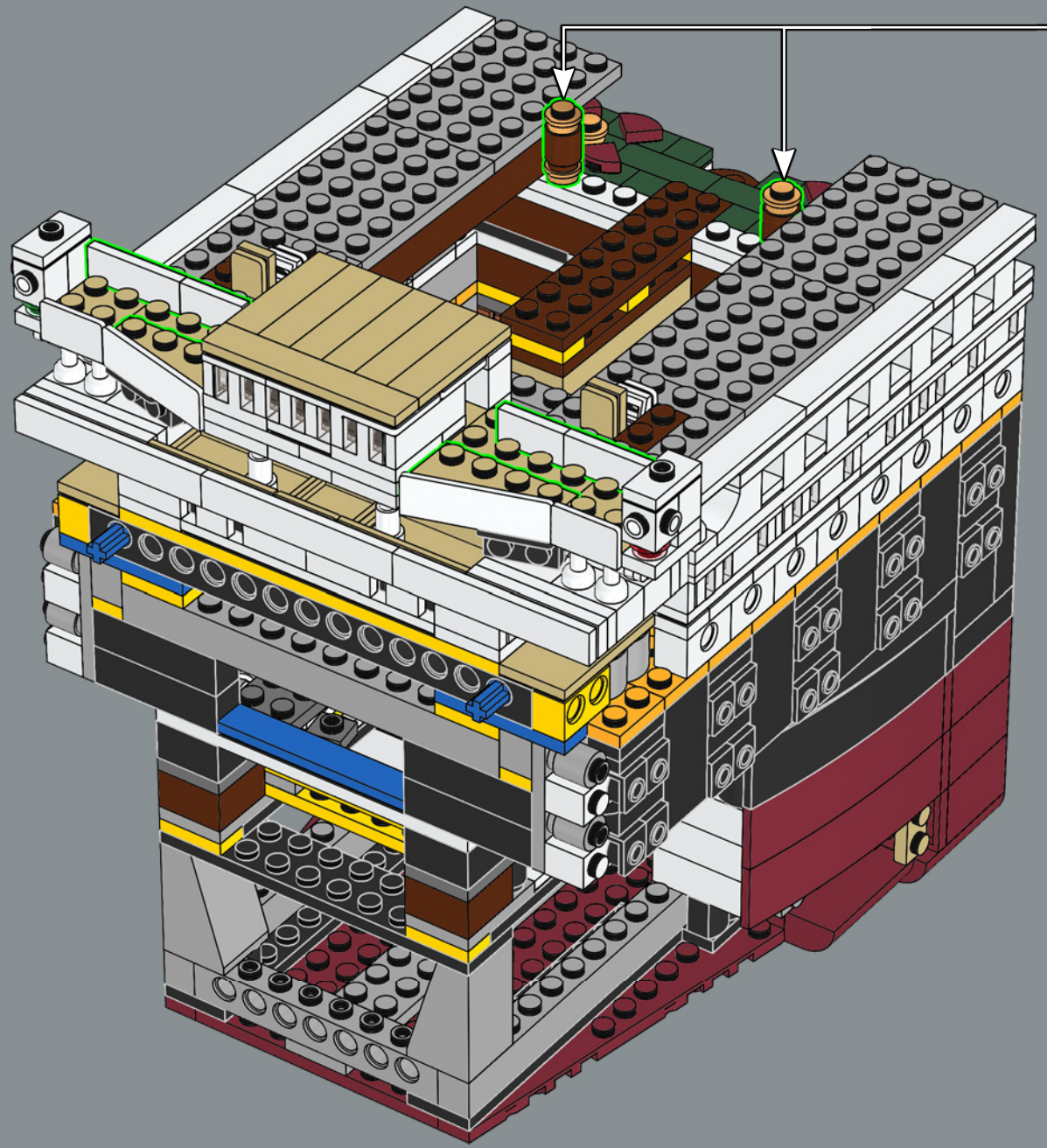


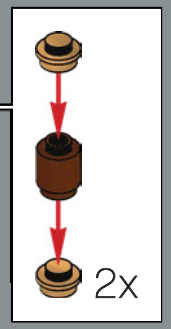


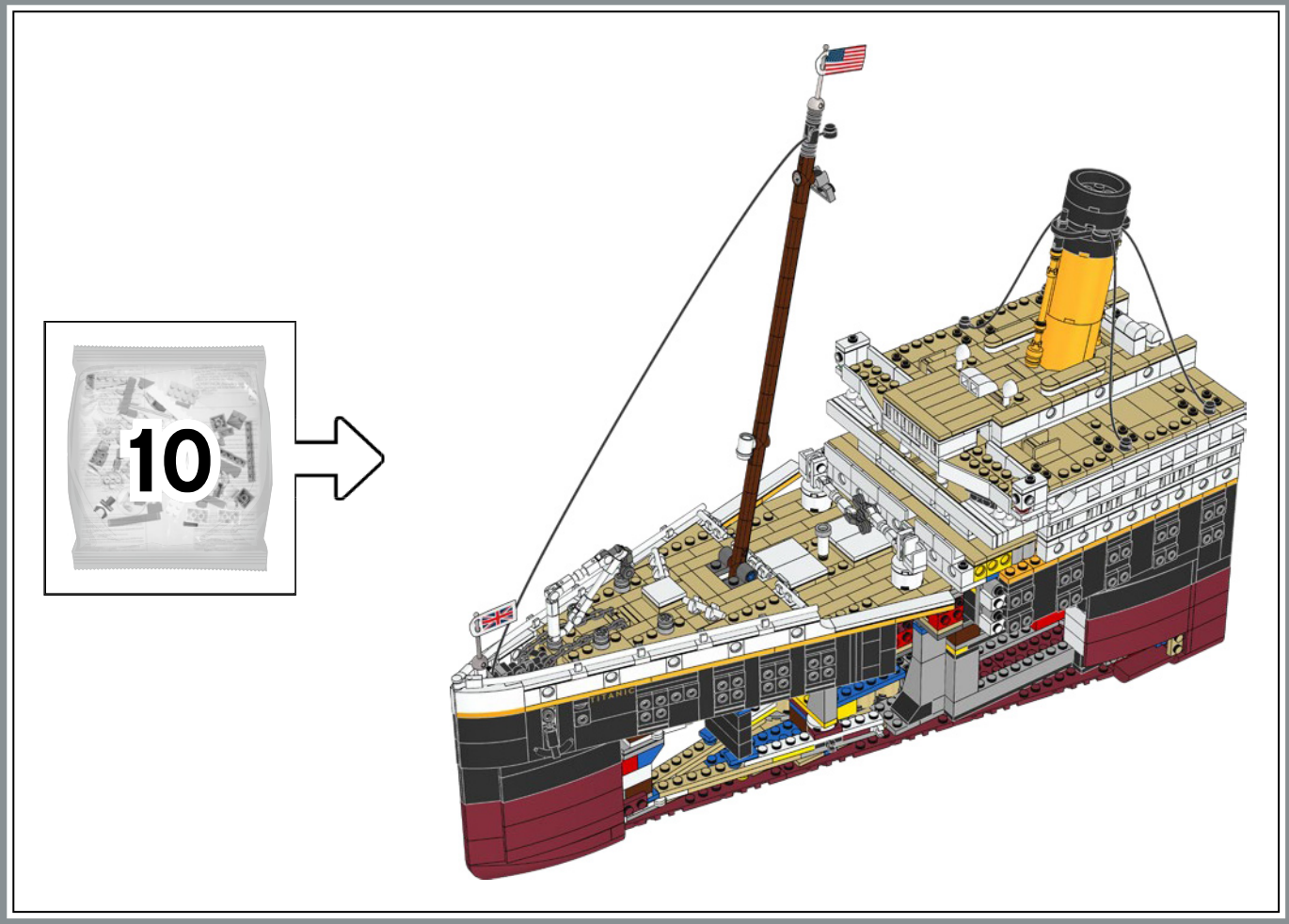
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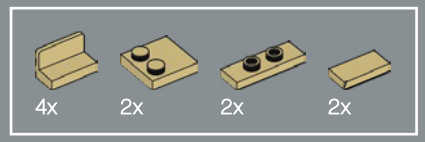




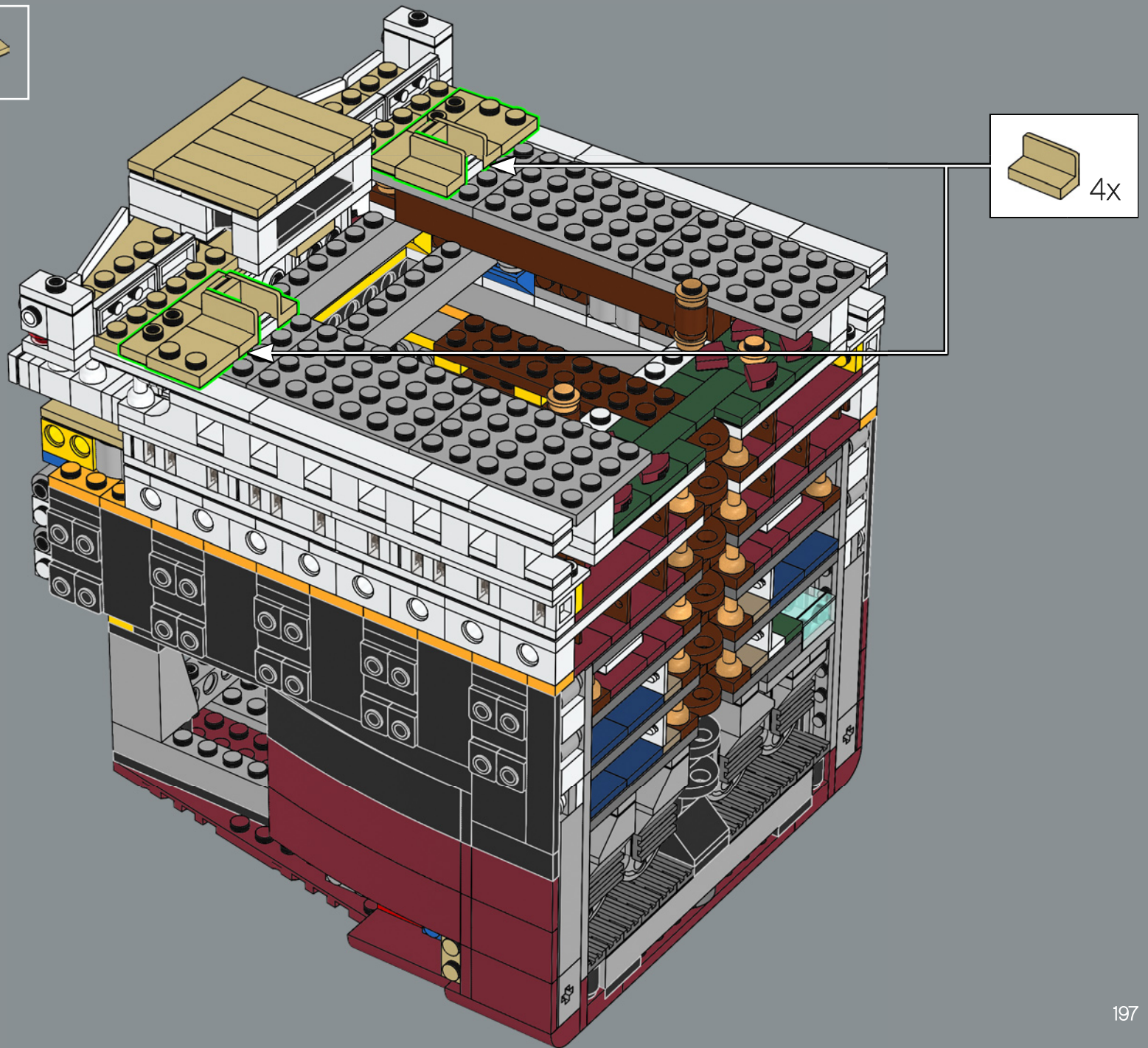


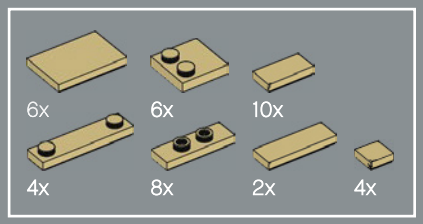



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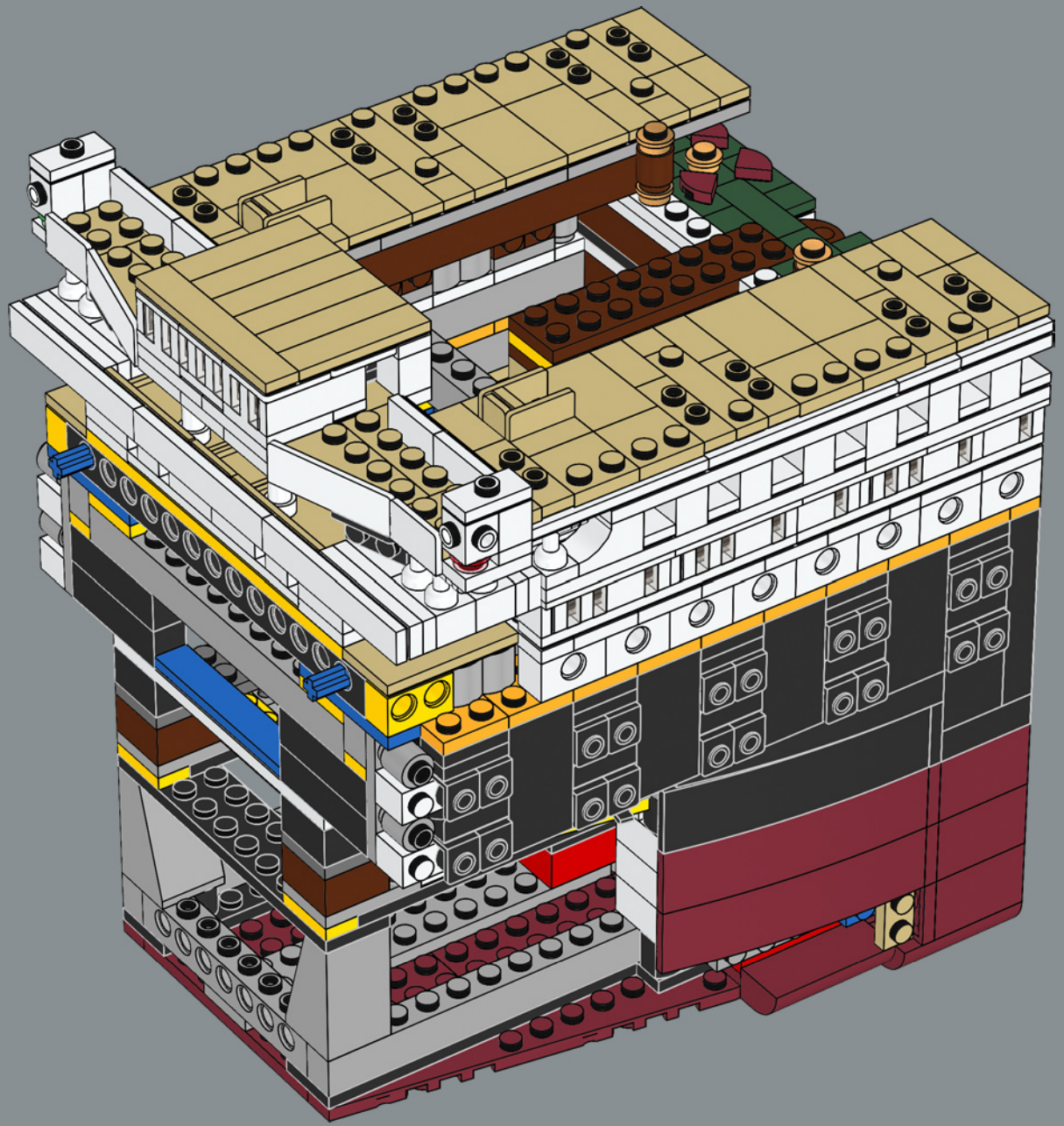


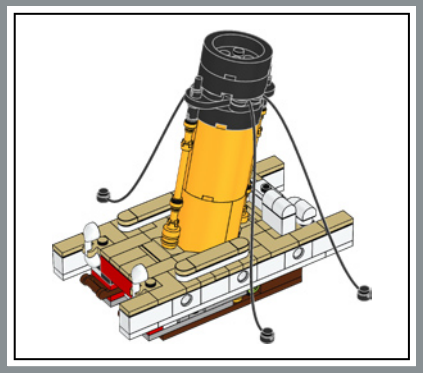
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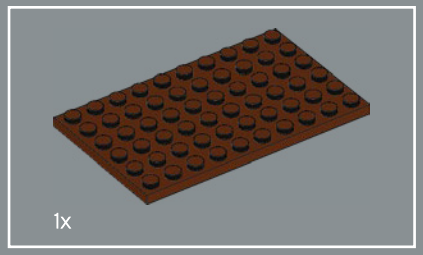




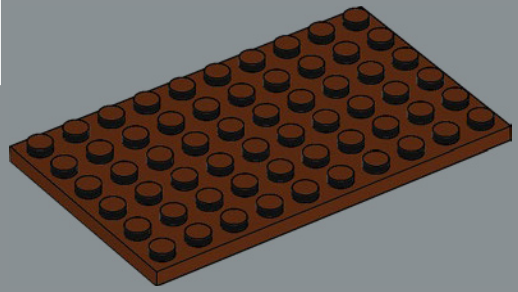
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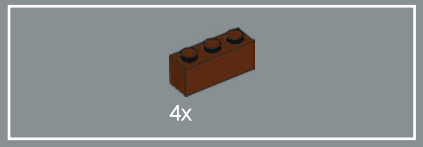




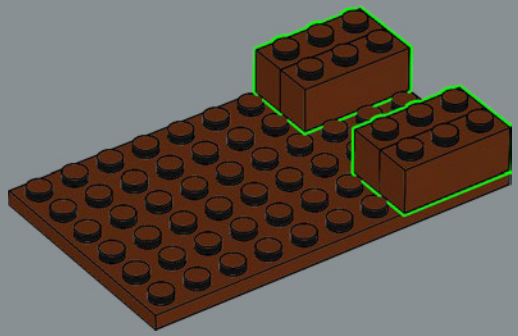


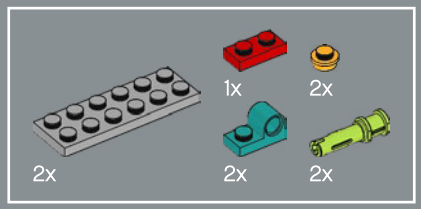
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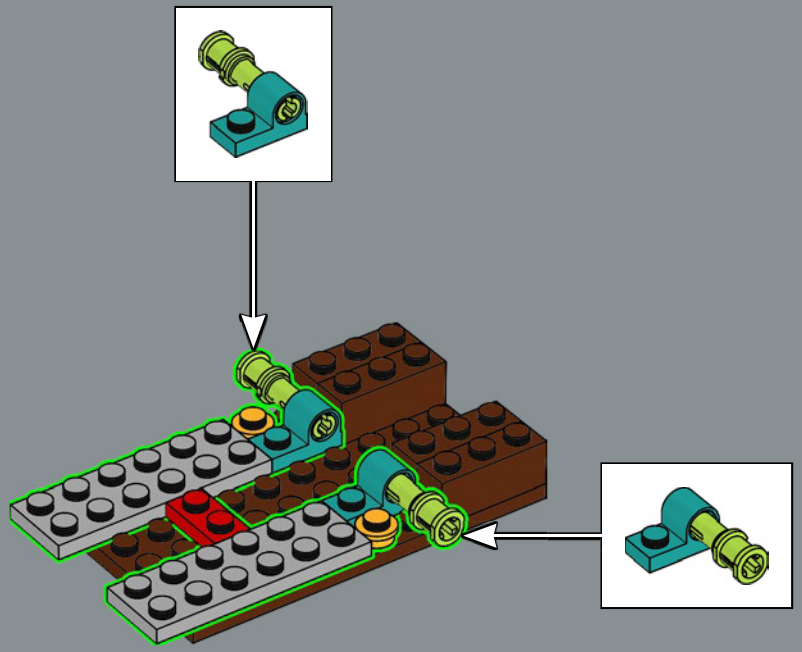


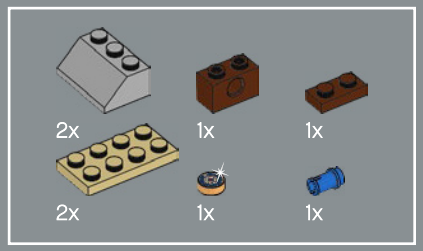
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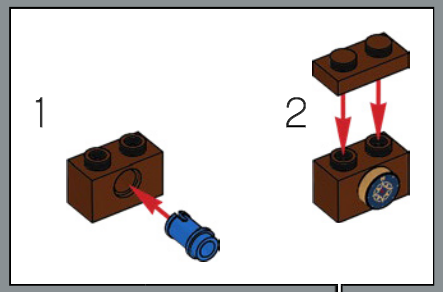


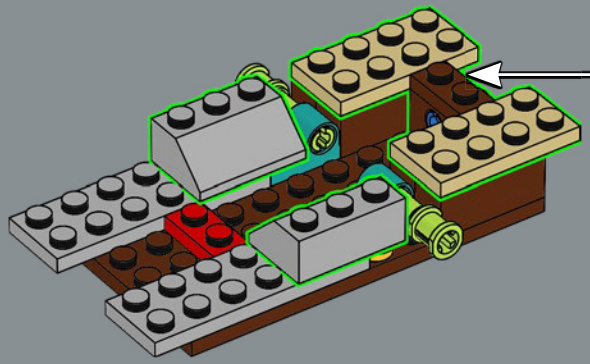
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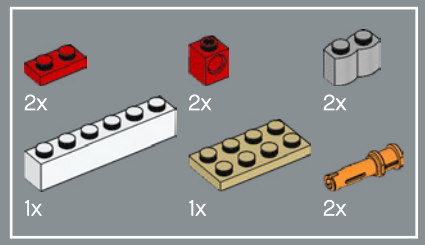




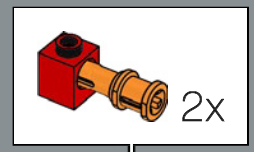
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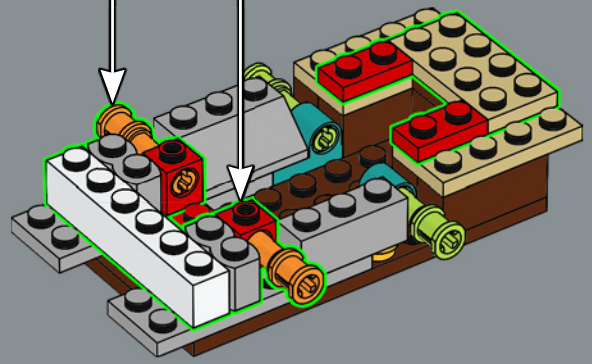






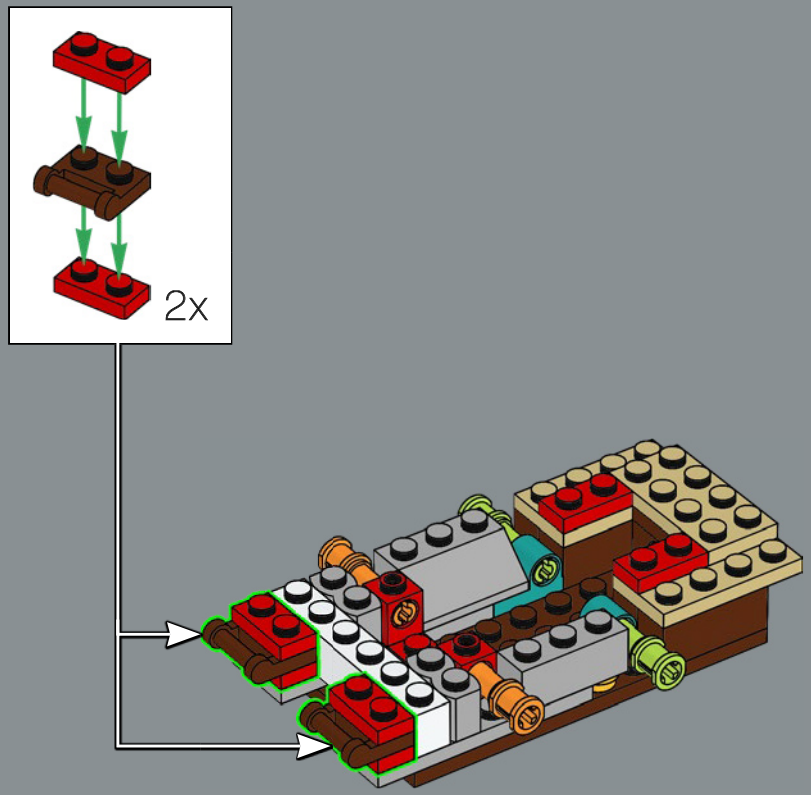
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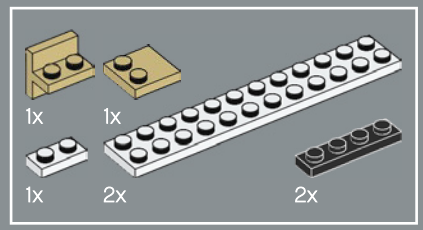




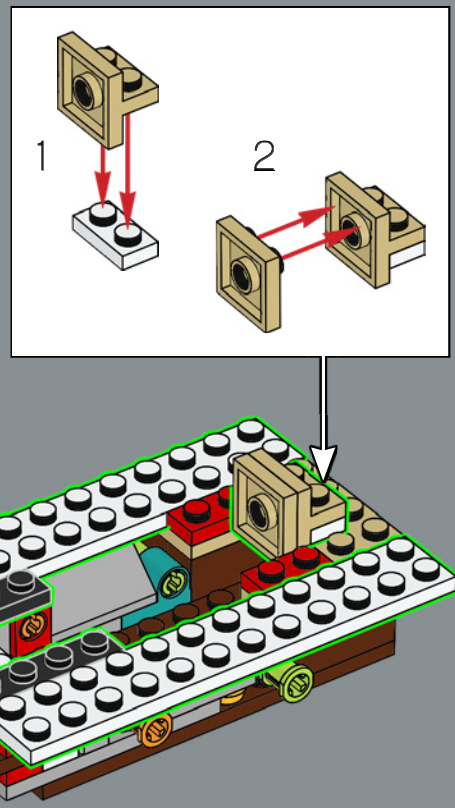


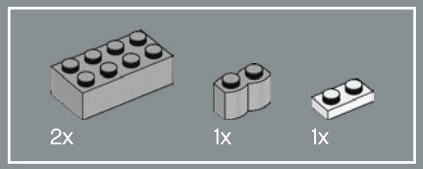
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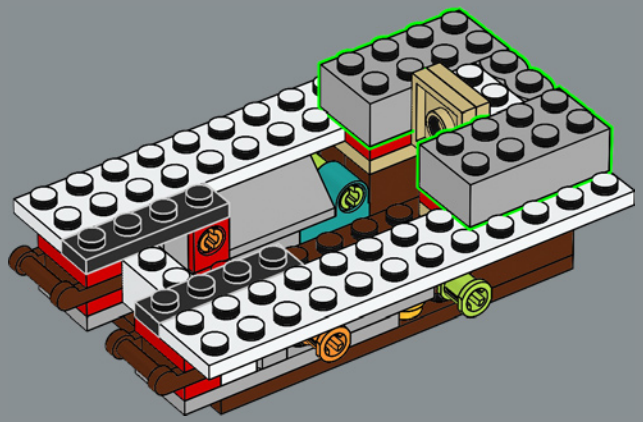


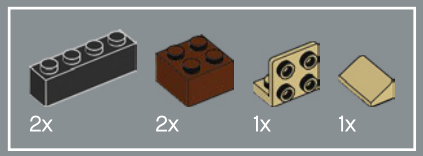
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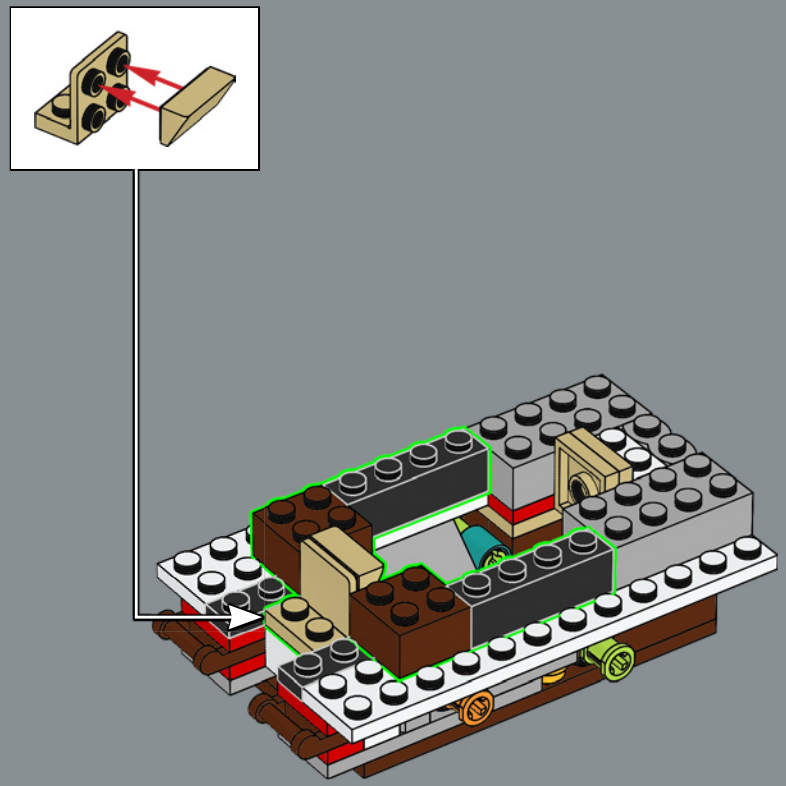


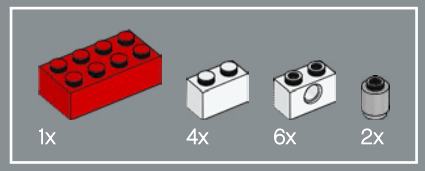
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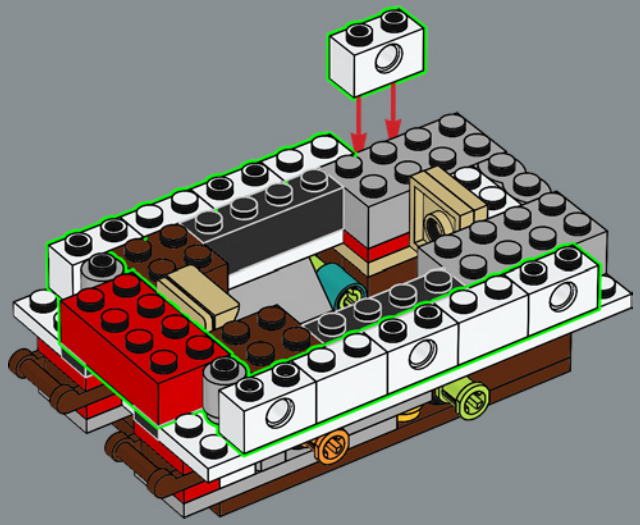


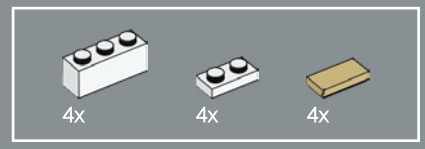
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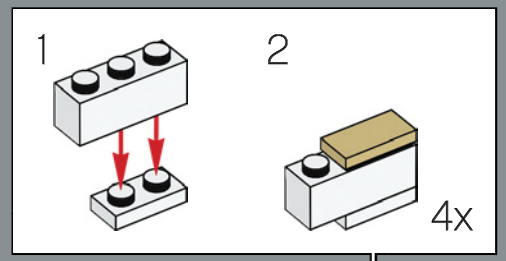


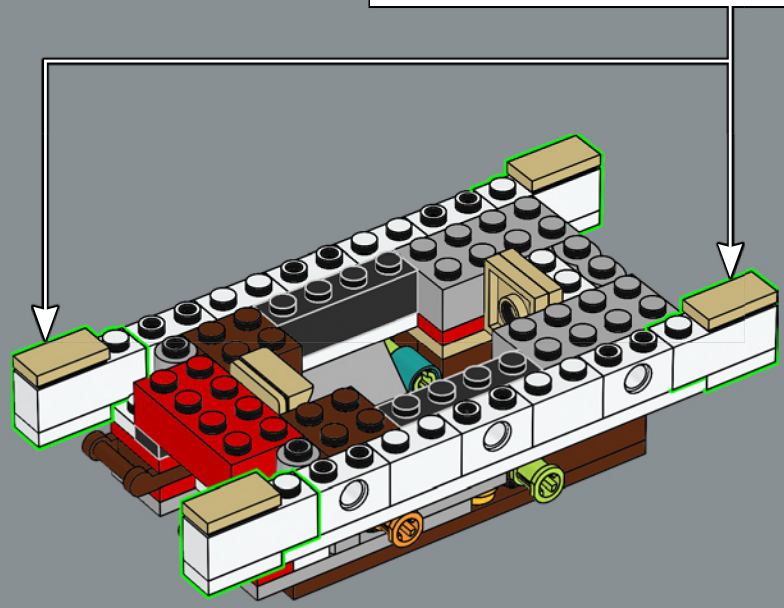
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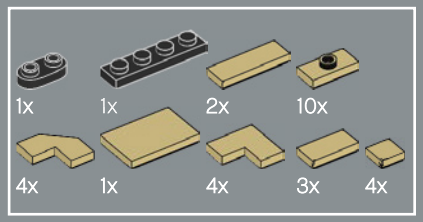




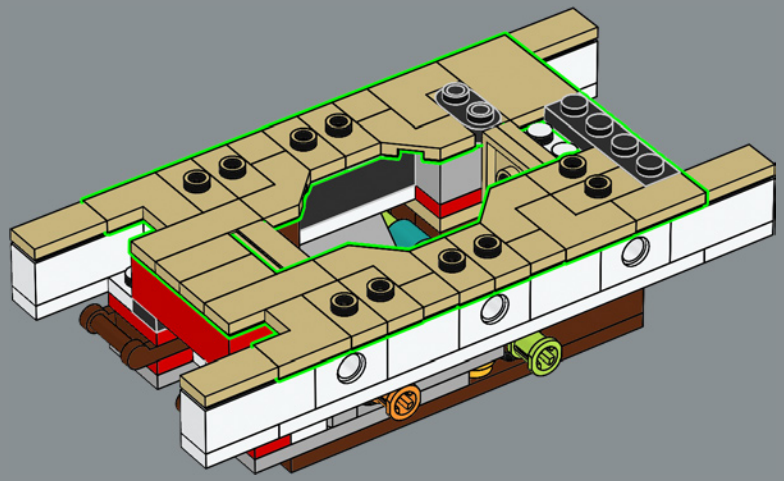
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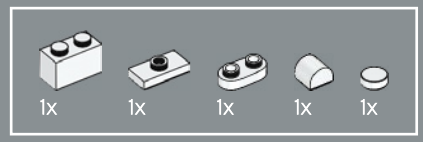




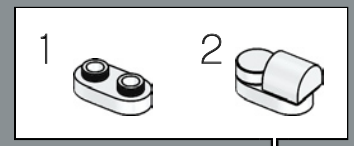


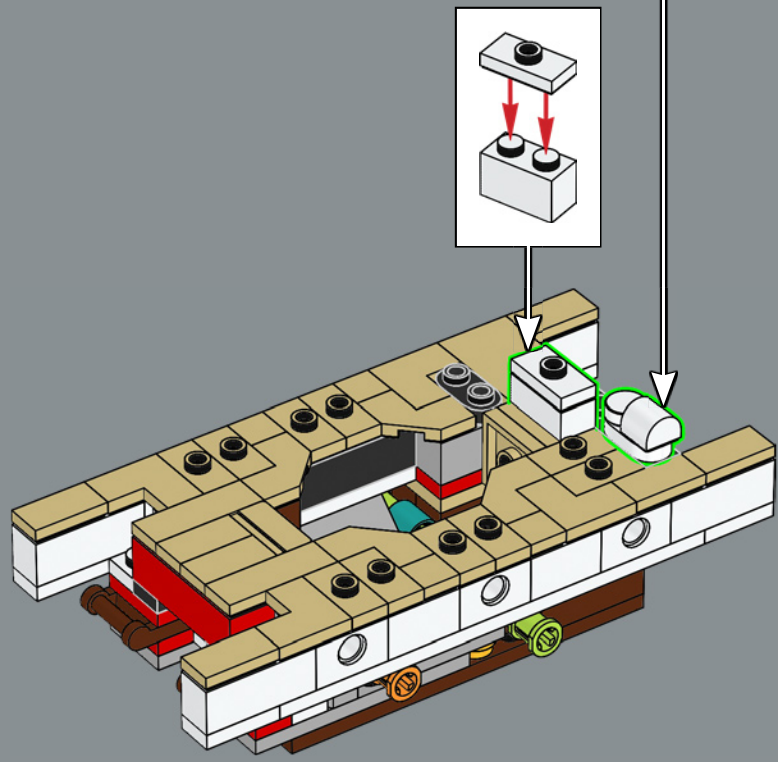
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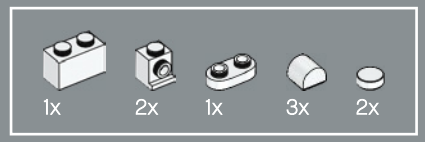




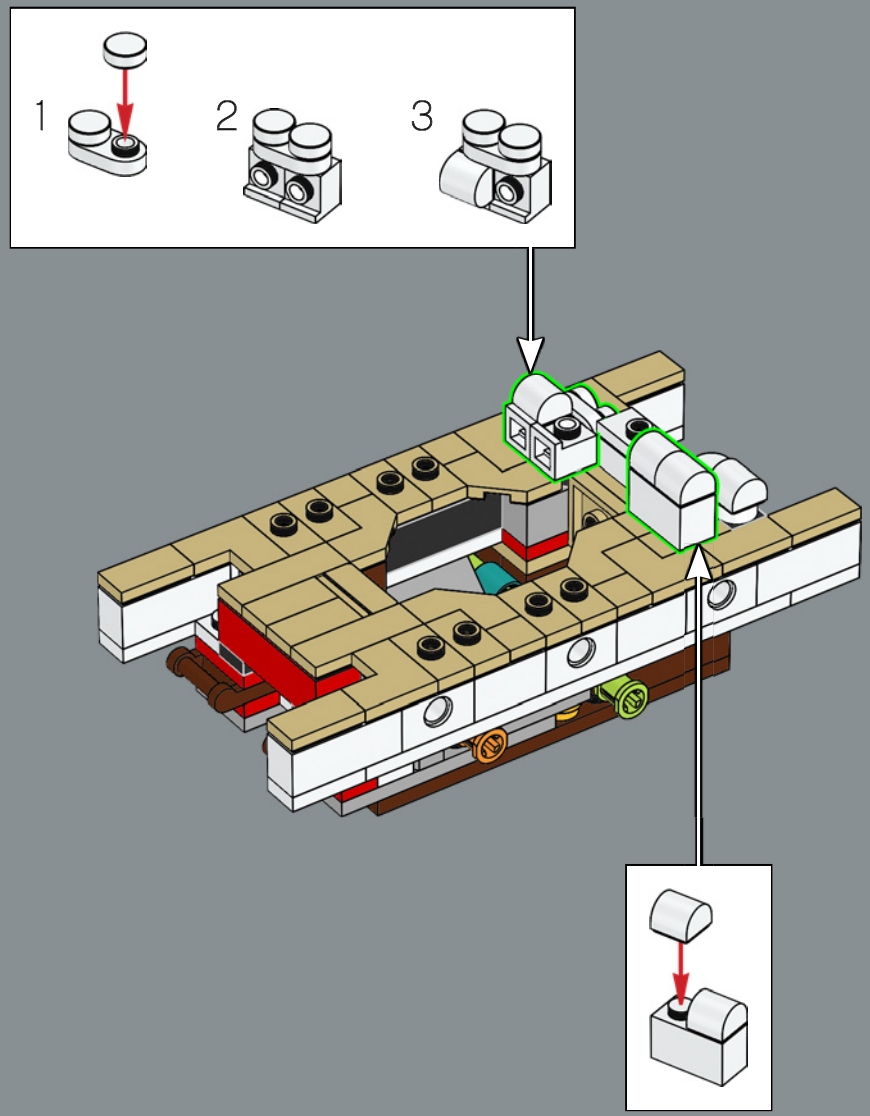
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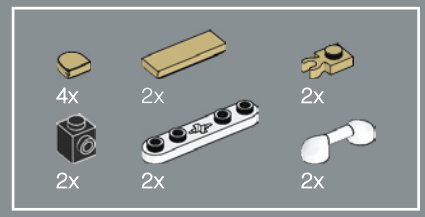




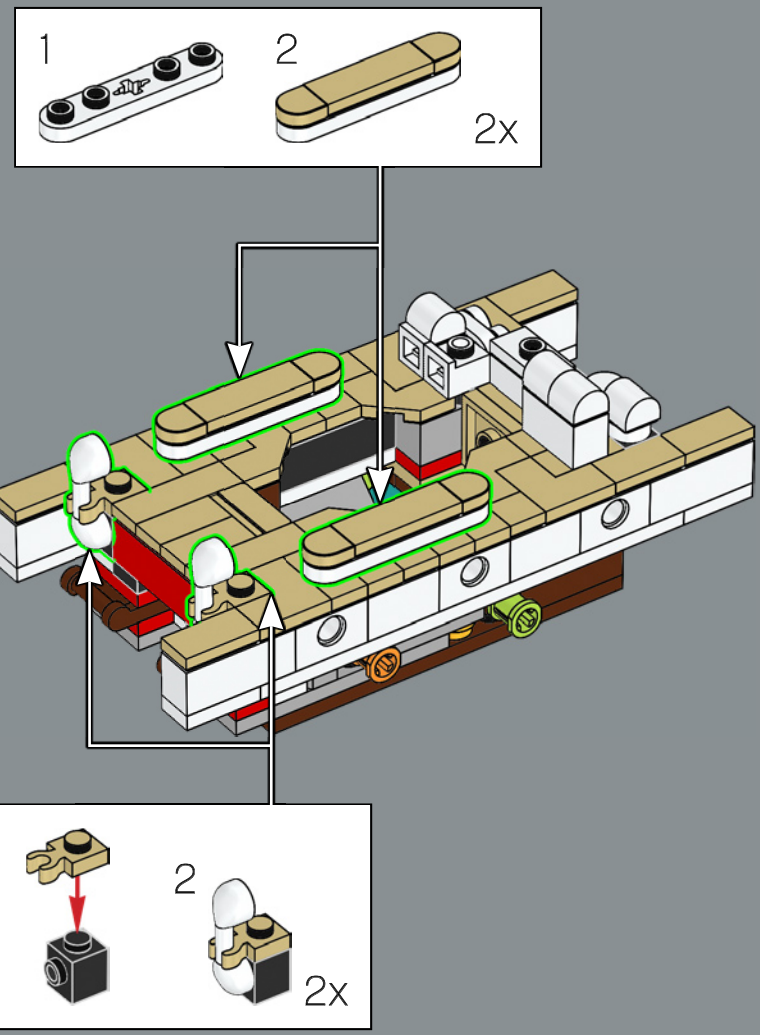


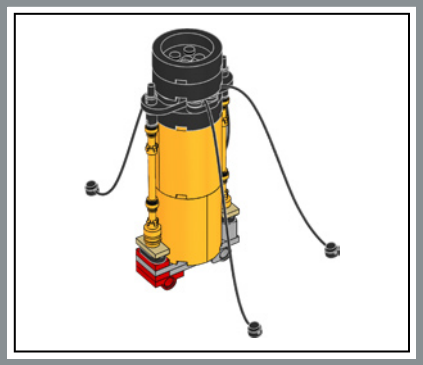
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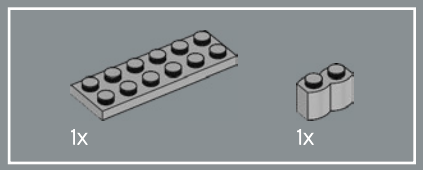




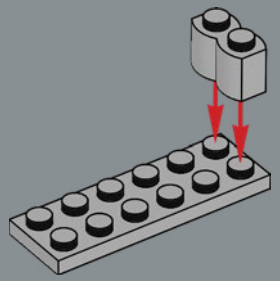
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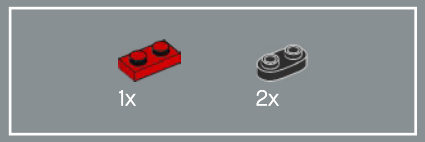




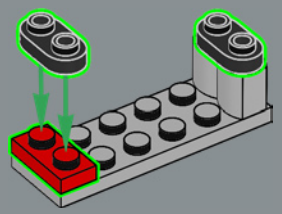


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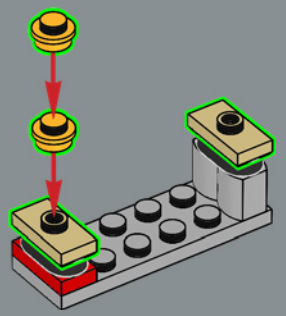


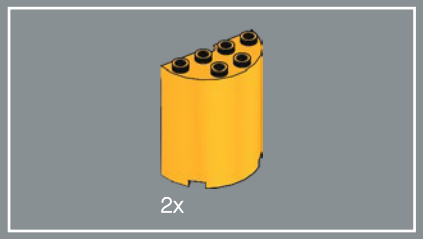
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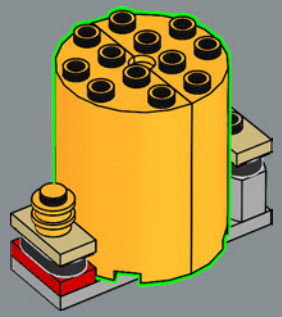


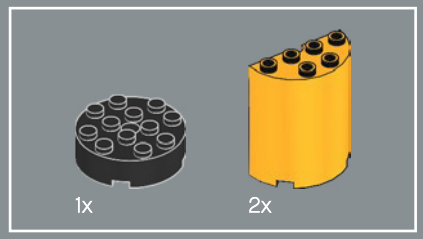
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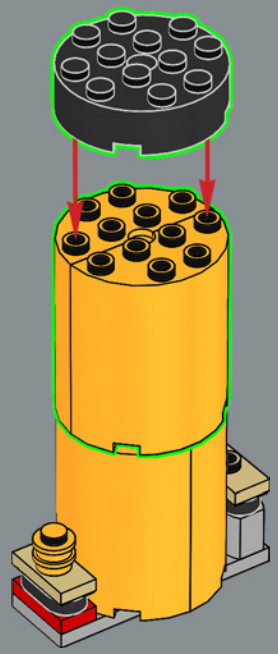


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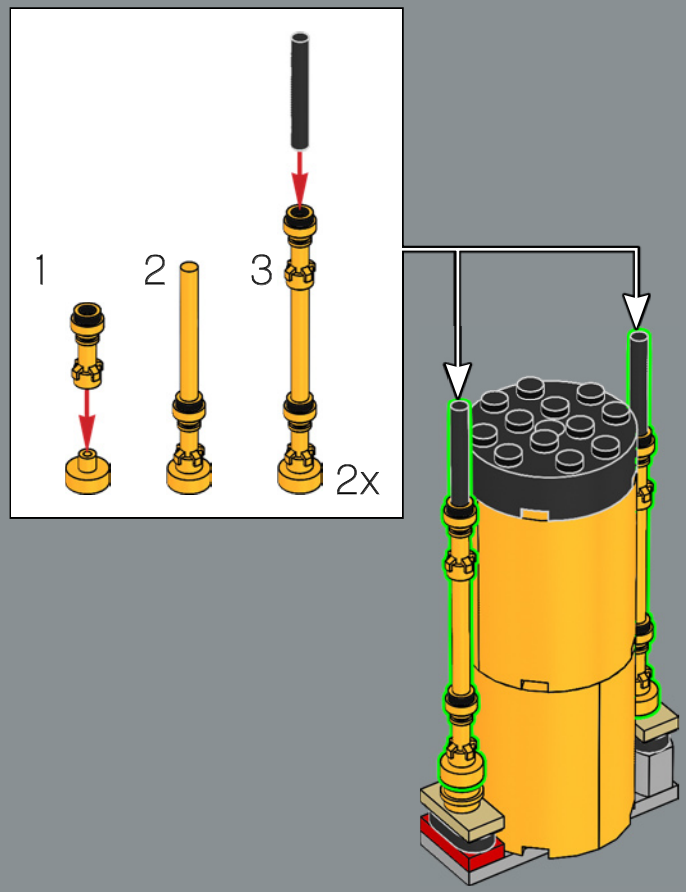


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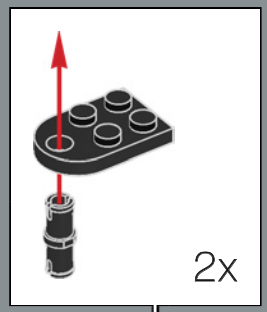


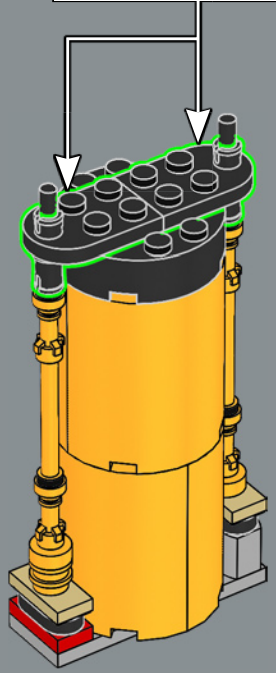
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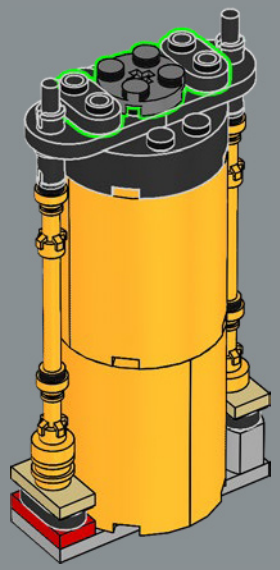
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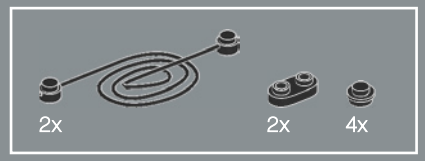




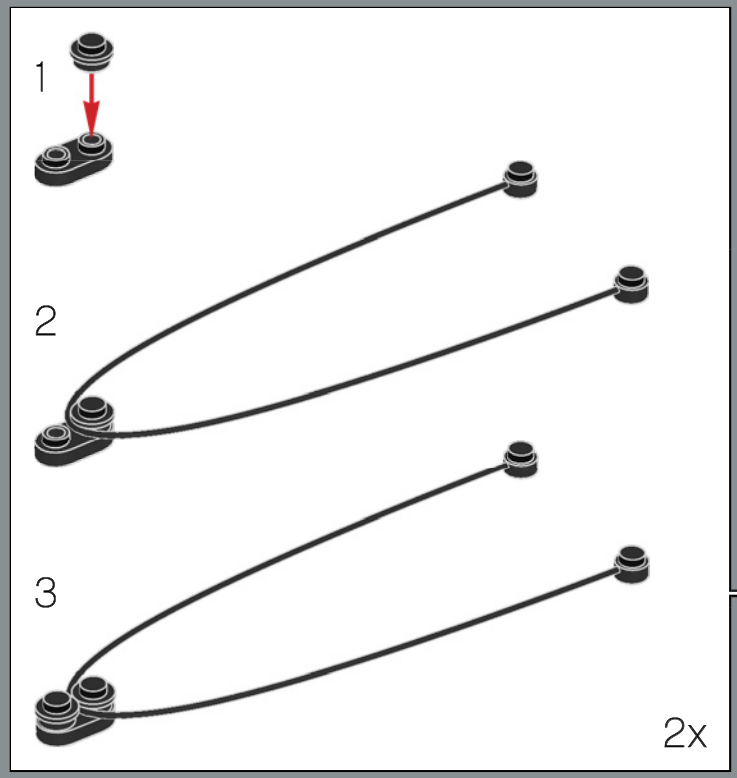


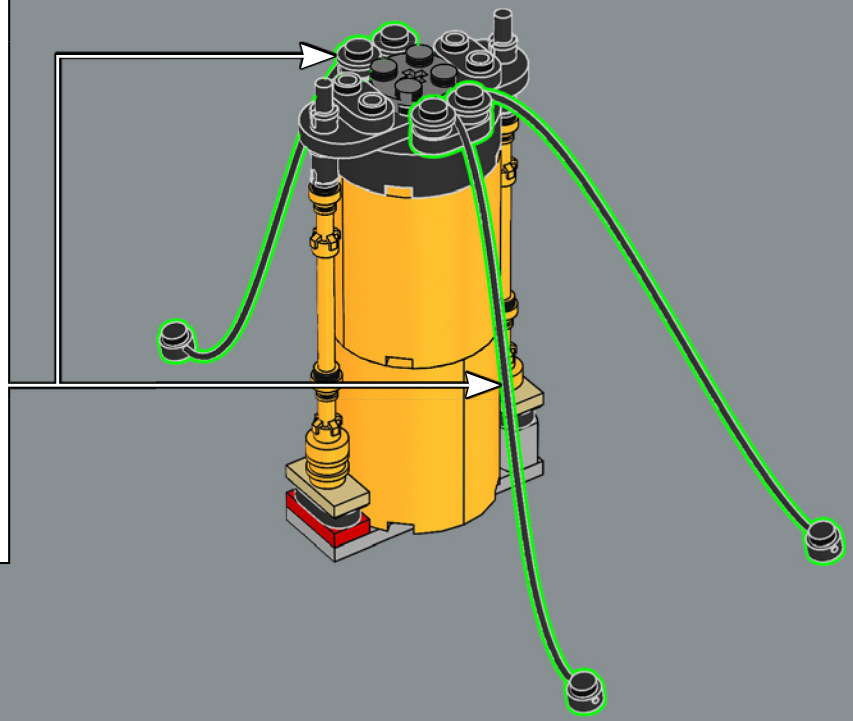
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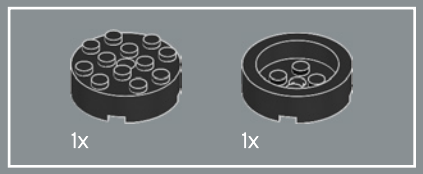




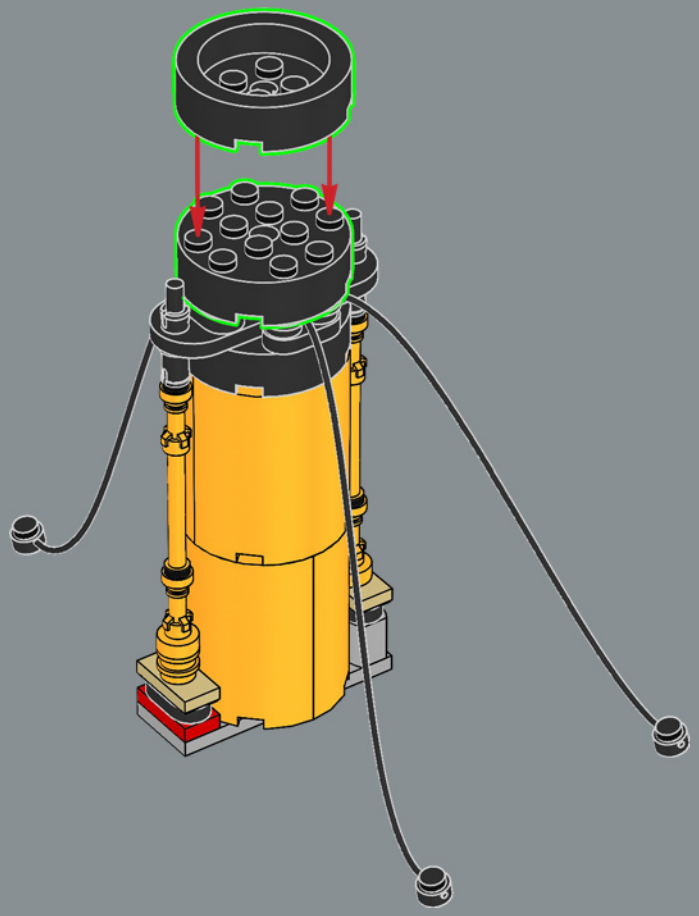
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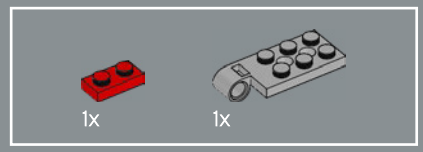






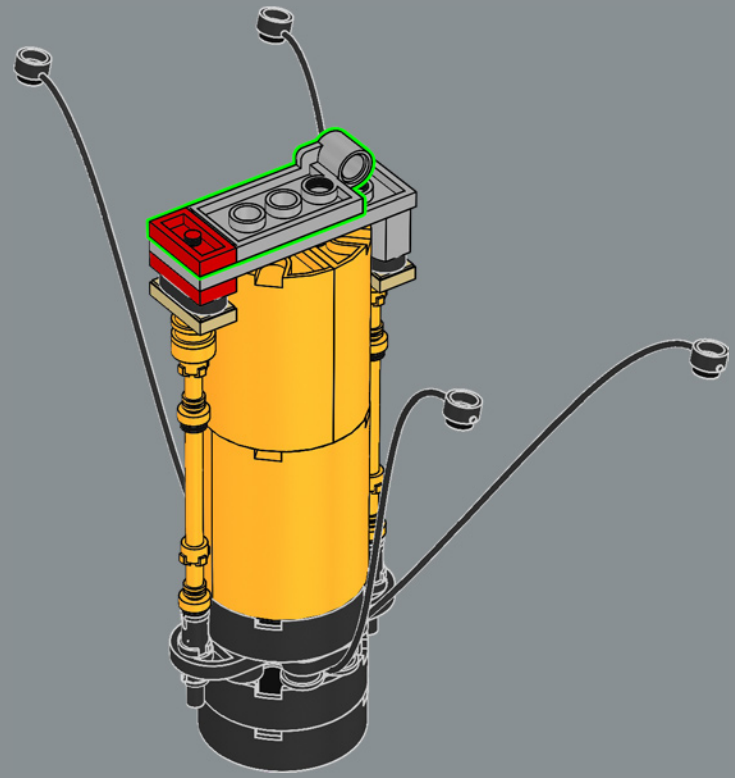
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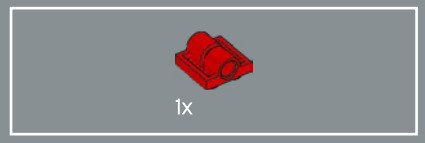




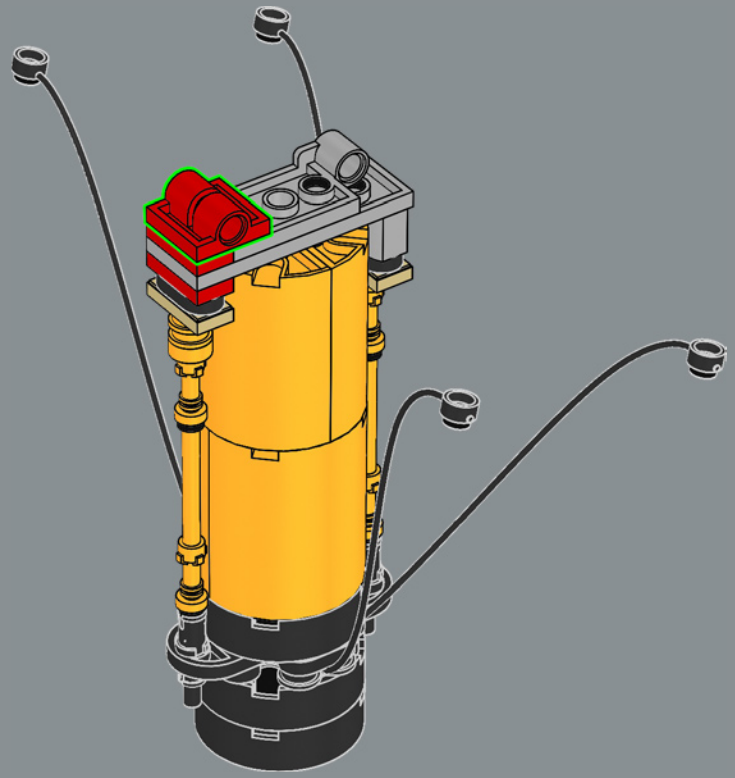
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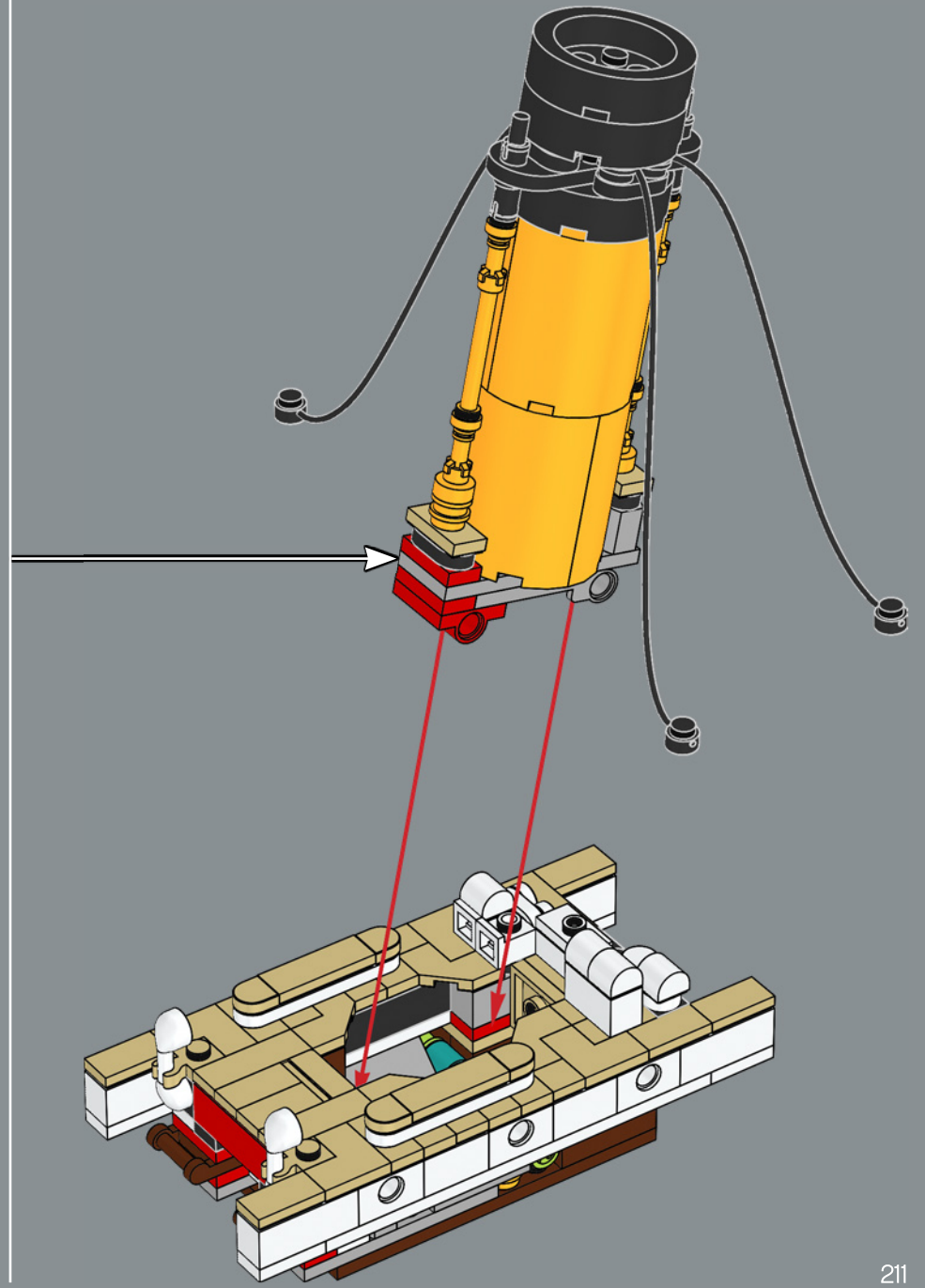




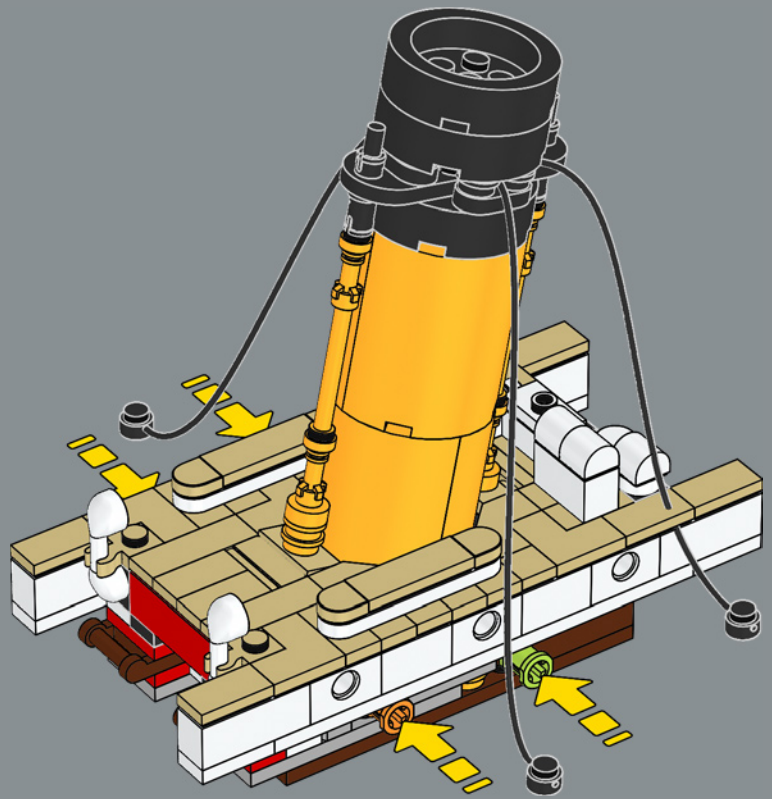


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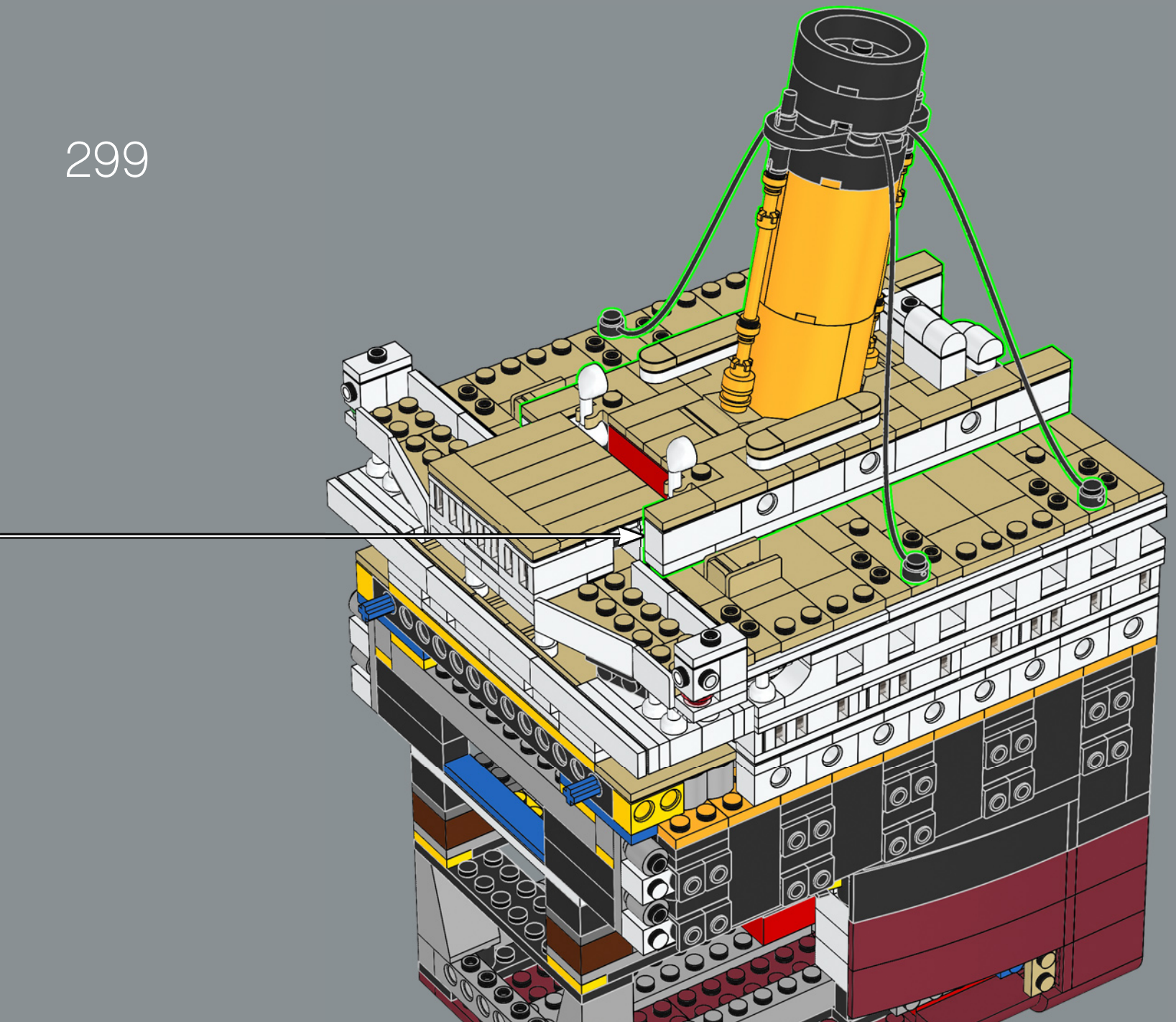


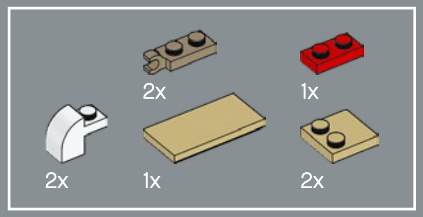
The ship's communication room contained one of the most powerful transmitters in the world, guaranteed to broadcast over a radius of 350 miles (563 km).

La salle de communication du navire contient l'un des plus puissants émetteurs au monde, permettant d'émettre un signal sur un rayon de 563 km (350 mi).

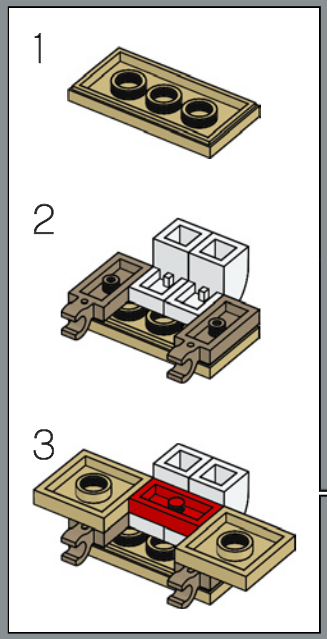
La sala de comunicaciones del barco contenía uno de los transmisores más potentes del mundo, con un radio de alcance garantizado de 563 km.

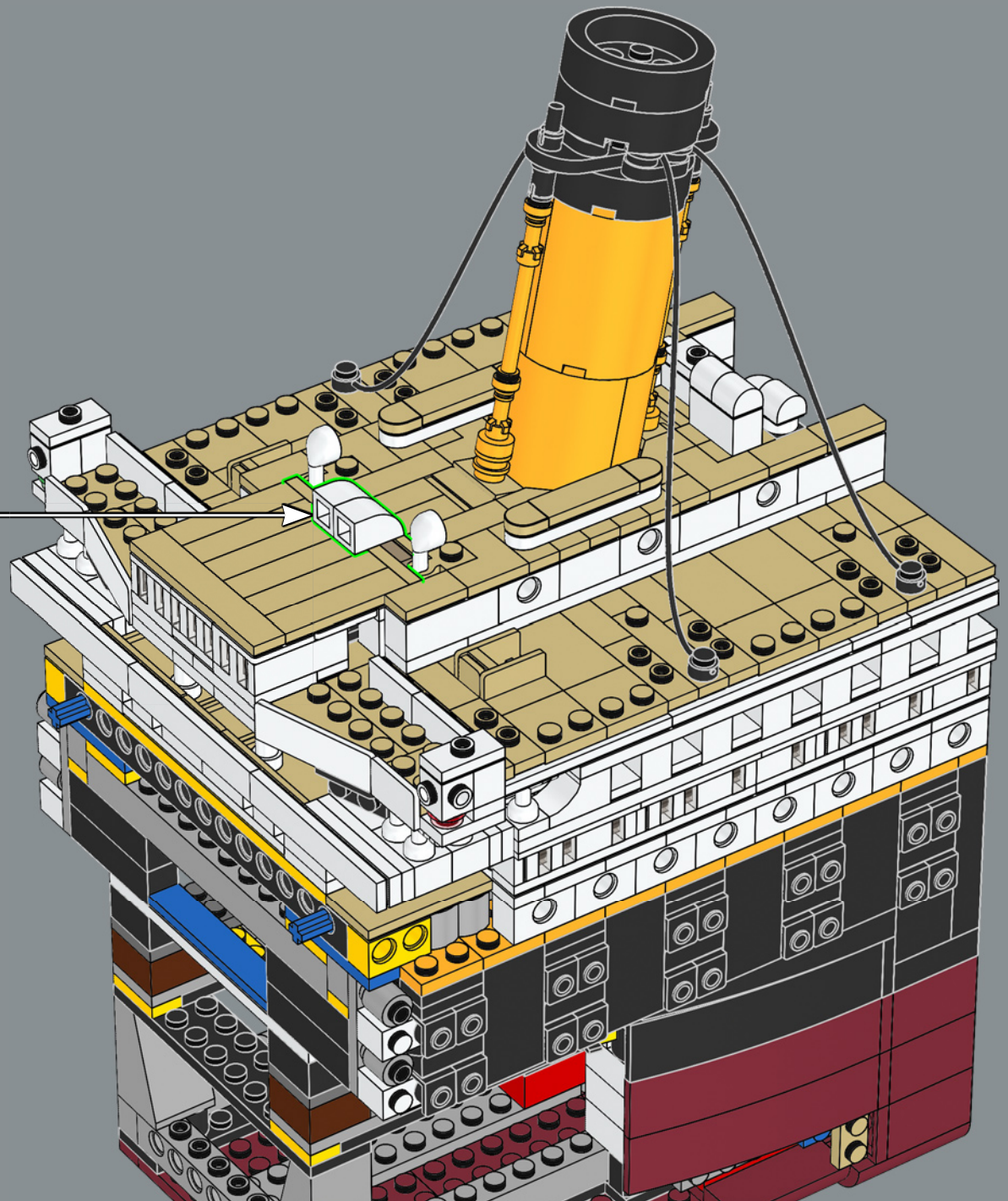
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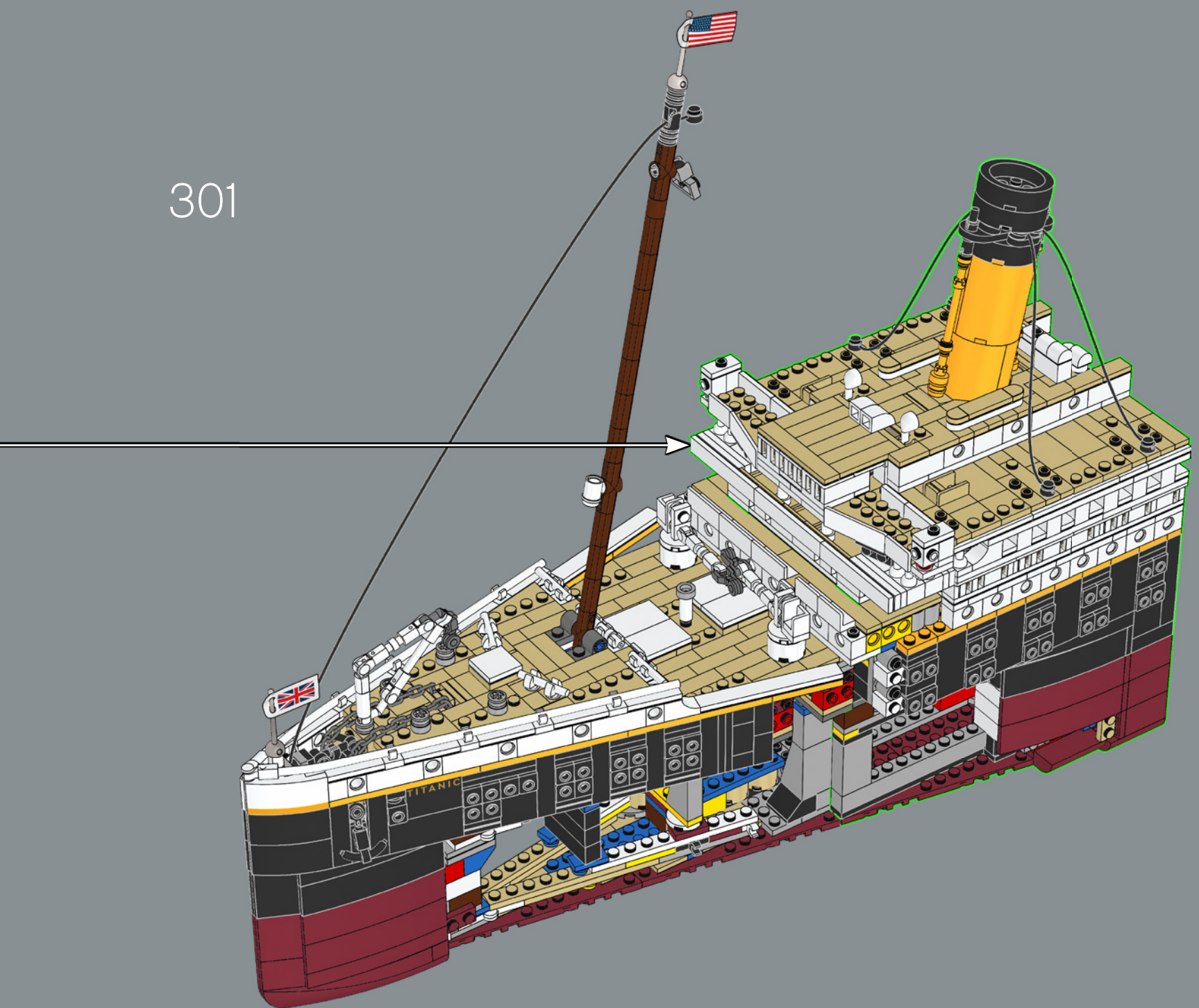


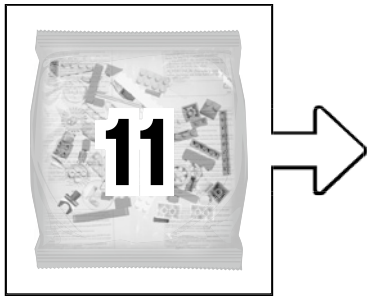
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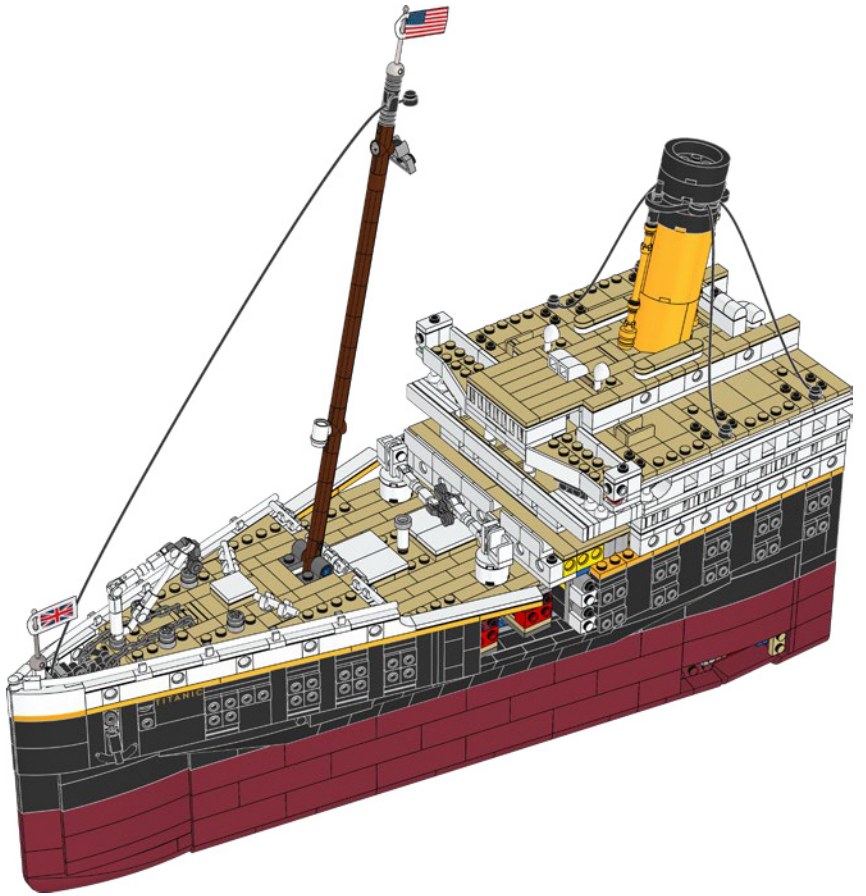


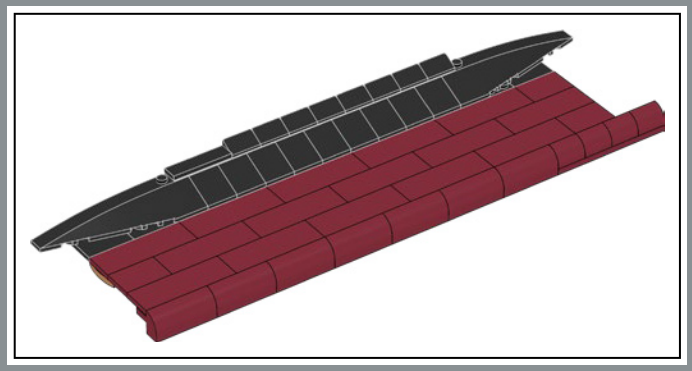


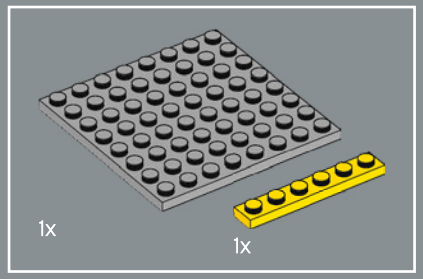
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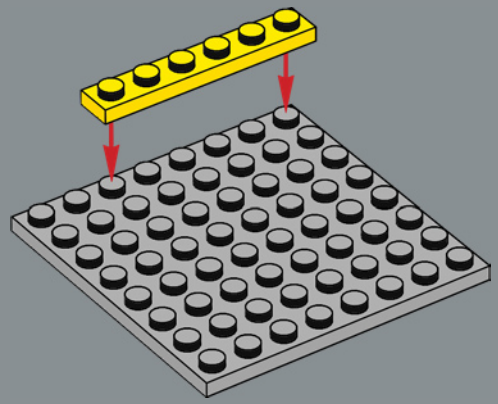

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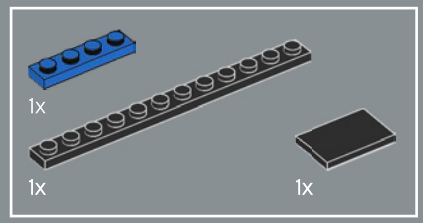




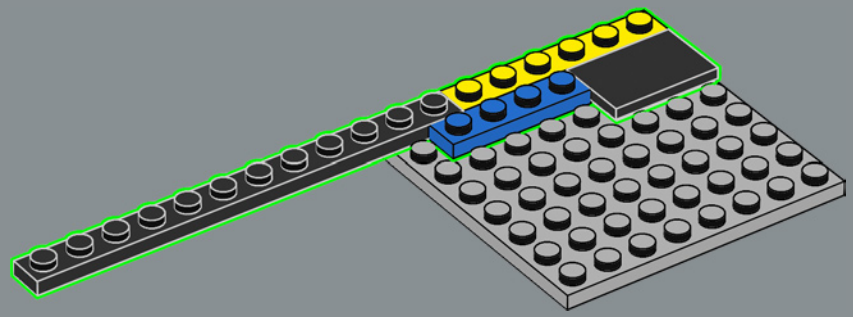


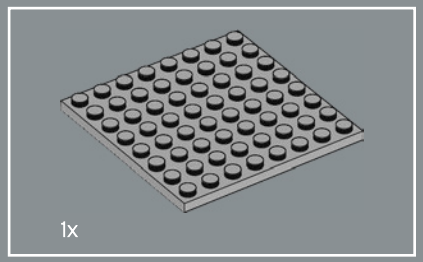
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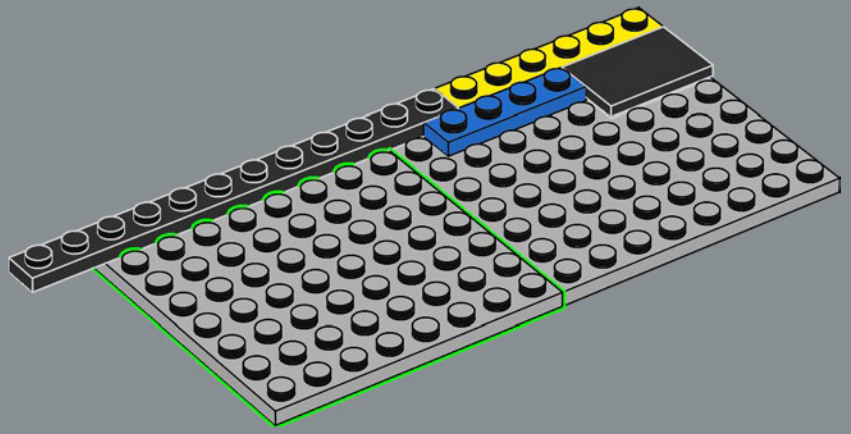


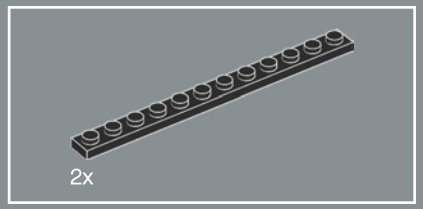
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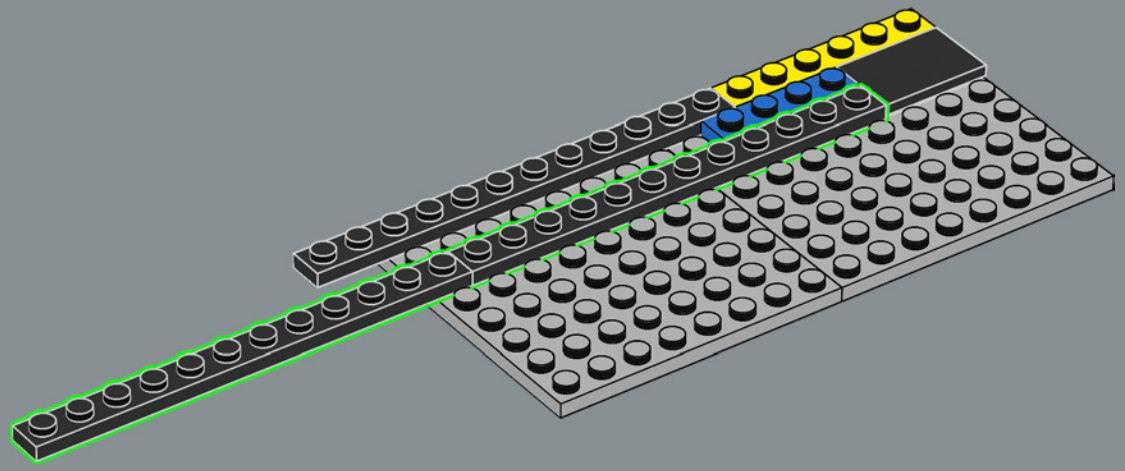


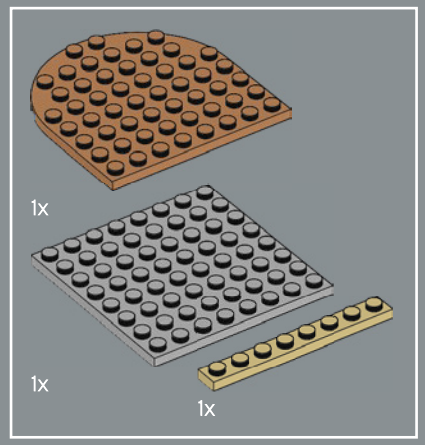
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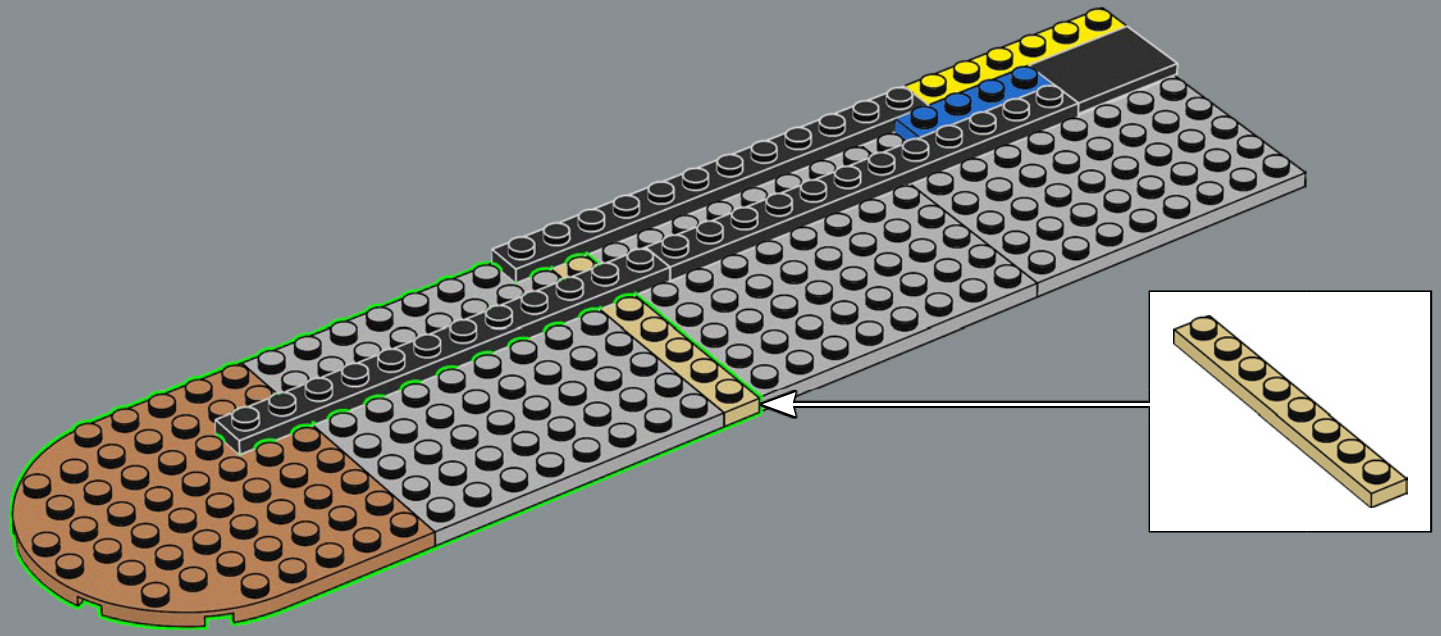


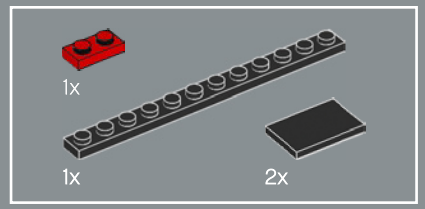
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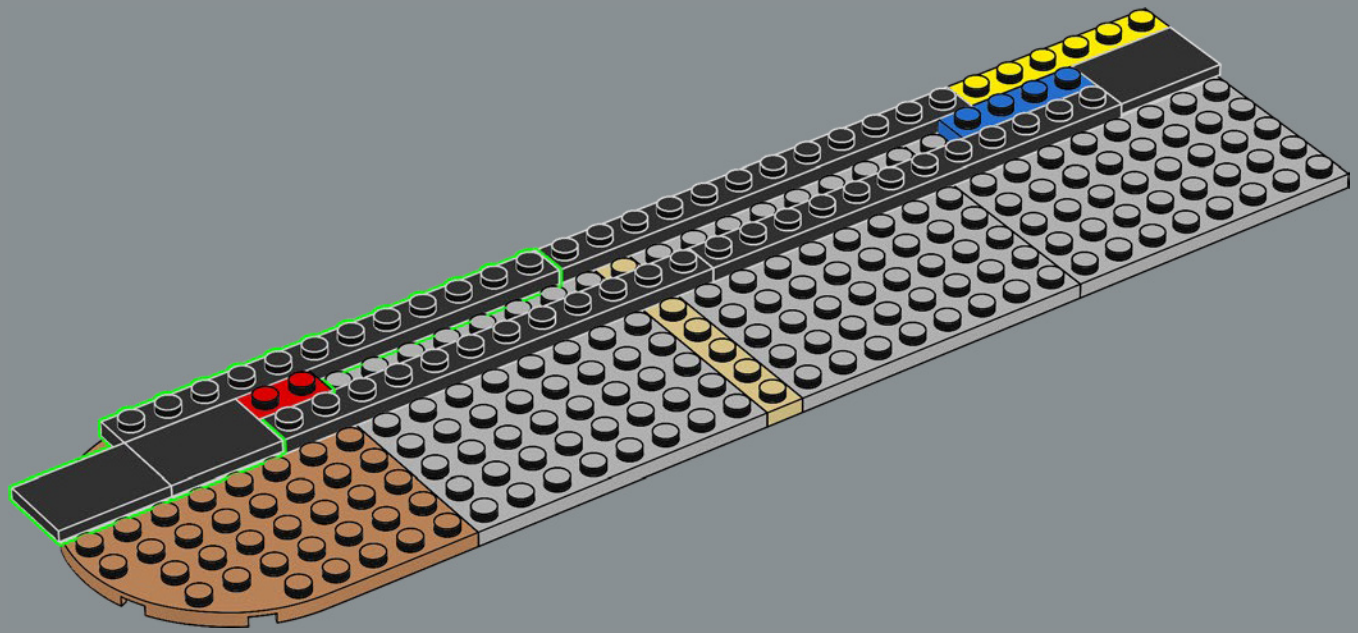


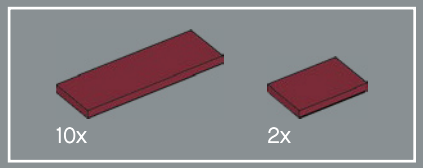
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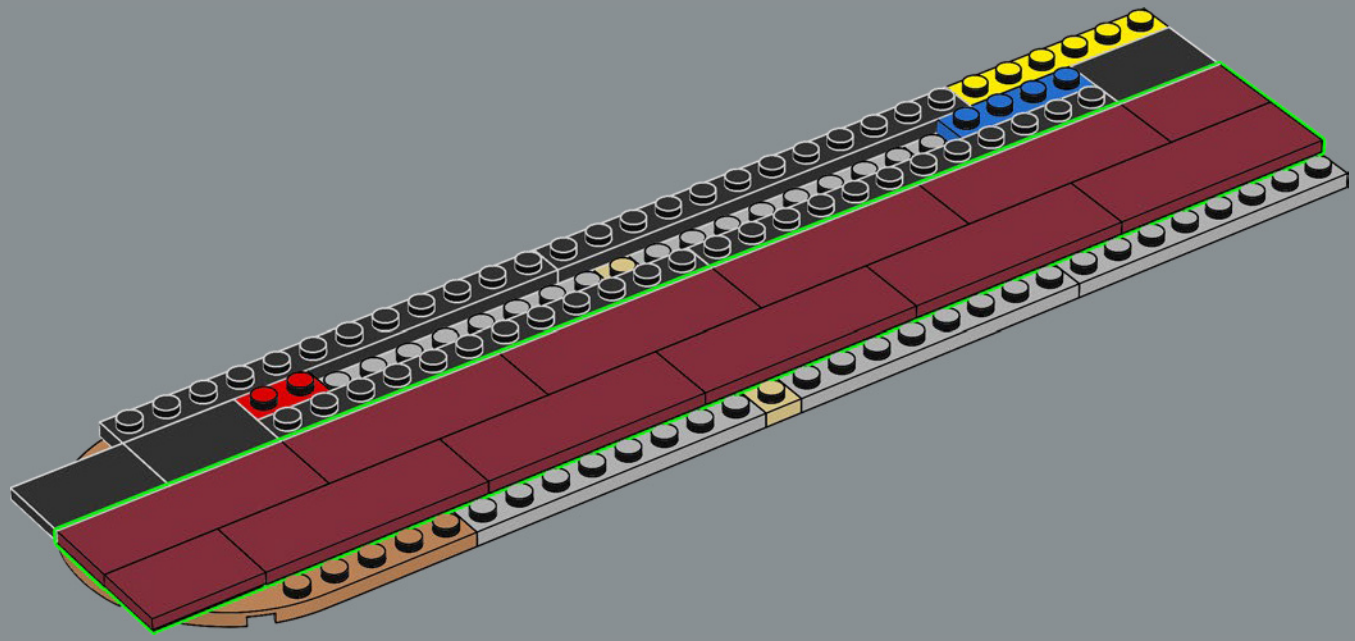


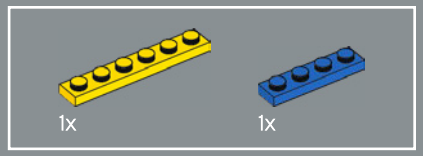
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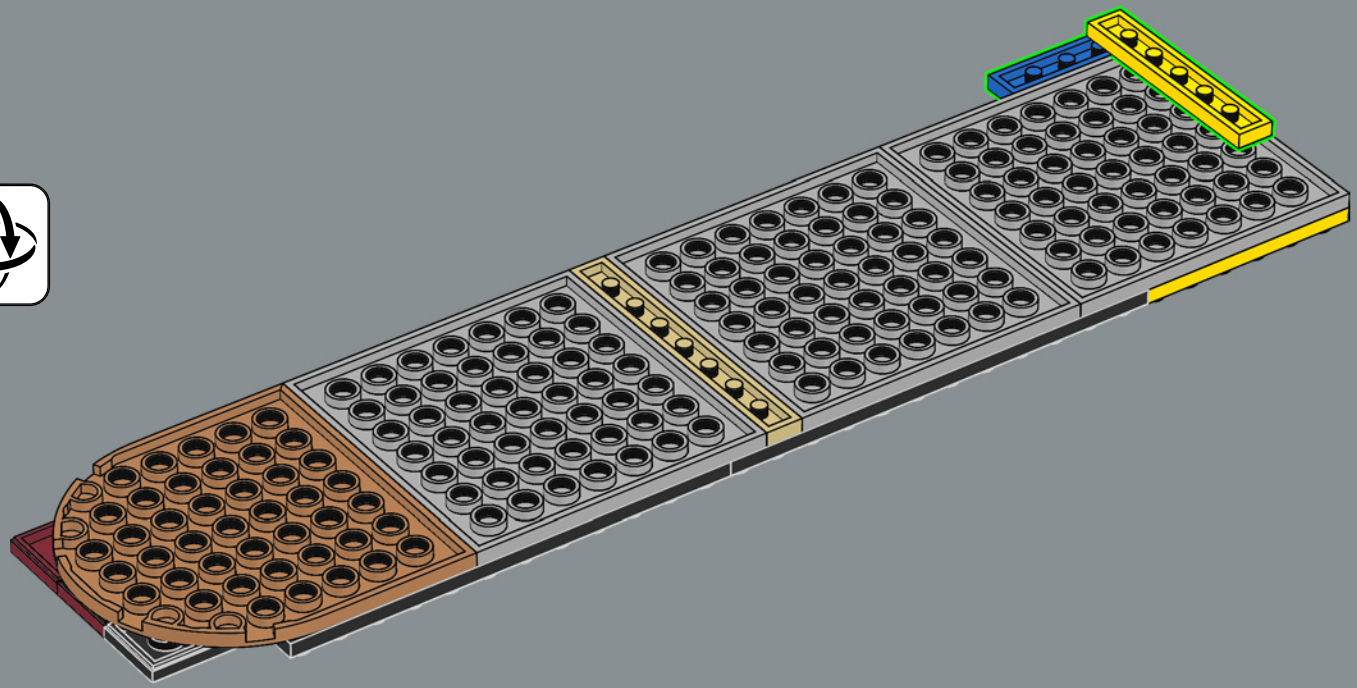
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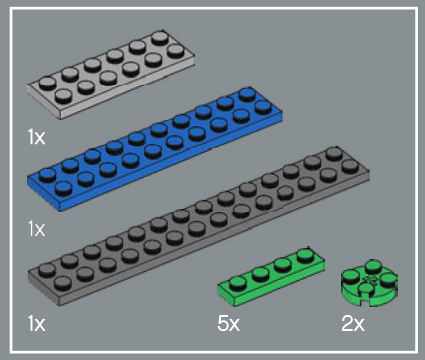




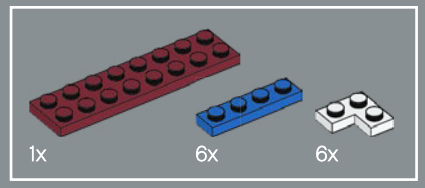
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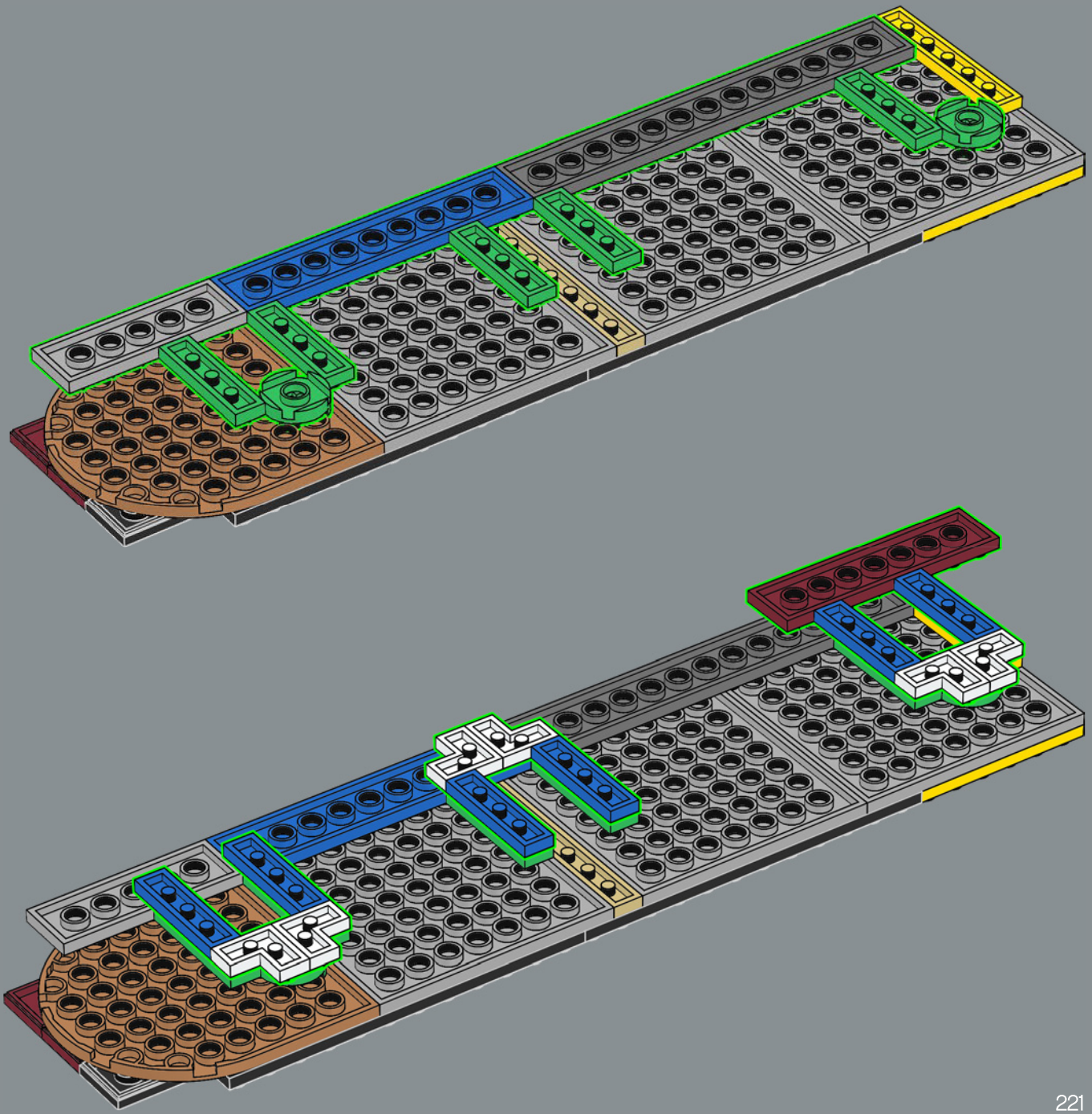


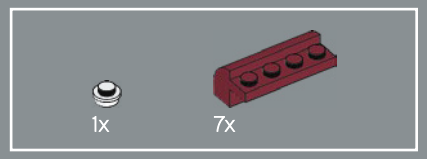


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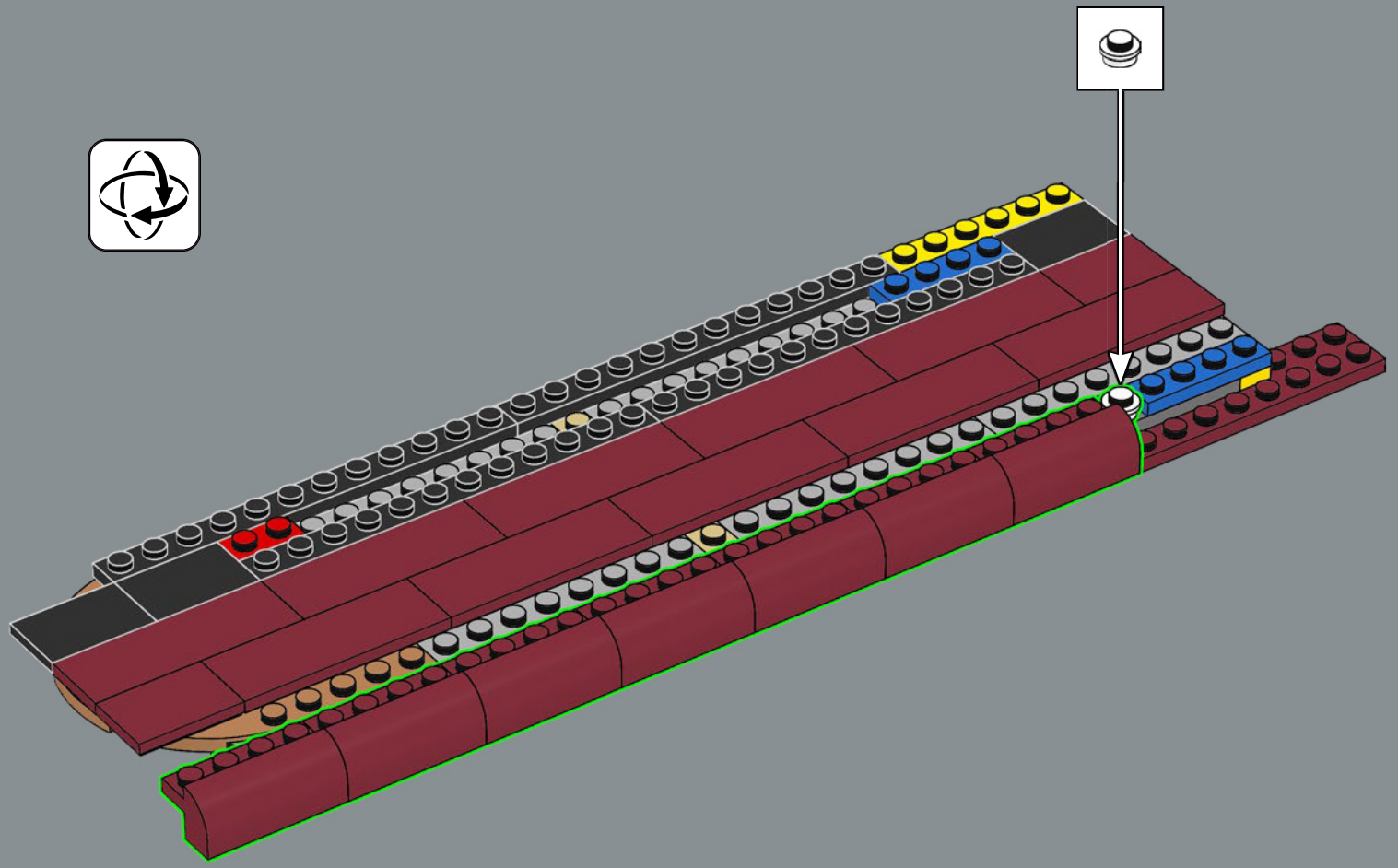


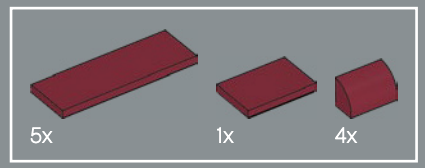
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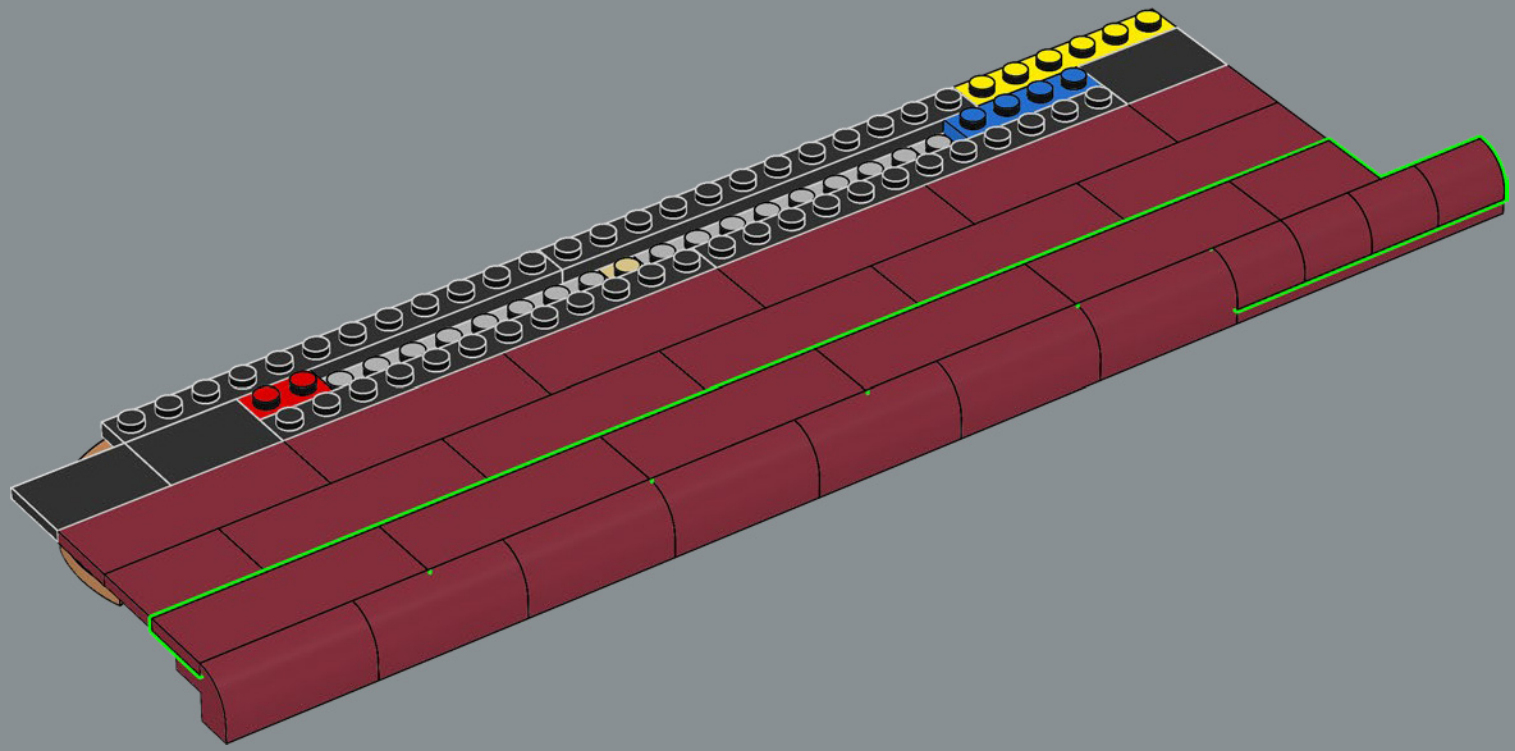


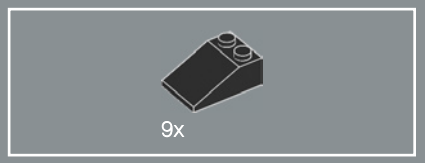
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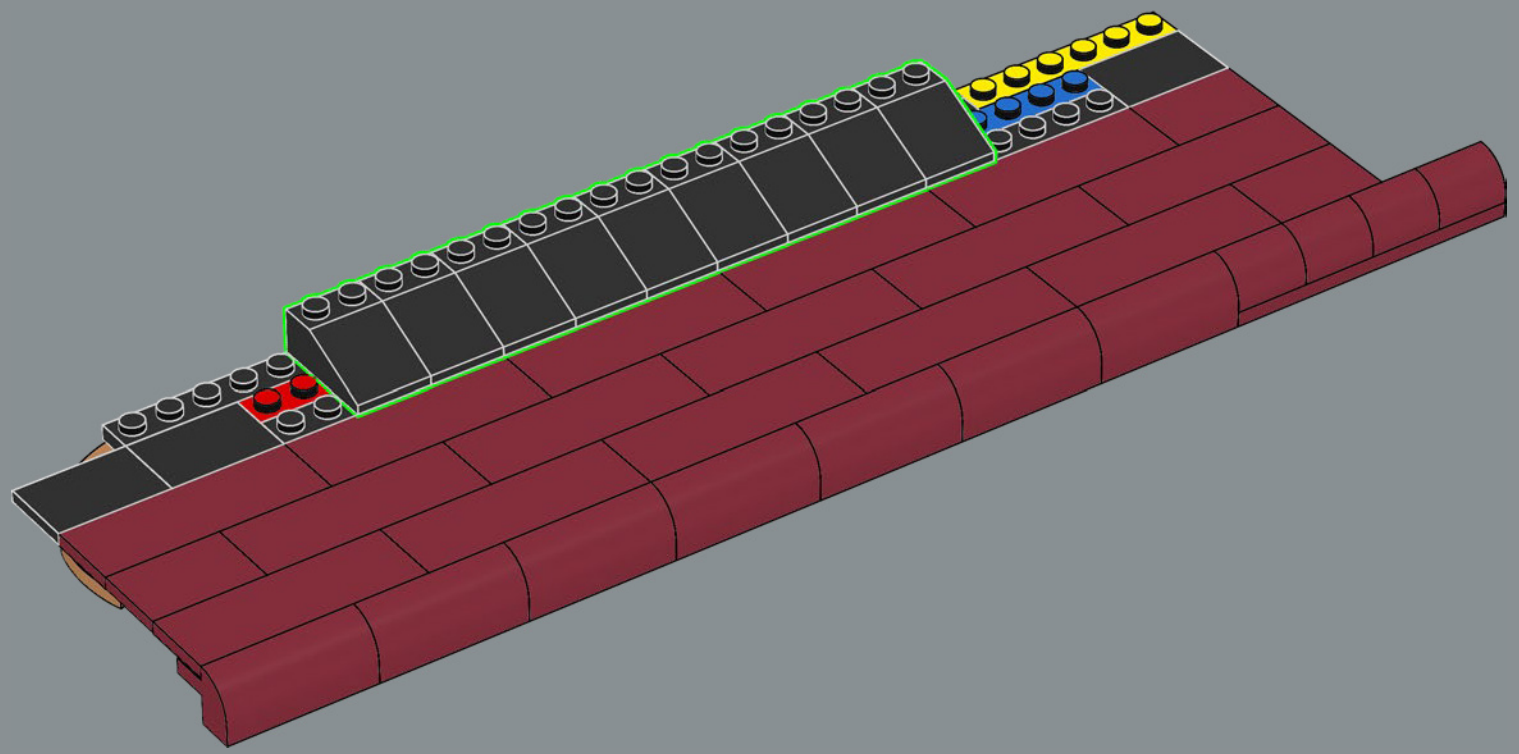


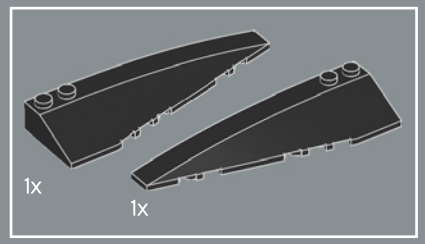
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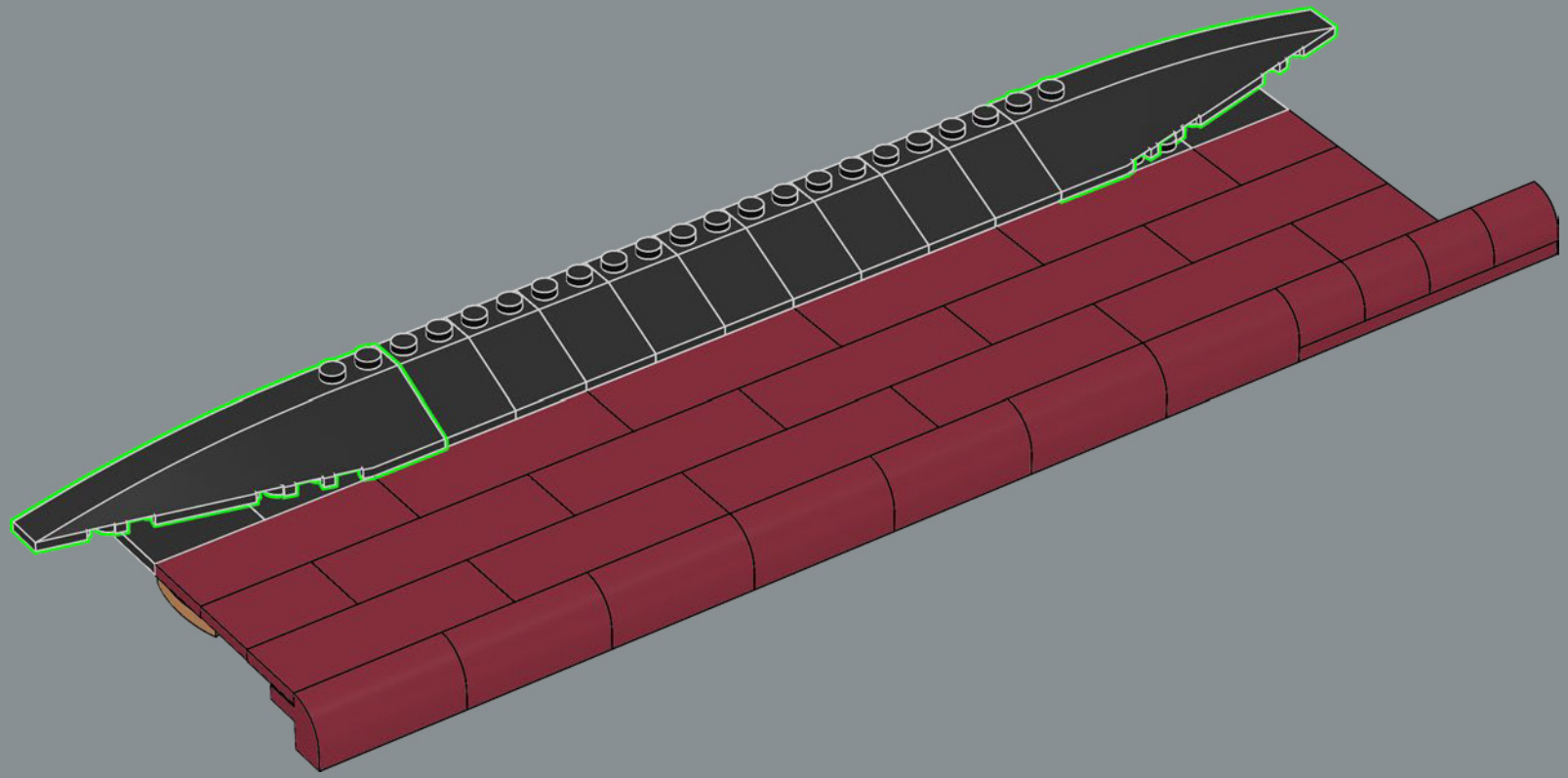


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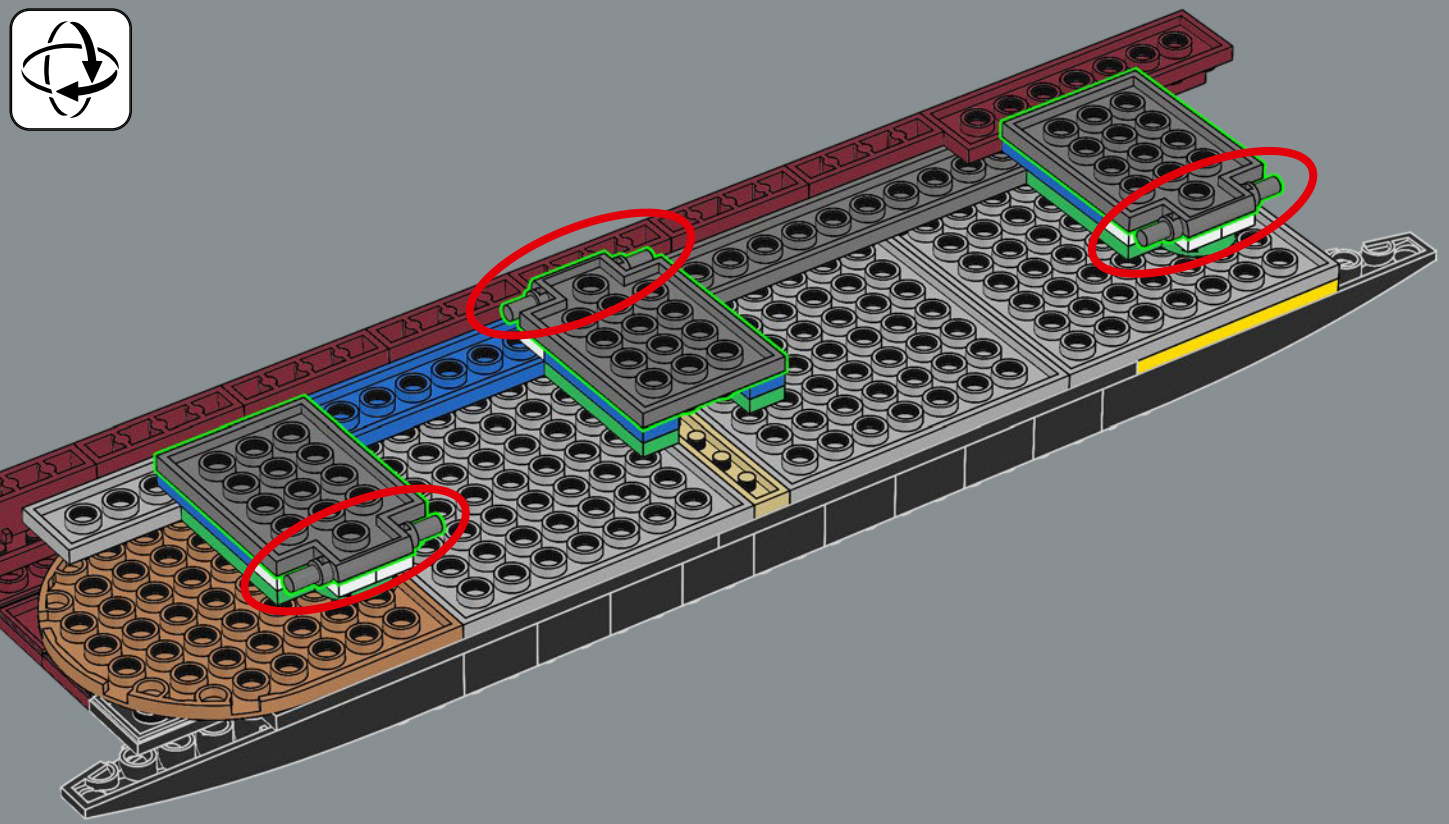
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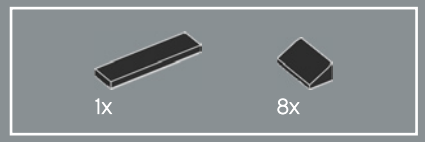




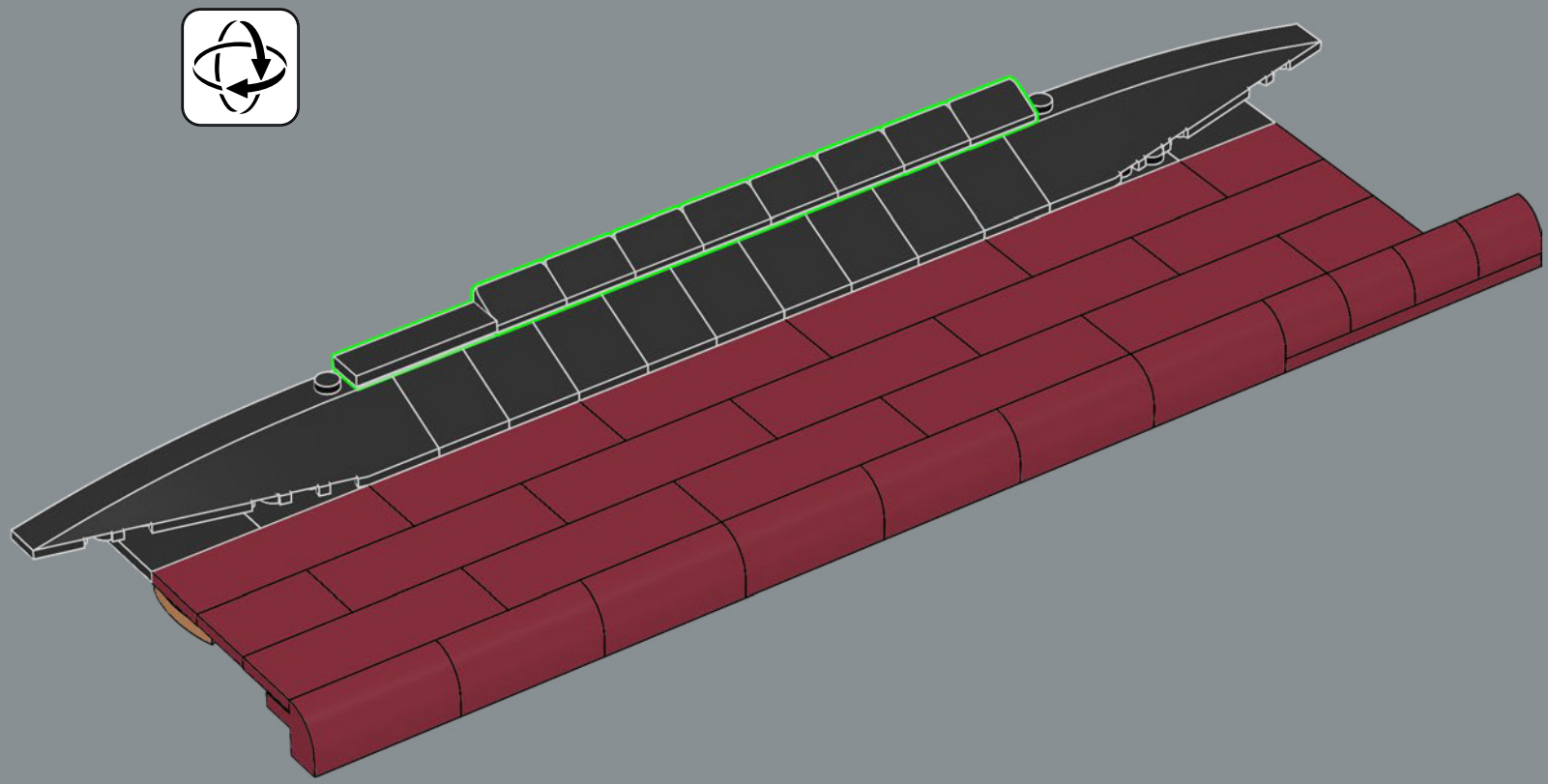
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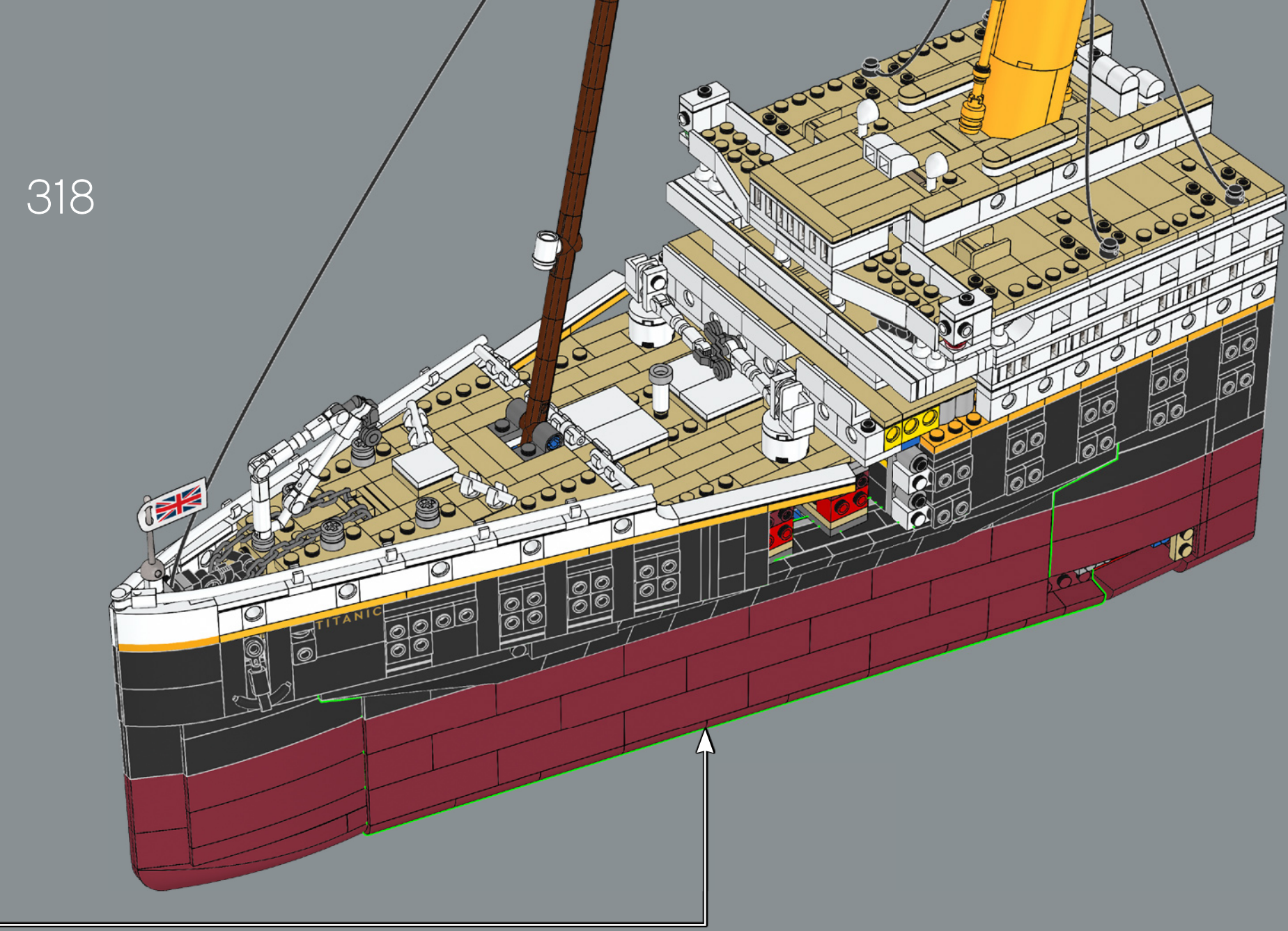


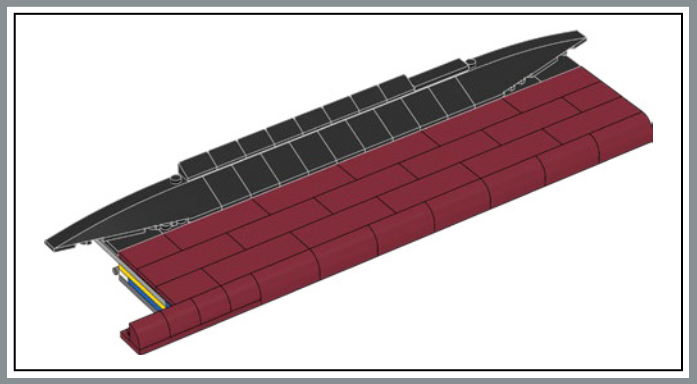


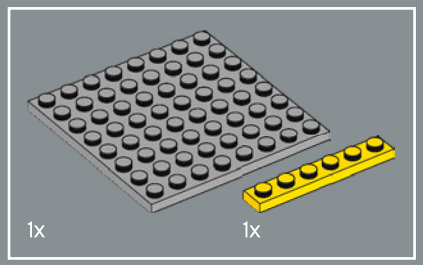
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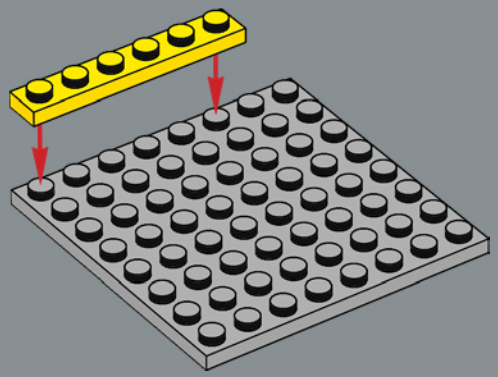
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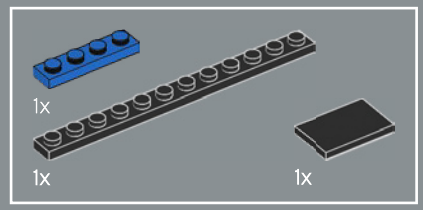




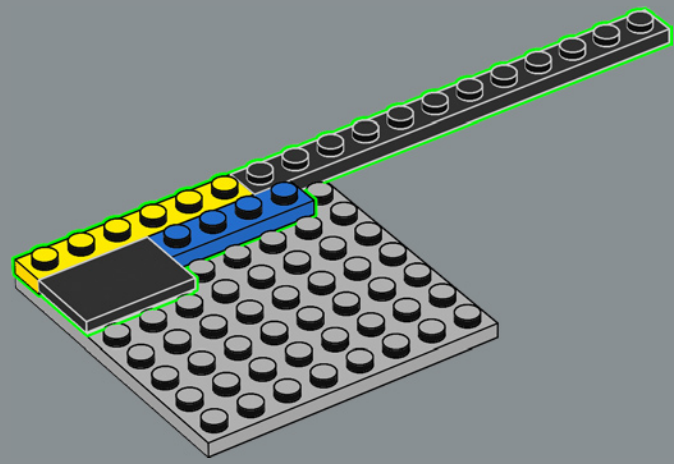


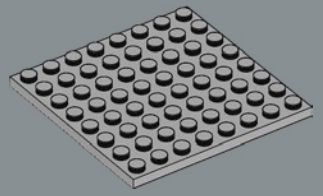
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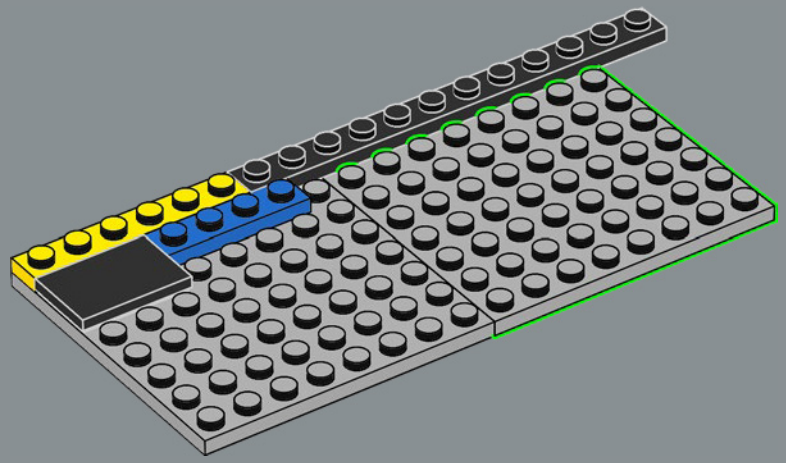


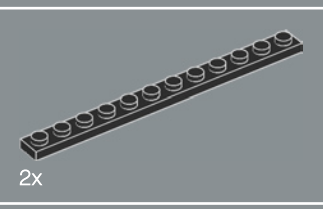
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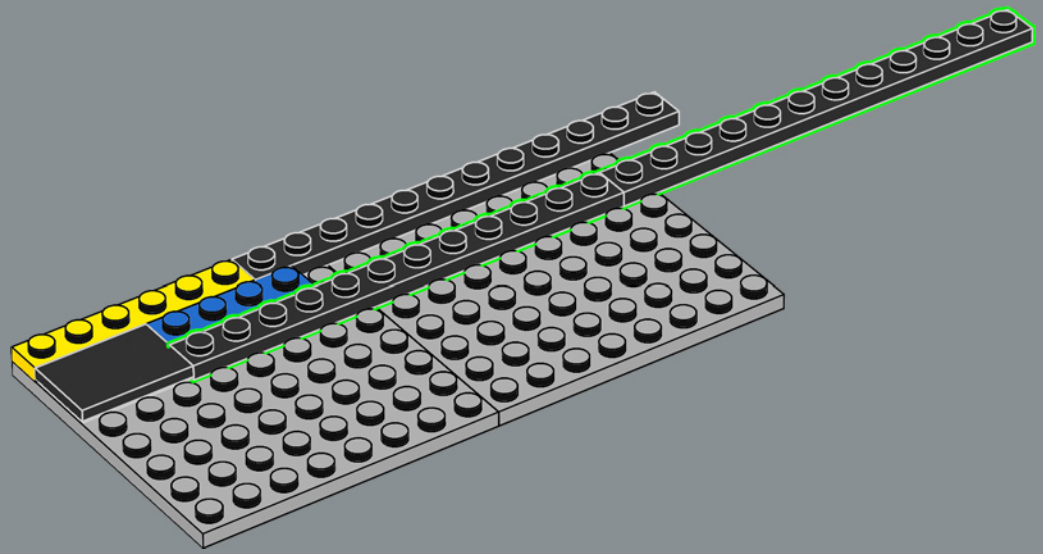


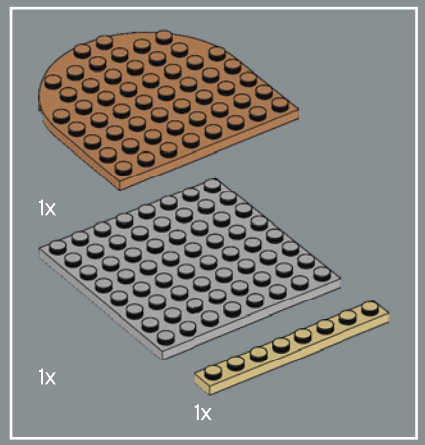
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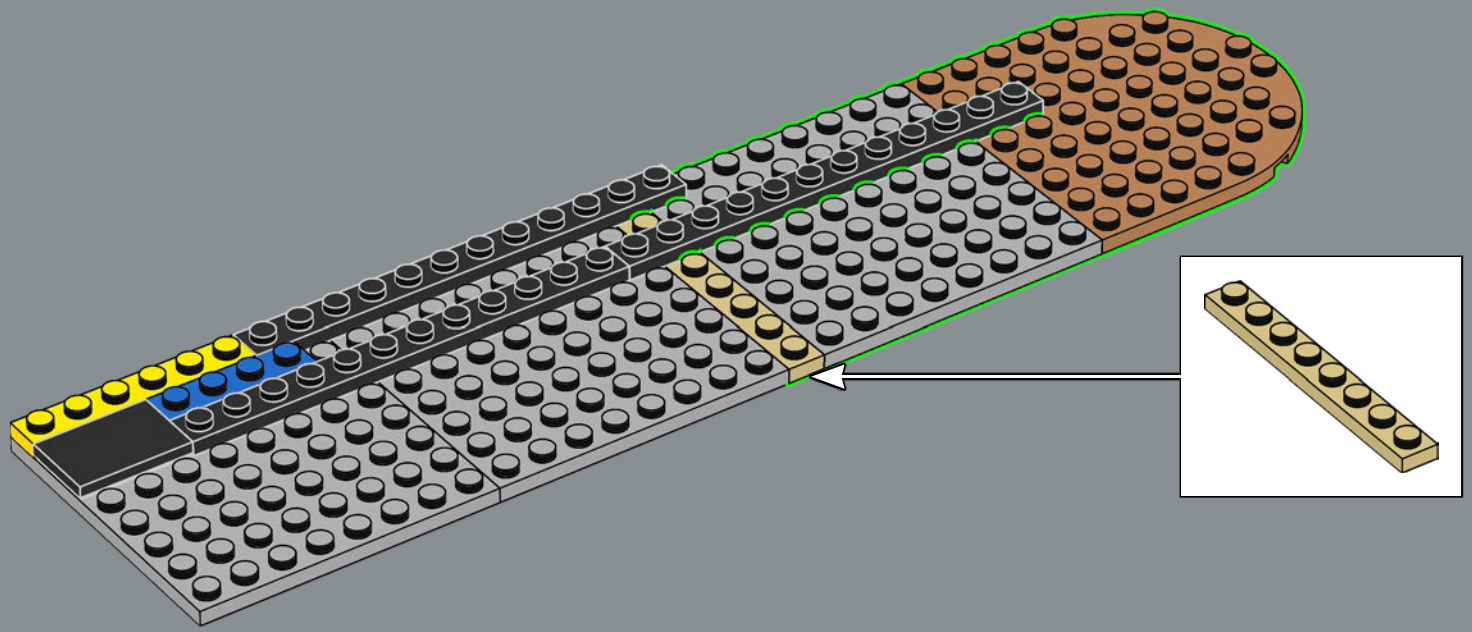


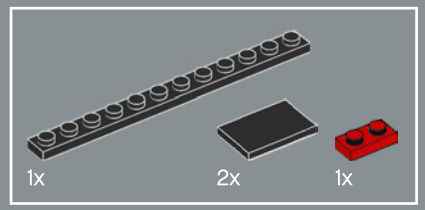
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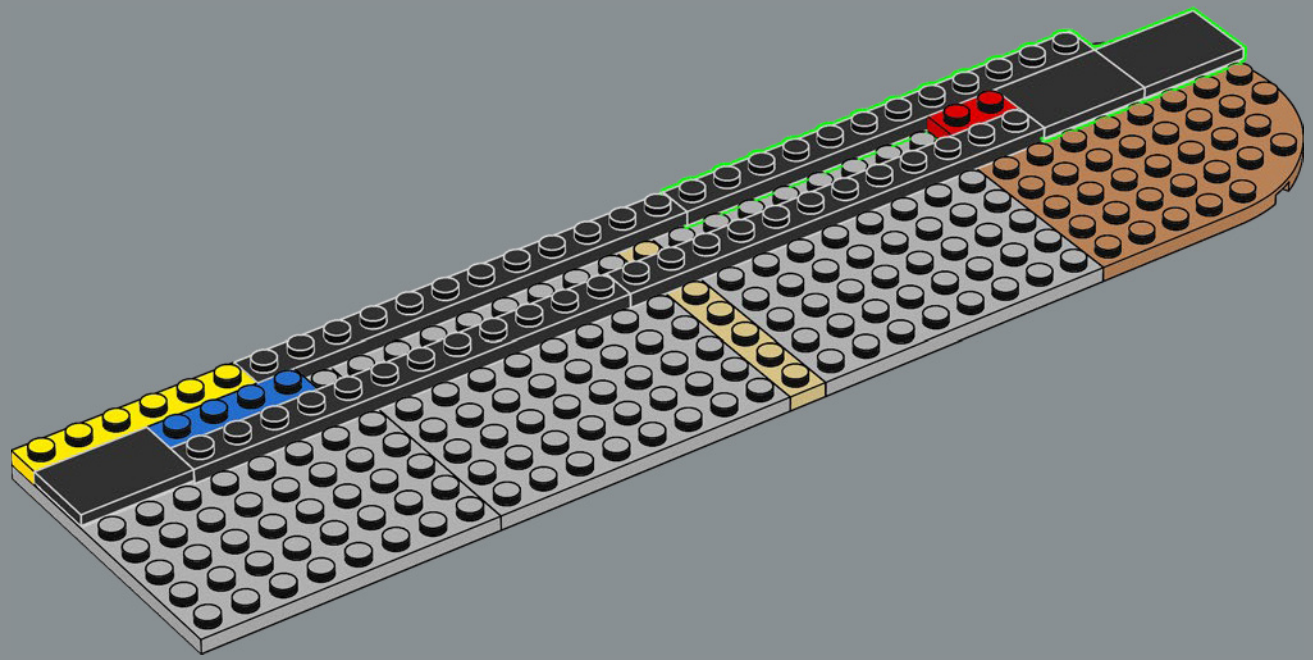


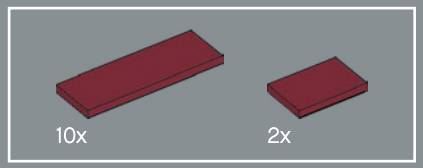
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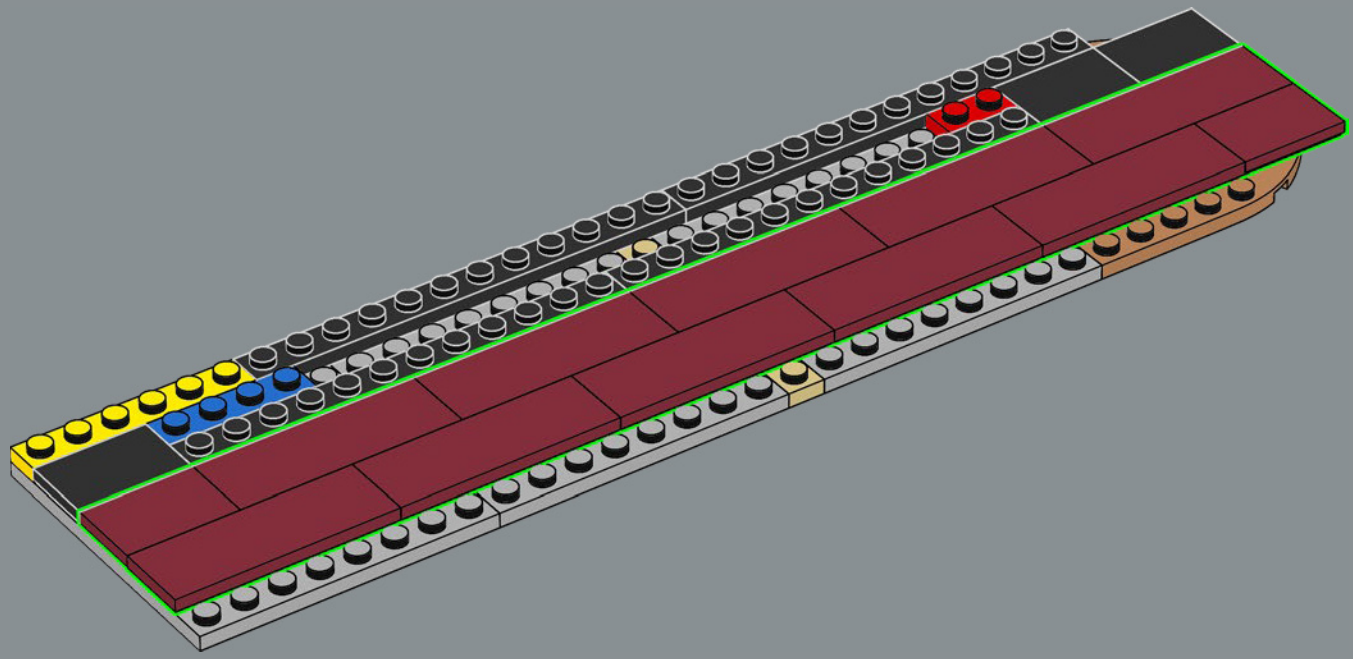


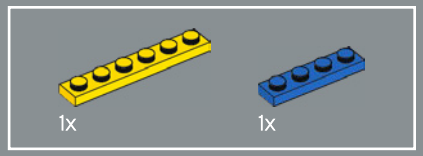
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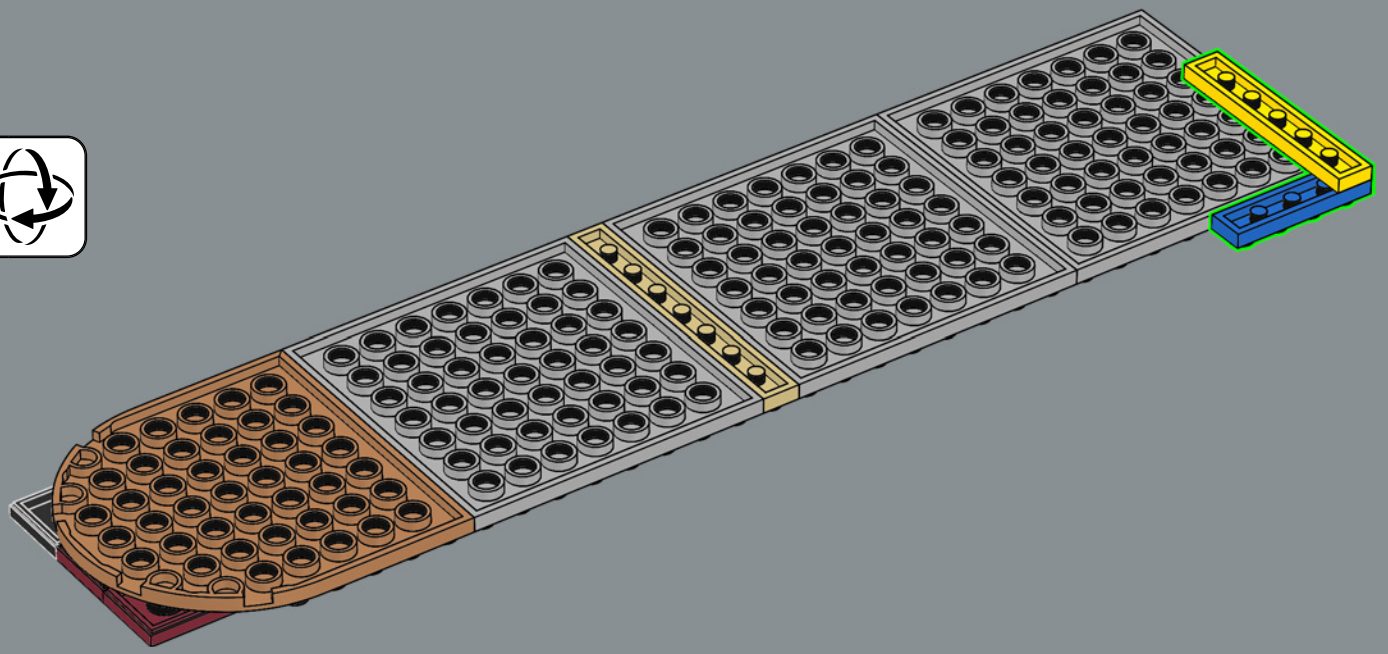
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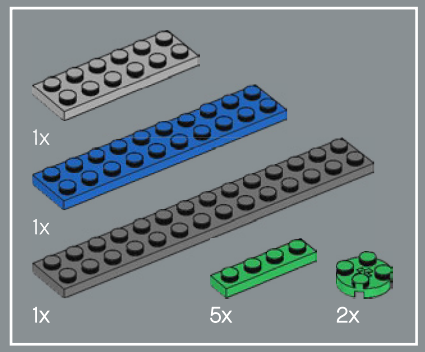




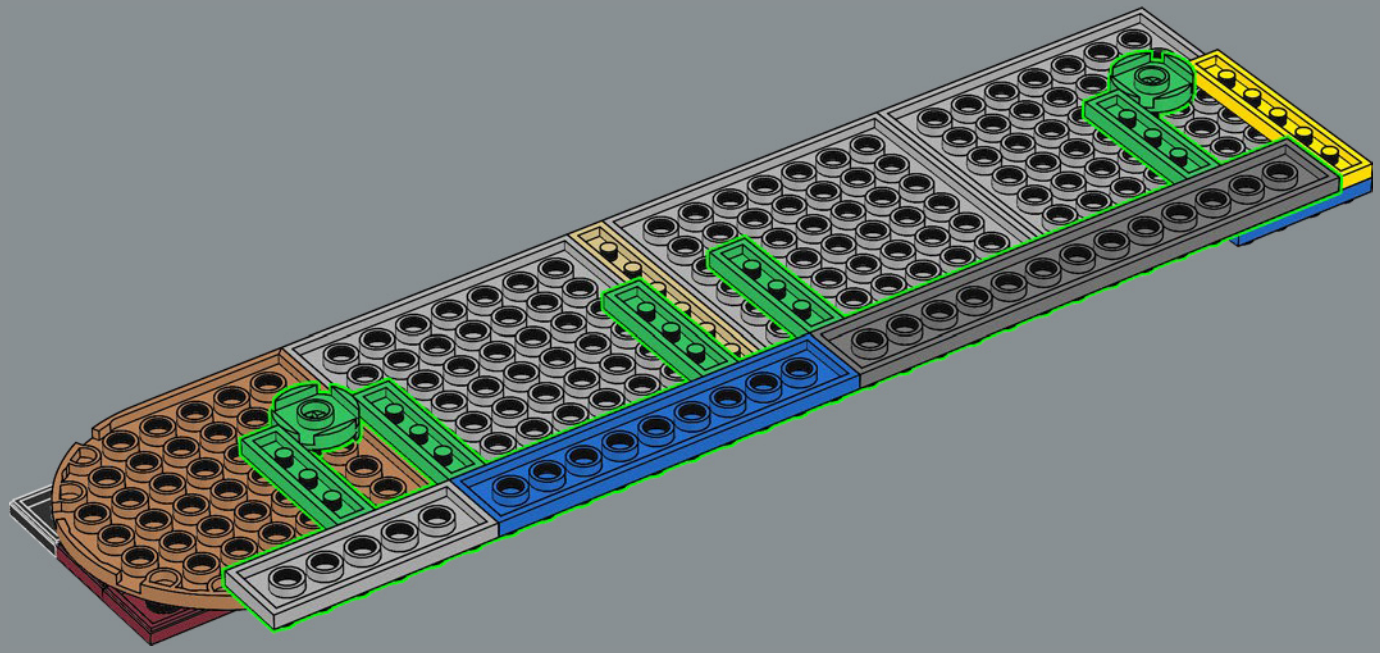
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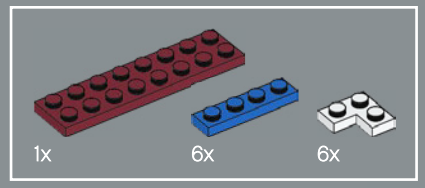




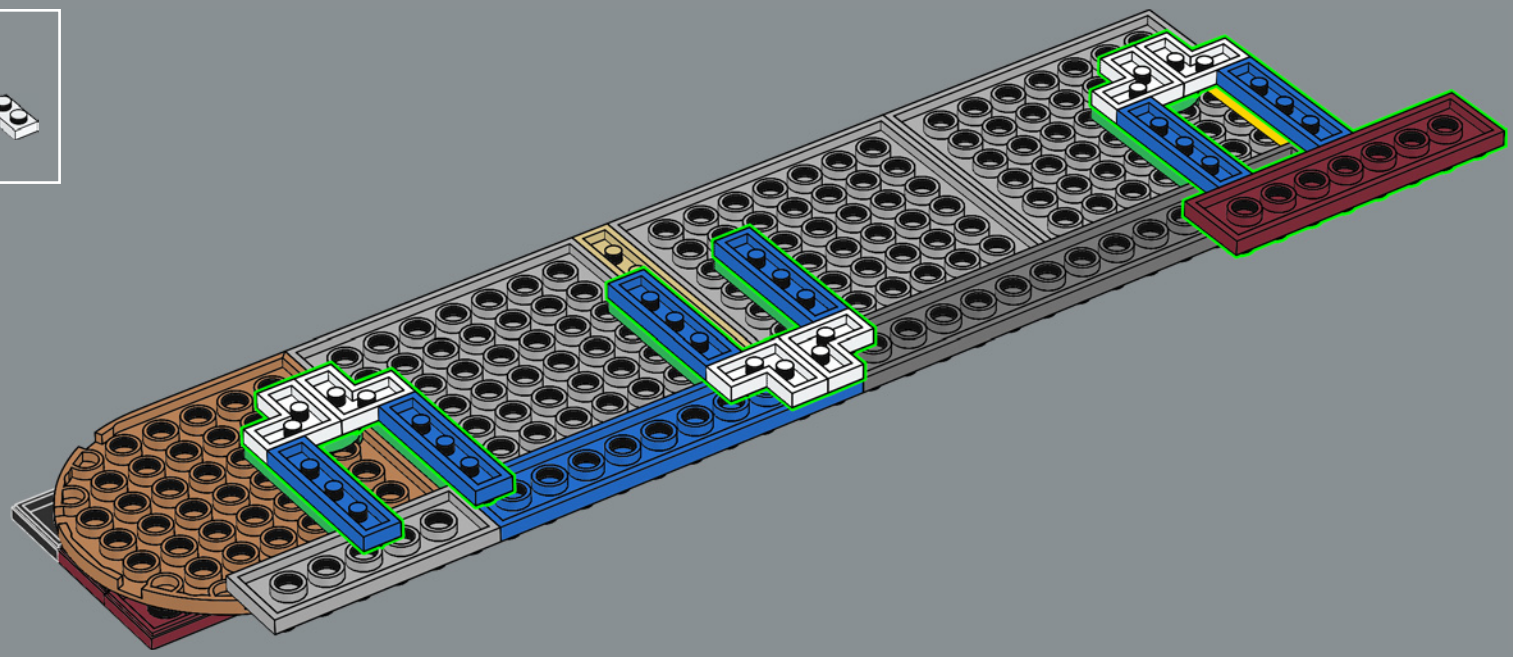


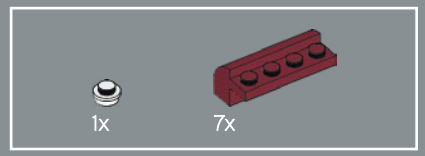
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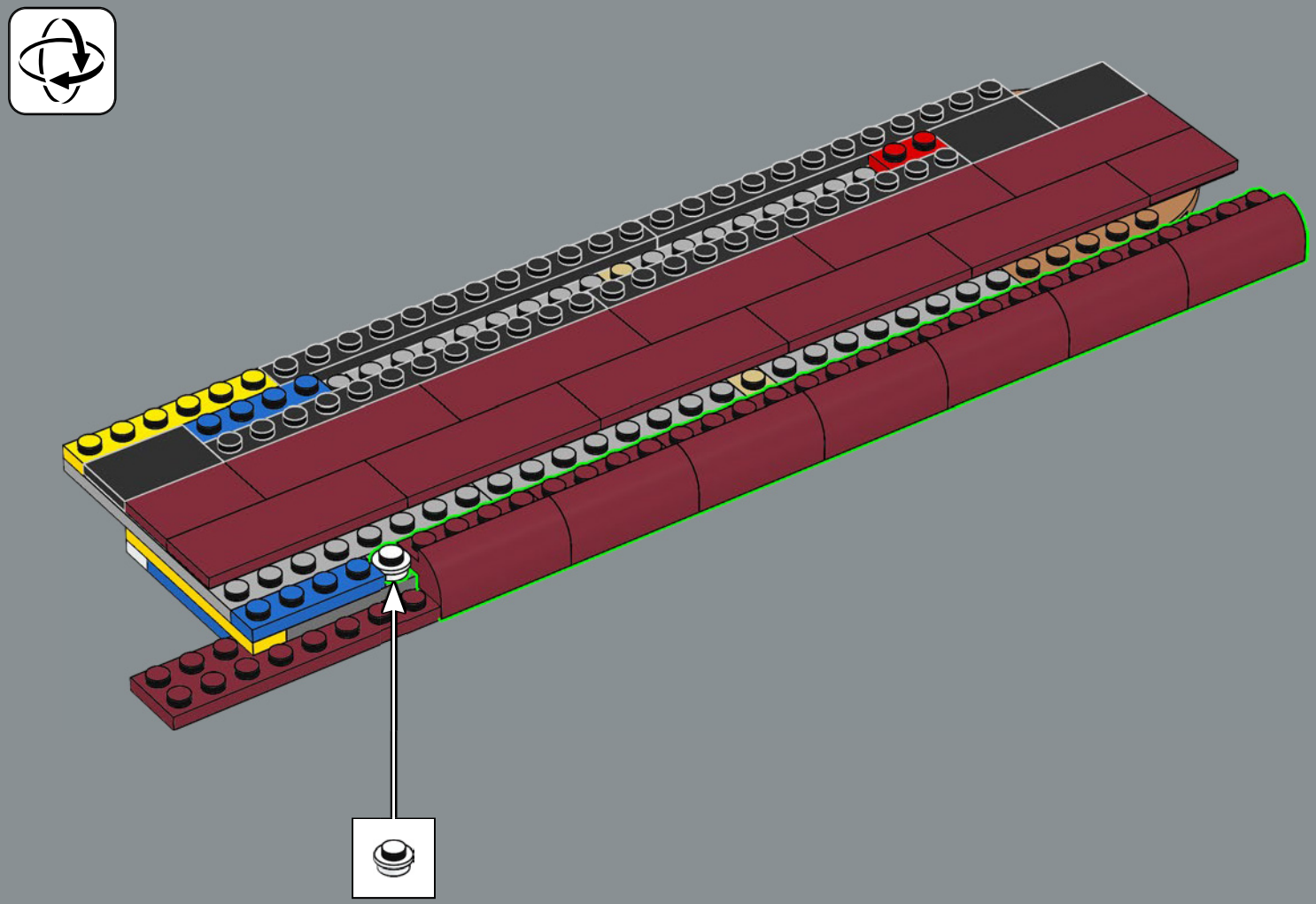


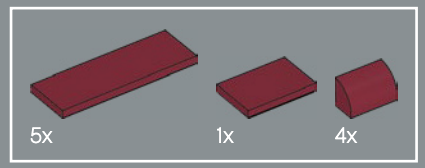
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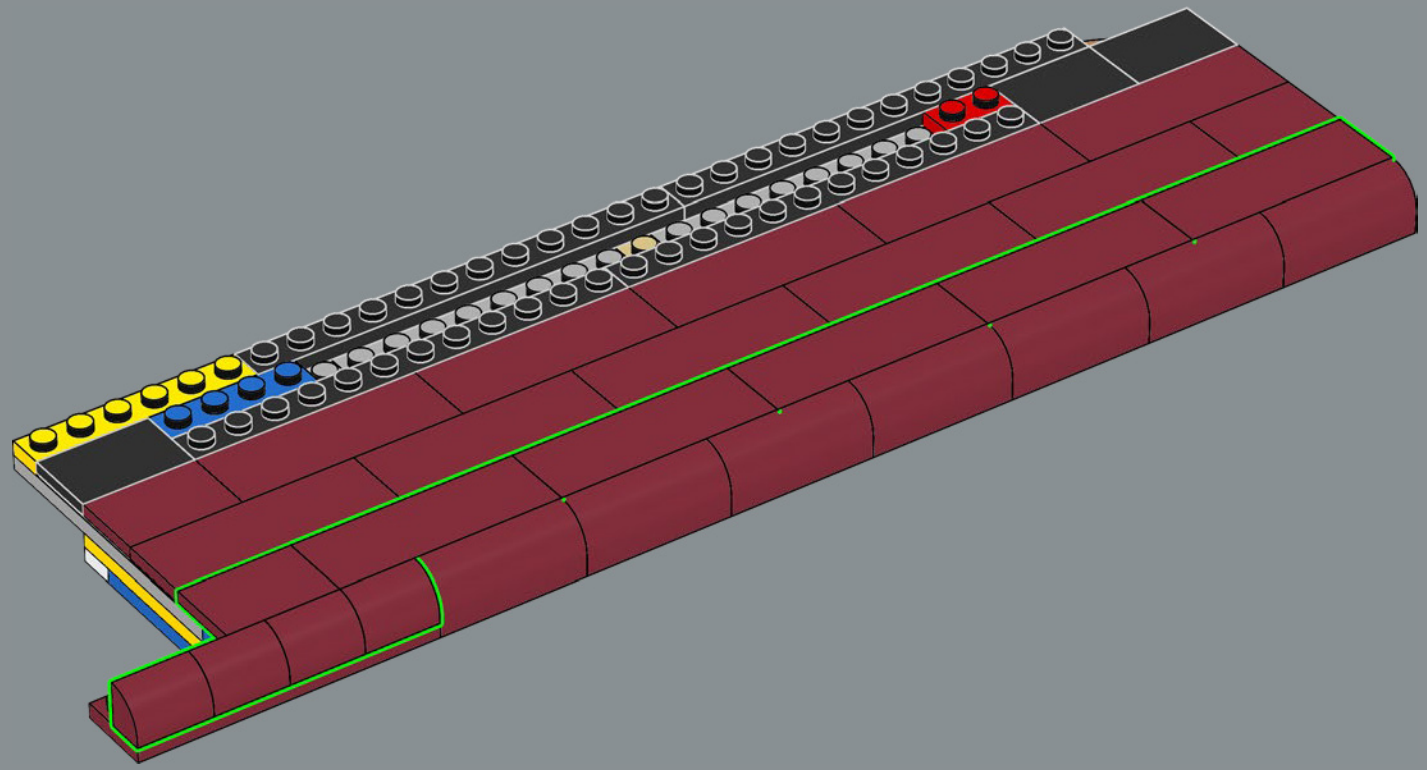


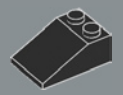
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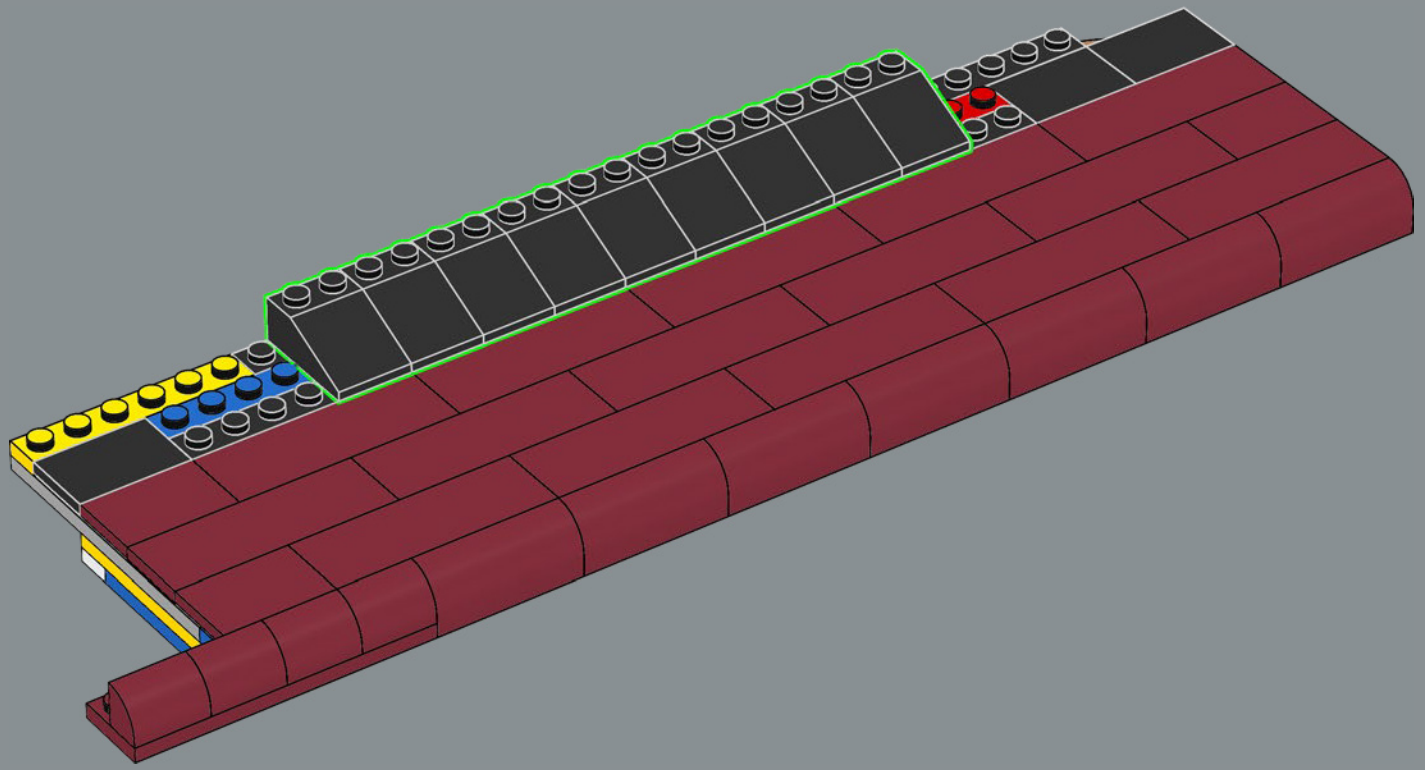
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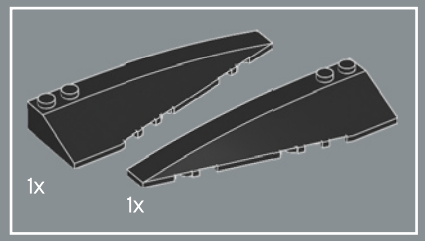




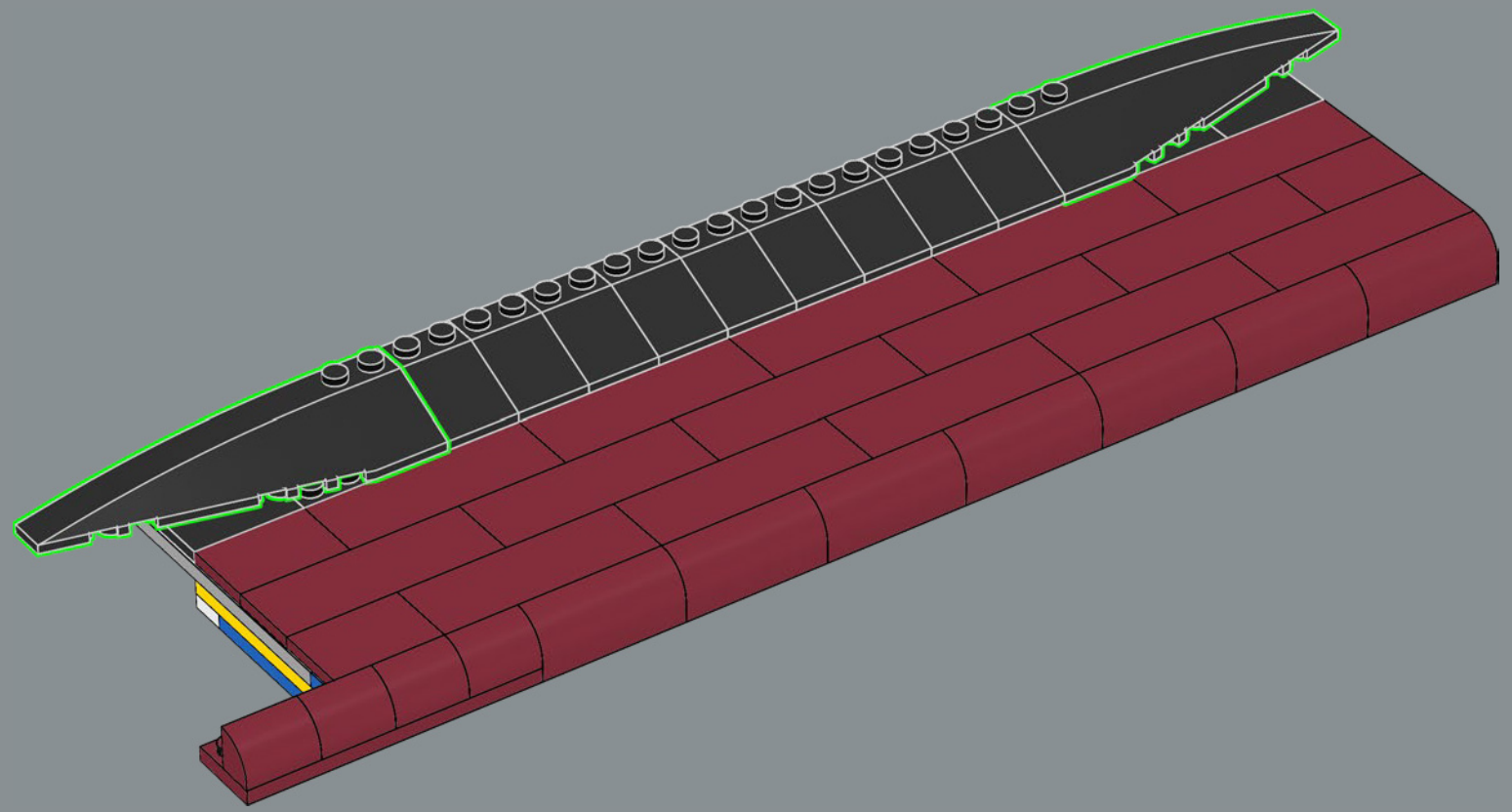
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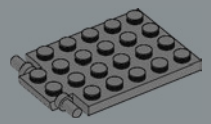
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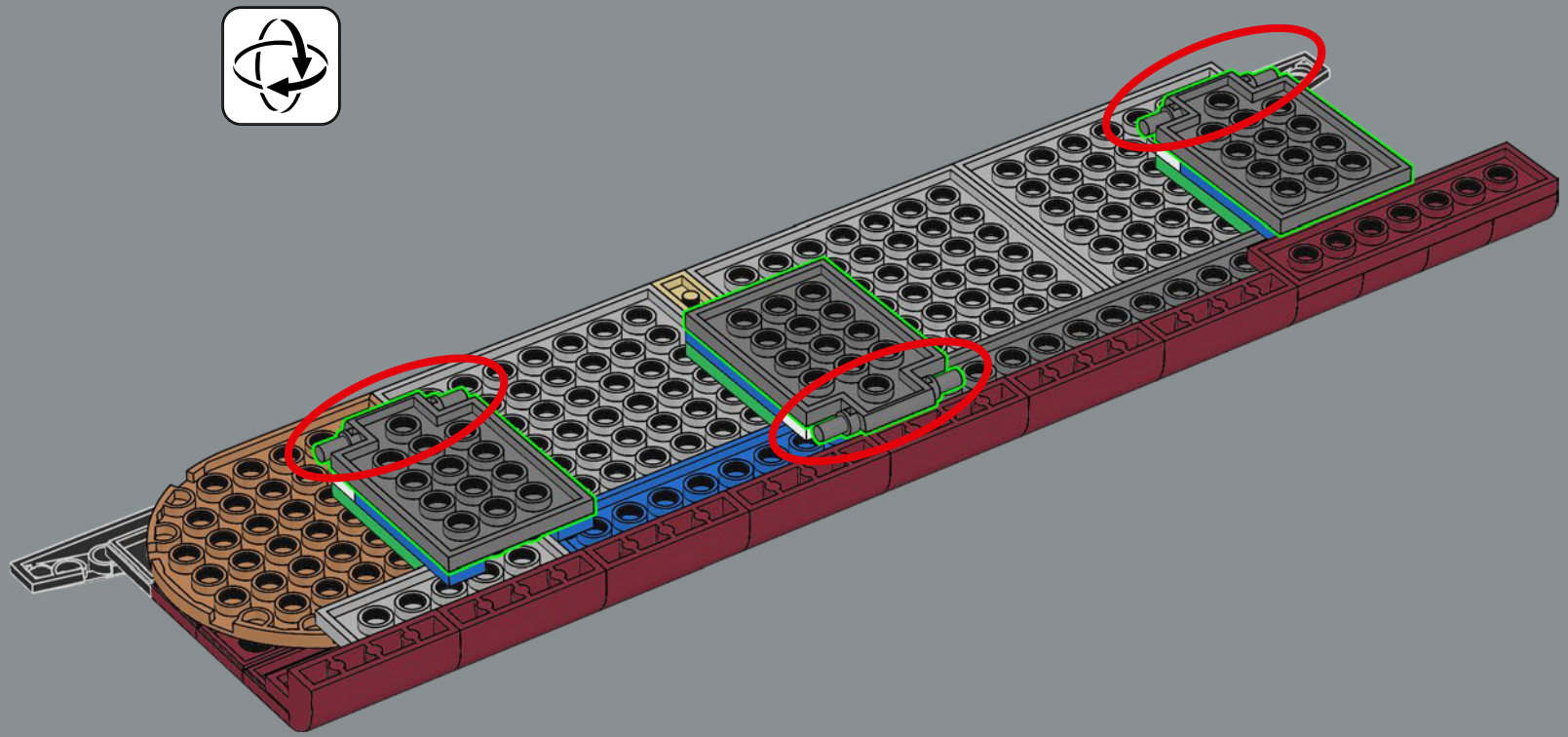
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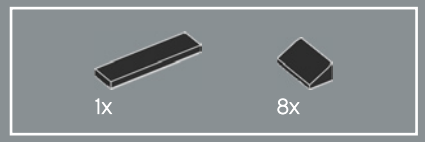




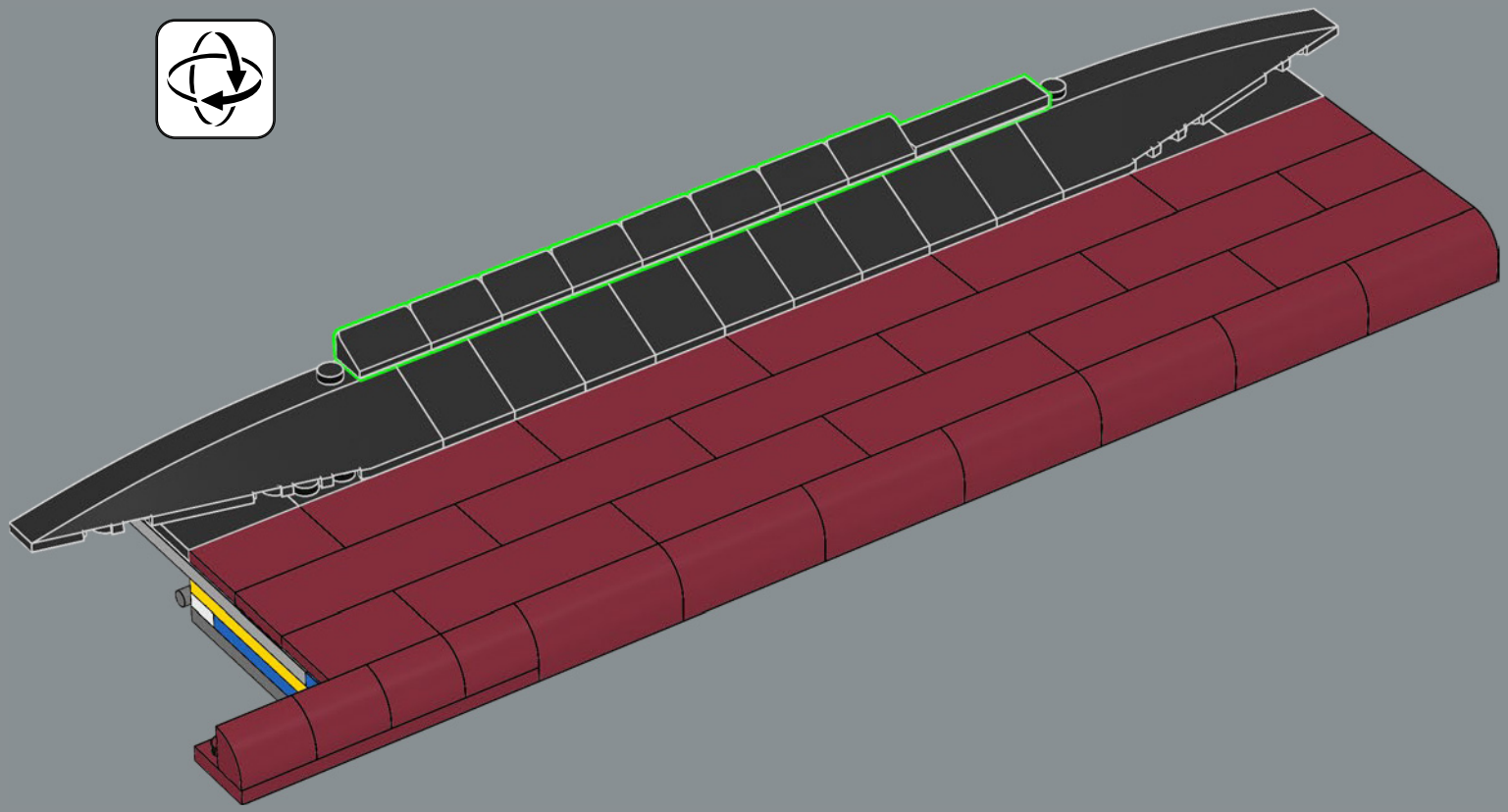
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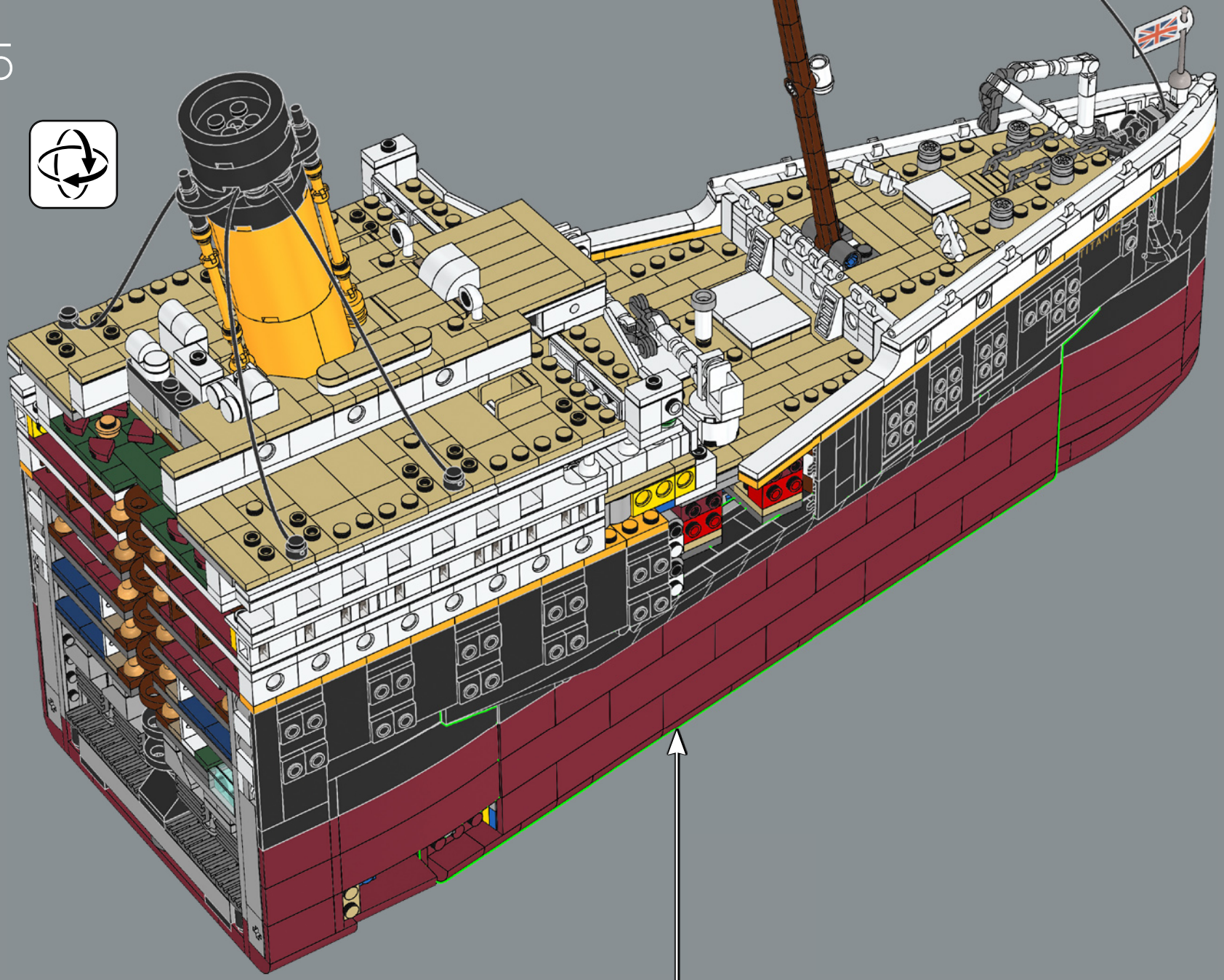
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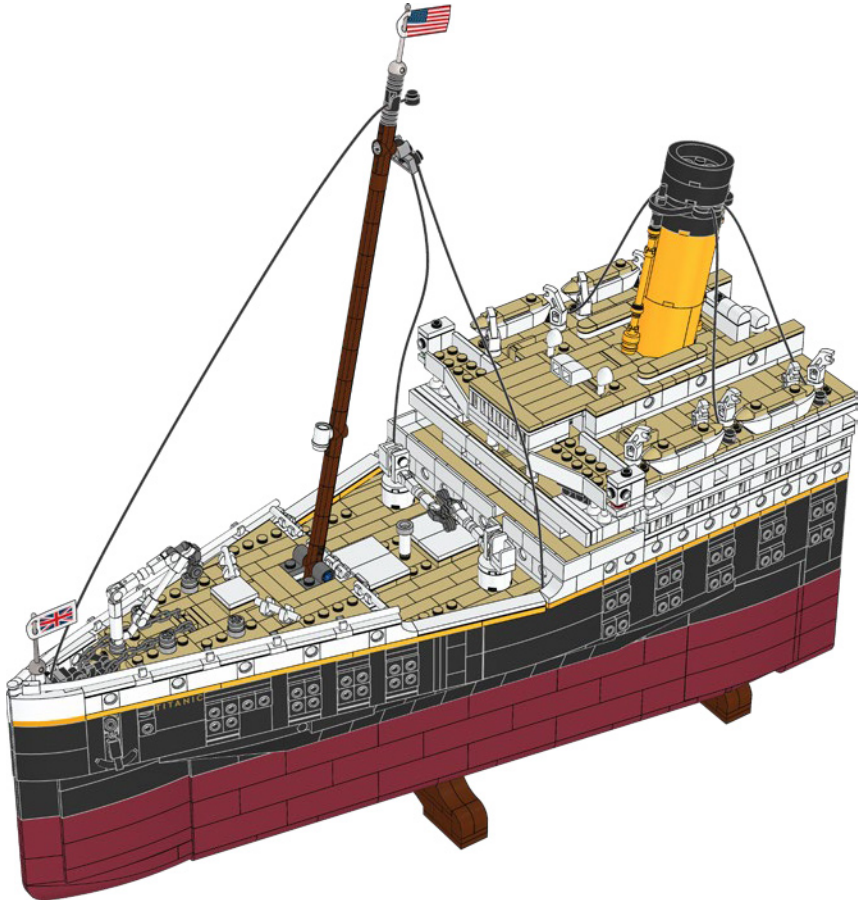


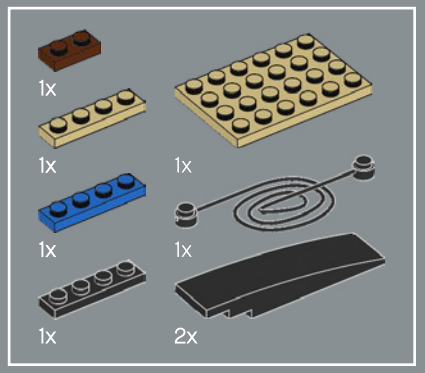
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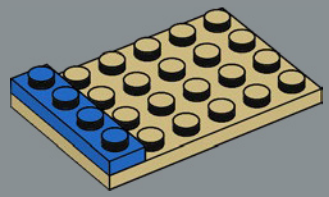

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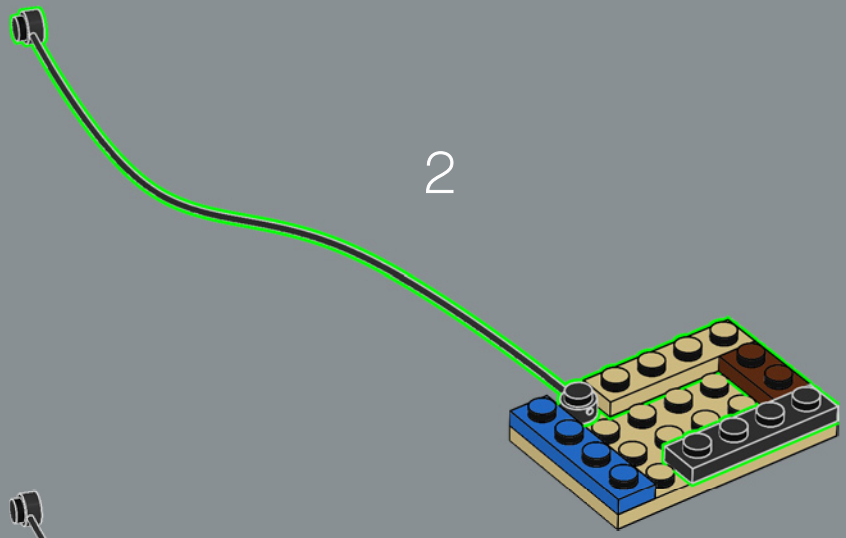


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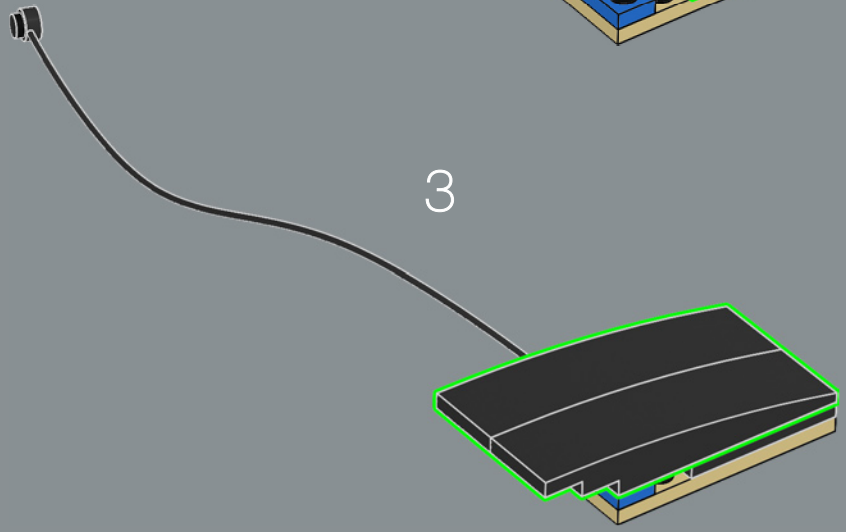
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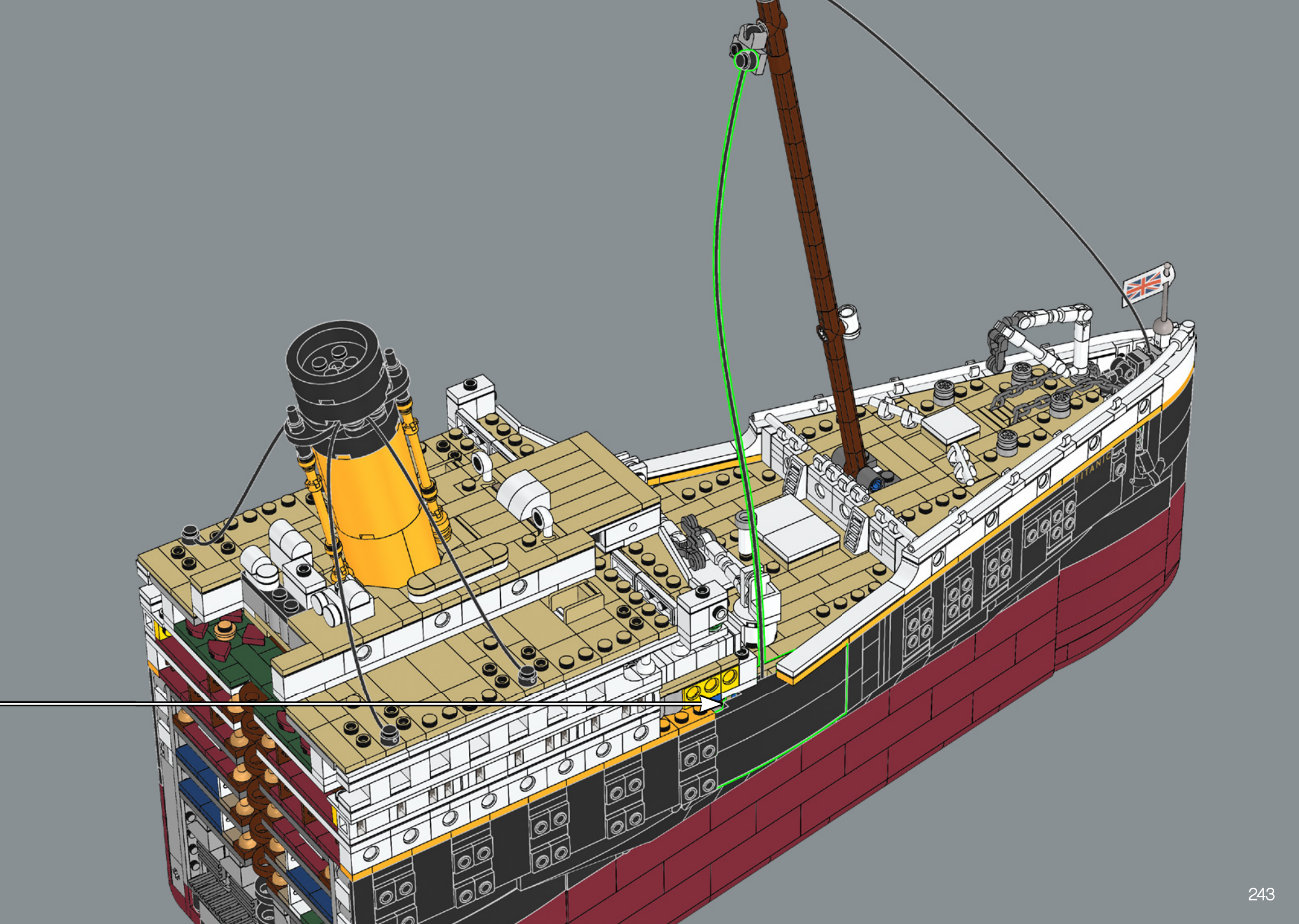


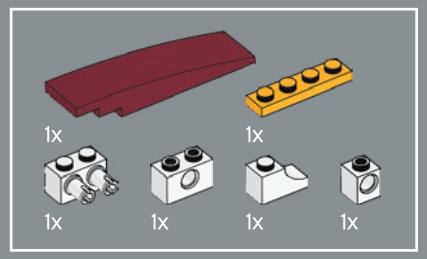
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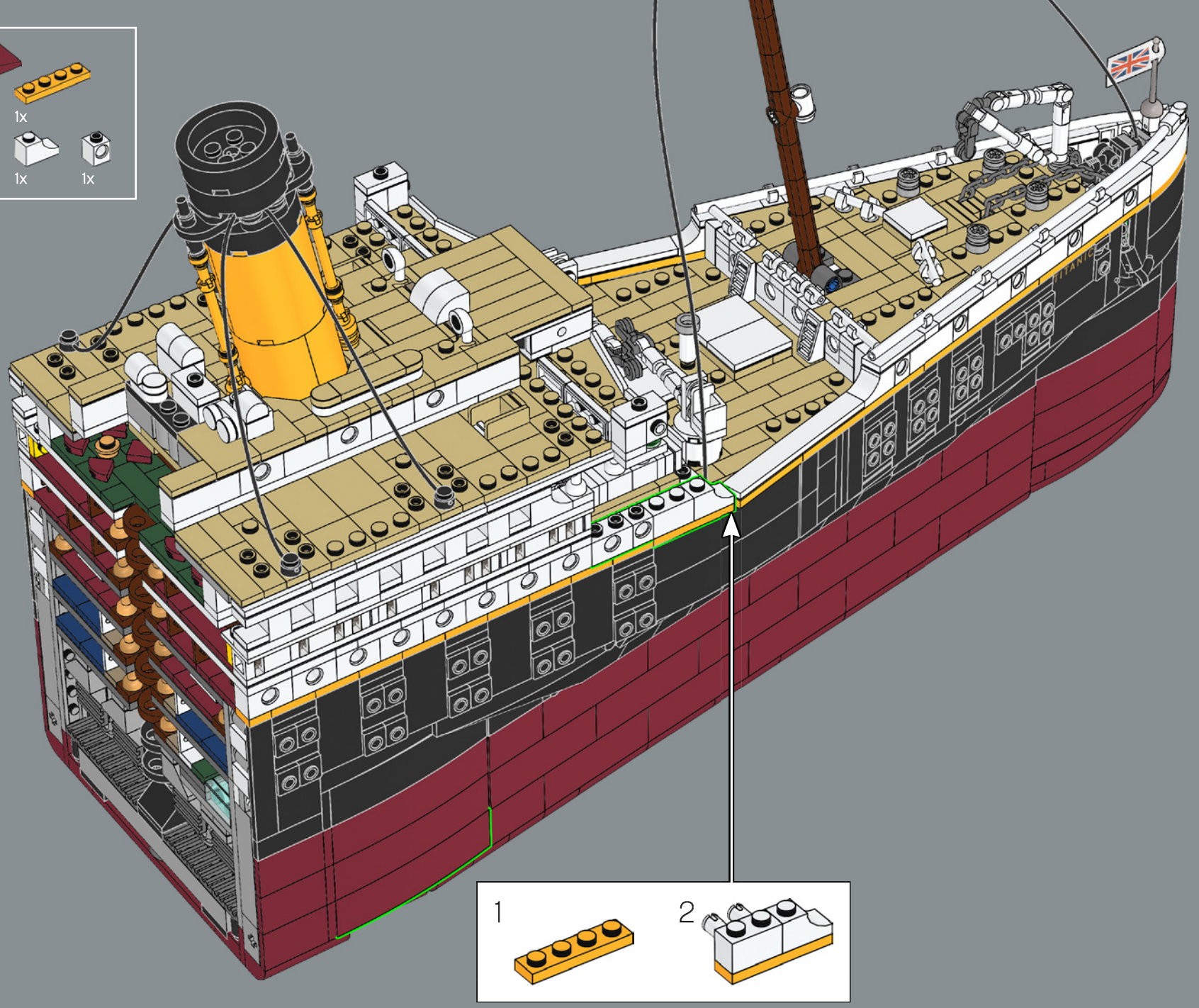
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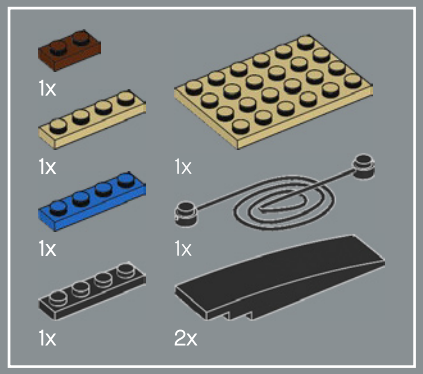



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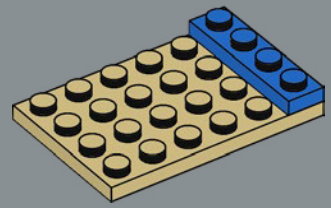
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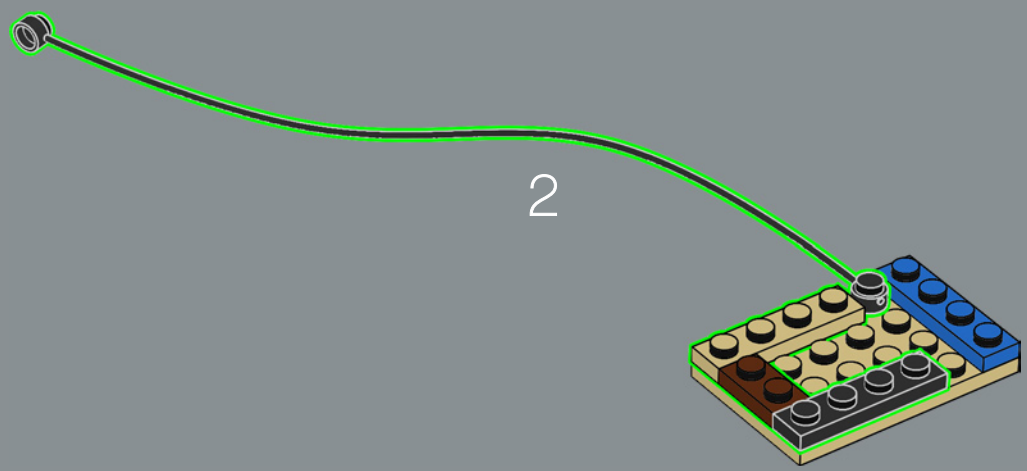


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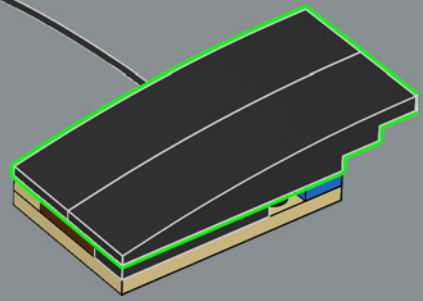
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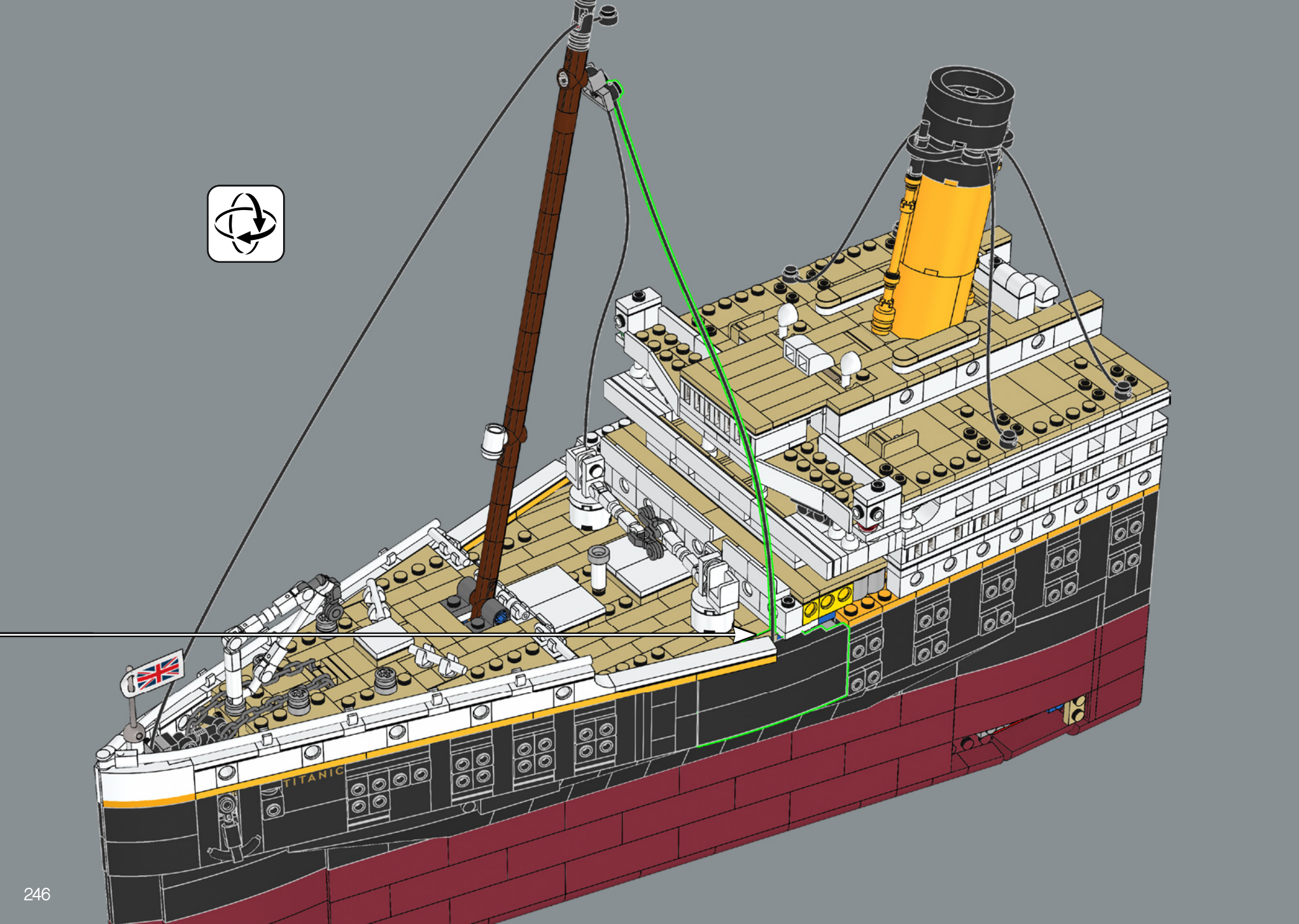


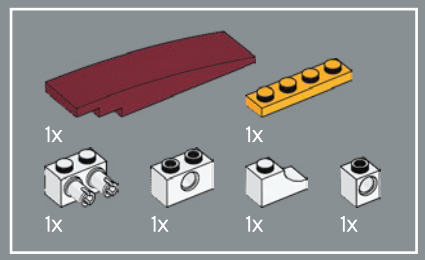
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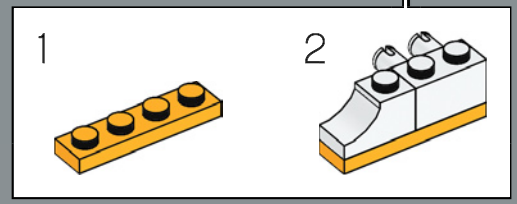
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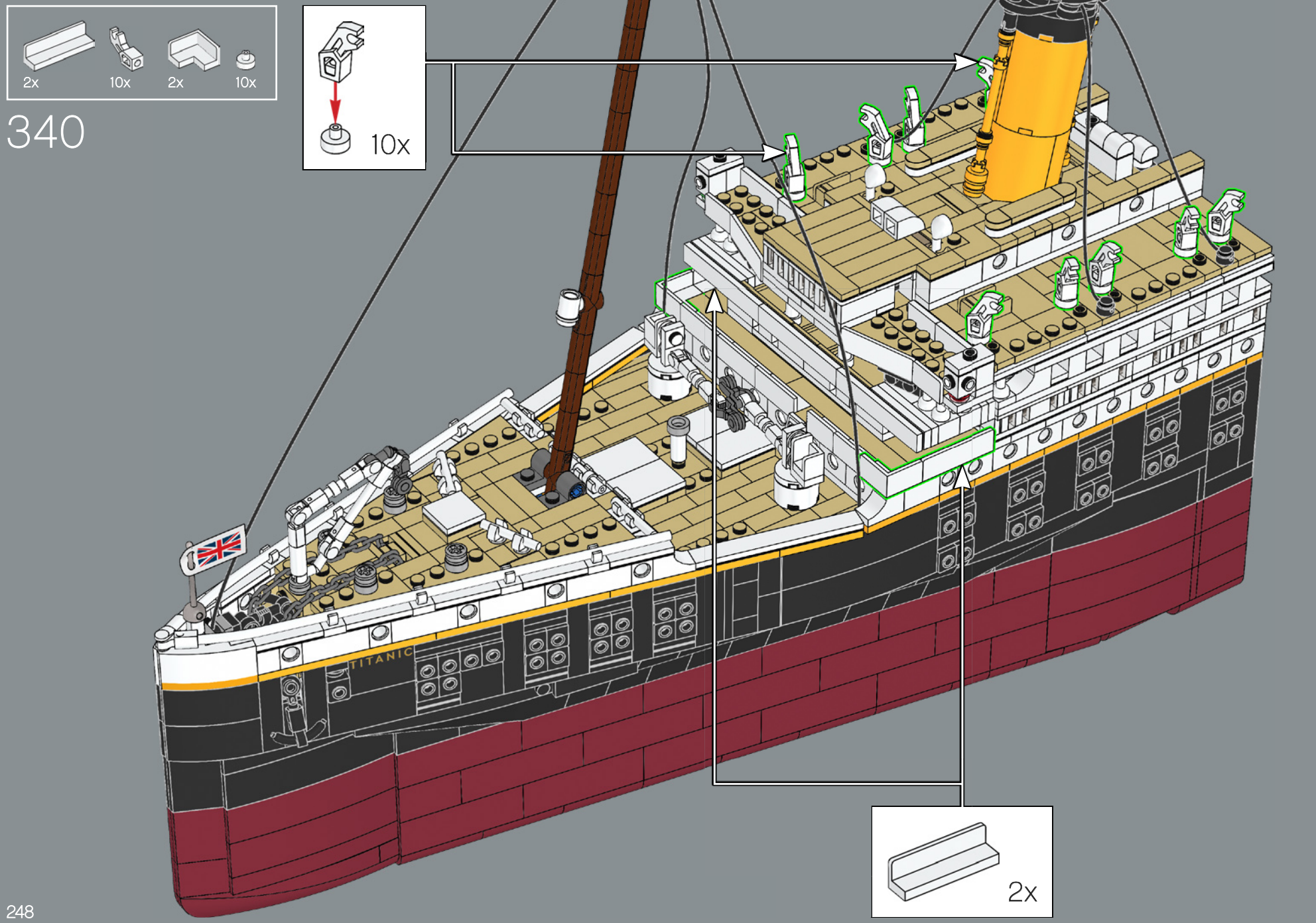



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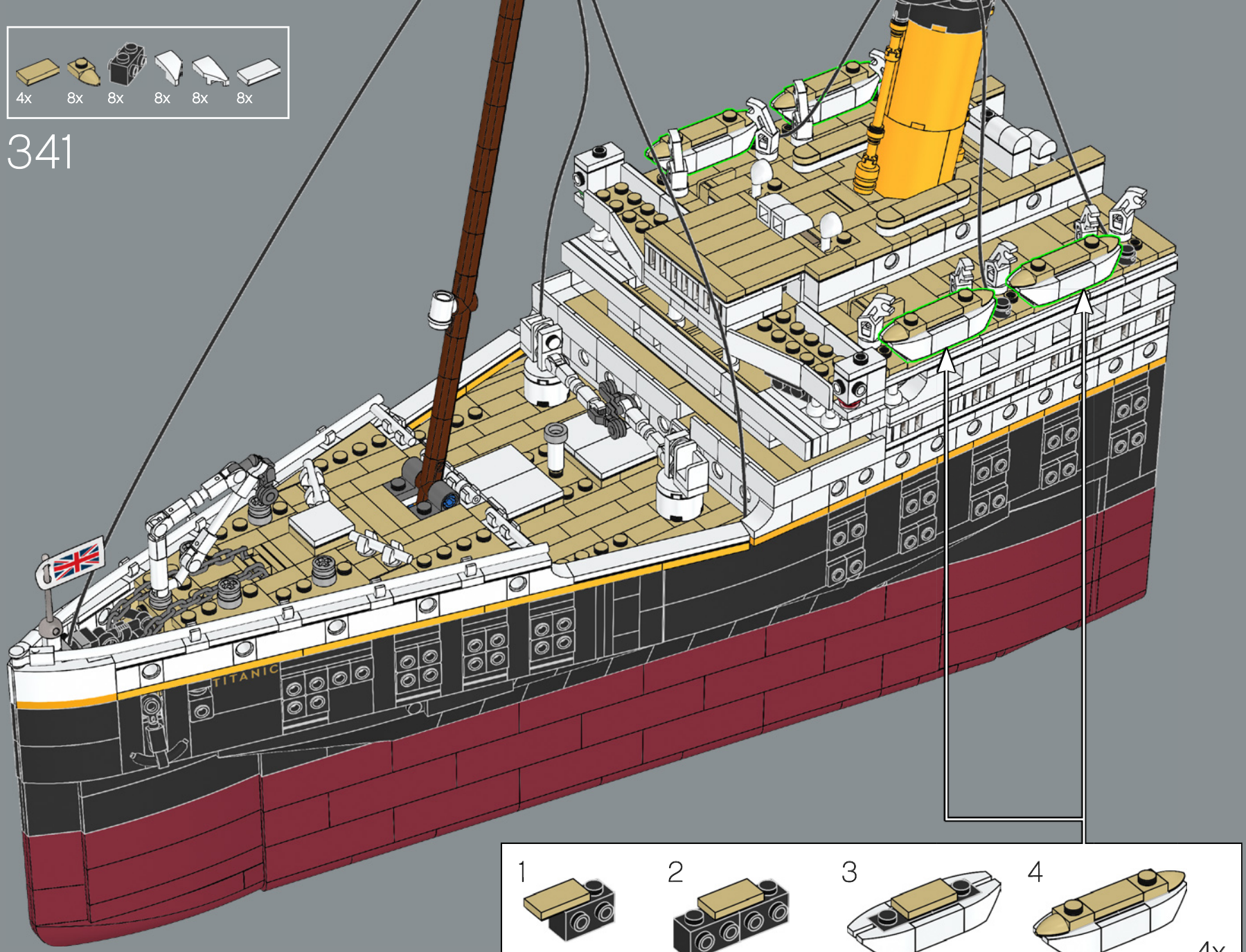


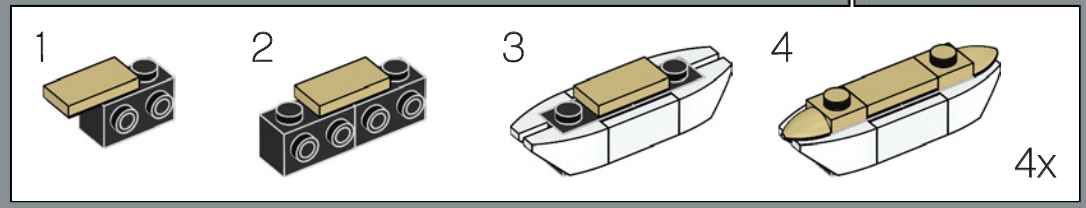
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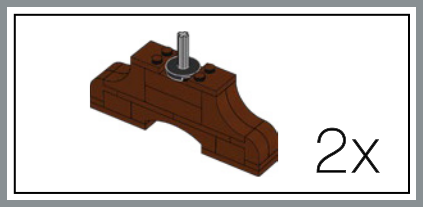


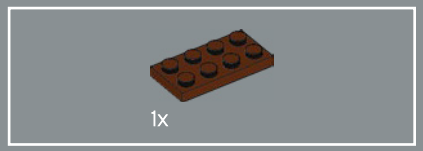

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341

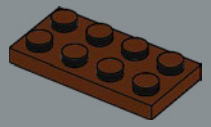


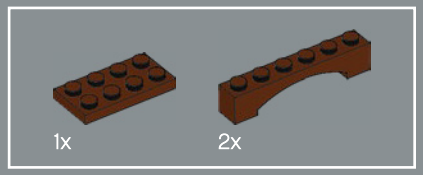




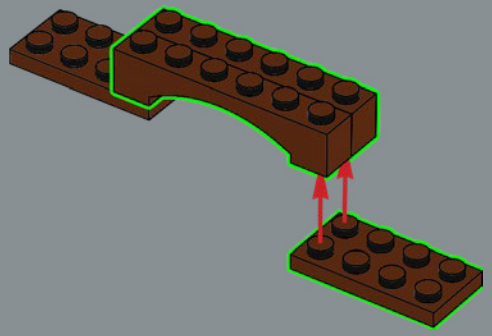


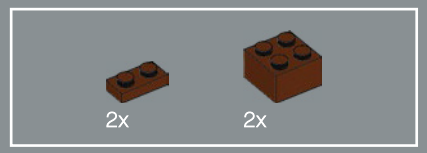
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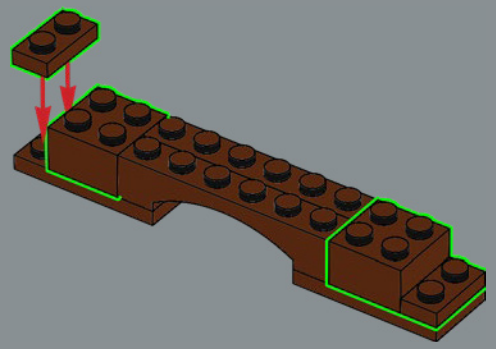


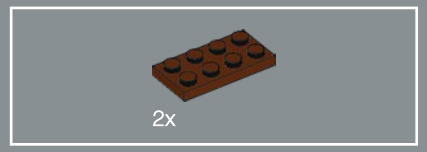
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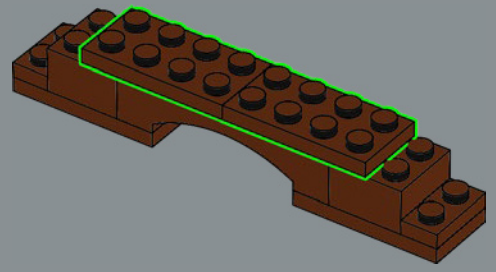


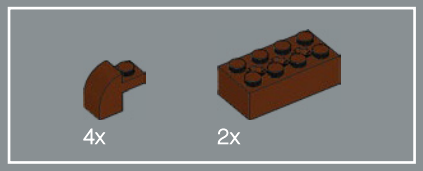
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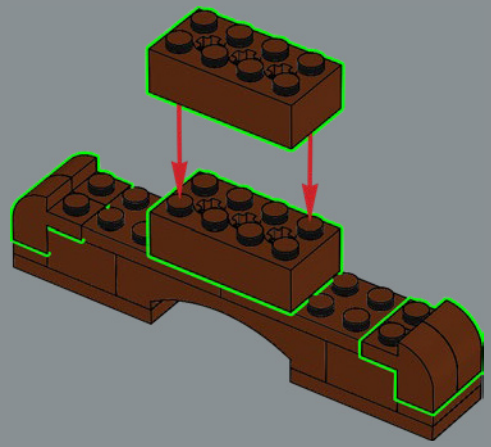


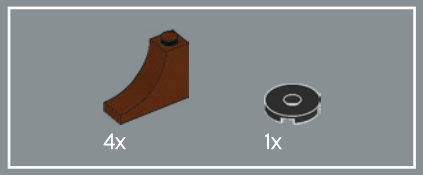
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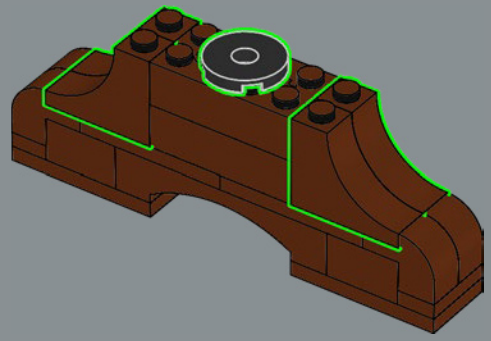


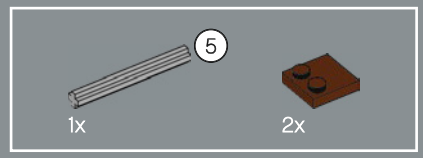
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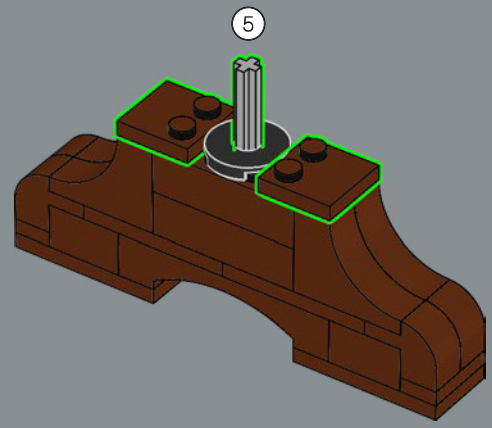
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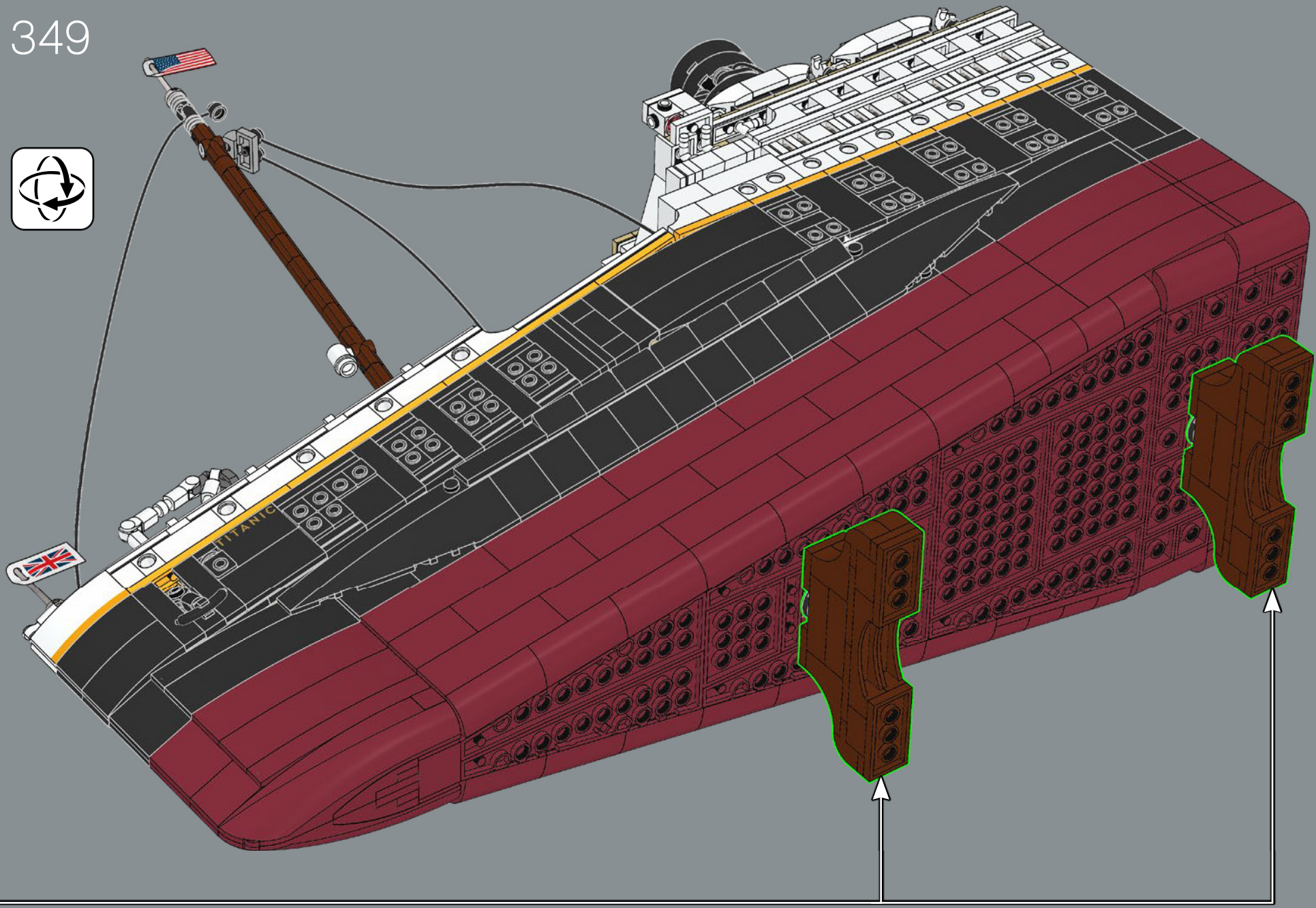


348





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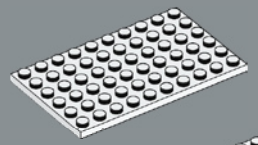
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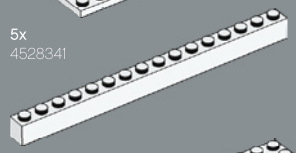
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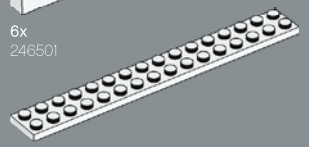
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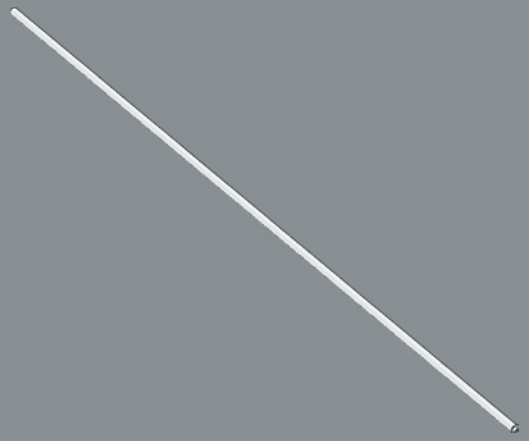
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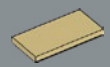

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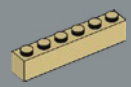

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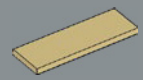

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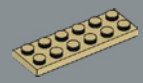

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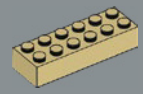

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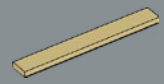

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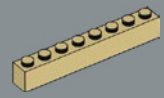

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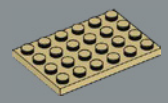

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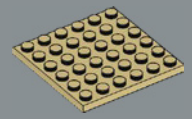

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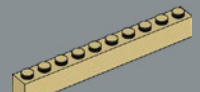

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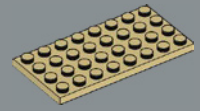

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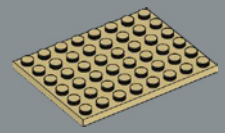

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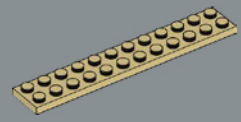

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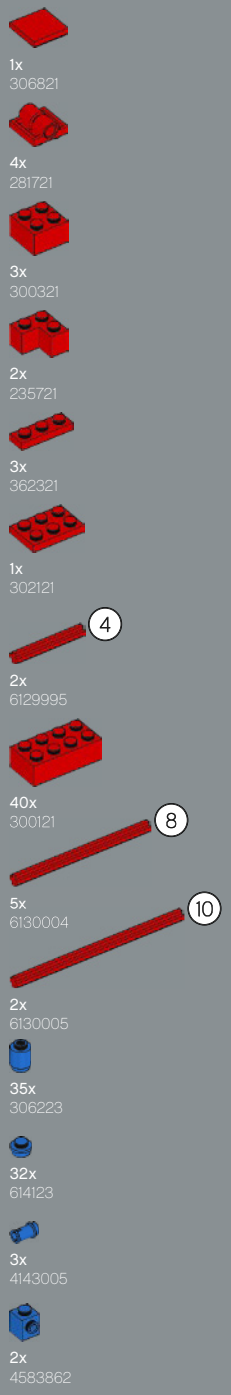

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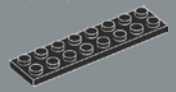

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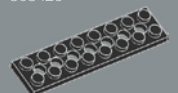

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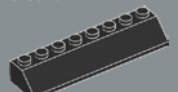

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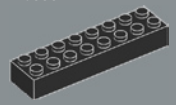

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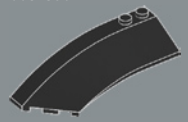

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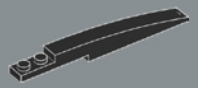

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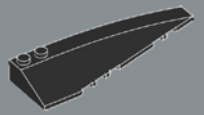

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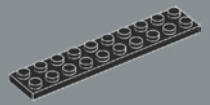

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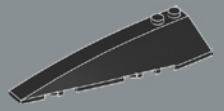

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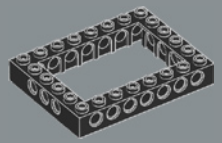

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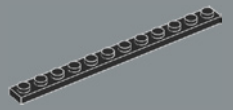

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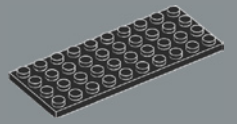

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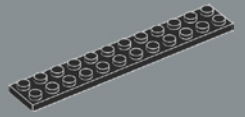

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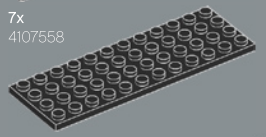

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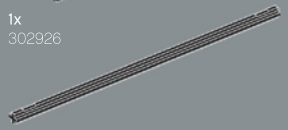

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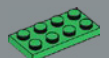

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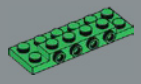

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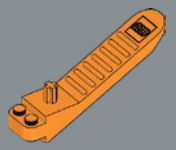

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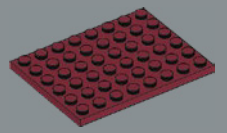
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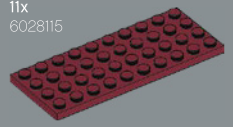
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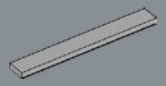
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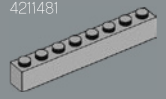
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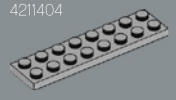
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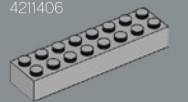
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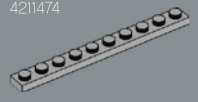

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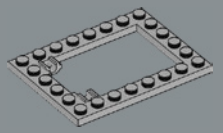

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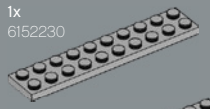

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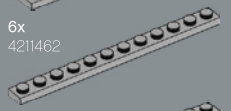

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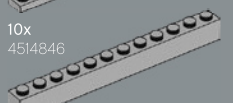

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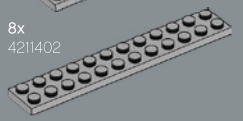

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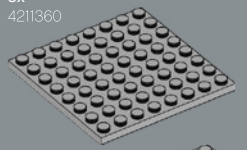

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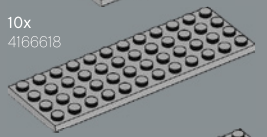

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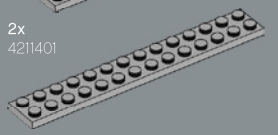

10x
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41x
4211522


8x
4211402


3x
4211360


10x
4166618


2x
4211401


4x
4662161


1x
6336970


11x
4211081


3x
6012451


4x
4211044


2x
6350724


1x
6318697


8x
4278274


8x
6278986


21x
4211042


8x
6135014


8x
4516546


2x
6019987


4x
6092572


42x
4210631


7x
6338160


1x
4211093


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8x
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2x
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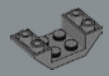

2x
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2x
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10x
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4x
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8x
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1x
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1x
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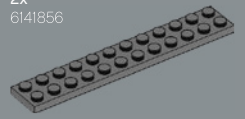

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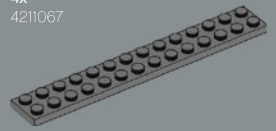

7x
4211002


12x
4595710


26x
4211115


2x
6141856


4x
4211067


21x
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2x
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22x
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3x
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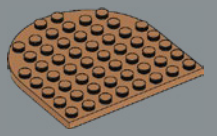

4x
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4x
6249815


1x
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1x
6336665


5x
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2x
6301315


4x
6222063


2x
6258887



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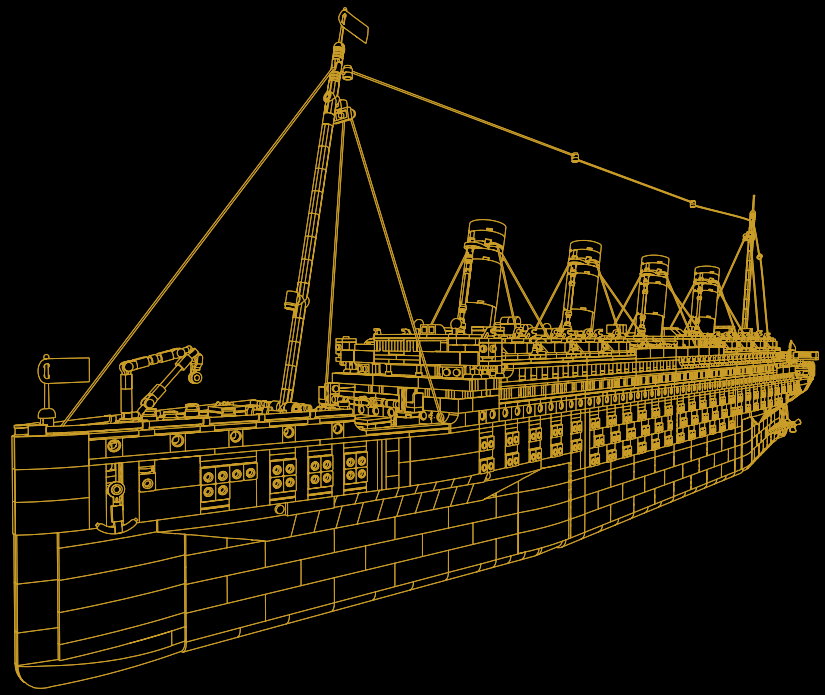
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