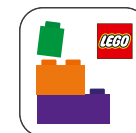




40955



MAERSK



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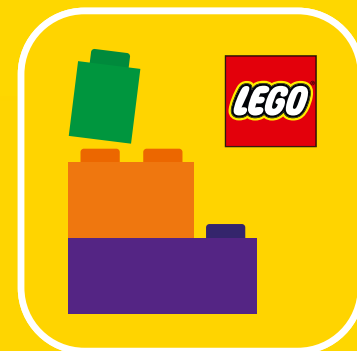
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EN Ask parents' permission before going online | DE Eltern um Erlaubnis bitten, bevor du online gehst | FR Demande l'autorisation d'un parent avant d'aller en ligne | IT Chiedi il permesso ai tuoi genitori prima di andare online | ES Pídeles permiso a tus papás antes de conectarte a Internet | PT Peça autorização aos pais antes de acederes online | ZH 上网前应先征得父母的同意 | PL Poproś rodziców o zgodę, zanim wejdiesz do Internetu | CS Než půjdeš na internet, požádej rodiče o svolení | SK Skôr než pôjdeš na internet, vypýtaj si povolenie od rodičov | HU Kérj szülői engedélyt, mielőtt online csatlakoznál! | UA Запитуйте дозволу батьків, перш ніж користуватися інтернетом | RO Cere permisiunea părinților înainte de a te conecta online | BG Поискайте разрешение от родител, преди да влезете онлайн | LV Pirms došanās tiešsaistē palūdz atļauju vecākiem | ET Enne Interneti kasutamist küsi vanematelt luba | LT Prieš prisijungdami prie interneto, atsiklauskite tėvų



INTRODUCING ANE MÆRSK

The ANE MÆRSK is the first of her kind – the first large container vessel able to run on low-emissions fuel like bio- and e-methanol. Since ANE MÆRSK first hit the waters in January 2024, many more dual-fuel vessels have set sail, marking a new and important chapter in the decarbonization of shipping and global trade.

ANE MÆRSK is 1,148.2 ft. (350 meters) long and 175.5 ft. (53.5 meters) wide. When empty, the vessel weighs 52,580.25 tons (47,700 tonnes) and when fully loaded with cargo, fuel and crew, the vessel can transport an astonishing 209,439.1 tons (190,000 tonnes), which is the same as 29,000 African elephants.

The vessel can load 16,592 TEU (twenty-foot equivalent) containers, and if you line them all up, the line would be 62.4 miles (100.5 km) long, corresponding to 959 football pitches.



VOICI L'ANE MÆRSK

L'ANE MÆRSK est le premier de son genre — le premier grand porte-conteneurs à pouvoir fonctionner avec des carburants à faibles émissions comme le biométhanol et l'e-méthanol. Depuis son lancement en janvier 2024, de nombreux autres navires à double carburant ont pris la mer, marquant une nouvelle étape importante dans la décarbonation du transport maritime et du commerce mondial.

L'ANE MÆRSK mesure 350 mètres (1 148,2 pi) de long et 53,5 mètres (175,5 pi) de large. À vide, le navire pèse 47 700 tonnes et, une fois chargé avec la cargaison, le carburant et l'équipage, il peut transporter jusqu'à 190 000 tonnes, soit l'équivalent de 29 000 éléphants d'Afrique.

Le navire peut transporter 16 592 conteneurs EVP (équivalent vingt pieds), et si on les alignait tous, la file mesurerait 100,5 km, soit l'équivalent de 959 terrains de soccer.



PRESENTAMOS EL ANE MÆRSK

El ANE MÆRSK llegó para establecer una nueva categoría: la de los buques portacontenedores de gran capacidad que pueden funcionar con combustibles de bajas emisiones como el biometanol y el e-metanol. Su botadura tuvo lugar en enero de 2024 y, a partir de entonces, numerosas embarcaciones de combustible dual han empezado a surcar los mares, lo que marca el inicio de un nuevo e importante capítulo en la descarbonización del transporte marítimo y el comercio global.

El ANE MÆRSK tiene una longitud (eslora) de 350 m y una anchura (manga) de 53,5 m. Vacío, el buque pesa 47.700 t y, cuando está completamente cargado con mercancía, combustible y tripulación, puede transportar la asombrosa cantidad de 190.000 t, lo que equivale a 29.000 elefantes africanos.

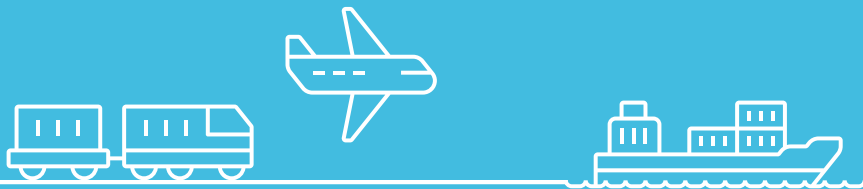
La embarcación puede cargar 16.592 TEU (unidades equivalentes a un contenedor de 20 ft). Si hicieras una fila con todos esos contenedores, esta alcanzaría una longitud de 100,5 km, que corresponde a 959 canchas de fútbol.



NAVIGATING CHANGE – THE HISTORY OF SHIPPING

Human beings have been transporting goods by sea for over 5,000 years, but until the Industrial Revolution and the invention of the steam engine, we were reliant on the weather. No wind, no crossing. With the introduction of steam power, the crew of a ship was no longer dependent on weather or manual propulsion for the first time in human history. The invention completely revolutionized maritime transport, making new routes possible and giving trade by sea a major boost.

Although steam engines were a vast improvement on sail, they were still inefficient, and it would not be long before maritime transport was once again transformed by the invention of the diesel engine. However, revolutions in shipping take time, and it would be several decades before diesel fully replaced steam power. Maersk purchased its first diesel-powered vessel, the LEISE MÆRSK, in 1921, just nine years after the launch of the first ever diesel-powered ocean-going merchant vessel.



NAVIGUER DANS LE CHANGEMENT – L'HISTOIRE DU TRANSPORT MARITIME

Les êtres humains transportent des marchandises par voie maritime depuis plus de 5 000 ans, mais jusqu'à la Révolution industrielle et l'invention de la machine à vapeur, ils dépendaient des conditions météo. Pas de vent, pas de traversée. Avec l'arrivée de la vapeur, l'équipage d'un navire n'était plus tributaire de la météo ni de la propulsion manuelle, une première dans l'histoire de l'humanité. Cette invention a complètement transformé le transport maritime, ouvrant de nouvelles routes et stimulant considérablement le commerce par voie maritime.

Bien que les moteurs à vapeur aient grandement amélioré la navigation à voile, ils restaient peu efficaces, et il ne fallut pas longtemps avant que le transport maritime soit de nouveau transformé par l'invention du moteur diesel. Cependant, les révolutions dans le transport maritime prennent du temps, et il fallut plusieurs décennies avant que le diesel remplace complètement la vapeur. Maersk a acheté son premier navire à moteur diesel, le LEISE MÆRSK, en 1921, soit seulement neuf ans après le lancement du tout premier navire marchand océanique à moteur diesel.

UNA RUTA LLENA DE CAMBIOS: LA HISTORIA DEL TRANSPORTE MARÍTIMO

Los seres humanos han transportado mercancías por mar durante más de 5000 años, pero hasta la Revolución Industrial y la invención de la máquina de vapor, esta actividad dependió principalmente del clima. Sin viento, no había forma de cruzar los mares. La introducción del vapor hizo que las tripulaciones dejaran de depender del clima y de la propulsión manual por primera vez en la historia. Este invento revolucionó completamente el transporte marítimo, haciendo posibles nuevas rutas y dando al comercio marítimo un formidable impulso.

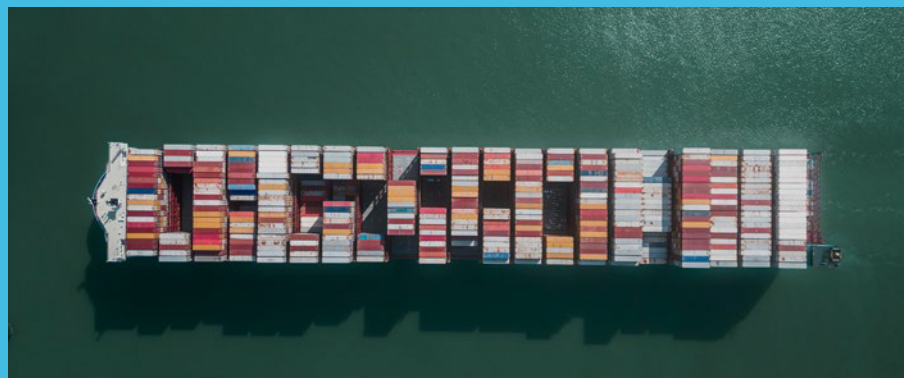
Aunque los motores de vapor representaron una gran mejora en comparación con las velas, siguieron siendo ineficientes y no pasaría mucho tiempo antes de que el transporte marítimo se transformara una vez más a consecuencia de la invención del motor diésel. No obstante, las revoluciones en este sector llevan tiempo, y tuvieron que pasar décadas para que el diésel reemplazara la propulsión a vapor en su totalidad. Maersk adquirió su primera embarcación impulsada por diésel, el LEISE MÆRSK, en 1921, solo nueve años después de la botadura del primer buque mercante con esa tecnología.





In 1956, the industry transformed yet again, when the efficiency of 'containerized cargo' was introduced, by loading truck trailers directly on-board vessels. The introduction of the container reduced the time it took to load and unload vessels from several days to a matter of hours.

Thanks to the container and the barcode – the hidden enablers of world trade – a manufacturer in any part of the world can sell its goods in all markets, making globalization physically possible. The world as we know it today is deeply reliant on global supply chains. From the banana farmer in Colombia, to the Danish child peeling a banana for their lunch, supply chains keep the world connected and ensure the flow of foods, medicine, goods and materials to people all over the world.



En 1956, l'industrie s'est à nouveau transformée grâce à l'introduction du « cargo conteneurisé », qui permettait de charger directement des remorques de camion à bord des navires. L'introduction du conteneur a réduit le temps de chargement et de déchargement des navires, passant de plusieurs jours à quelques heures.

Grâce au conteneur et au code-barres, ces catalyseurs invisibles du commerce mondial, un fabricant situé n'importe où dans le monde peut vendre ses produits sur tous les marchés, rendant la mondialisation physiquement possible. Le monde tel que nous le connaissons aujourd'hui dépend fortement des chaînes d'approvisionnement mondiales. Du producteur de bananes en Colombie à l'enfant danois qui en épluche une pour son dîner, les chaînes d'approvisionnement maintiennent le monde connecté et assurent la circulation des aliments, des médicaments, des biens et des matériaux partout sur la planète.

En 1956, la industria se transformó una vez más con la introducción del eficiente sistema de carga contenerizada, que permite embarcar la carga directamente desde los camiones. Este método redujo el tiempo que llevaba cargar y descargar las embarcaciones de varios días a cuestión de horas.

Gracias a los contenedores y a otros facilitadores discretos del comercio internacional, los códigos de barras, un fabricante de cualquier lugar del planeta puede comercializar sus productos en todos los mercados, lo que hace materialmente viable la globalización. Tal y como lo conocemos hoy, nuestro mundo depende en gran medida de las cadenas de suministro globales. Desde el agricultor que cultiva plátanos en Colombia hasta el niño danés que pela uno a la hora del almuerzo, las cadenas de suministro mantienen el mundo conectado y garantizan el flujo de alimentos, medicamentos, bienes y materiales a personas de todo el orbe.





WHAT'S IN A NAME

Since 1906, all vessels in the Maersk fleet have had the MÆRSK name as part of their name. Most of the early vessels had first names related to the founding family, but as the fleet grew and outnumbered the family names available, the naming tradition had to be adjusted. Today you will also see Maersk vessels named after, for instance, cities and rivers.

When deciding how to name the new series of dual-fuel vessels, Maersk returned to the tradition of naming vessels after members of the founding family – this time starting with the letter A to signal a new era.

ANE MÆRSK is named after Ane Mærsk Mc-Kinney Uggla, the chair of A.P. Moller Holding, which is the parent company of A.P. Moller - Maersk. A.P. Moller - Maersk was founded in 1904 by Arnold Peter Møller. Ane is the granddaughter of the Group's founder Arnold Peter Møller and his wife Chastine Mc-Kinney Møller.



CE QUE SIGNIFIE UN NOM

Depuis 1906, tous les navires de la flotte Maersk portent le nom MÆRSK dans leur appellation. La plupart des premiers navires portaient des prénoms issus de la famille fondatrice, mais à mesure que la flotte s'est agrandie et que les prénoms familiaux sont devenus insuffisants, cette tradition a dû être modifiée. Aujourd'hui, vous verrez aussi des navires Maersk nommés, par exemple, d'après des villes ou des rivières.

Lorsqu'est venu le temps de nommer la nouvelle série de navires à double carburant, Maersk est revenu à la tradition de nommer les navires en l'honneur des membres de la famille fondatrice, en commençant cette fois par la lettre A pour marquer une nouvelle ère.

L'ANE MÆRSK tient son nom d'Ane Mærsk Mc-Kinney Uggla, présidente d'A.P. Moller Holding, la société mère de A.P. Moller – Maersk. A.P. Moller – Maersk a été fondée en 1904 par Arnold Peter Møller. Ane est la petite-fille du fondateur du groupe, Arnold Peter Møller, et de son épouse Chastine Mc-Kinney Møller.



EL PODER DE UN NOMBRE

Desde 1906, todos los buques de la flota de Maersk llevan en su designación el nombre MÆRSK. En su mayoría, las primeras embarcaciones tenían nombres relacionados con la familia fundadora, pero fue necesario hacer ajustes a esta tradición cuando la flota superó en cantidad los nombres disponibles. Hoy también es posible ver embarcaciones de Maersk nombradas en honor de, por ejemplo, ciudades y ríos.

Al decidir cómo llamar a los nuevos buques de combustible dual, Maersk regresó a la tradición de bautizarlos con el nombre de los miembros de la familia fundadora, esta vez empezando con la letra A para señalar una nueva era.

El ANE MÆRSK lleva el nombre de Ane Mærsk Mc-Kinney Uggla, presidenta de A.P. Moller Holding, la empresa matriz de A.P. Moller - Maersk. A.P. Moller - Maersk fue fundada en 1904 por Arnold Peter Møller. Ane es nieta de Arnold Peter Møller, el fundador del grupo, y su esposa Chastine Mc-Kinney Møller.



THE WHITE STAR – A BEACON OF HOPE

The iconic white, seven-pointed star has been part of Maersk's heritage since before the company was founded in 1904 and is an enduring symbol of the strong family bonds that still run through the heart of the company over 100 years later.

Early in his career, Captain Peter Mærsk Møller, the father of A.P. Møller, worked for an English shipowner, and his wife, Anna, would sometimes accompany him on voyages. It was on one of these voyages that Anna became gravely ill. Fearing that she wouldn't make it, Peter Mærsk Møller went up on deck and prayed to God for a sign that his wife would recover. It was then that he saw a single star lighting up the otherwise gray sky.

Anna did recover, and in 1886, when Peter Mærsk Møller purchased his first steamship – the steamship LAURA – he adorned the funnel of the ship with a white seven-pointed star on a pale blue background, as a tribute to his beloved wife. For Peter Mærsk Møller, the star came to signify her recovery and their good fortune.

Since then, the white seven-pointed star on its emblematic sky-blue background has been synonymous with Maersk, but the logo itself has been through some evolution over the years. There have been many versions of the logo, but the Maersk logo of today dates to the beginning of the 1970s, when it was decided that a more modern approach was needed.



L'ÉTOILE BLANCHE – UN SYMBOLE D'ESPOIR

L'étoile blanche emblématique à sept branches fait partie de l'héritage de Maersk depuis avant la fondation de l'entreprise en 1904. Elle représente les liens familiaux forts qui perdurent au cœur de l'entreprise, plus de 100 ans plus tard.

Au début de sa carrière, le capitaine Peter Mærsk Møller, père d'A.P. Møller, travaillait pour un armateur anglais. Son épouse, Anna, l'accompagnait parfois lors de ses voyages. C'est au cours de l'un de ces voyages qu'Anna est tombée gravement malade. Craignant qu'elle ne s'en sorte pas, Peter Mærsk Møller est monté sur le pont et a prié Dieu pour obtenir un signe que sa femme guérirait. C'est alors qu'il aperçut une seule étoile illuminant le ciel gris.

Anna a effectivement guéri, et en 1886, lorsque Peter Mærsk Møller a acheté son premier bateau à vapeur – le LAURA – il a orné la cheminée du navire d'une étoile blanche à sept branches sur fond bleu pâle, en hommage à son épouse bien-aimée. Pour Peter Mærsk Møller, l'étoile en vint à symboliser la guérison de sa femme et leur bonne fortune.

Depuis, l'étoile blanche à sept branches sur fond bleu ciel emblématique est devenue synonyme de Maersk, même si le logo a évolué au fil des années. Il y a eu de nombreuses versions du logo, mais celui utilisé aujourd'hui remonte au début des années 1970, lorsqu'une approche plus moderne a été jugée nécessaire.

LA ESTRELLA BLANCA: UN FARO DE ESPERANZA

La icónica estrella blanca de siete puntas ha formado parte del legado de Maersk desde antes de la fundación de la empresa en 1904 y es un símbolo permanente de los profundos lazos familiares que continúan siendo la esencia de la compañía después de más de 100 años.

Al principio de su carrera, el capitán Peter Mærsk Møller, el padre de A.P. Møller, trabajó para un propietario de barco inglés. Anna, su esposa, lo acompañó en algunos de sus recorridos marítimos. Durante uno de esos viajes, Anna enfermó de gravedad. Temiendo que no lo lograra, Peter Mærsk Møller subió a la cubierta para rezar y pedirle a Dios una señal de que su esposa se recuperaría. Fue entonces cuando vio una sola estrella iluminando el cielo gris.

Anna se recuperó y, en 1886, cuando Peter Mærsk Møller compró su primer barco de vapor (al que posteriormente llamaría LAURA), adornó la chimenea de la embarcación con una estrella blanca de siete puntas sobre un fondo azul claro como un tributo a su amada esposa. Para Peter Mærsk Møller, la estrella llegó a simbolizar su recuperación y la buena fortuna de ambos.

Desde entonces, la estrella blanca de siete puntas en su icónico fondo azul cielo ha sido sinónimo de Maersk, aunque el logotipo en sí ha evolucionado a lo largo de los años. Si bien han existido numerosas versiones de este, la actual data de principios de la década de 1970, cuando se decidió que se necesitaba un enfoque más moderno.





IMPROVING LIFE FOR ALL BY INTEGRATING THE WORLD

As a global leader in logistics services, Maersk has 100,000+ customers, operates in almost 130 countries and employs more than 100,000 people. From humble beginnings as a steamship company to becoming an integrated logistics company working to connect and simplify its customers' supply chains, Maersk deploys 700+ vessels and transports almost 20% of the world's food, materials and goods.

AMÉLIORER LA VIE EN CONNECTANT LE MONDE

Chef de file mondial en logistique, Maersk compte plus de 100 000 clients, est présente dans près de 130 pays et emploie plus de 100 000 personnes. D'une simple compagnie de navires à vapeur, Maersk est devenue une entreprise logistique intégrée qui s'efforce de connecter et de simplifier les chaînes d'approvisionnement de ses clients. Elle déploie plus de 700 navires et transporte près de 20 % des aliments, matériaux et marchandises mondiaux.

MEJORAMOS LA VIDA DE TODOS INTEGRANDO AL MUNDO

Maersk tiene más de 100.000 clientes, opera en casi 130 países y emplea a más de 100.000 personas, lo que la convierte en un líder global en servicios logísticos. Con un humilde origen como empresa operadora de barcos de vapor, Maersk se ha convertido en una empresa de logística con una flota de más de 700 embarcaciones que trabaja para conectar y simplificar las cadenas de suministro de sus clientes y transporta casi el 20 % de los alimentos, materiales y mercancías del mundo.

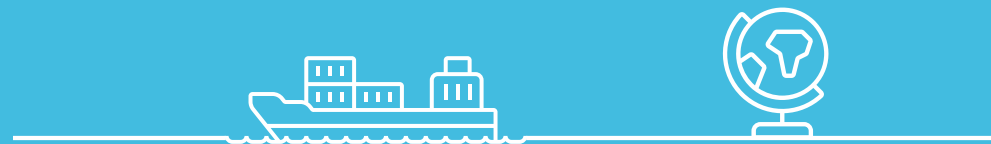




ALL THE WAY TO ZERO – A COMMITMENT TO A DECARBONIZED FUTURE

As the world grapples with climate emergencies, the future of supply chains and global trade rests on the ability to innovate and promote new energy sources. Maersk has taken on a serious obligation to reach net zero greenhouse gas emissions by 2040 across the entire business. While decarbonizing its own operations, Maersk has also made a social pledge to lead the way in addressing the climate crisis by decarbonizing global supply chains and enabling a just transition to a net-zero economy.

Maersk has set ambitious targets on the road to 2040 to ensure significant progress in this decade: across the ocean, land, air and our terminals. And with the order and delivery of many dual-fuel vessels, able to sail on low emissions fuel such as bio- and e-methanol as well as biomethane, so far the mission to decarbonize the fleet is well underway.



CAP SUR ZÉRO : UN ENGAGEMENT ENVERS UN AVENIR DÉCARBONÉ

Alors que le monde est confronté à des urgences climatiques, l'avenir des chaînes d'approvisionnement et du commerce mondial dépend de la capacité à innover et à promouvoir de nouvelles sources d'énergie. Maersk s'est engagée sérieusement à atteindre la carboneutralité d'ici 2040 dans l'ensemble de ses activités. Tout en décarbonant ses propres opérations, Maersk a également pris un engagement social en s'engageant à jouer un rôle de chef de file dans la lutte contre la crise climatique, en décarbonant les chaînes d'approvisionnement mondiales et en favorisant une transition équitable vers une économie carboneutre.

Maersk s'est fixé des objectifs ambitieux pour atteindre 2040 en assurant des progrès importants dès cette décennie : en mer, sur terre, dans les airs et dans ses terminaux. Et avec la commande et la livraison de nombreux navires à double carburant, capables de naviguer avec des carburants à faibles émissions comme le biométhanol, l'e-méthanol et le biométhane, la mission de décarboner la flotte est déjà bien amorcée.

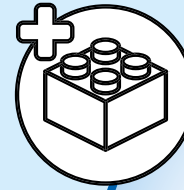
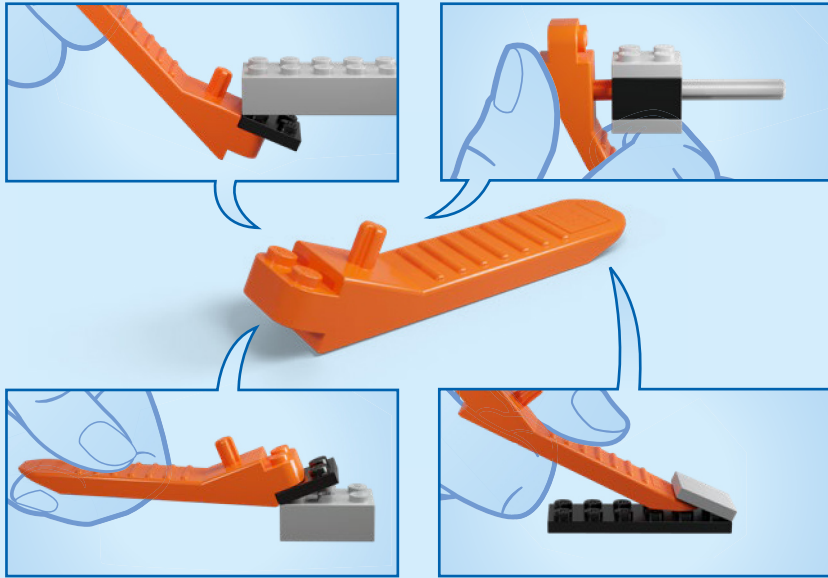


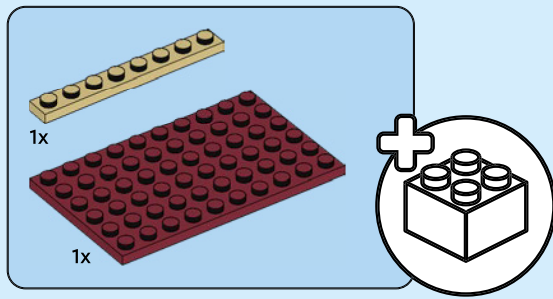
ALL THE WAY TO ZERO: UN COMPROMISO CON UN FUTURO DESCARBONIZADO

Ante la crisis climática global, el futuro de las cadenas de suministro y el comercio global depende de la capacidad de innovar y promover nuevas fuentes de energía, y Maersk ha asumido con decisión la obligación de alcanzar cero emisiones netas de gases de efecto invernadero para 2040 en toda la organización. Al tiempo que descarboniza sus propias operaciones, Maersk también mantiene el compromiso social de marcar el rumbo en la lucha contra el cambio climático descarbonizando las cadenas de suministro globales y posibilitando una transición justa hacia una economía neutra en carbono.

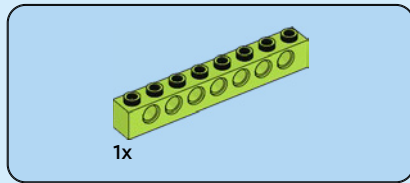
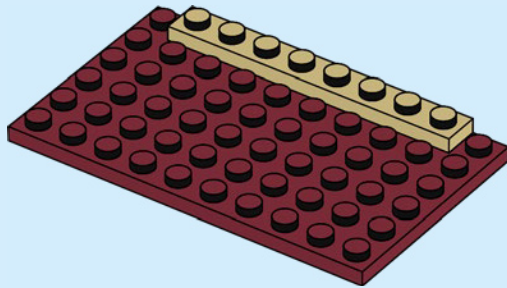
Maersk se ha marcado ambiciosos objetivos en el camino hacia 2040 para garantizar un avance significativo en esta década, tanto en el mar, la tierra y el aire como en las terminales. Y con el pedido y la entrega de numerosos buques de combustible dual capaces de navegar con fuentes de bajas emisiones como el biometanol, el e-metanol e incluso el biometano, hasta ahora, la misión de descarbonizar la flota avanza viento en popa.



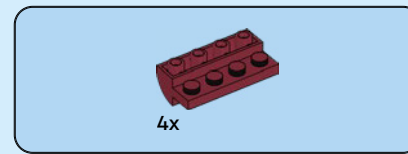
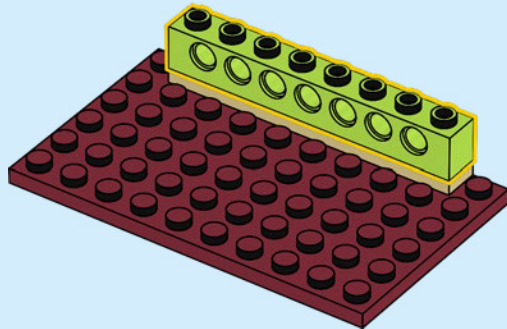




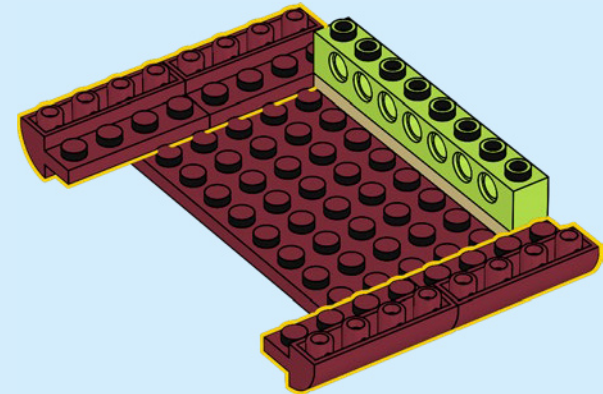
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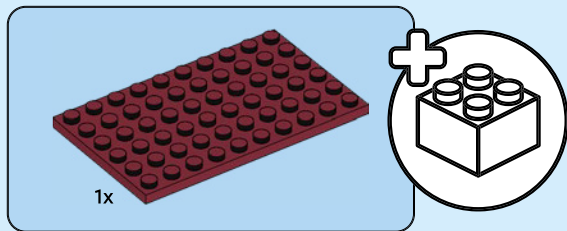


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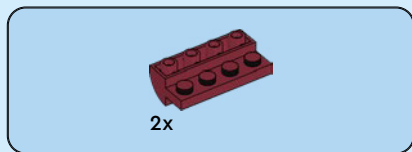
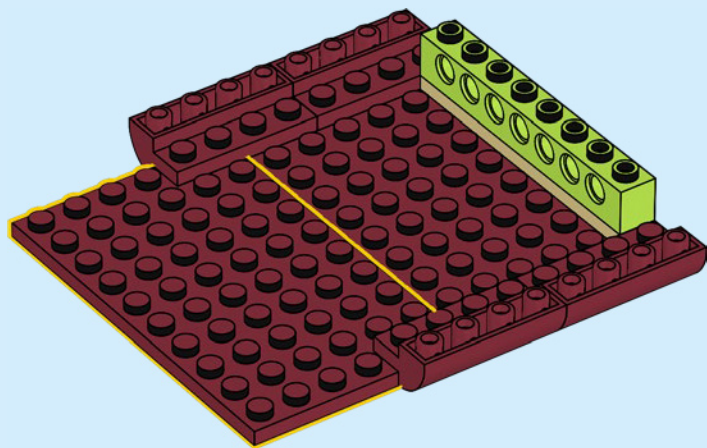


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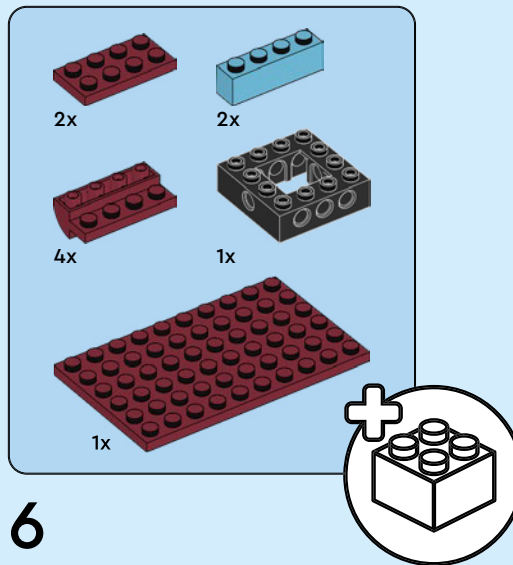
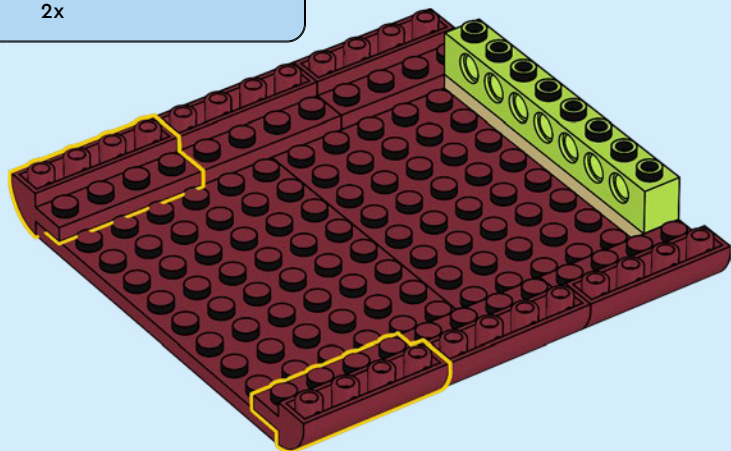




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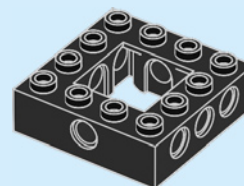


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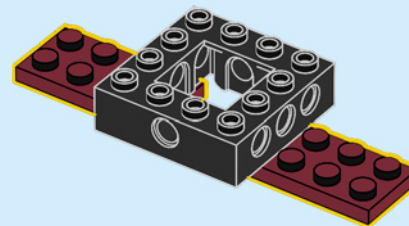


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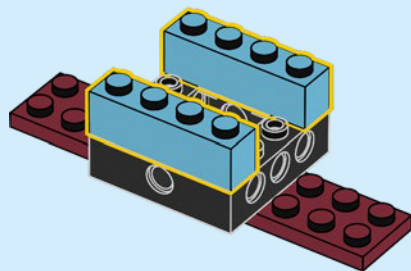
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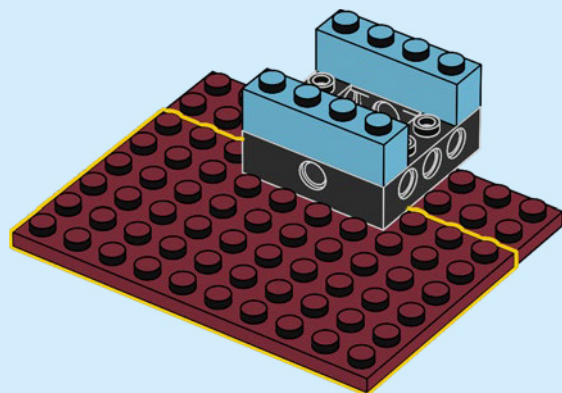
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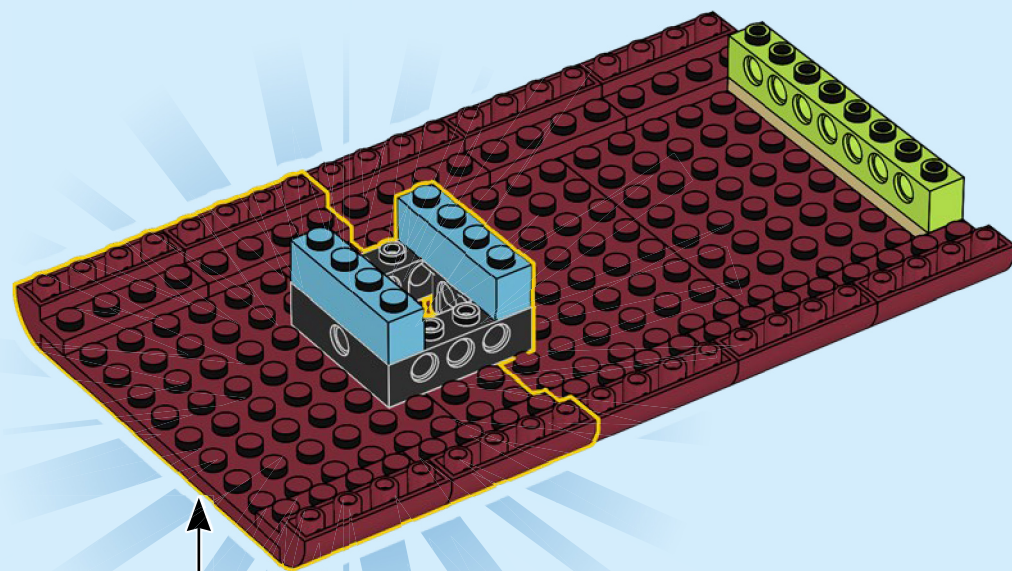
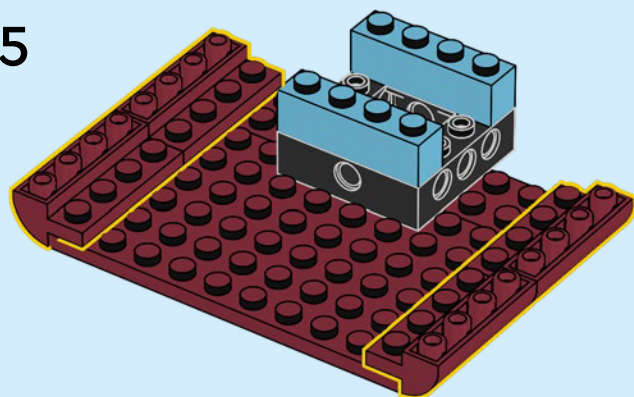
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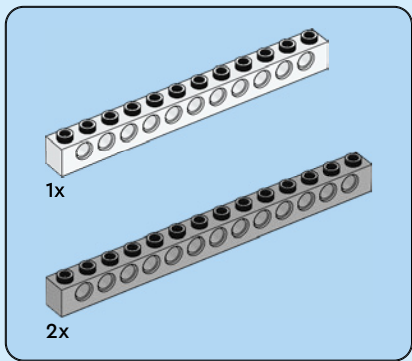


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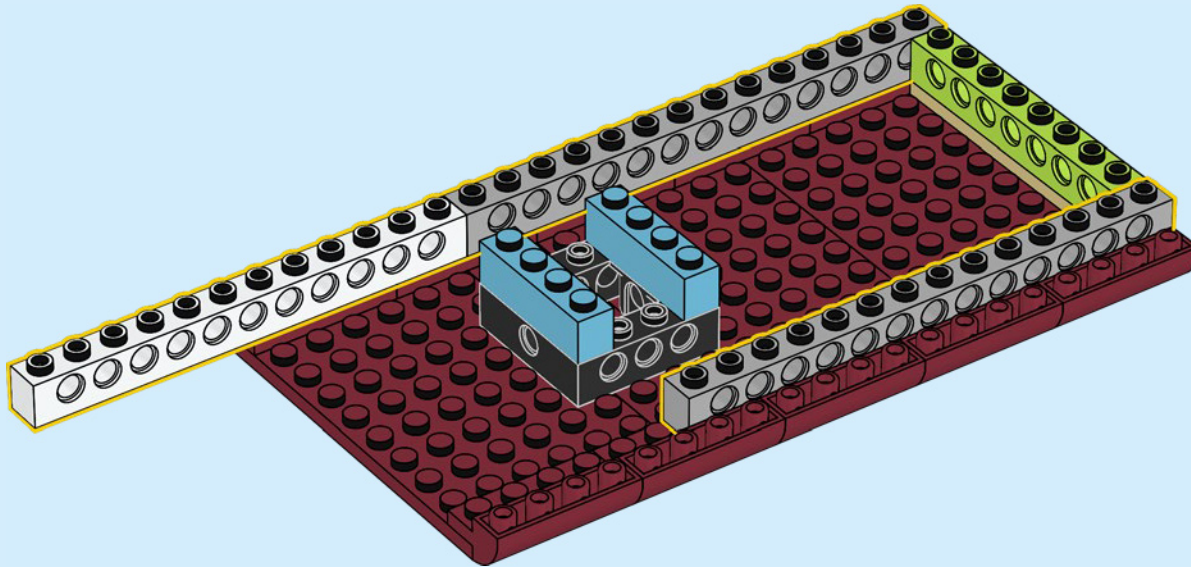


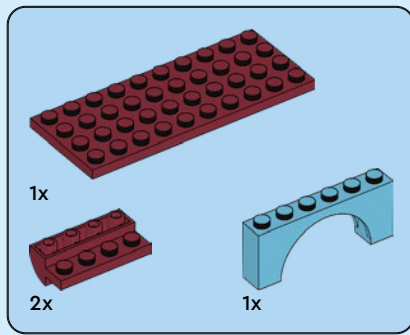
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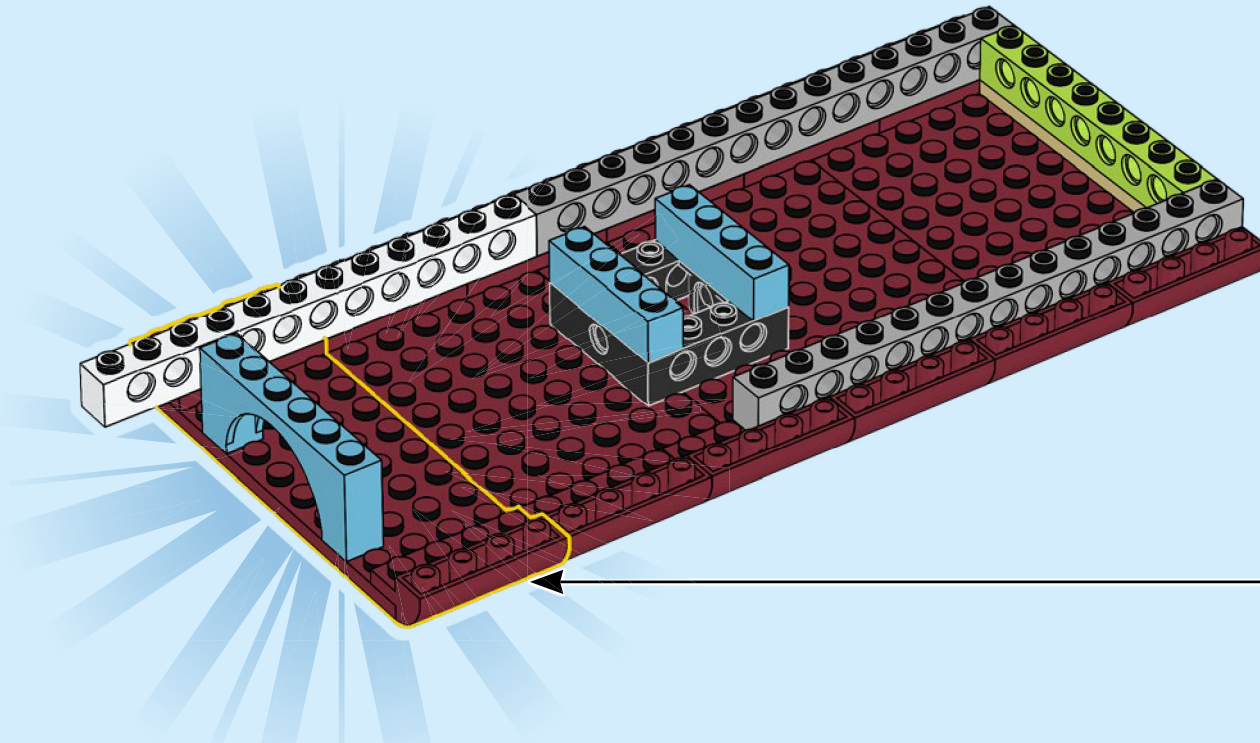
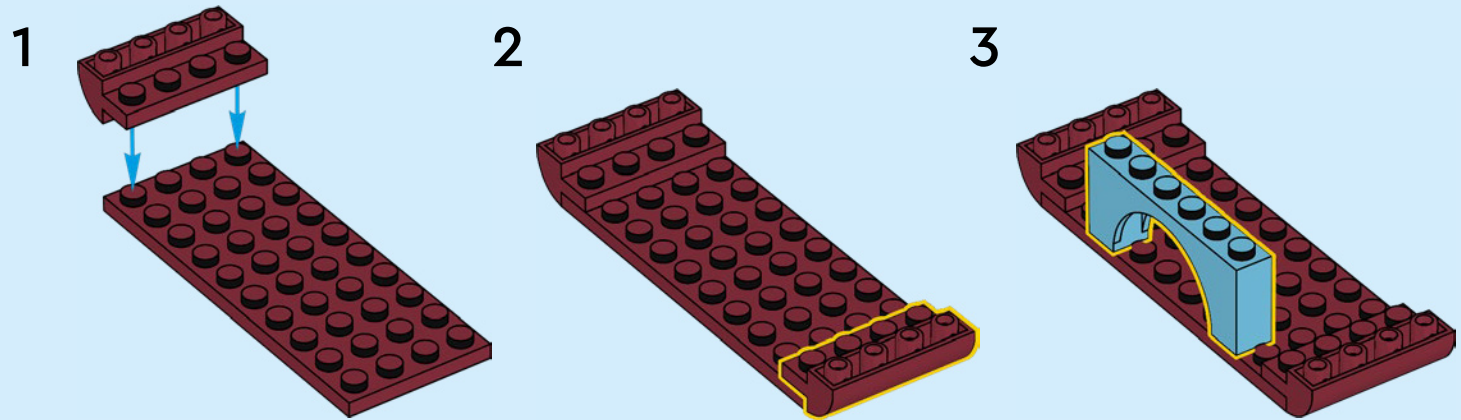


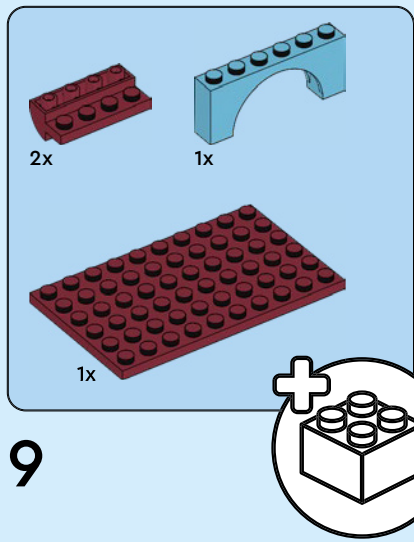
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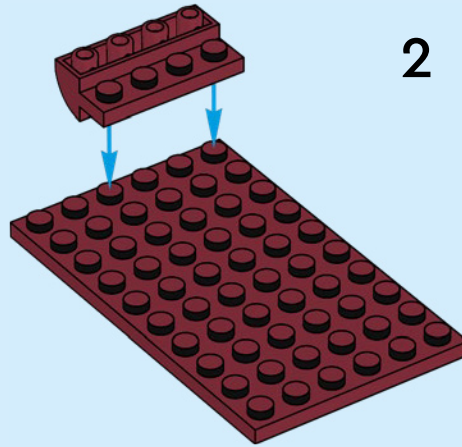
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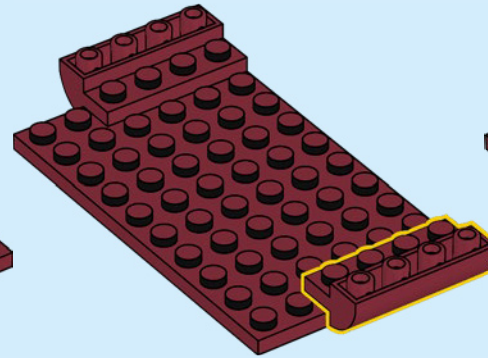


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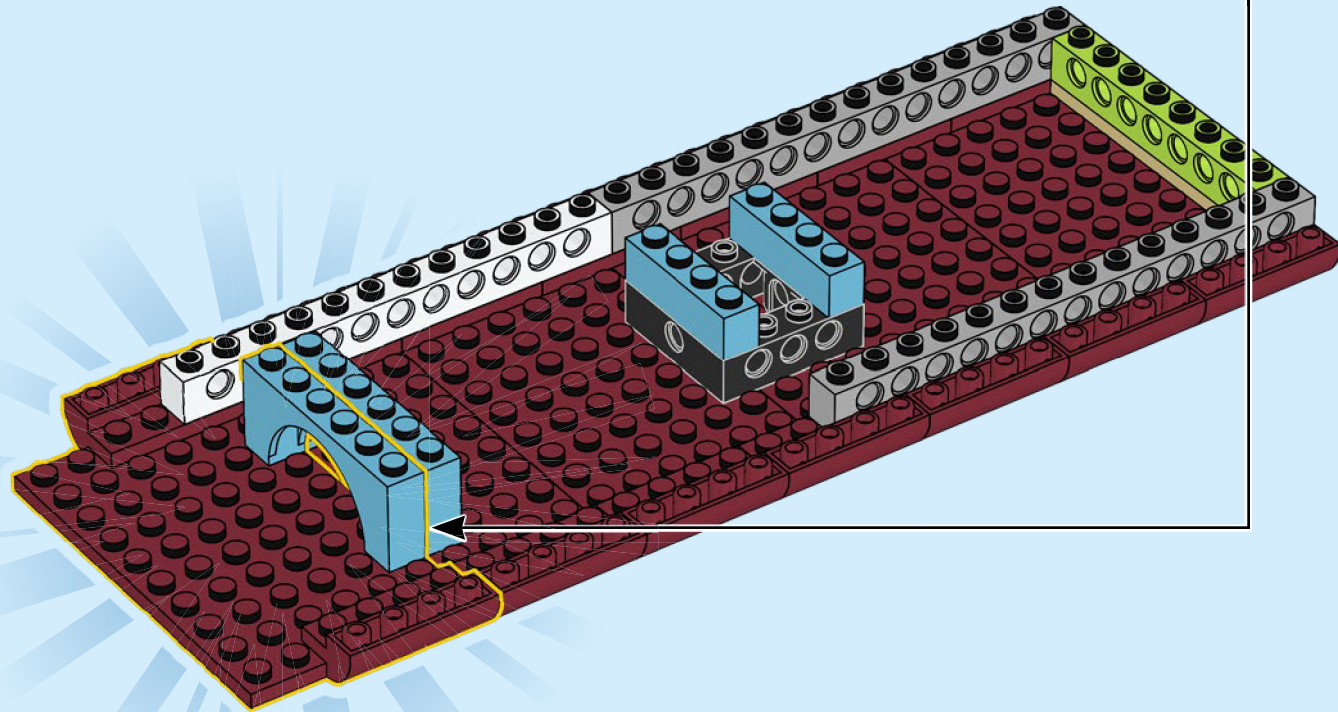
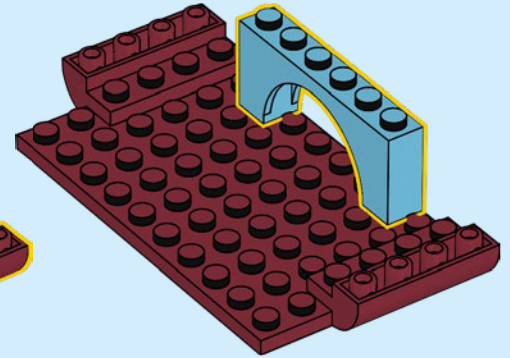
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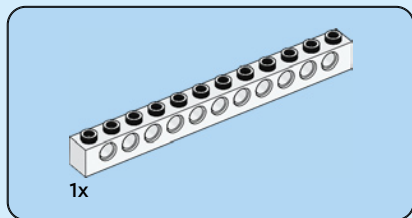


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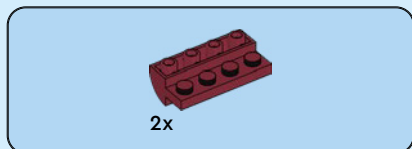
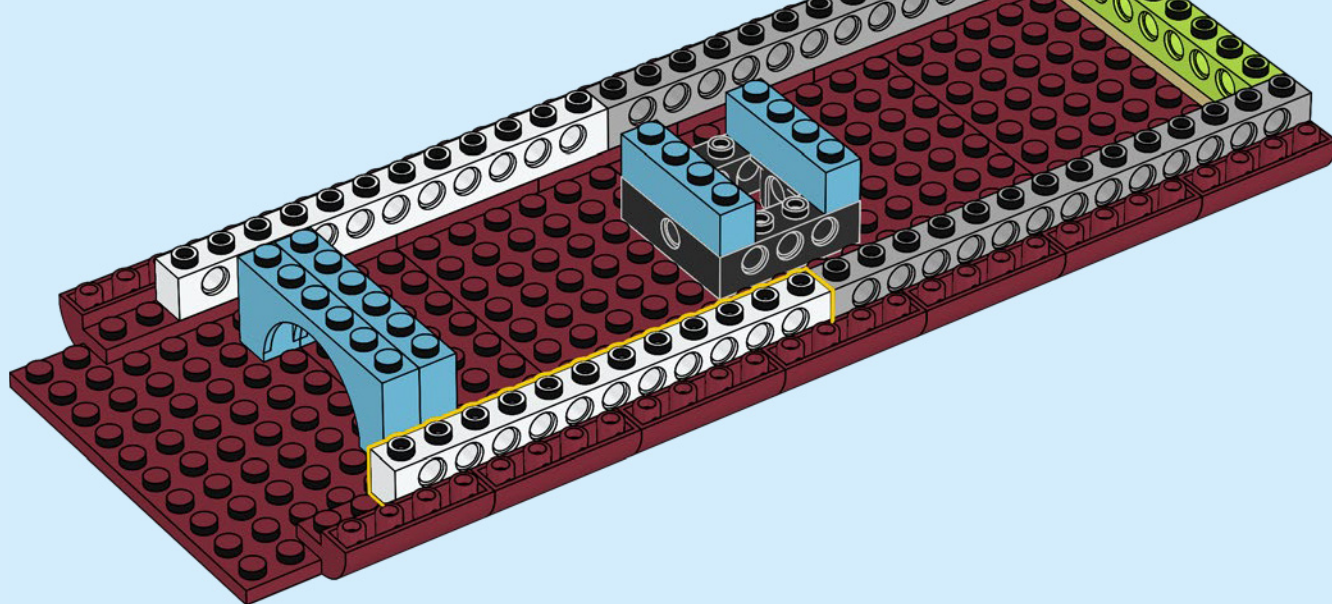


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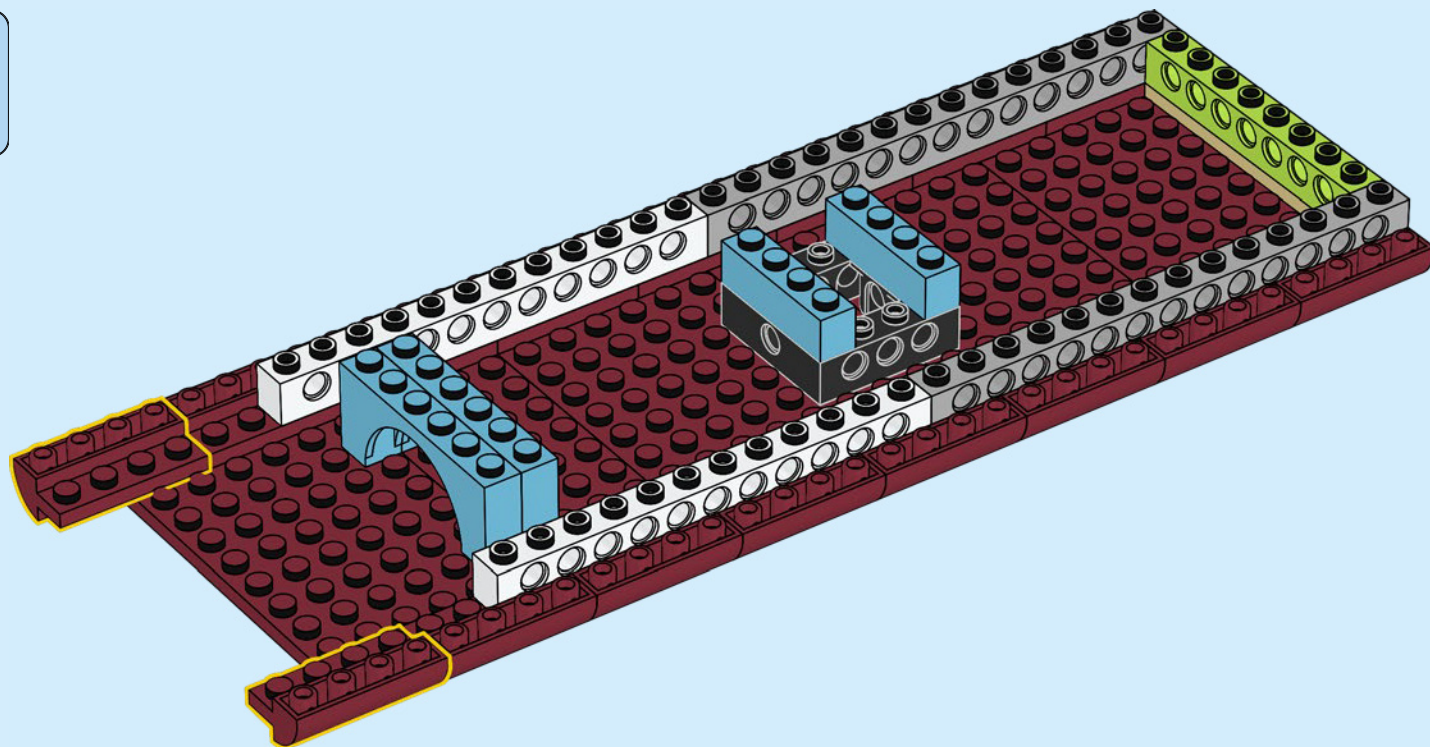


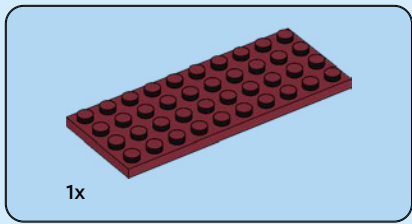


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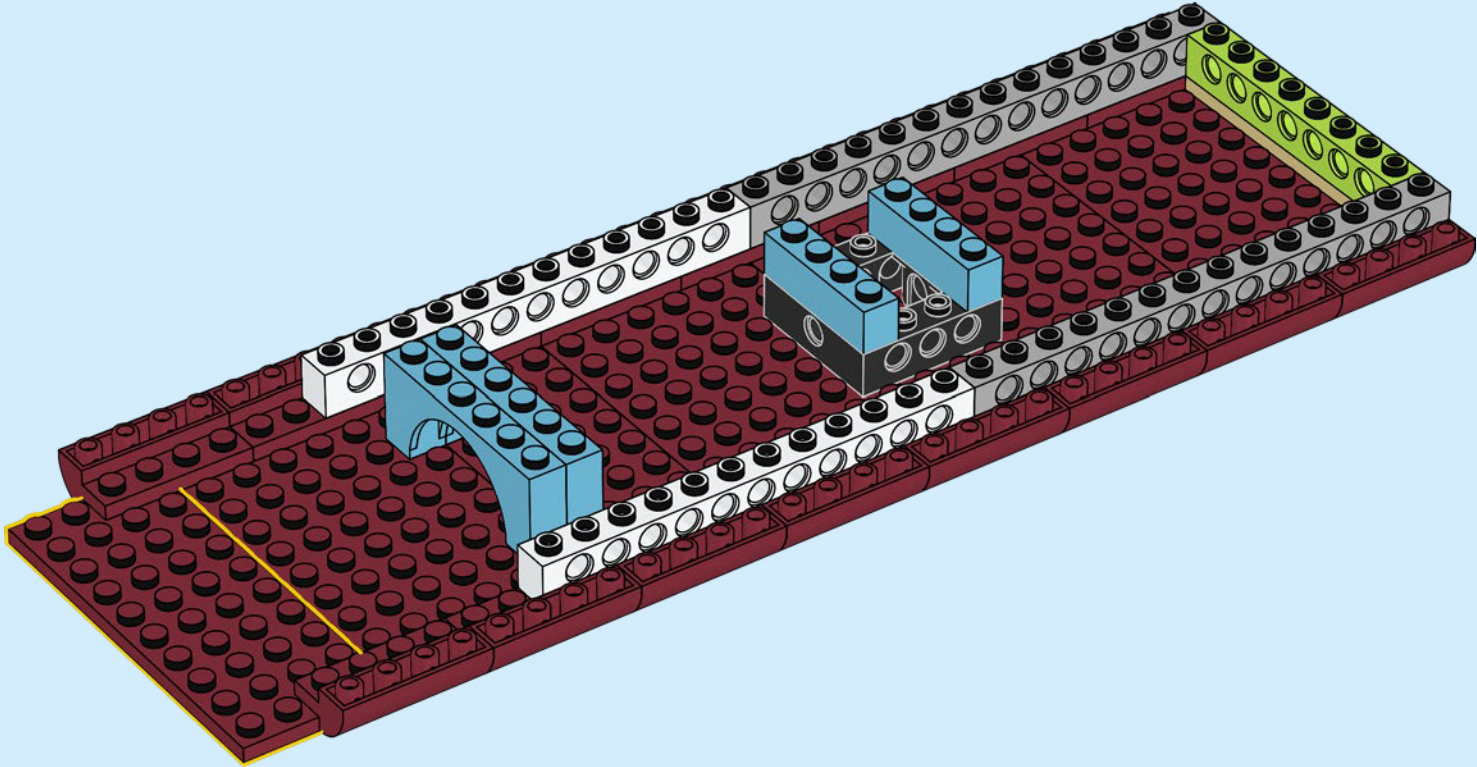


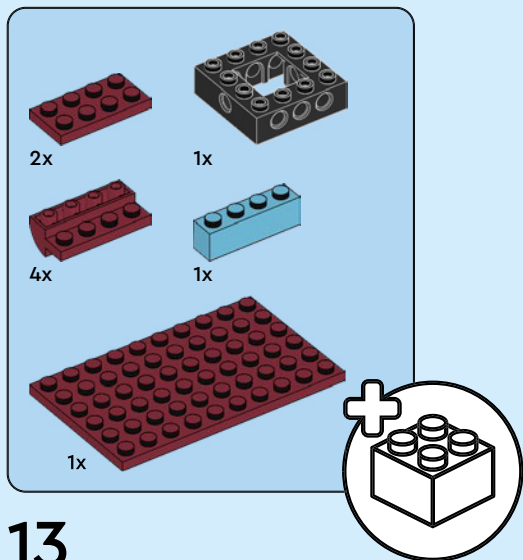
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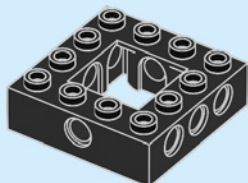
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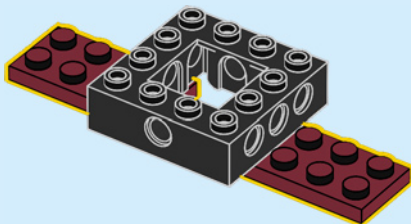


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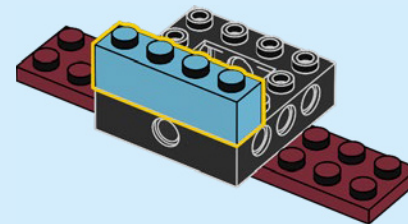
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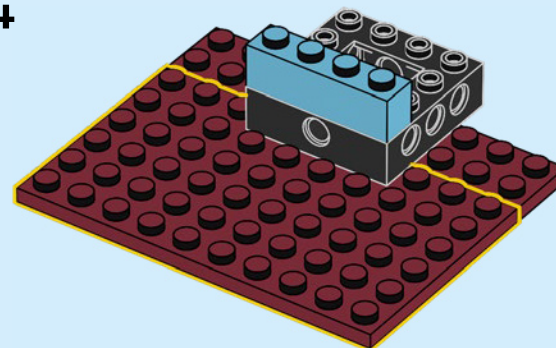
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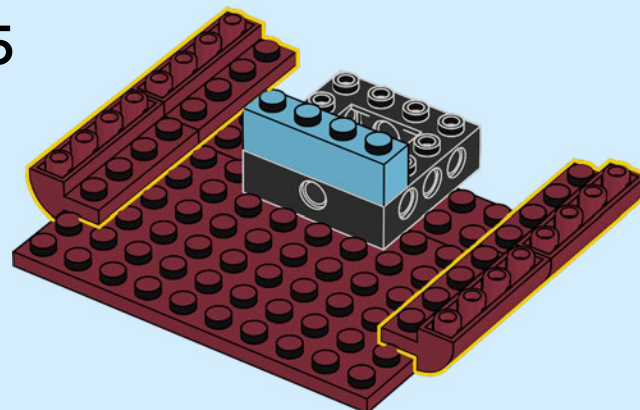
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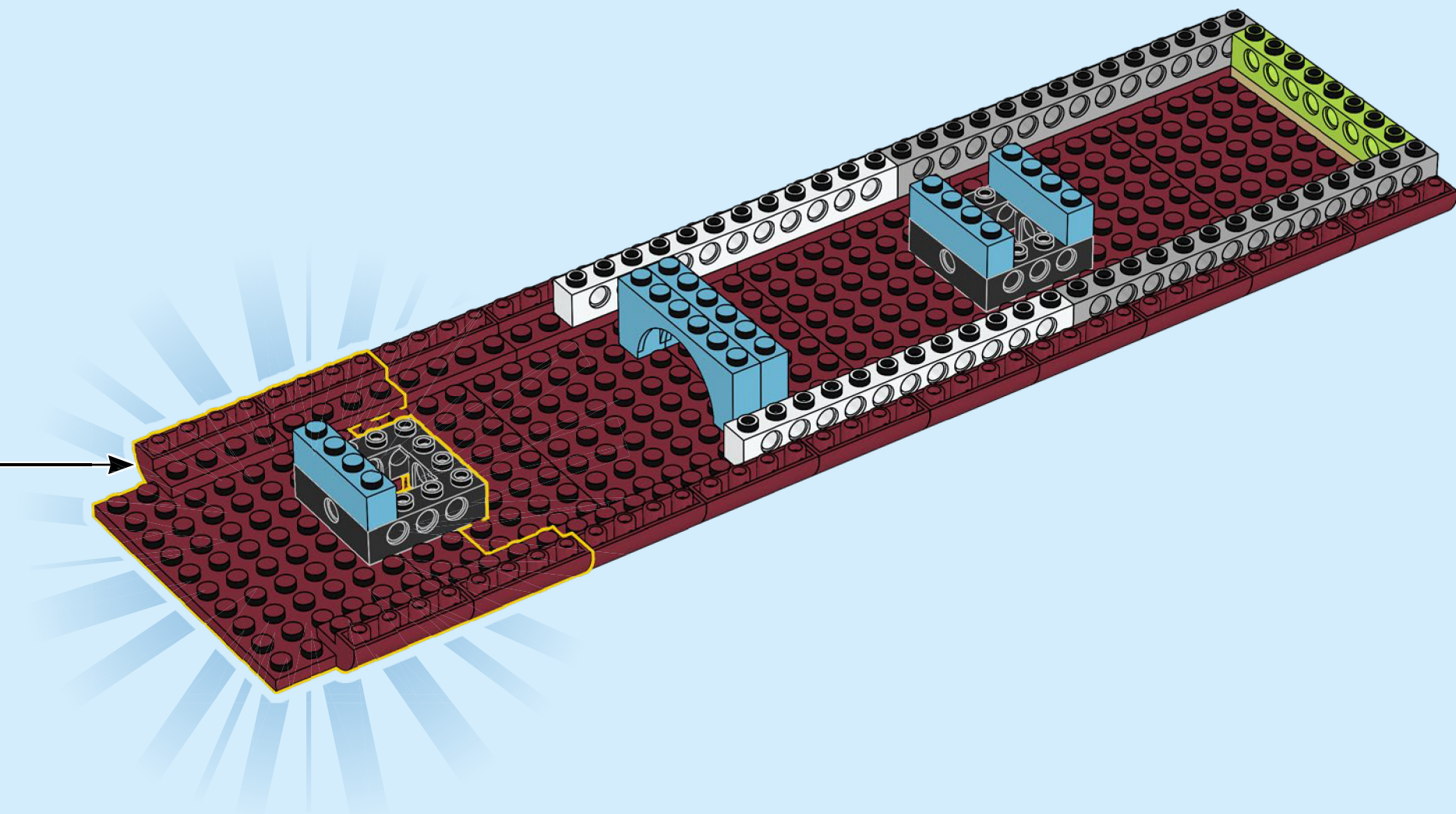


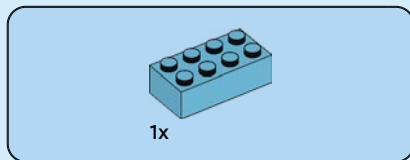
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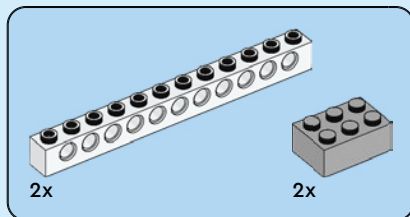
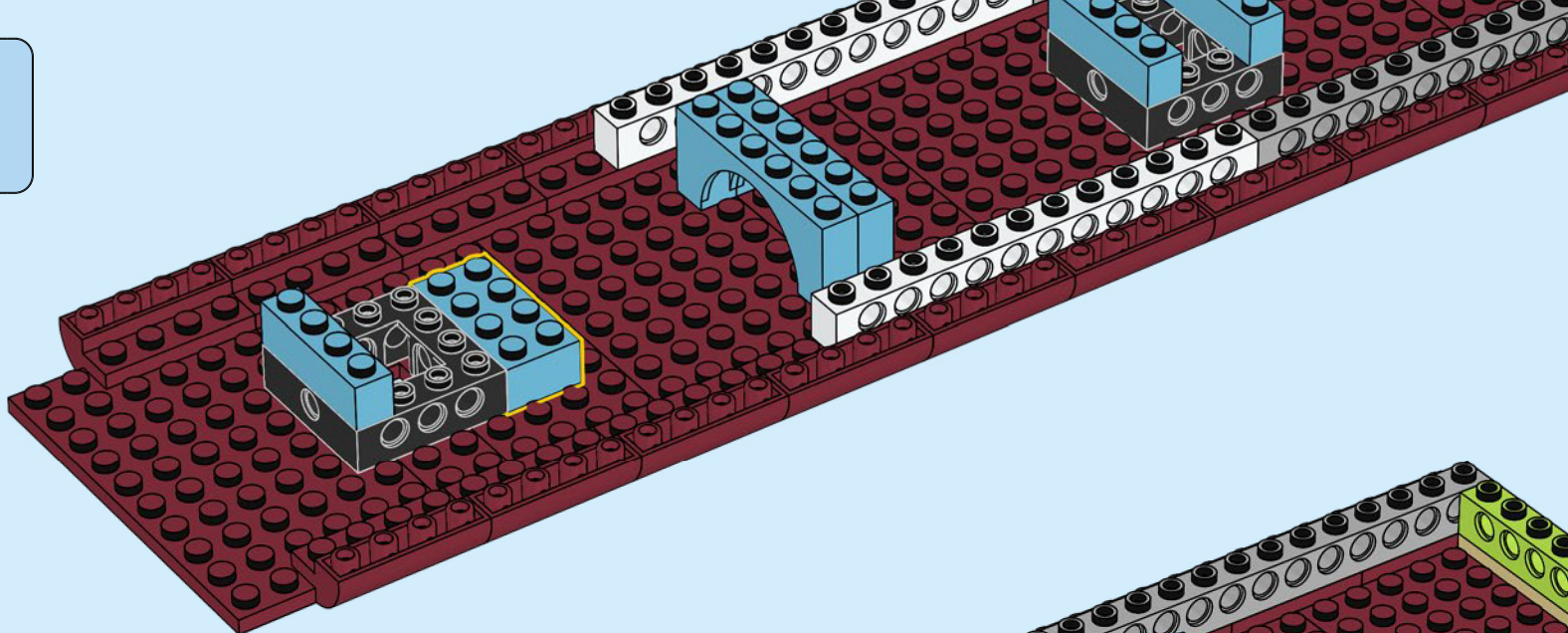
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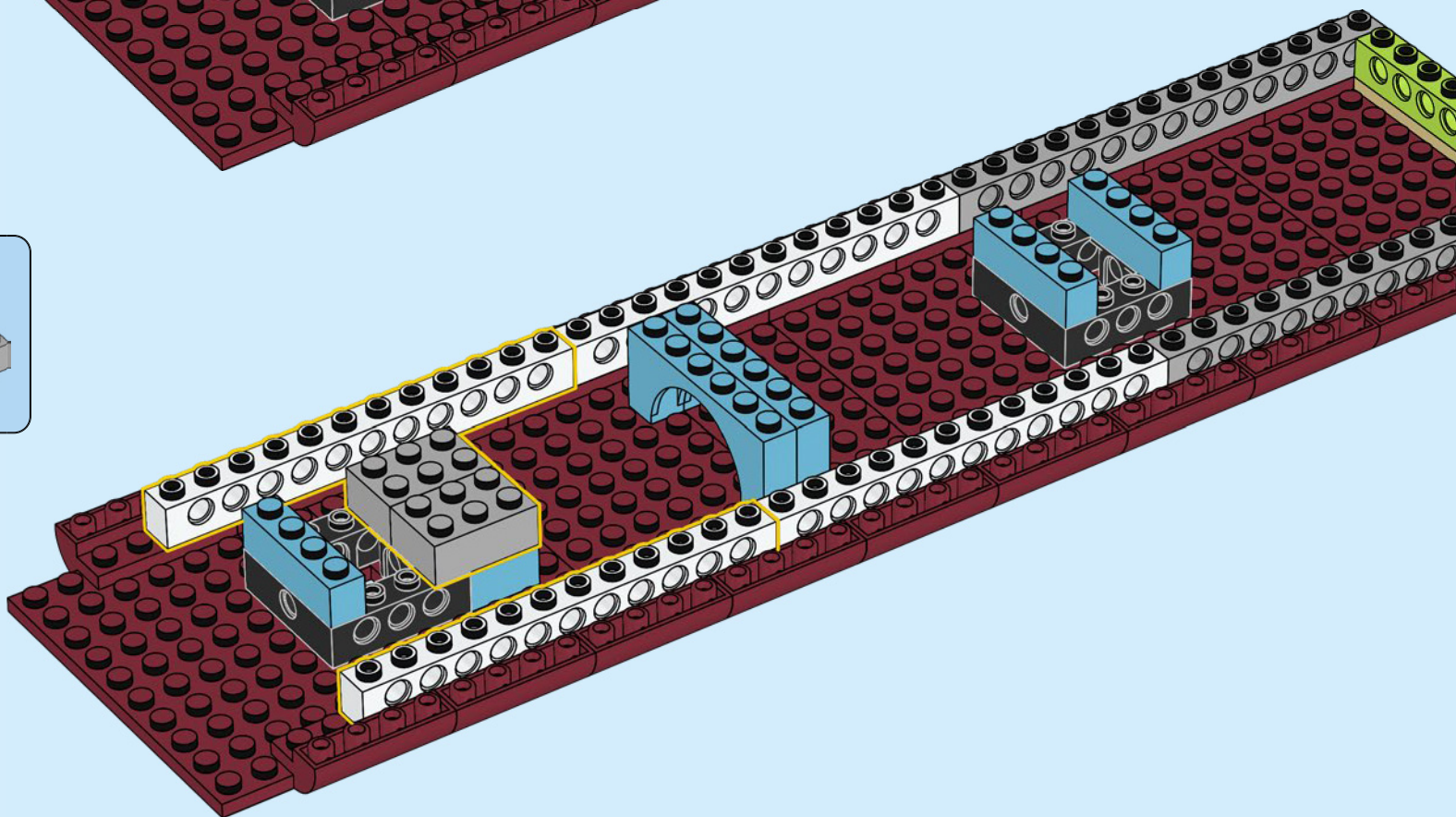


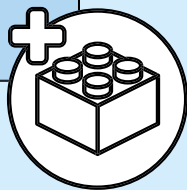
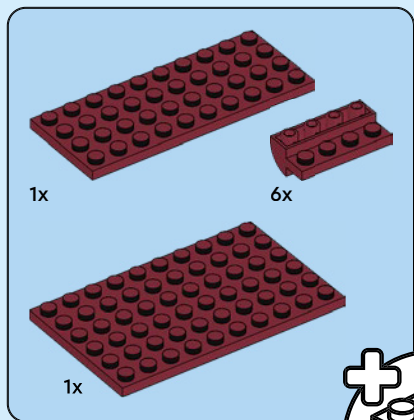


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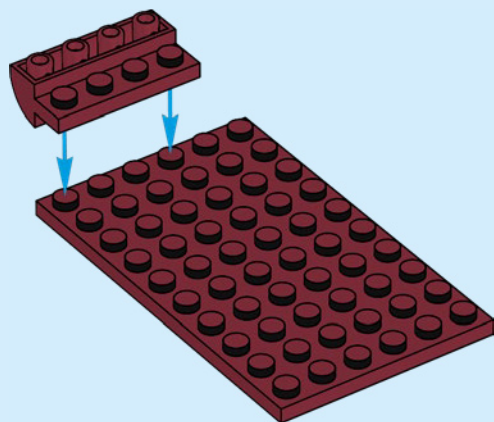
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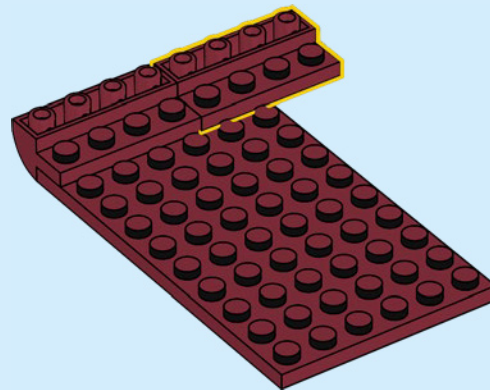


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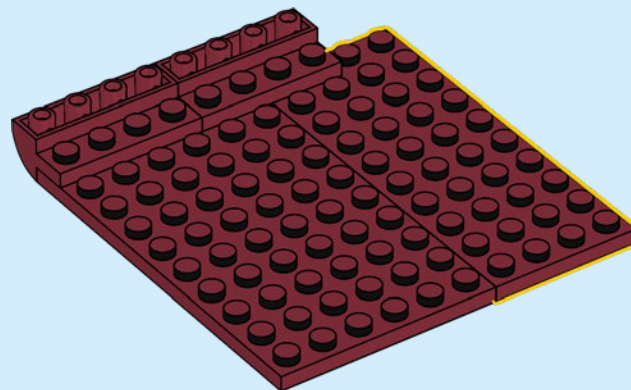
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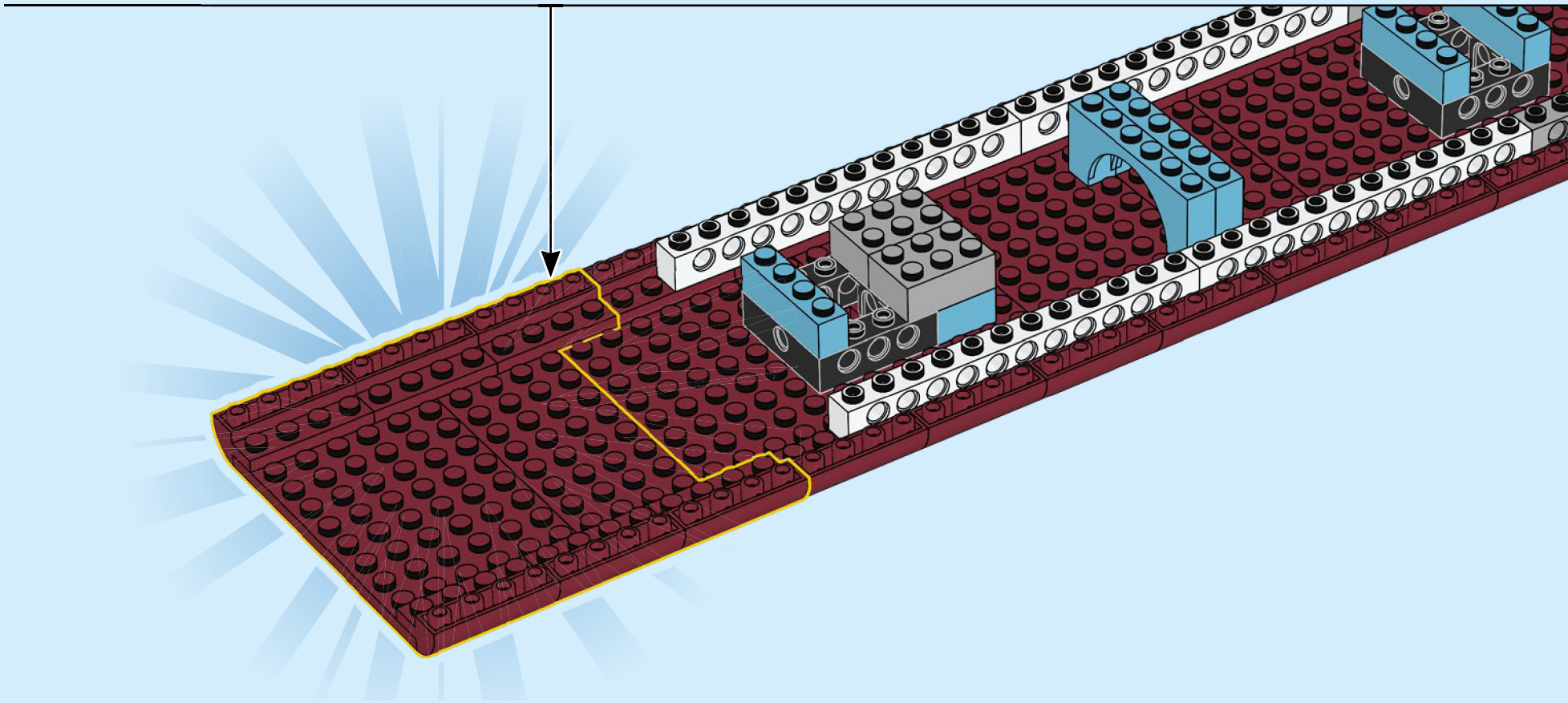
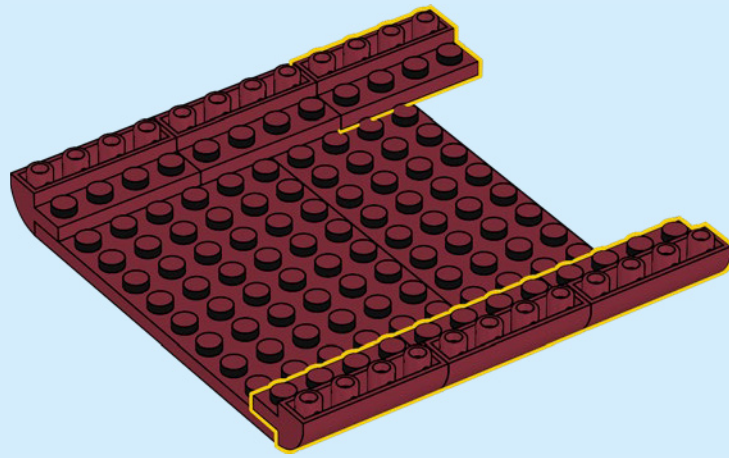
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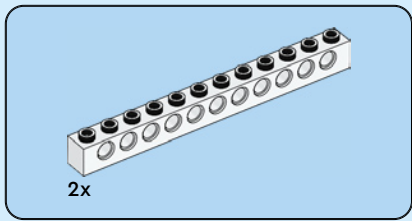


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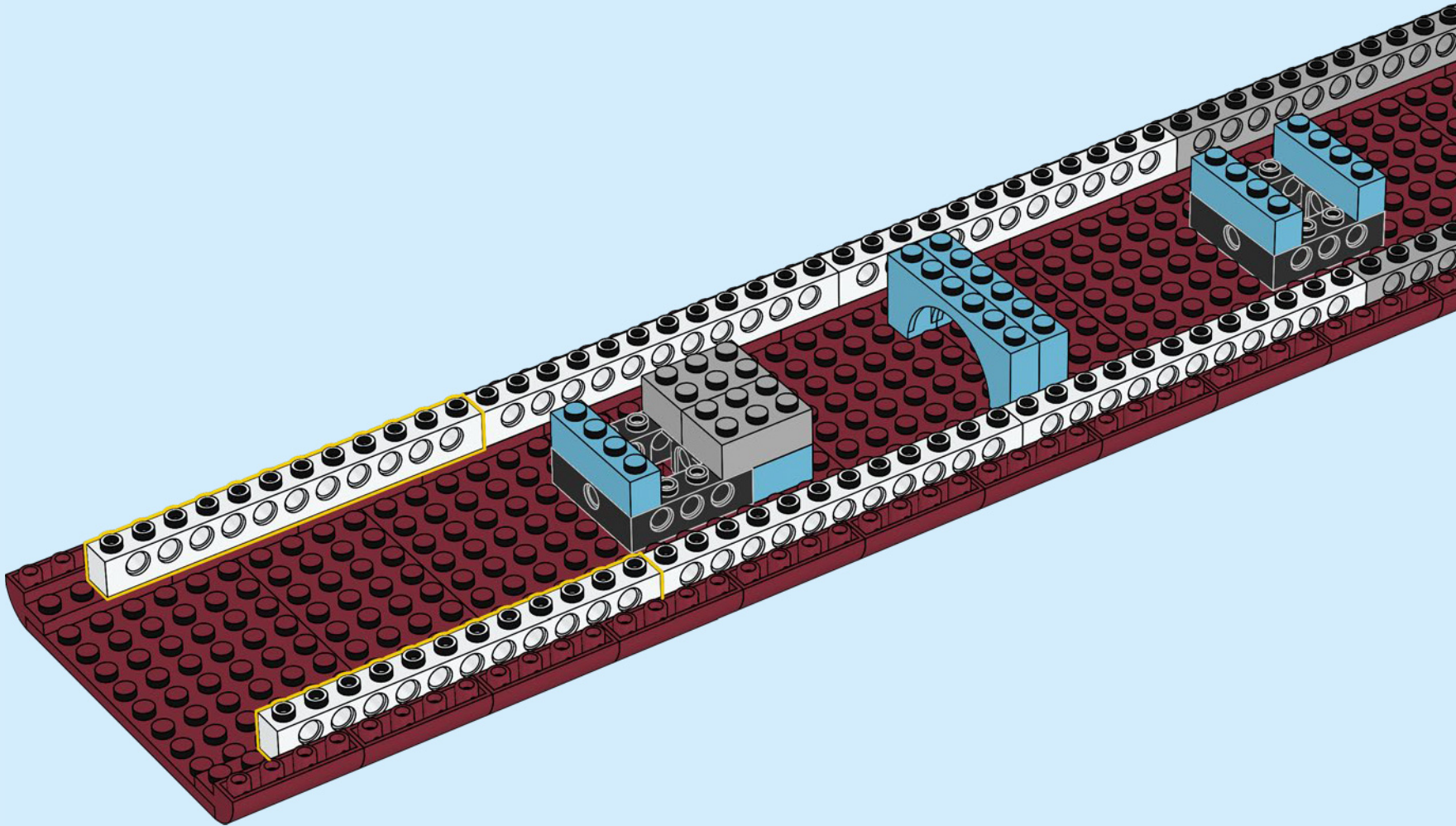


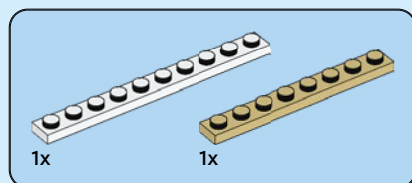
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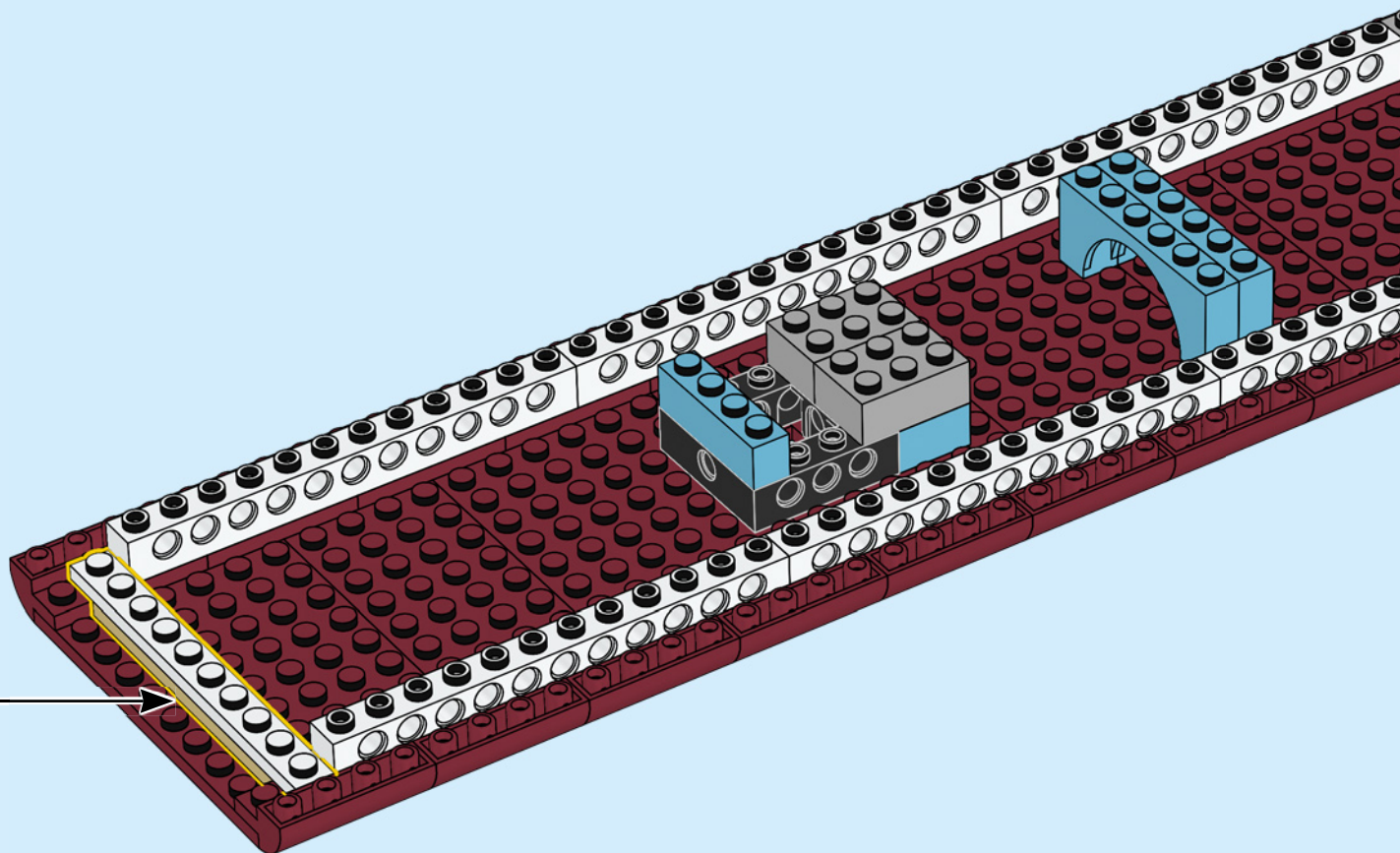
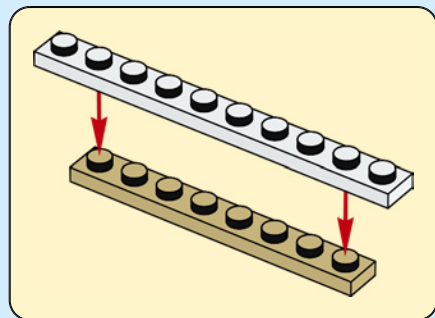


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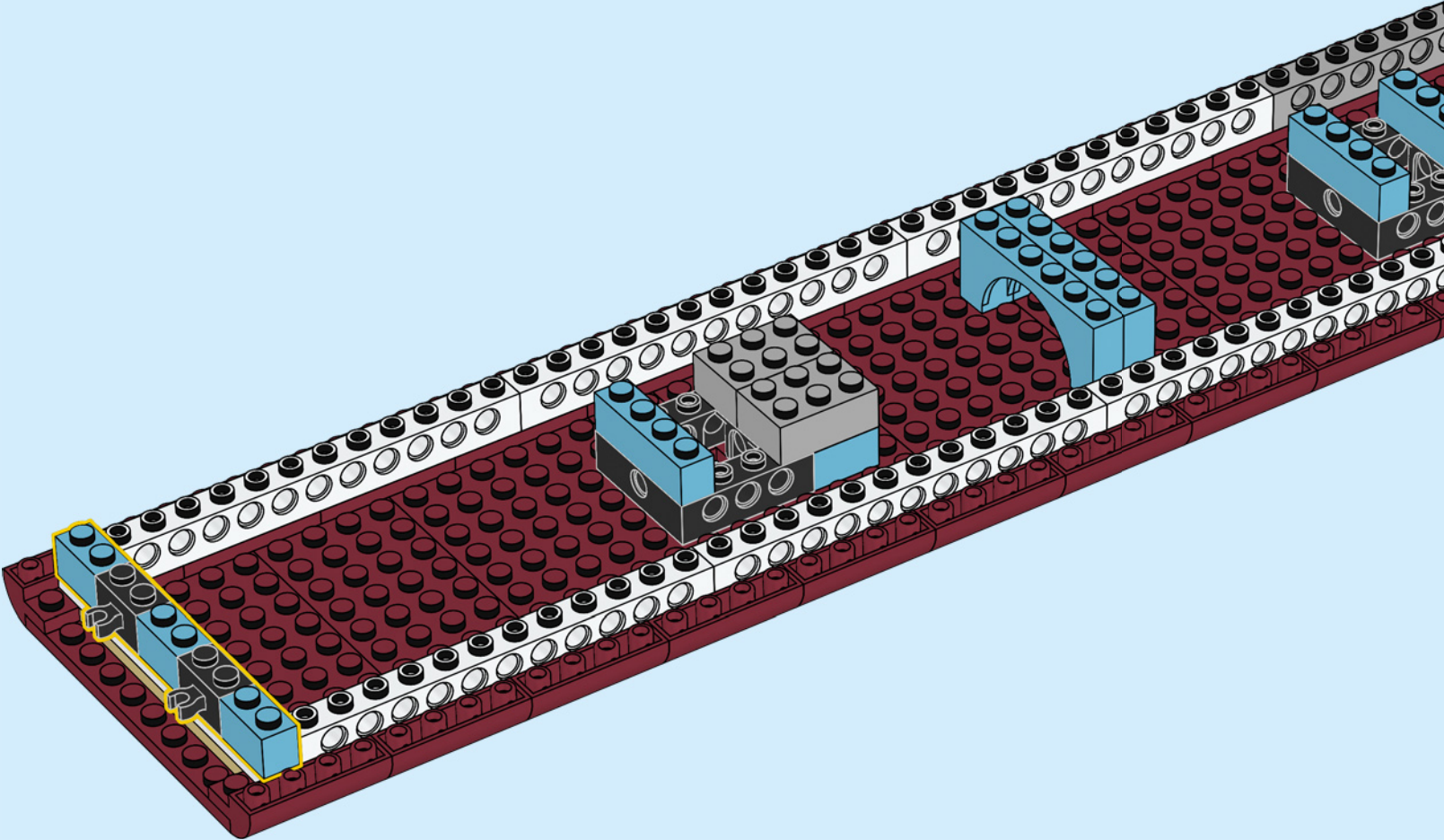
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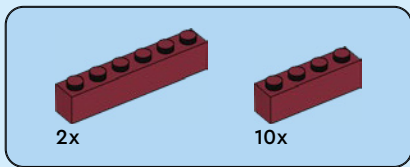



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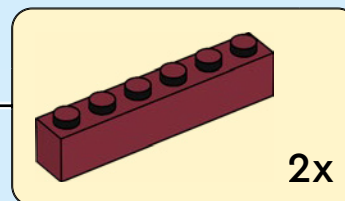
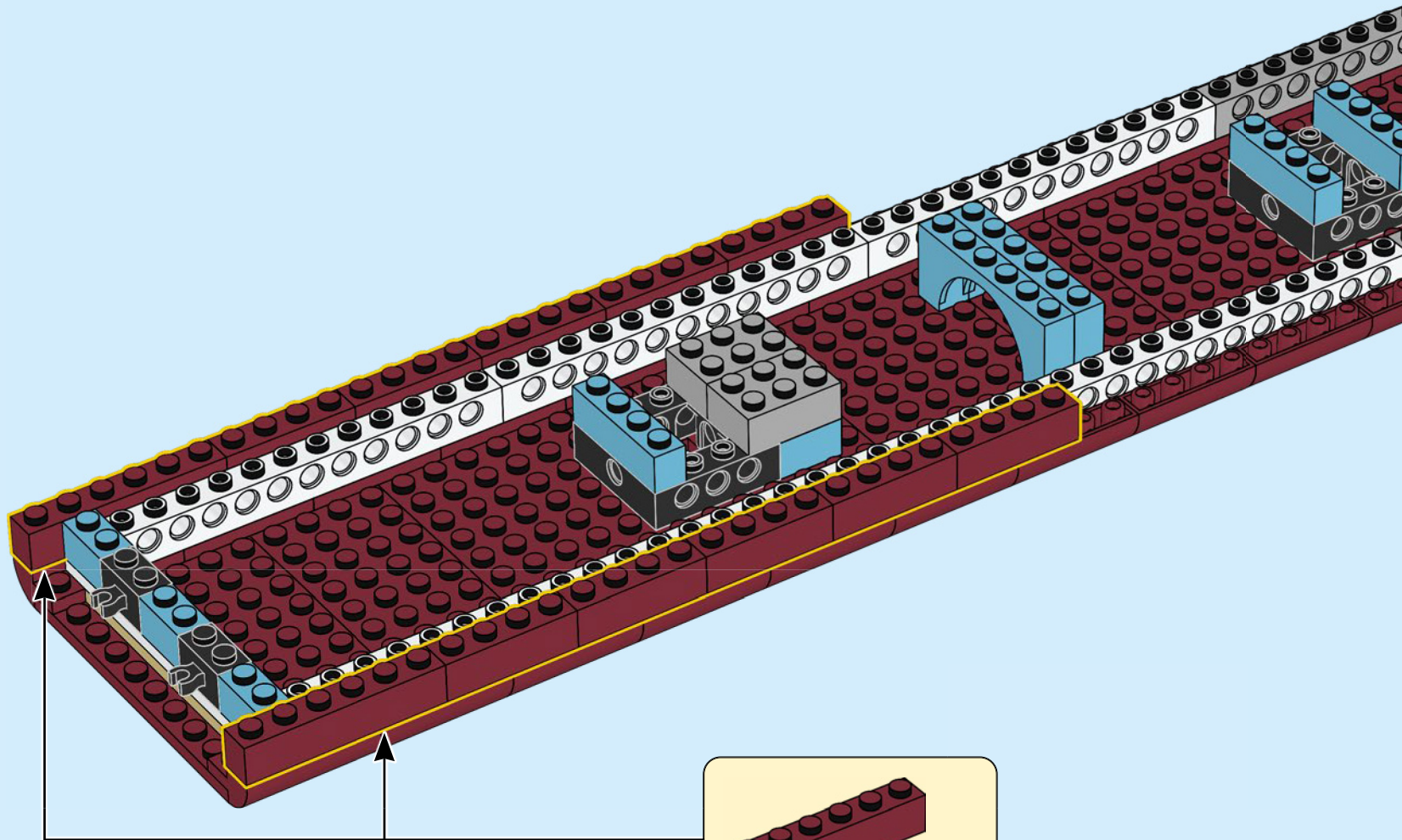

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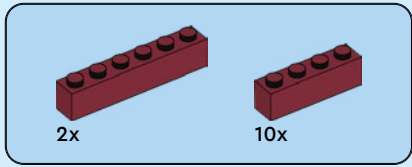
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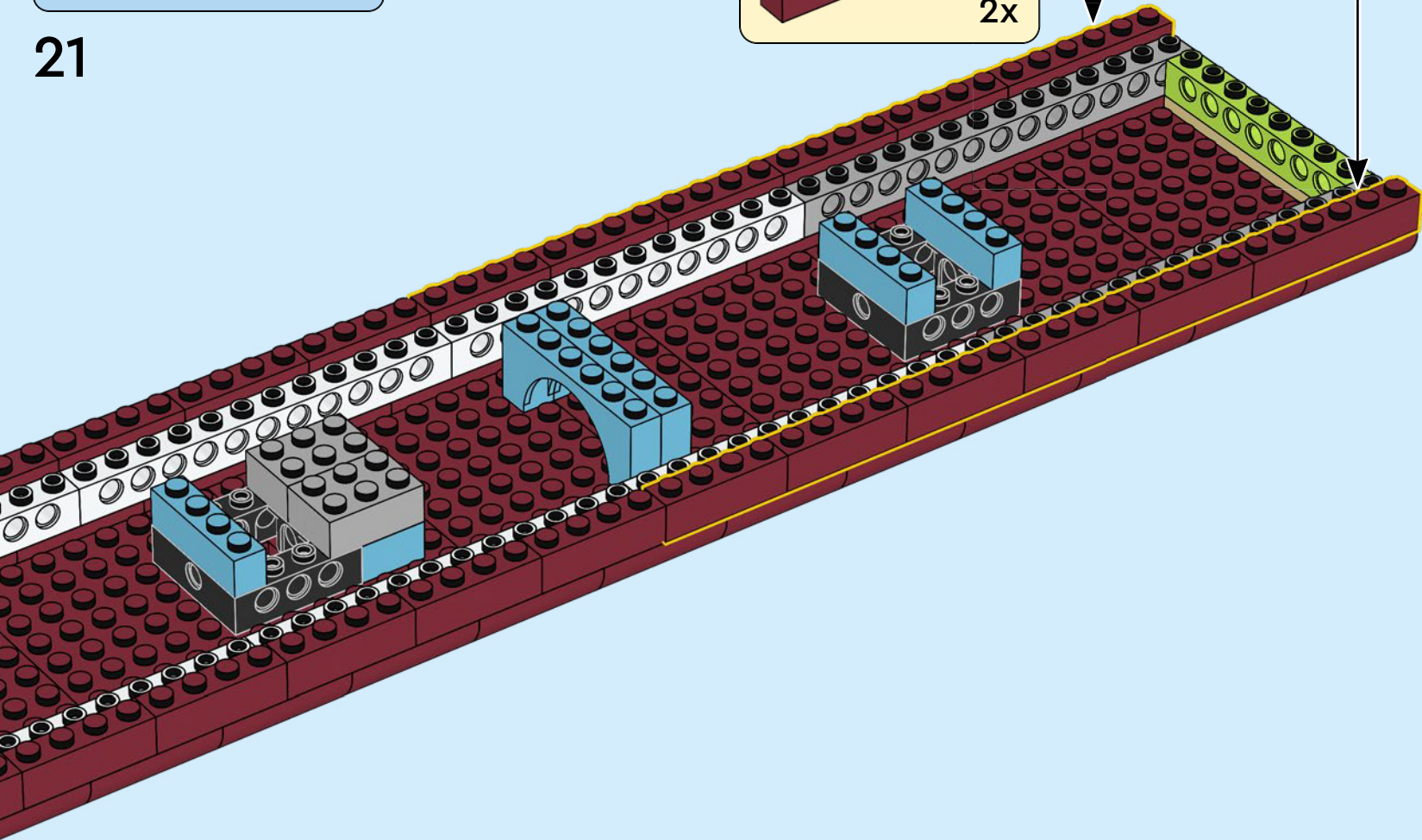
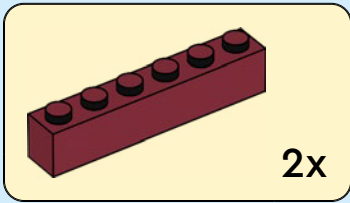


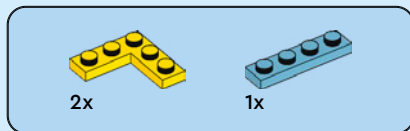
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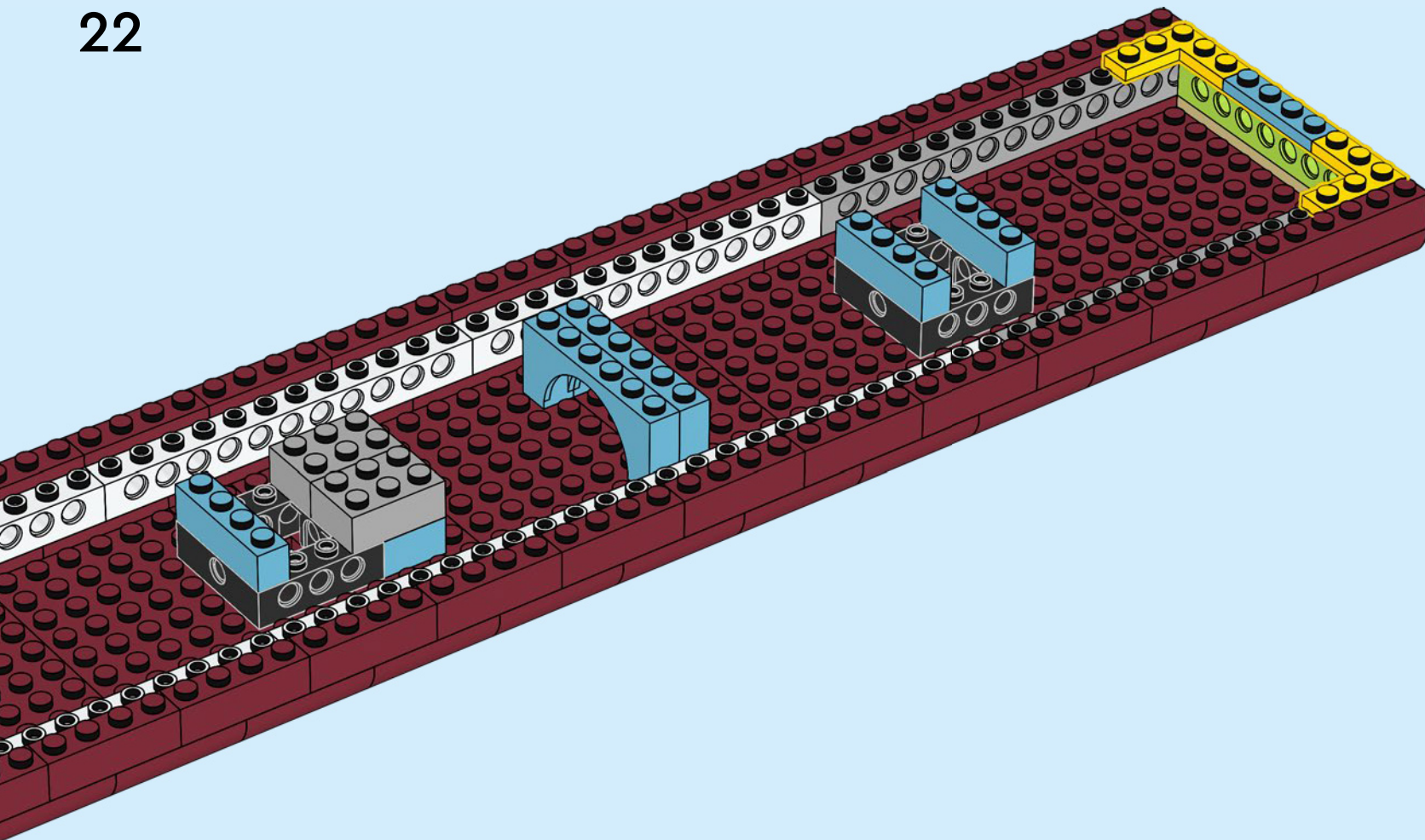


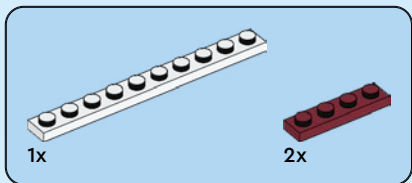
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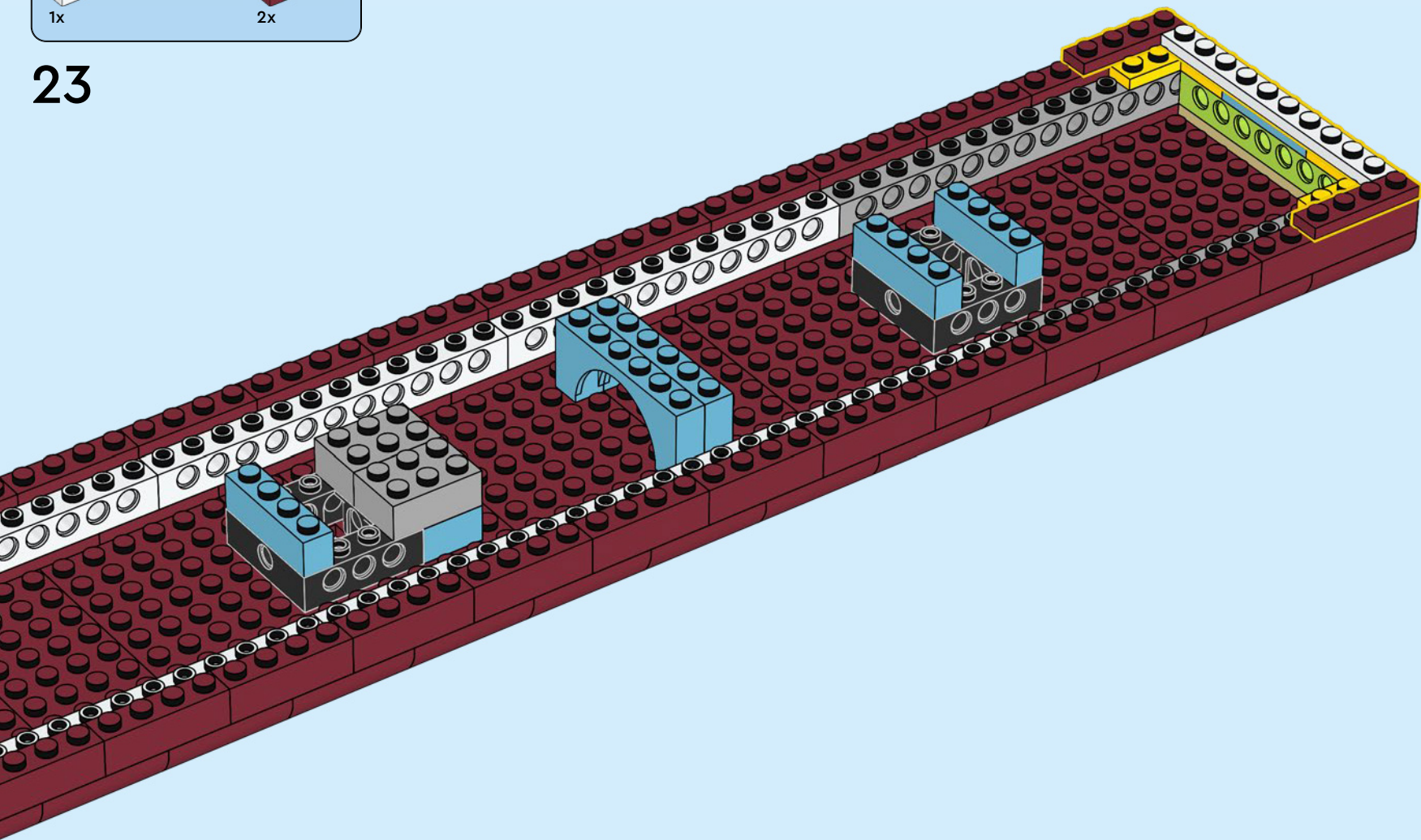


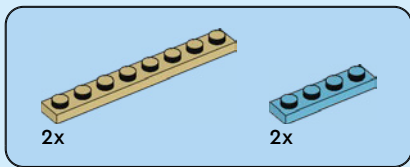
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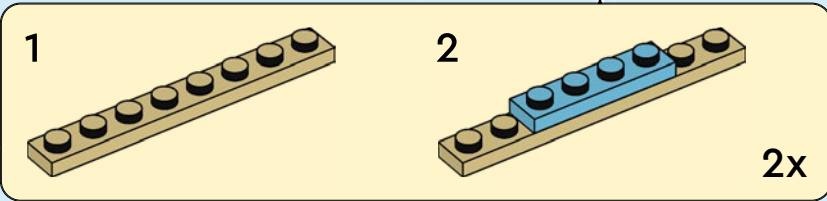
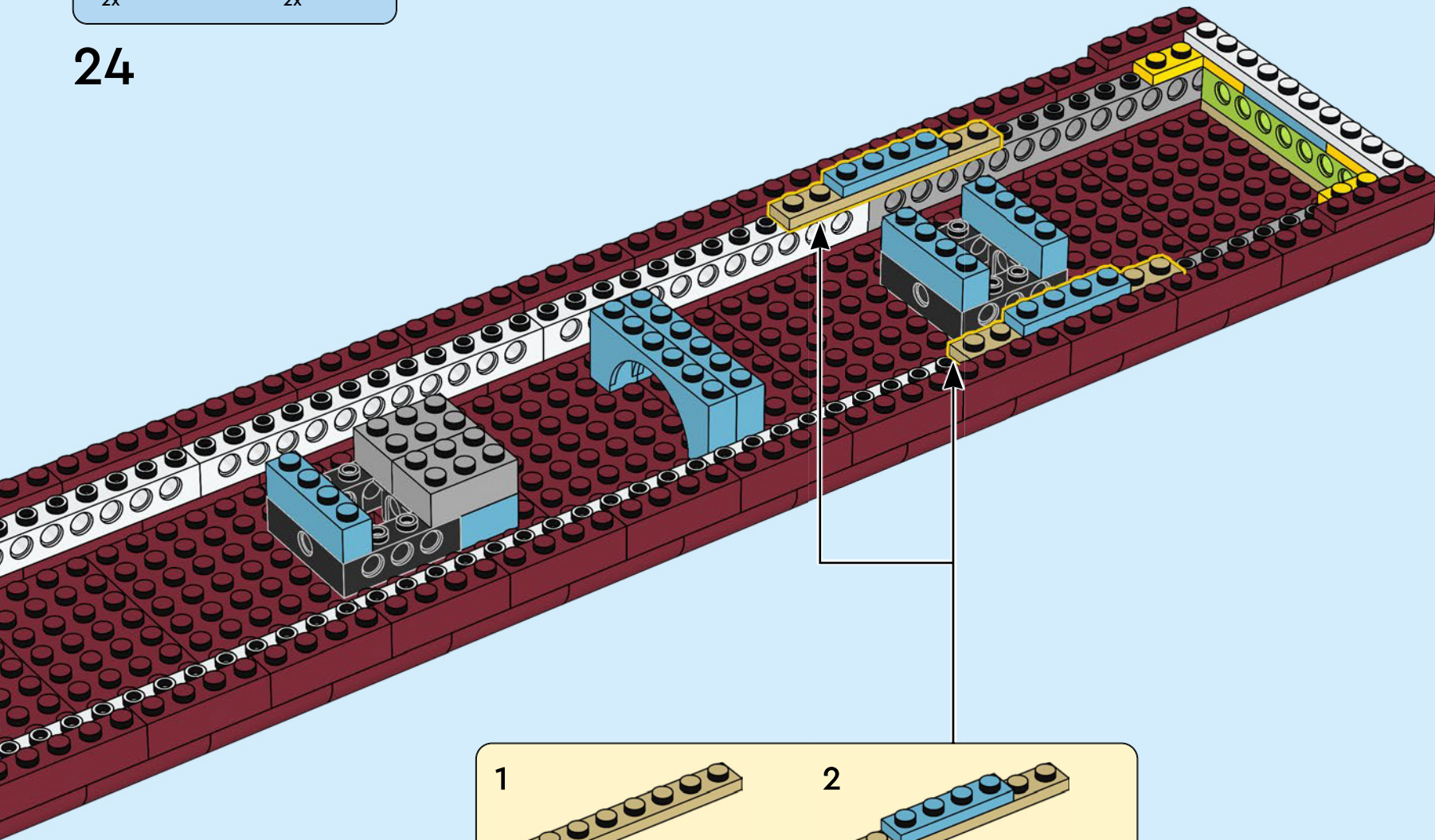


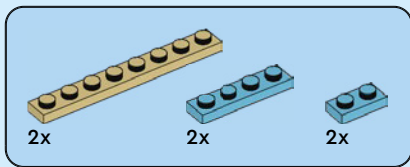
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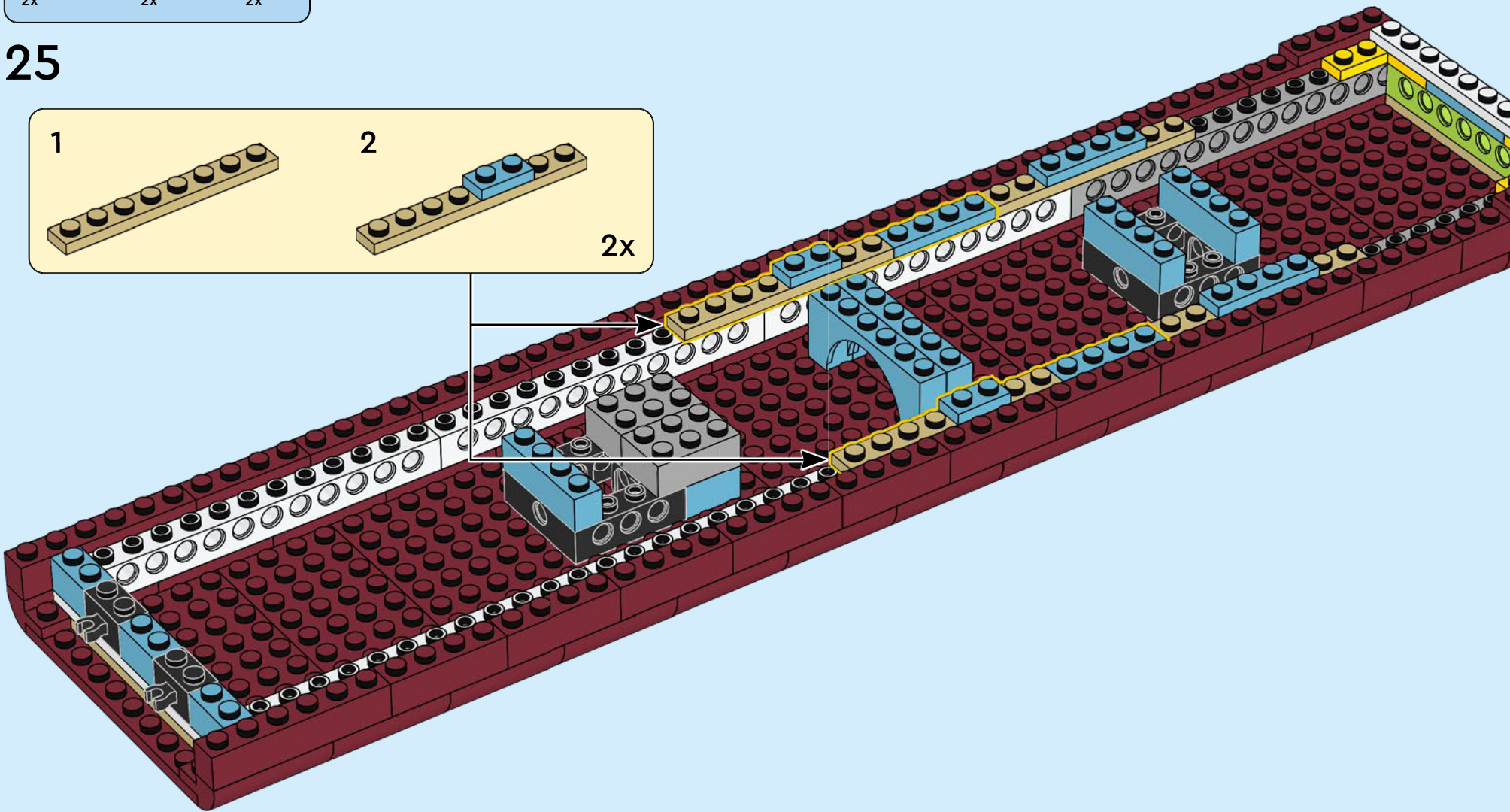
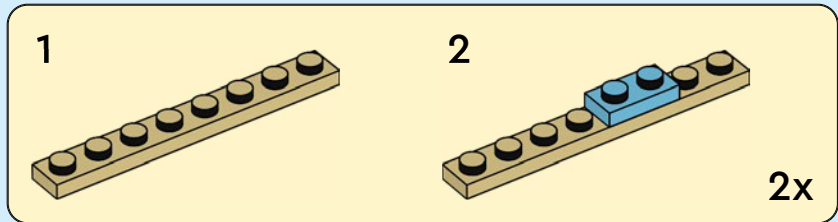


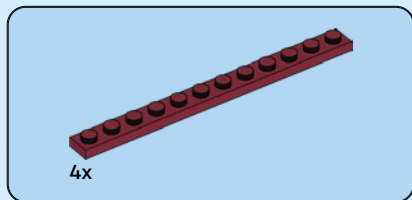
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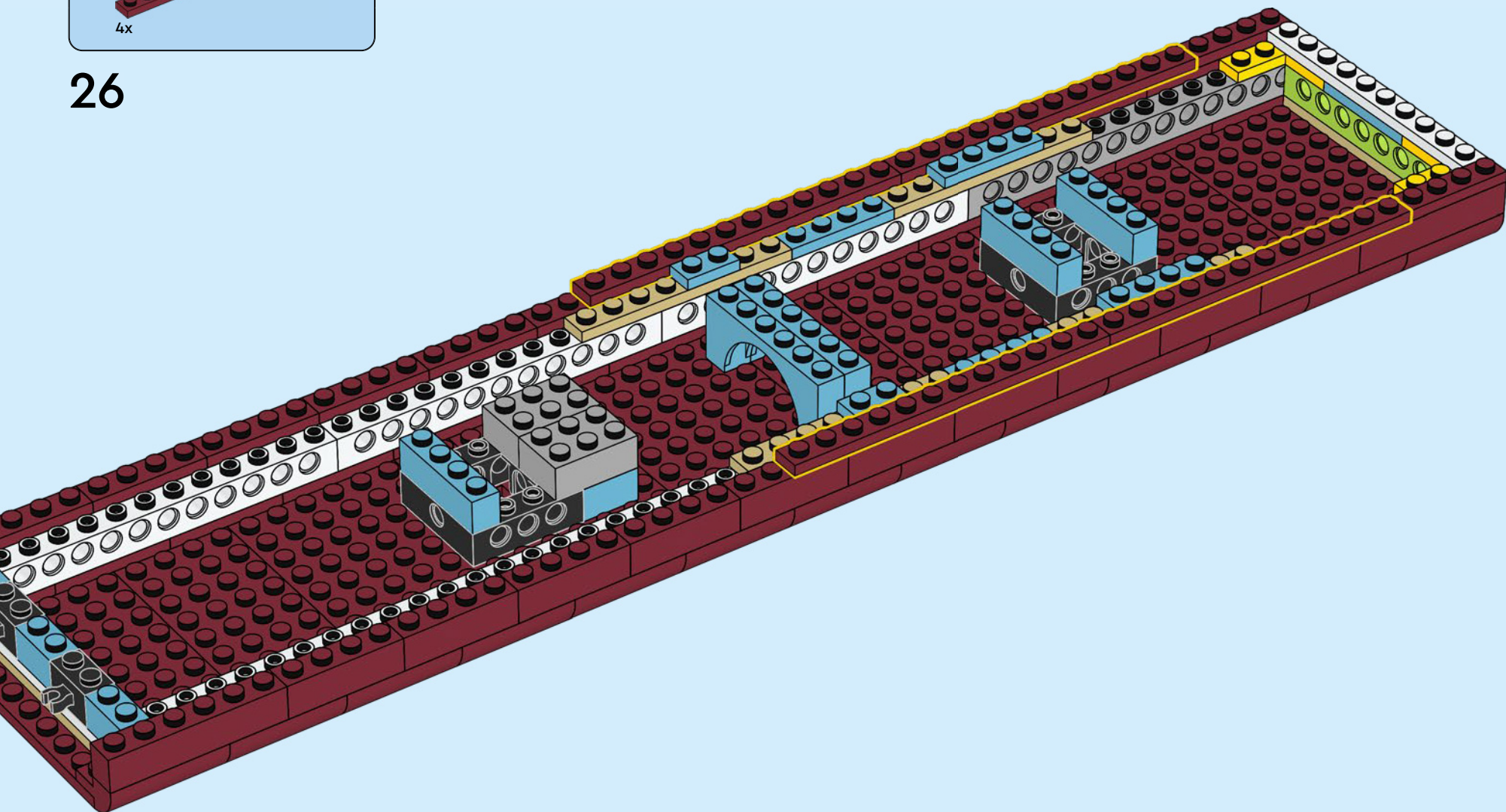


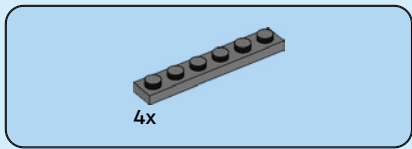
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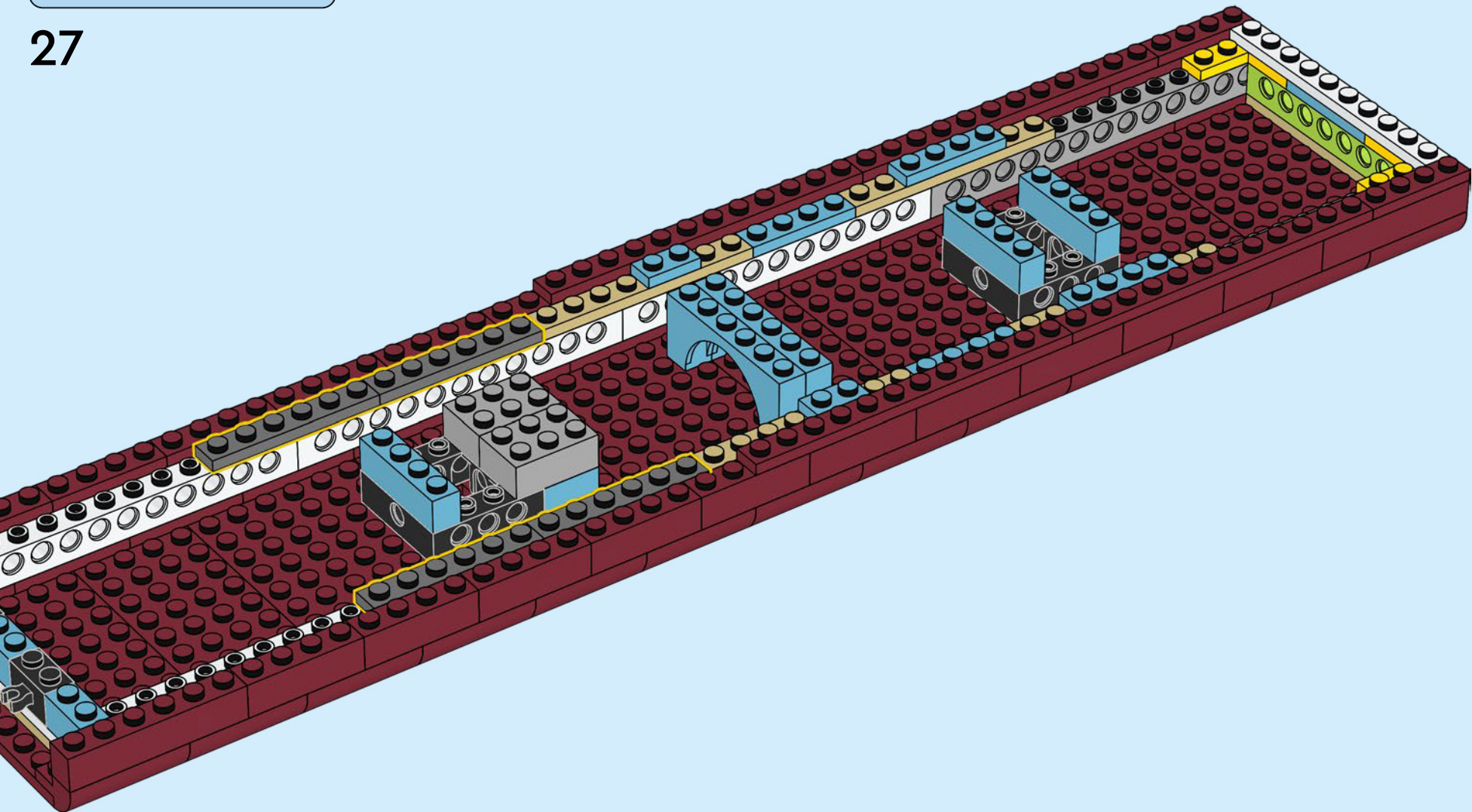


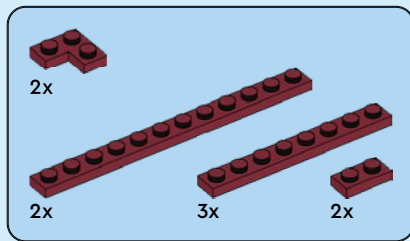
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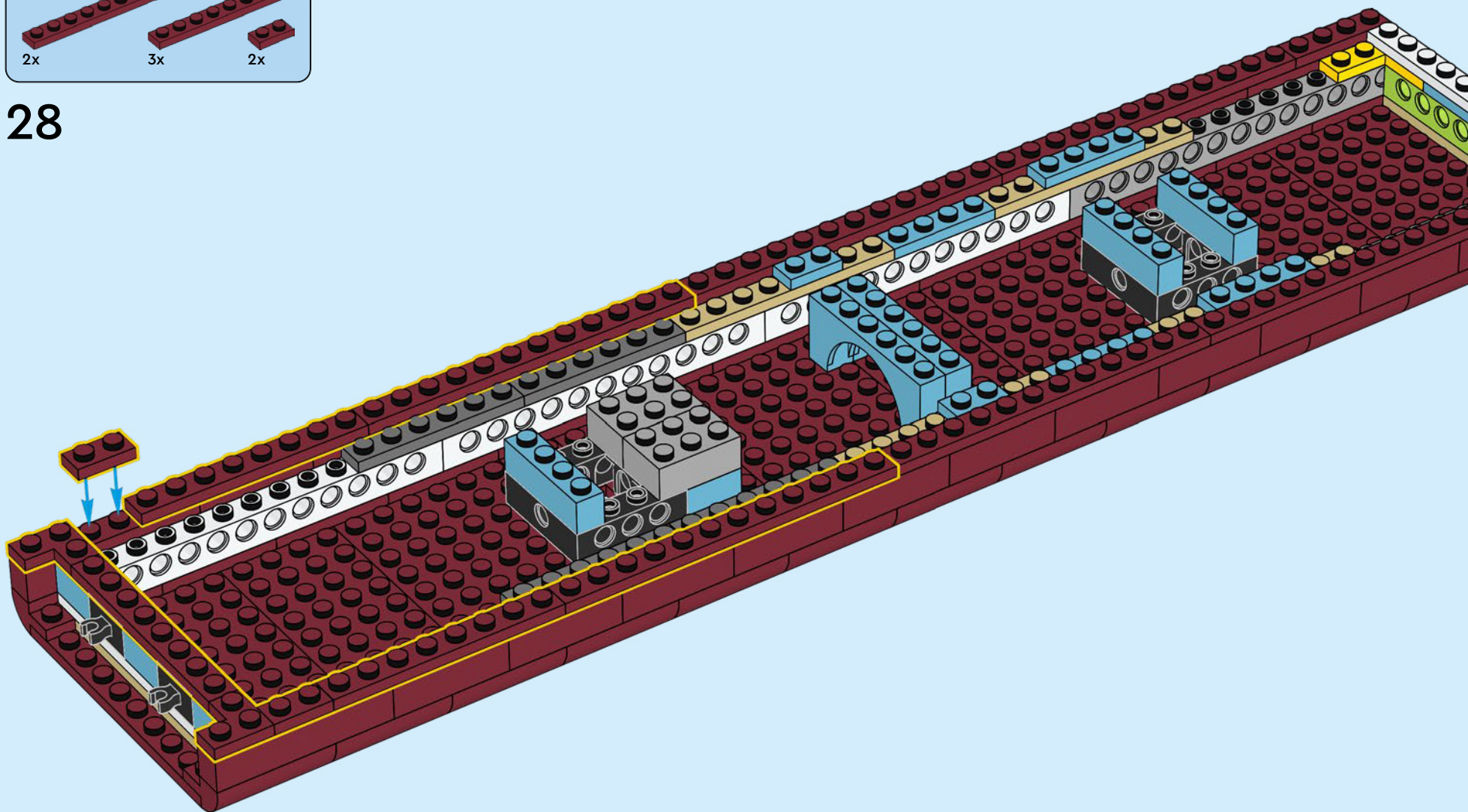


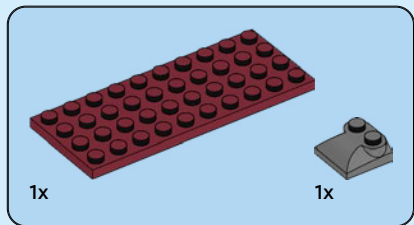
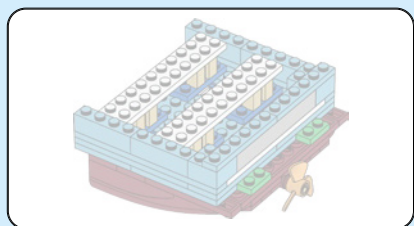
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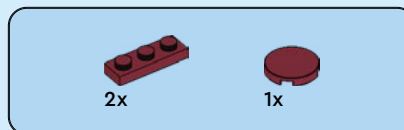
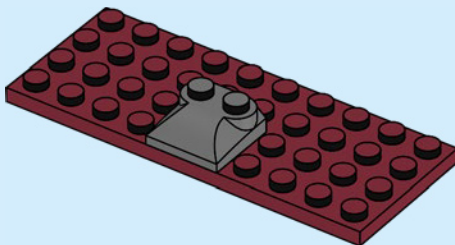


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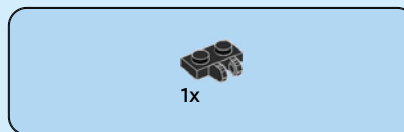
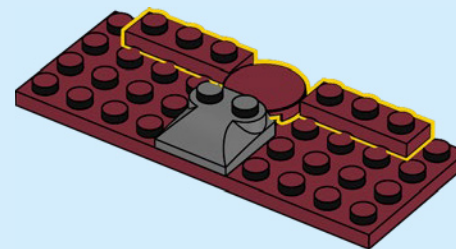




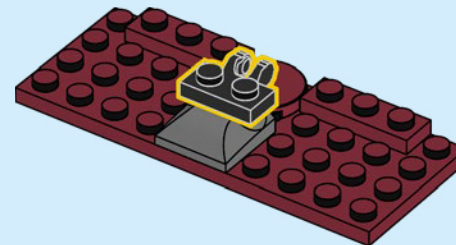
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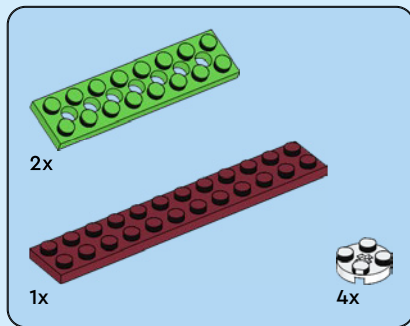


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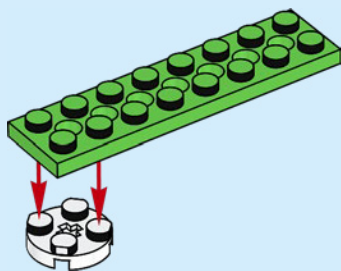
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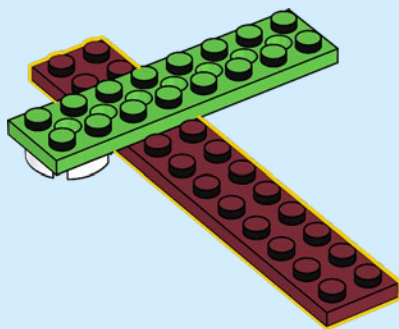


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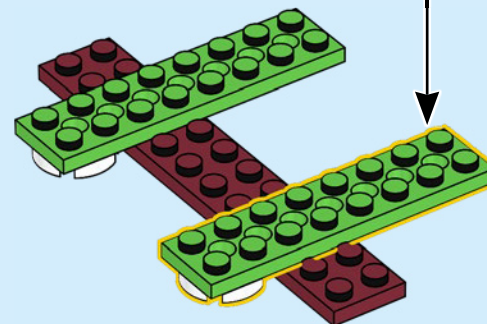
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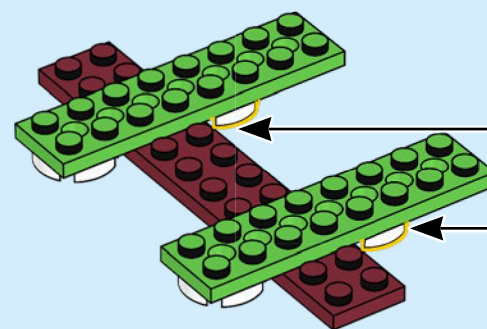
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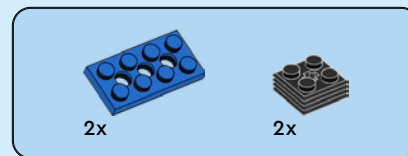
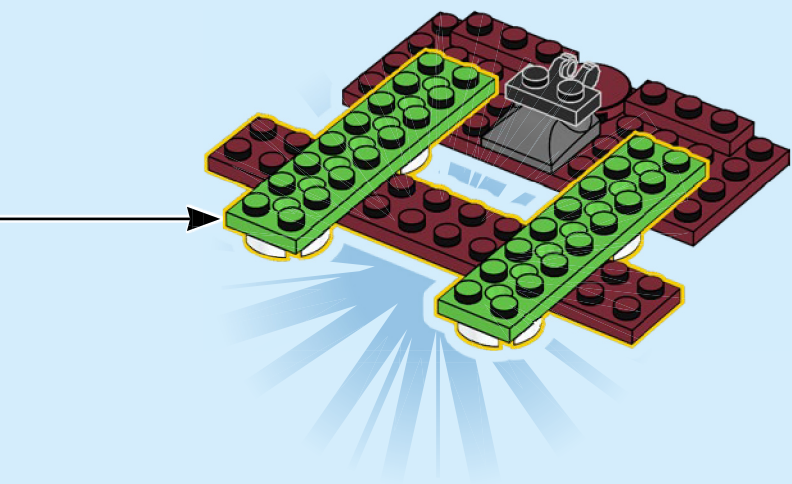


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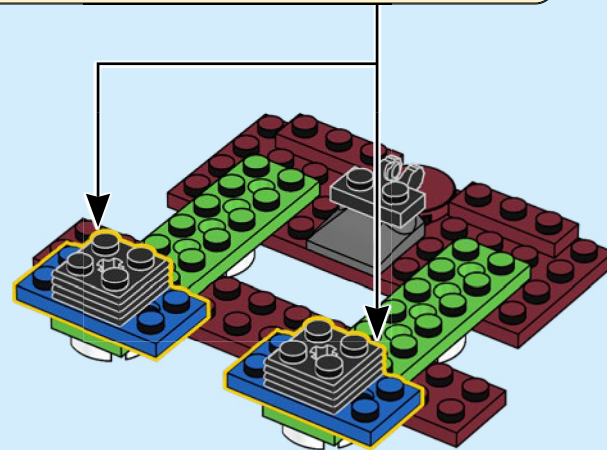
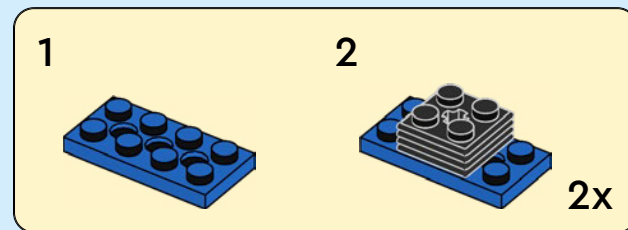


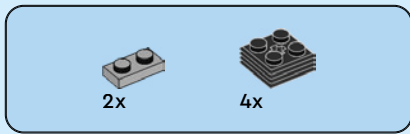
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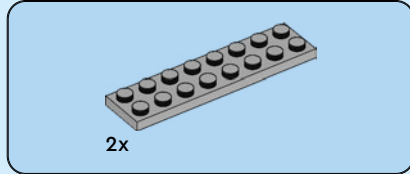
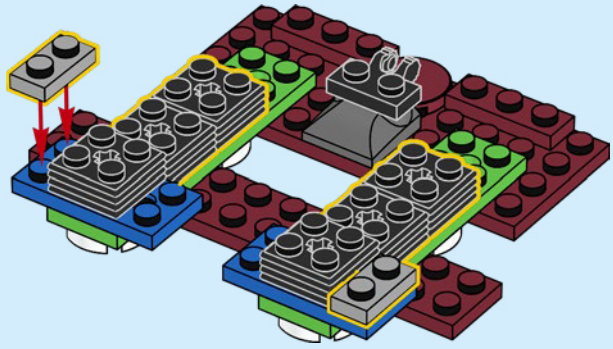


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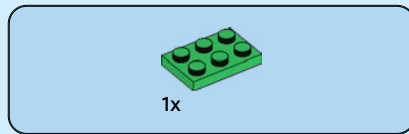
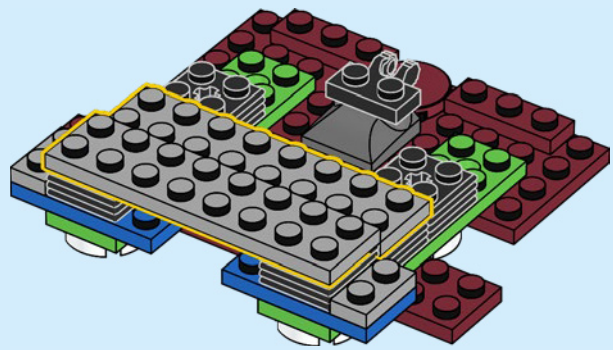




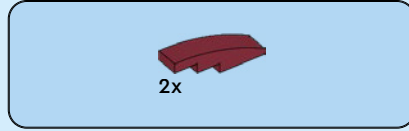
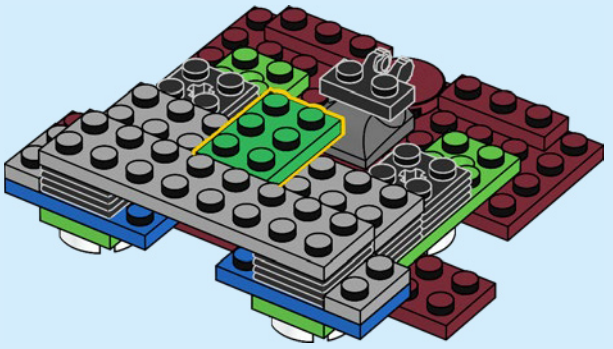
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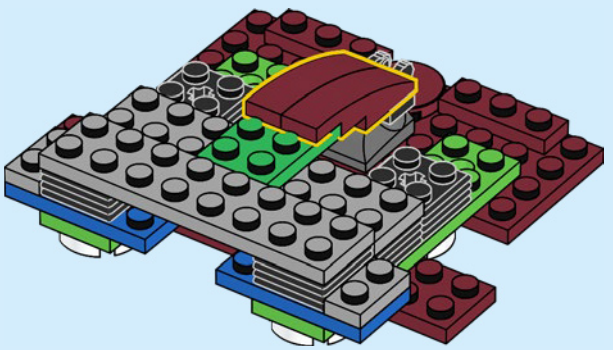
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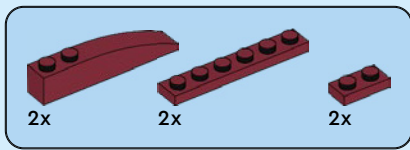


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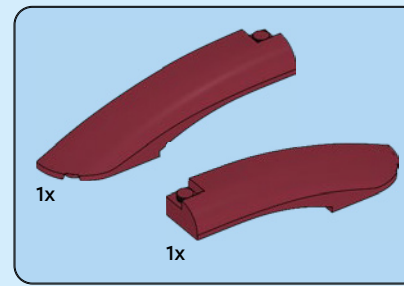
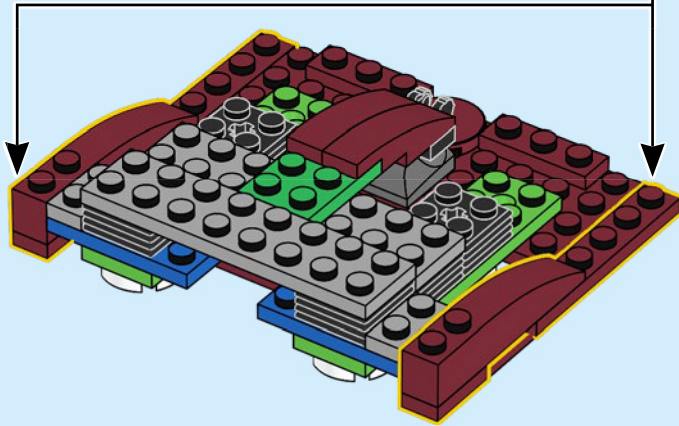
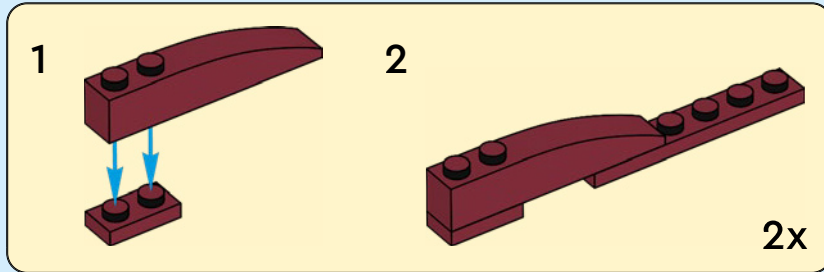


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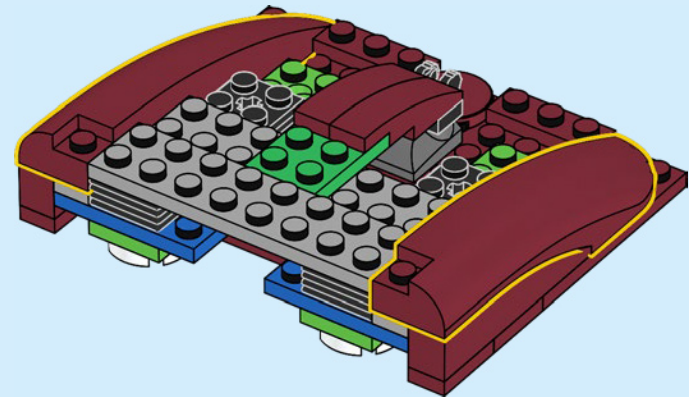


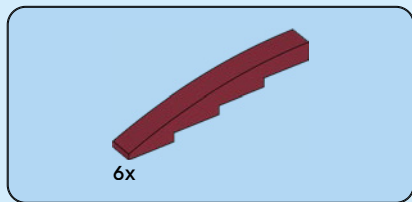


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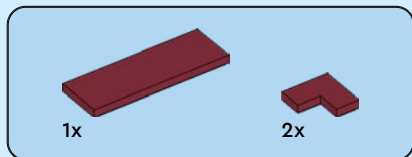
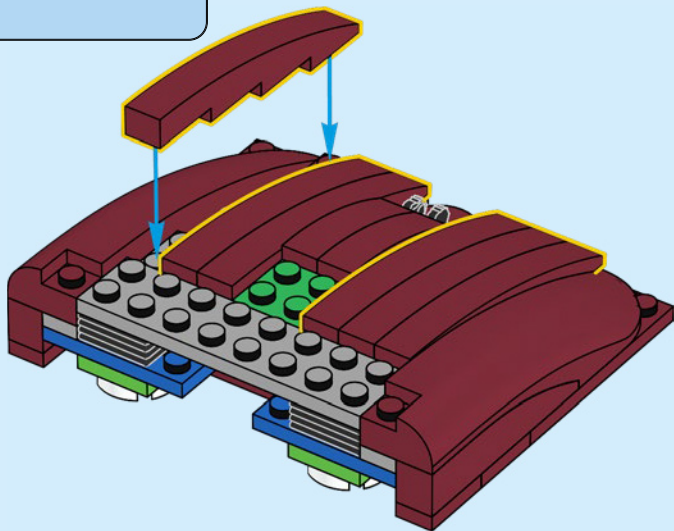


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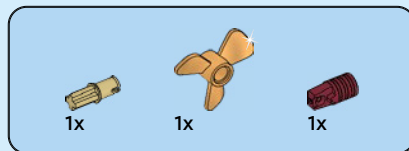
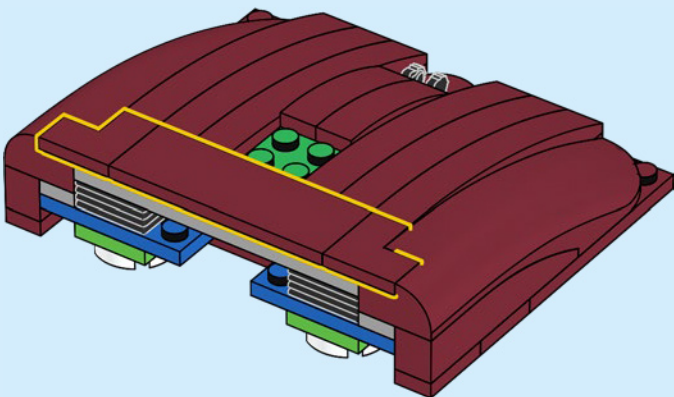




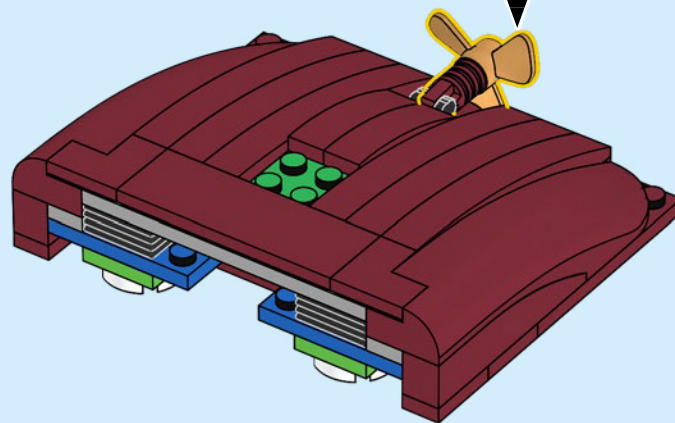
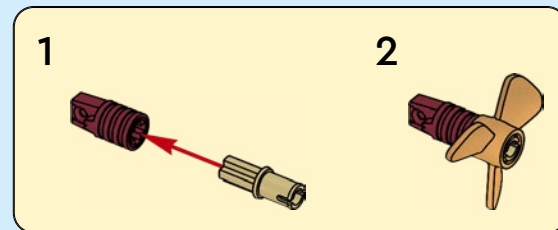
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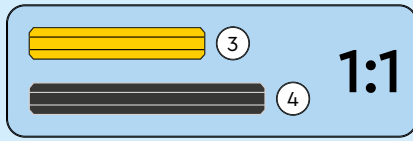
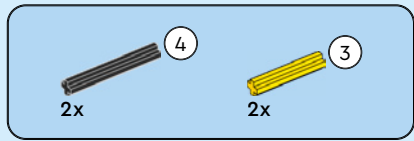


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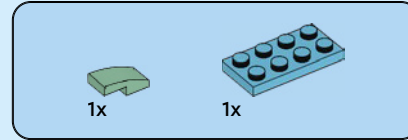
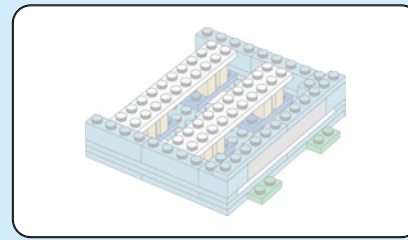
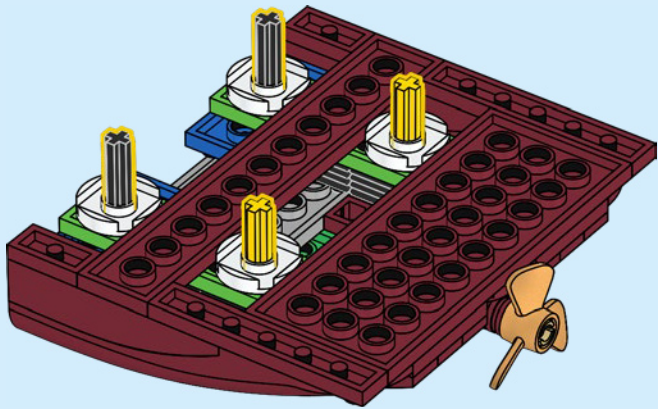


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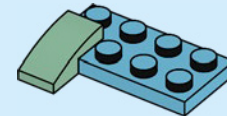


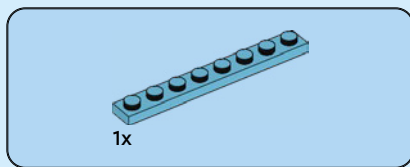


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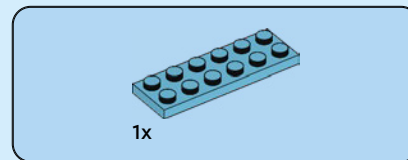
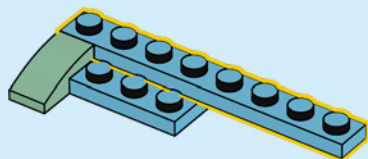
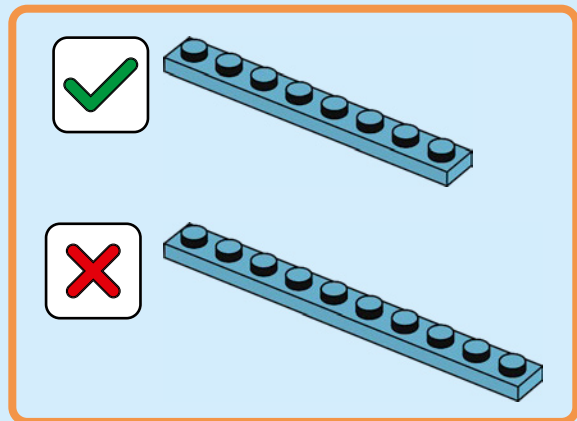


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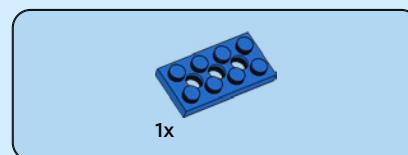
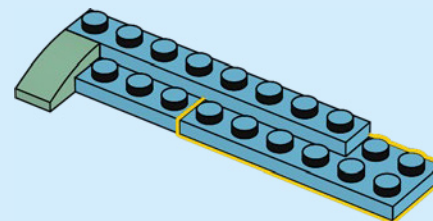




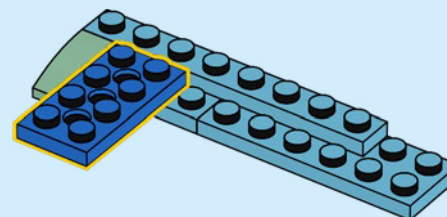
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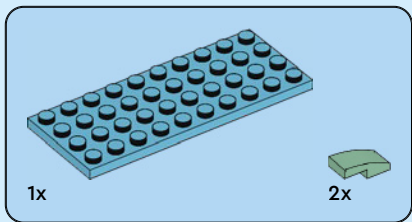


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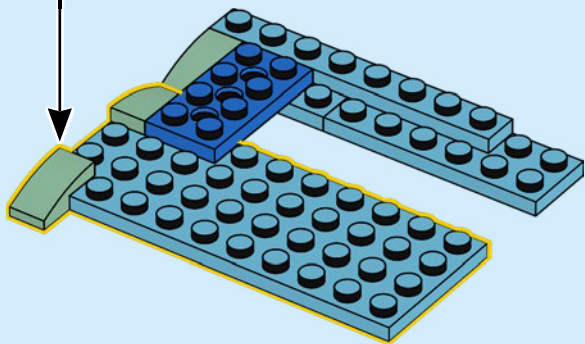
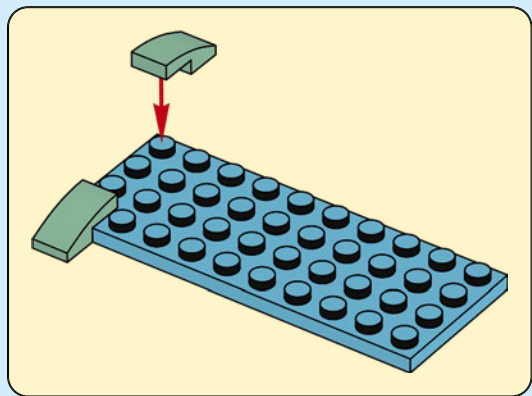


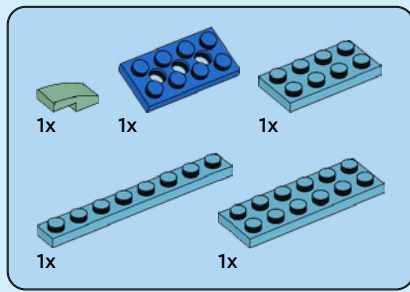
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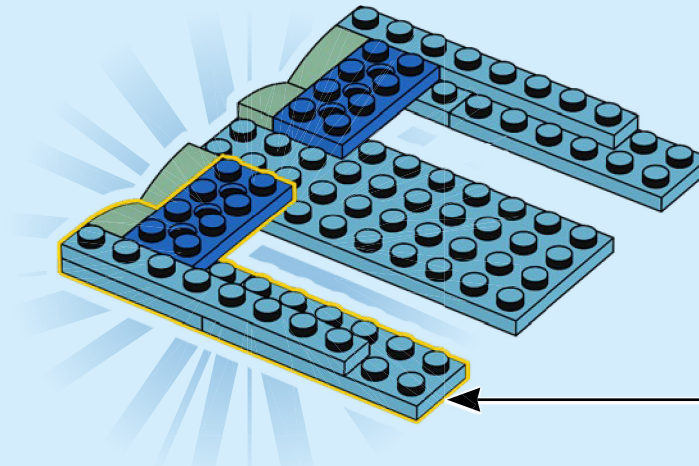
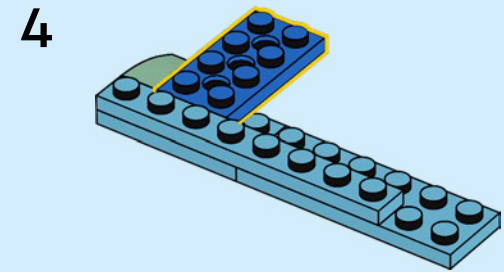
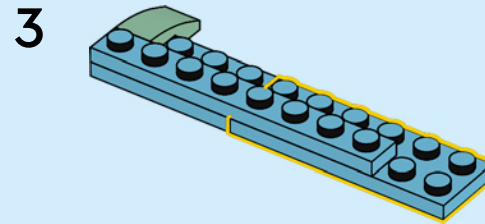
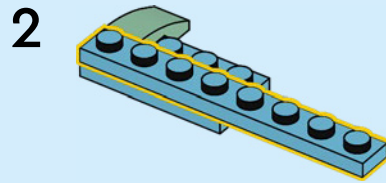
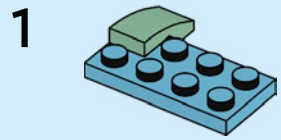
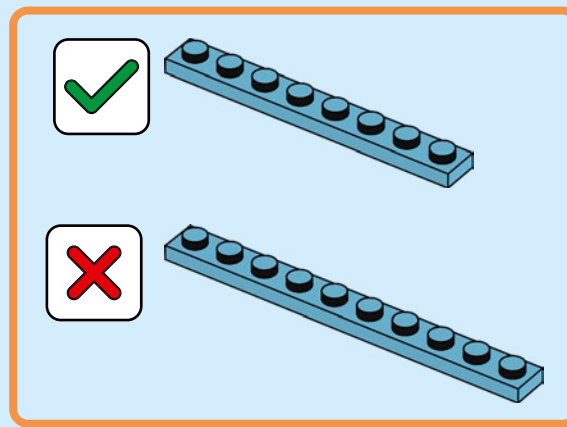


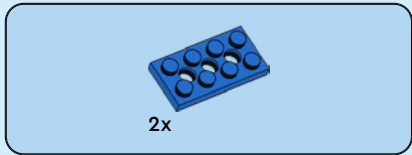
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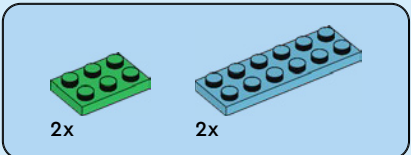
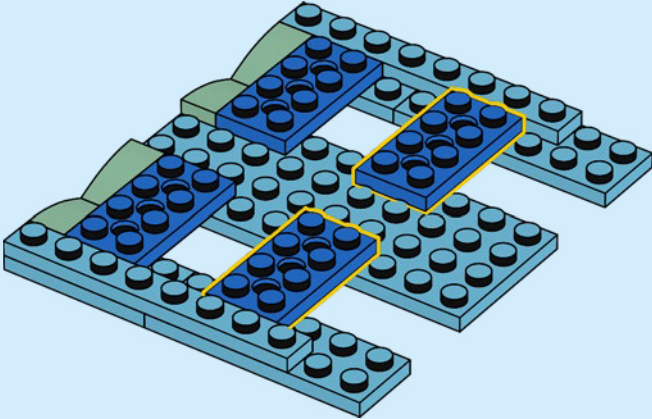


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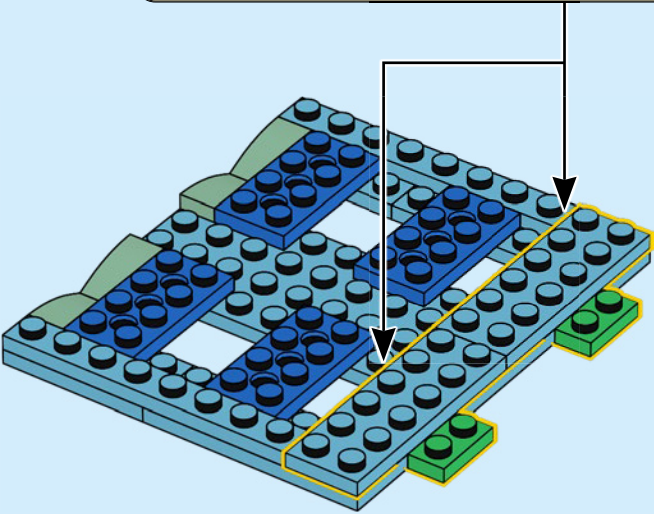
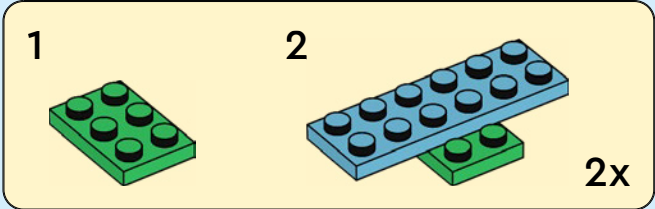


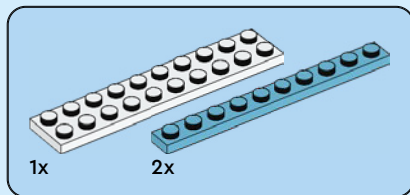


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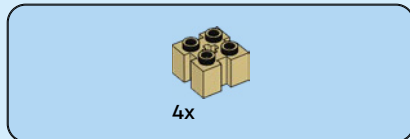
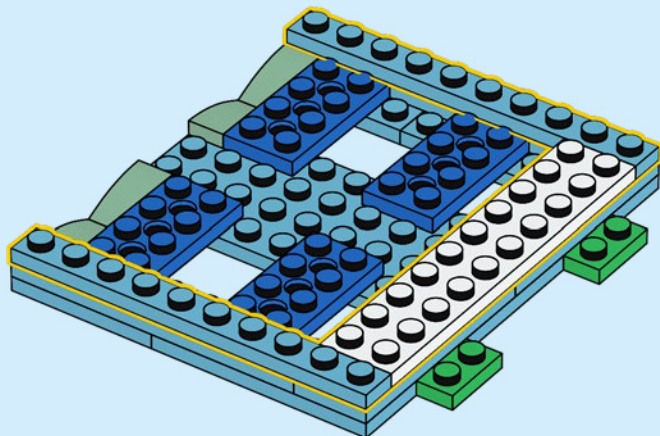


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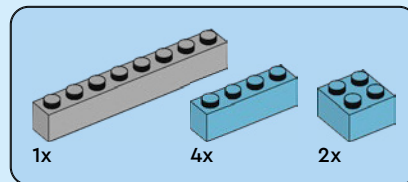
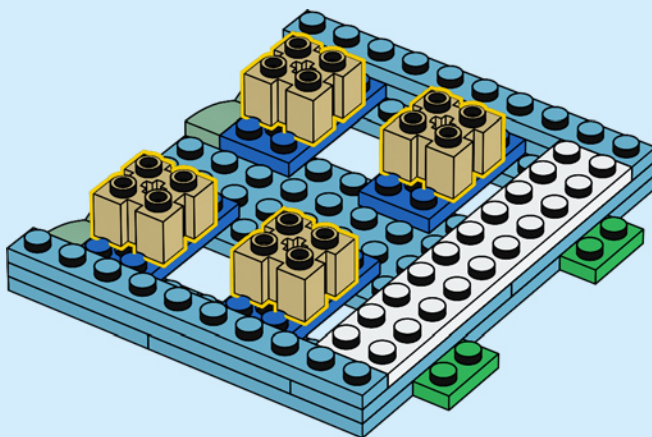




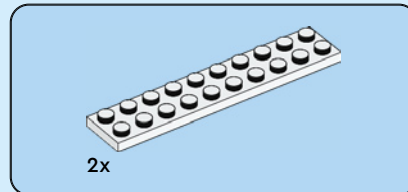
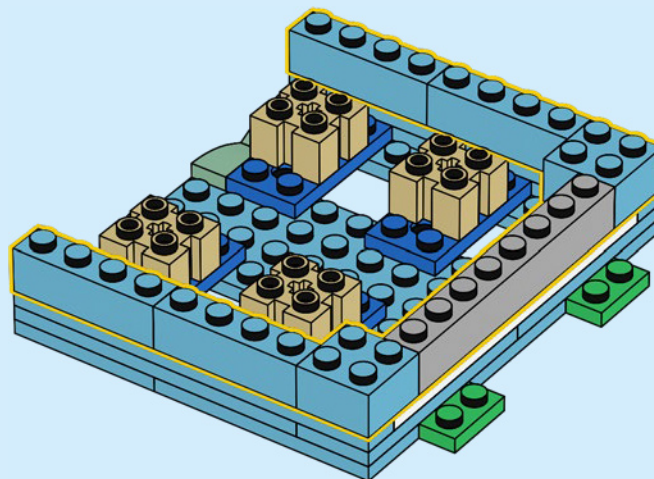
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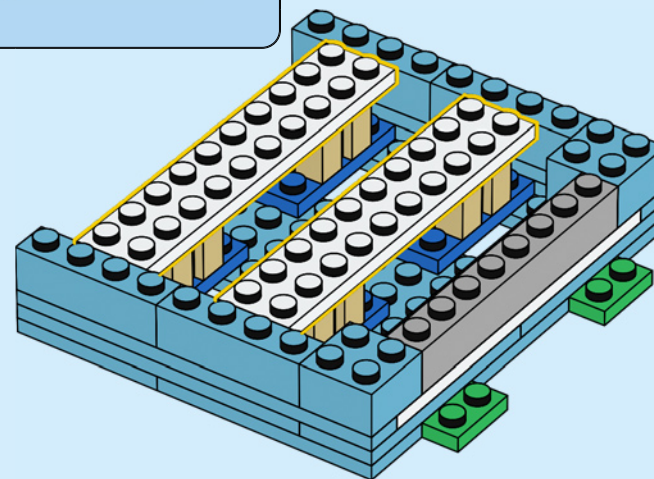
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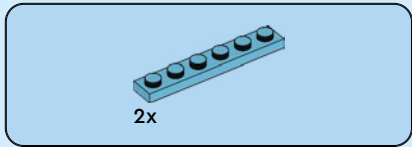


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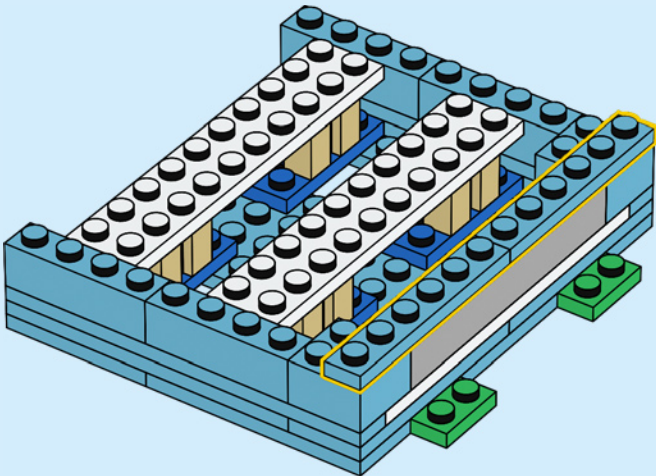


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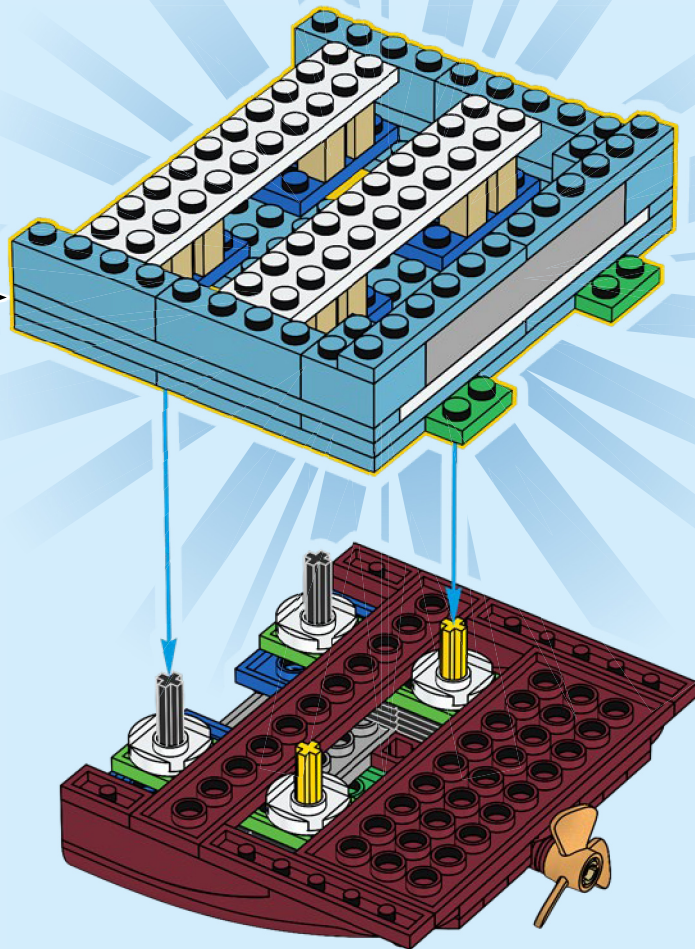


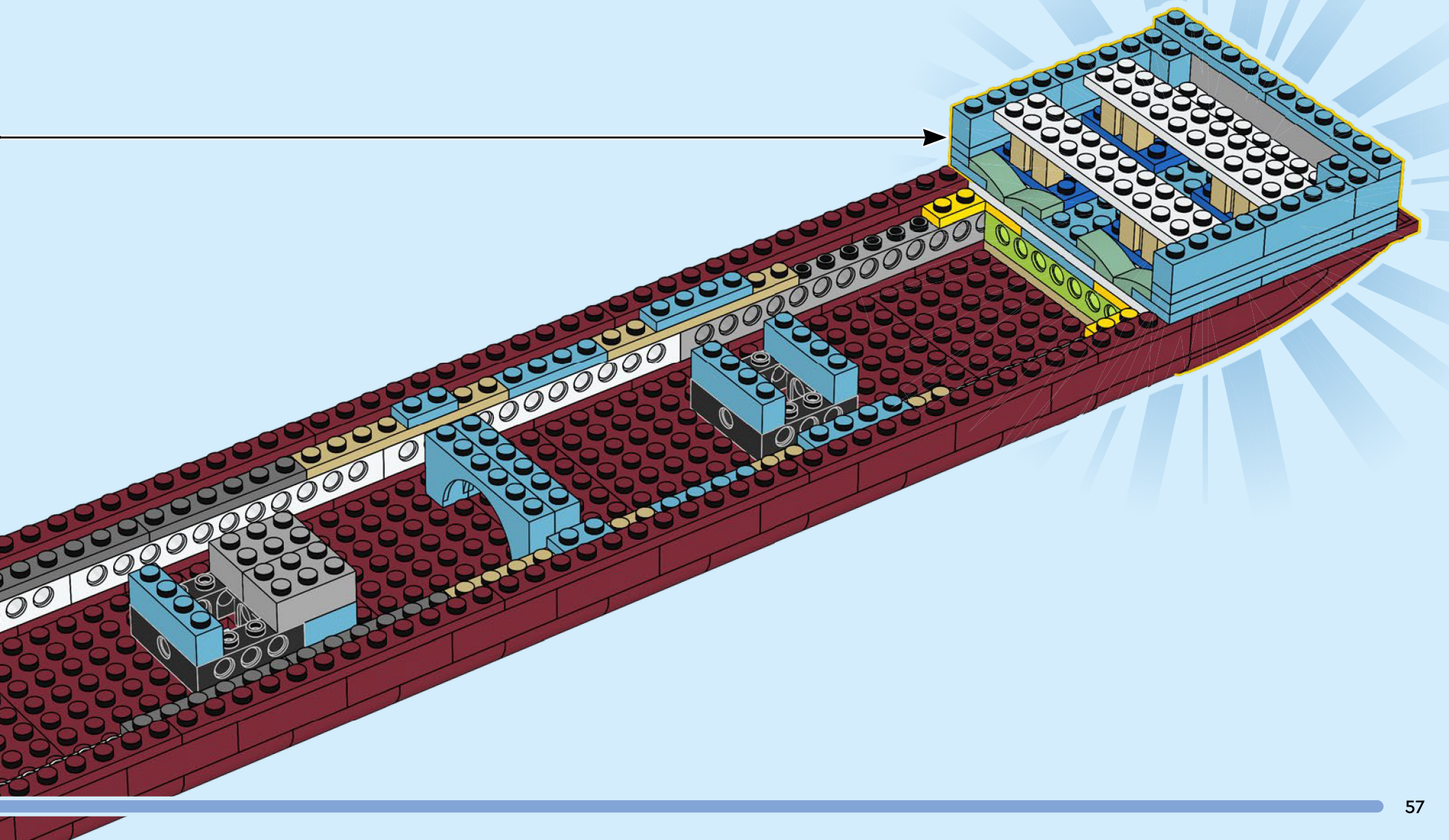


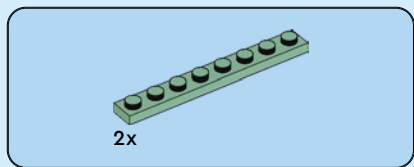
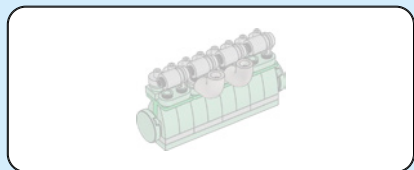
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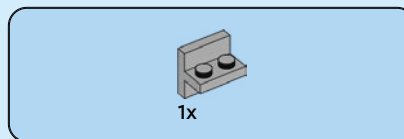
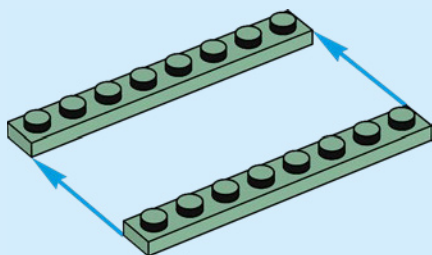
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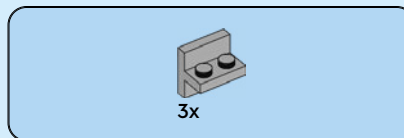
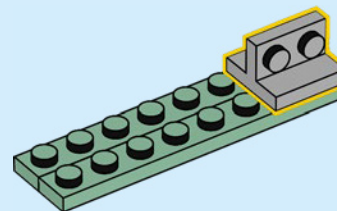




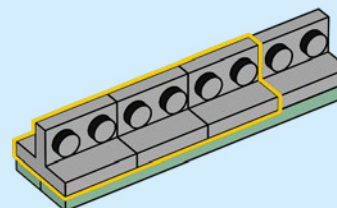
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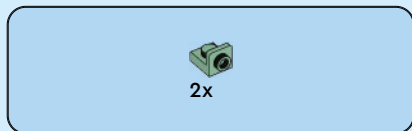


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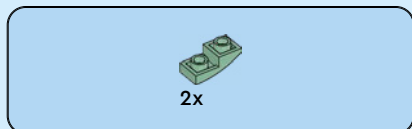
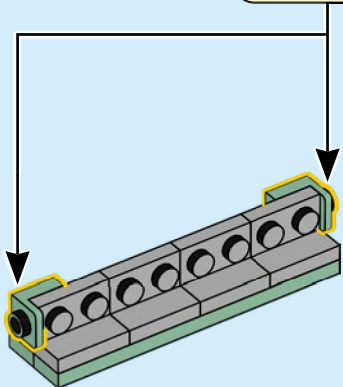


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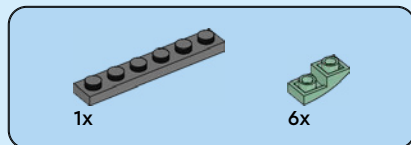
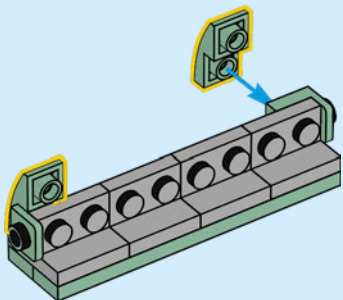




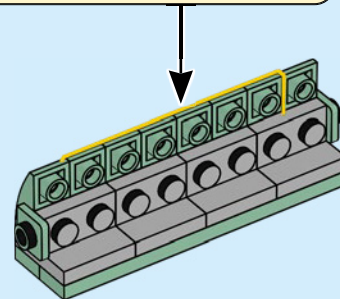
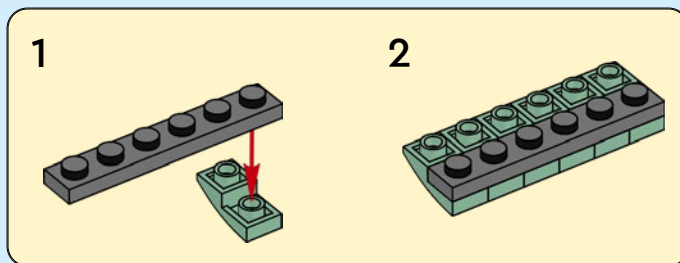
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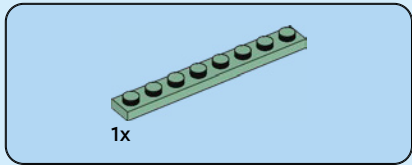


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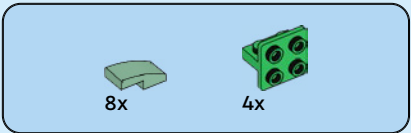
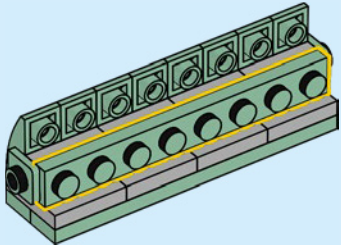


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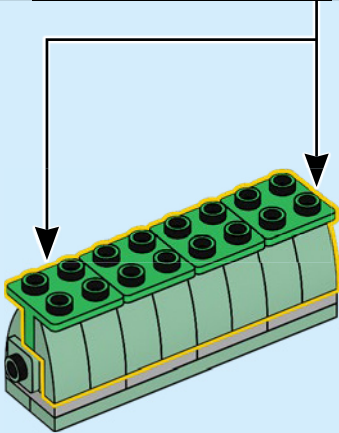
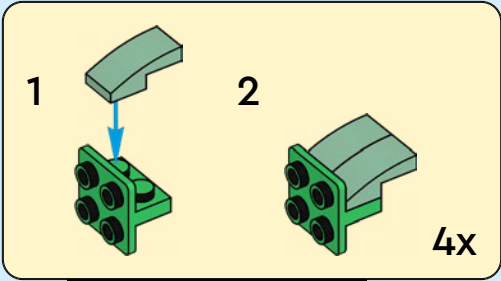


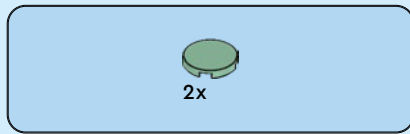


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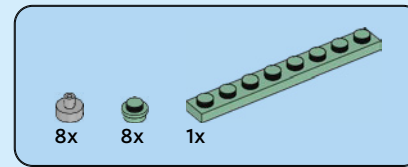
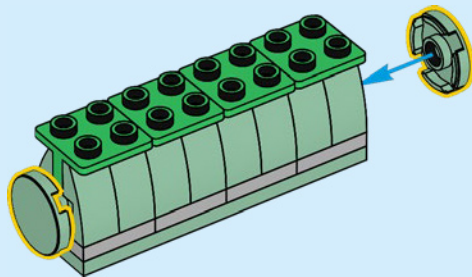


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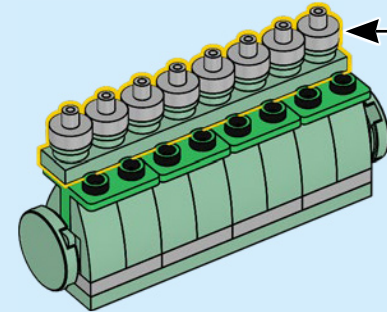
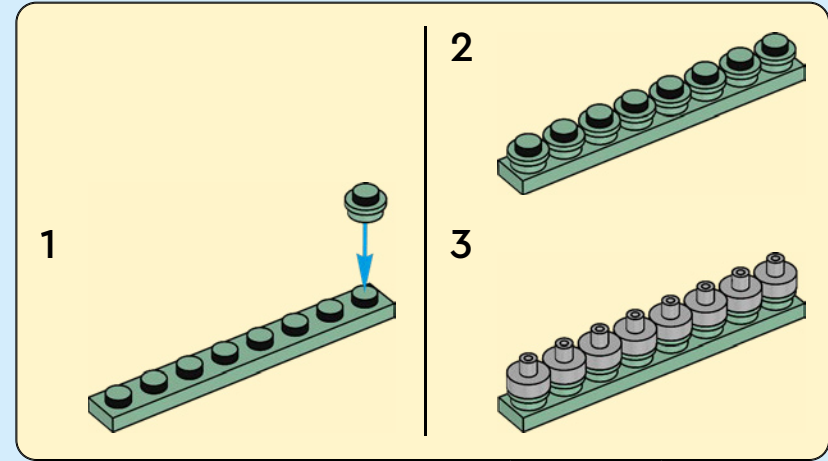




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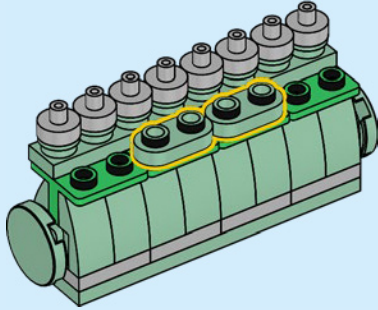
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2x

69

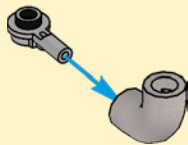
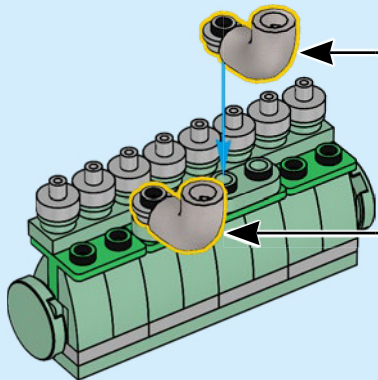


2x



2x

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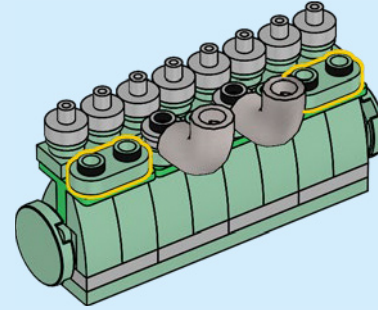


2x



2x

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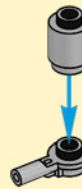
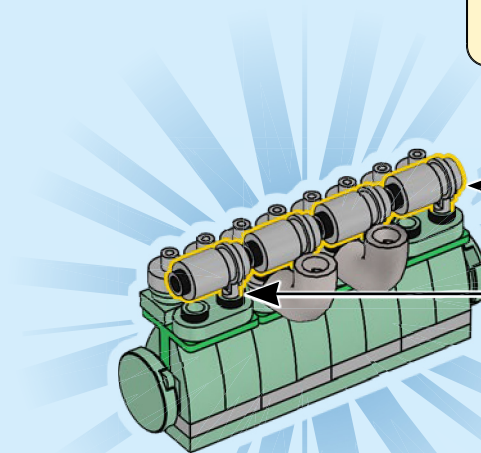


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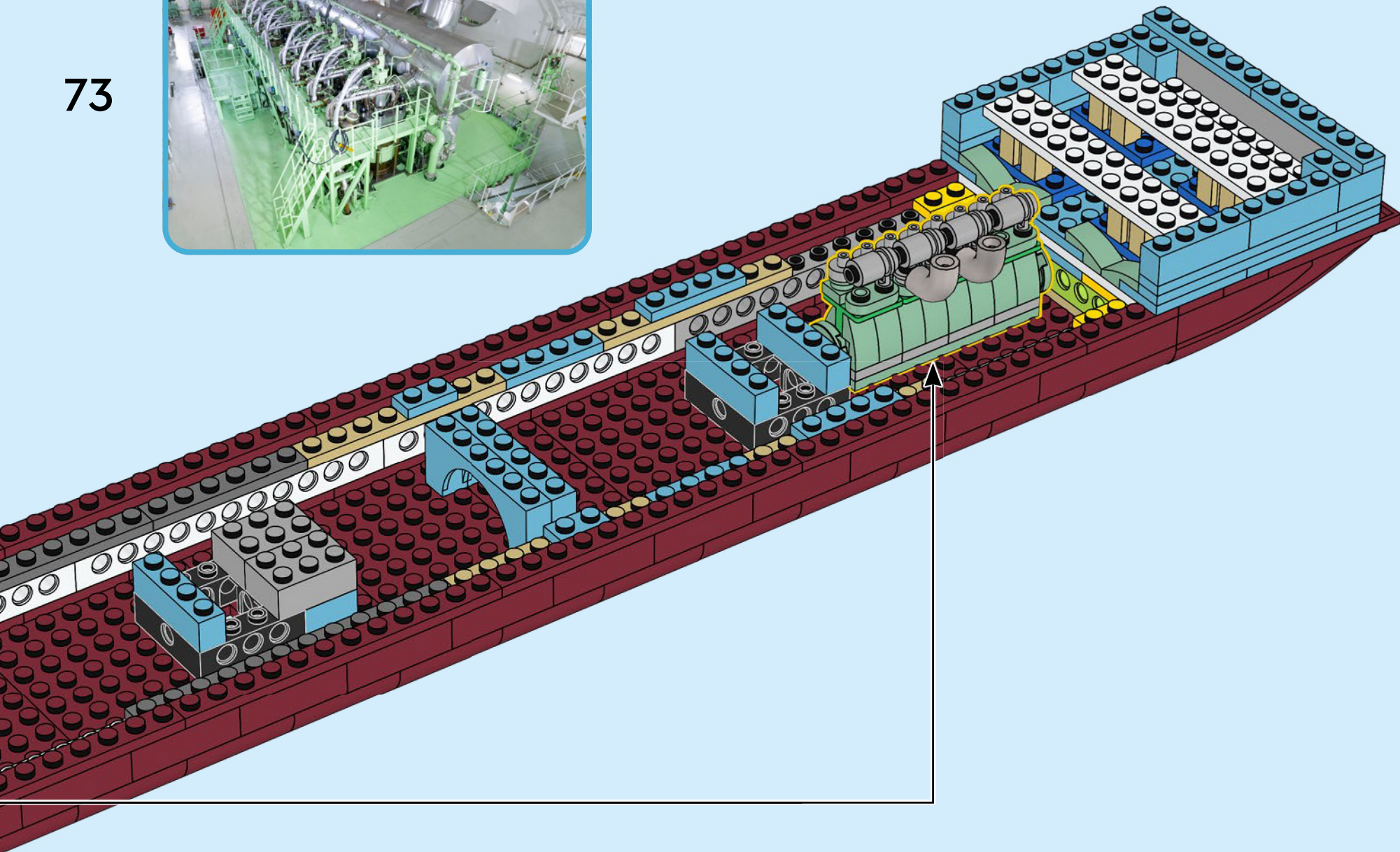
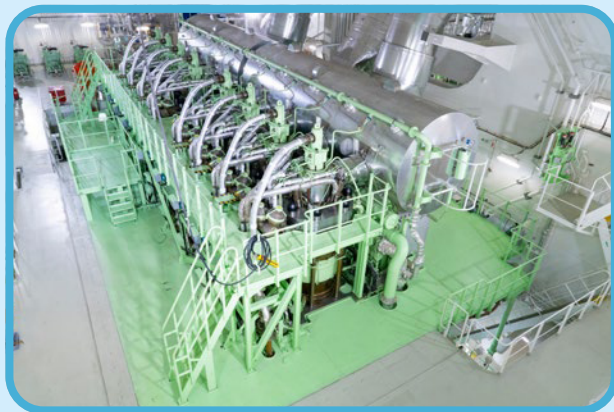
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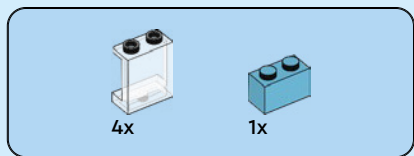
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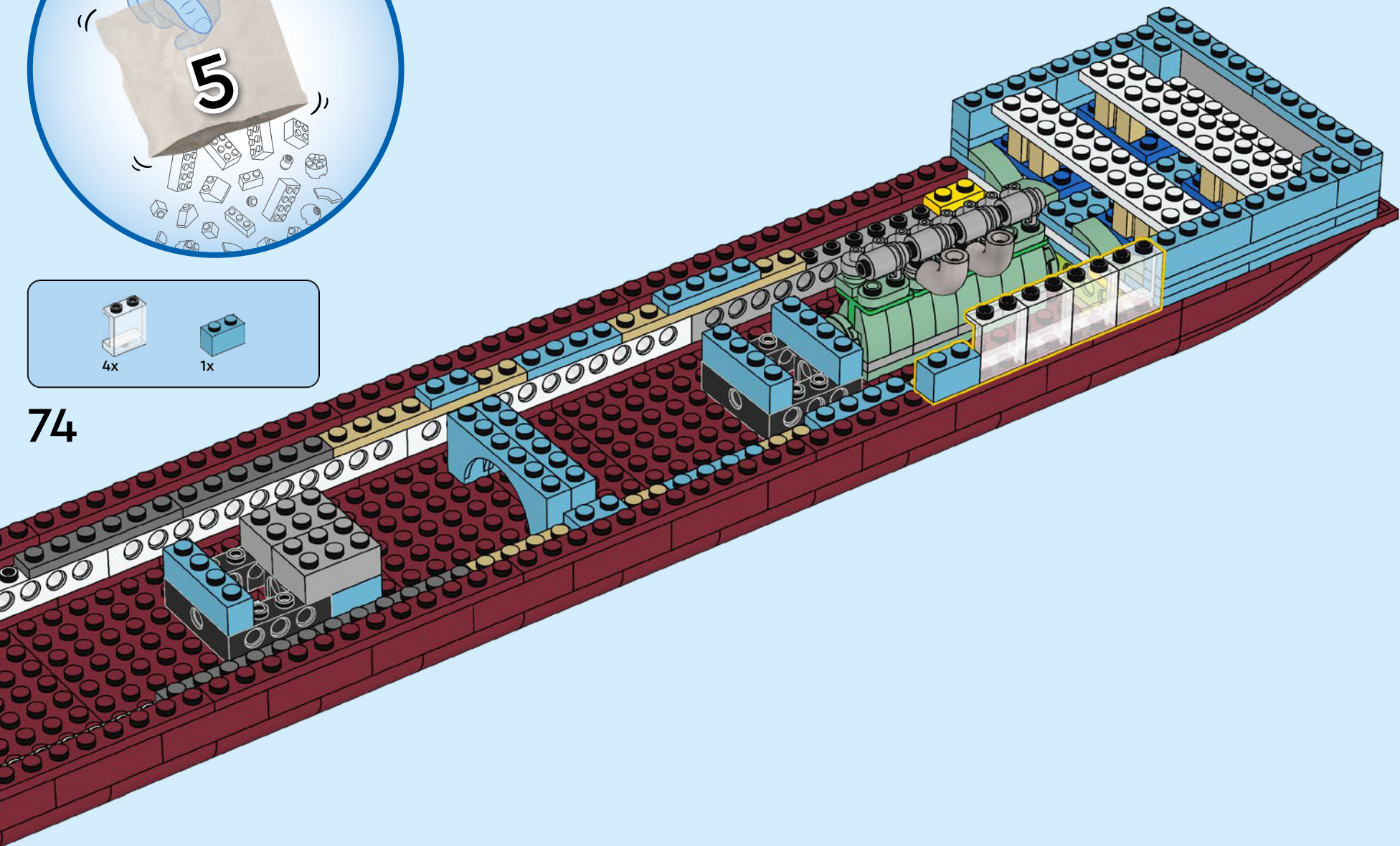
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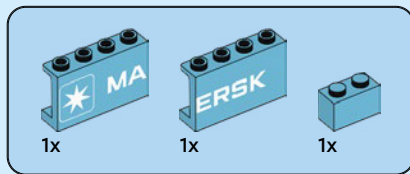
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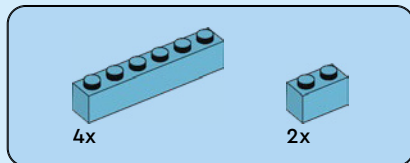
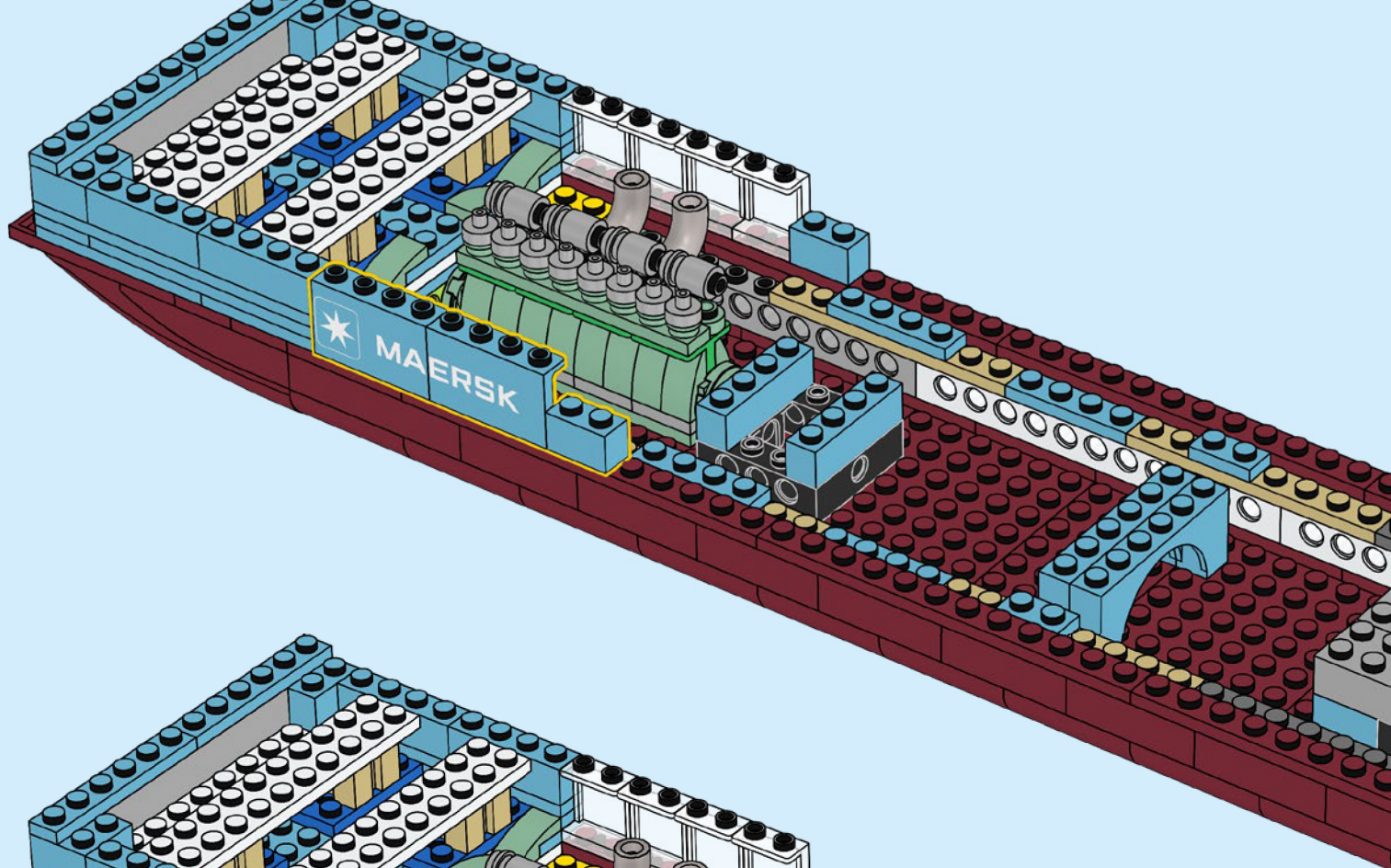


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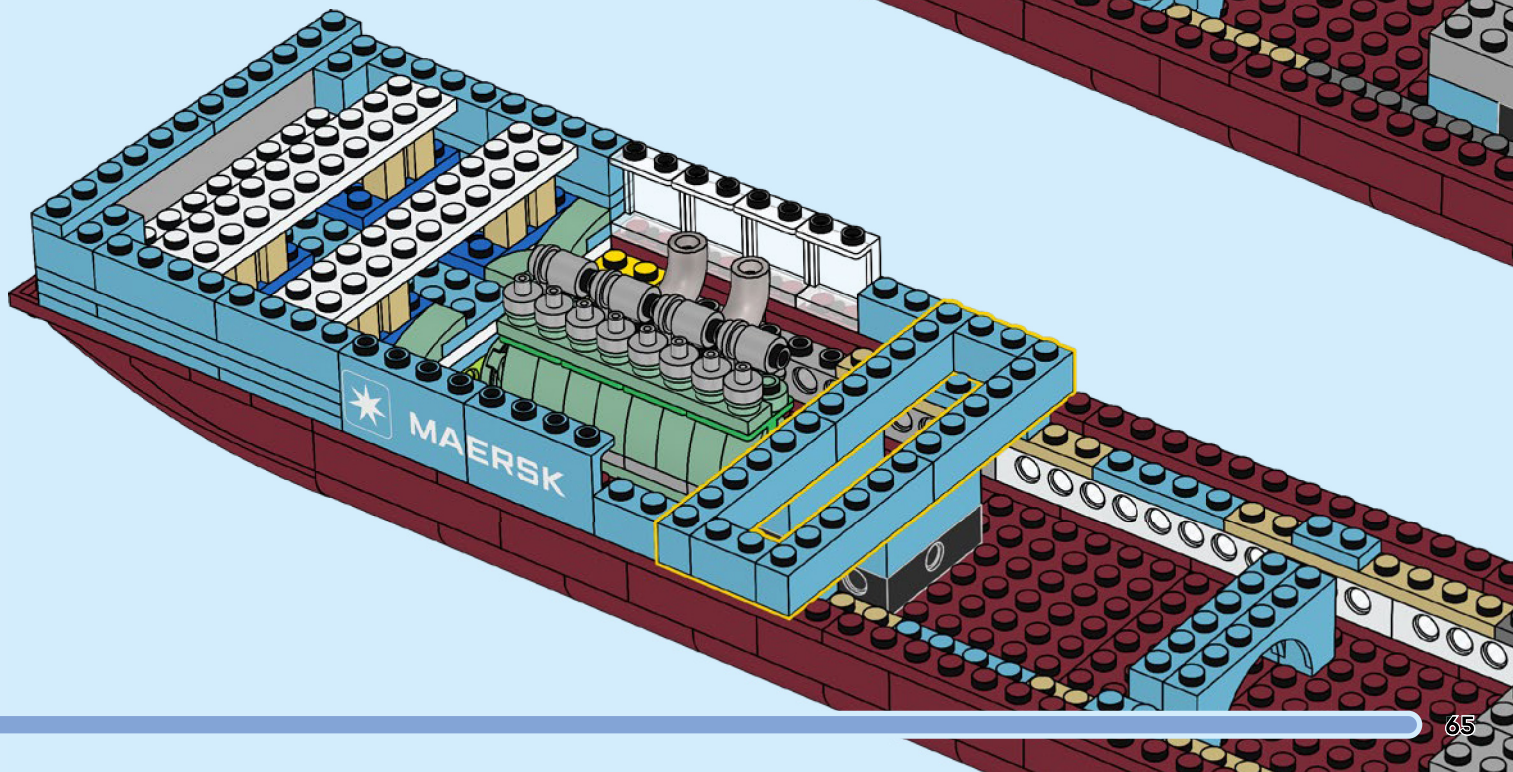


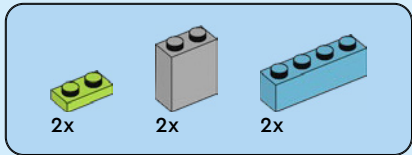


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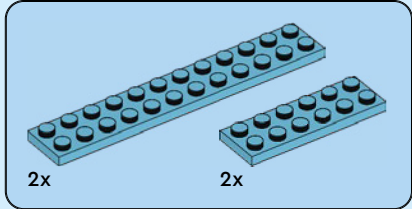
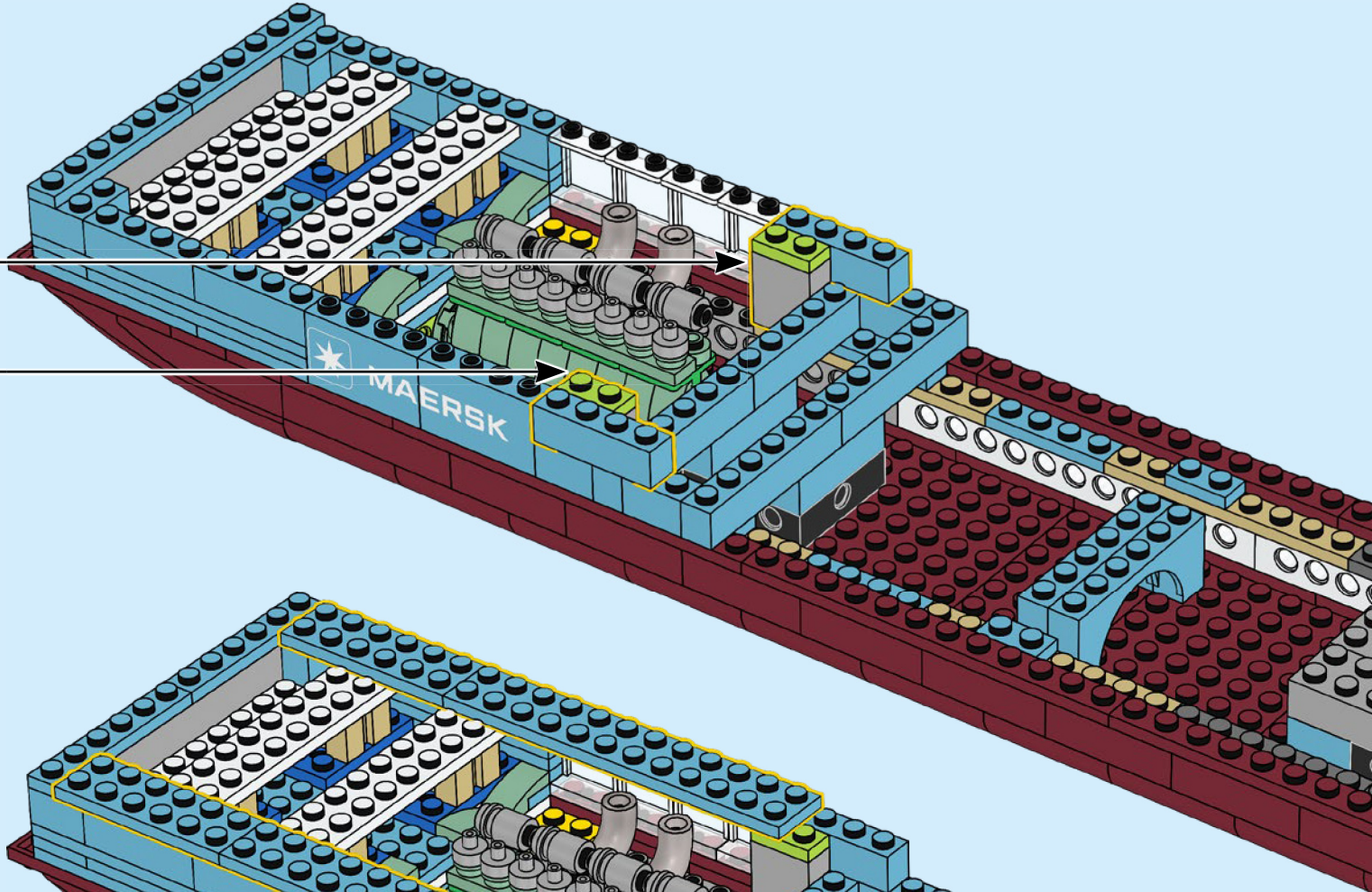
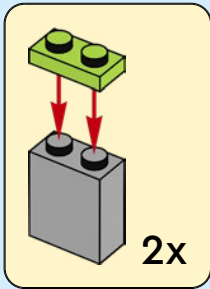


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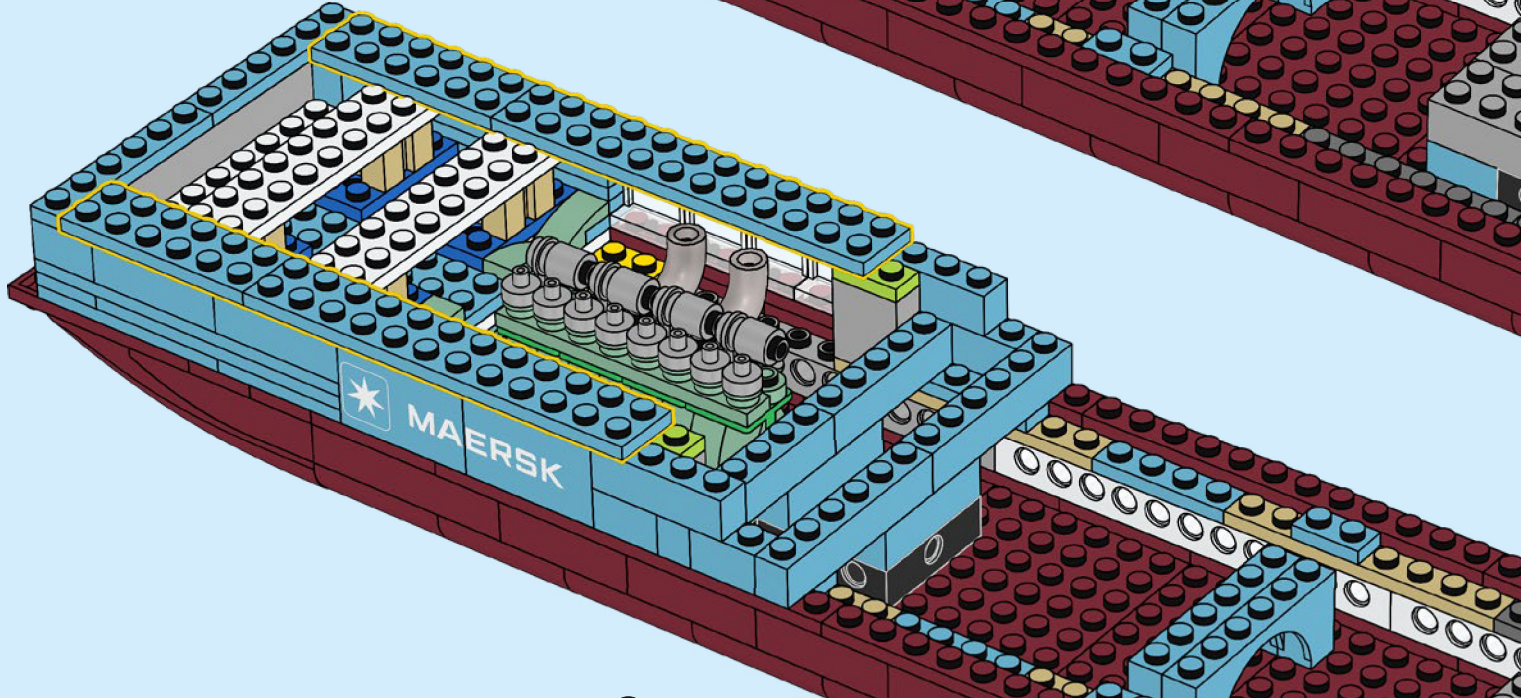


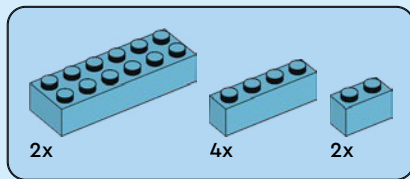


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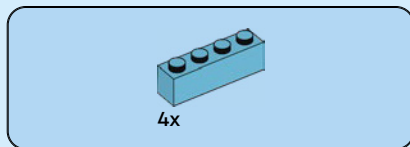
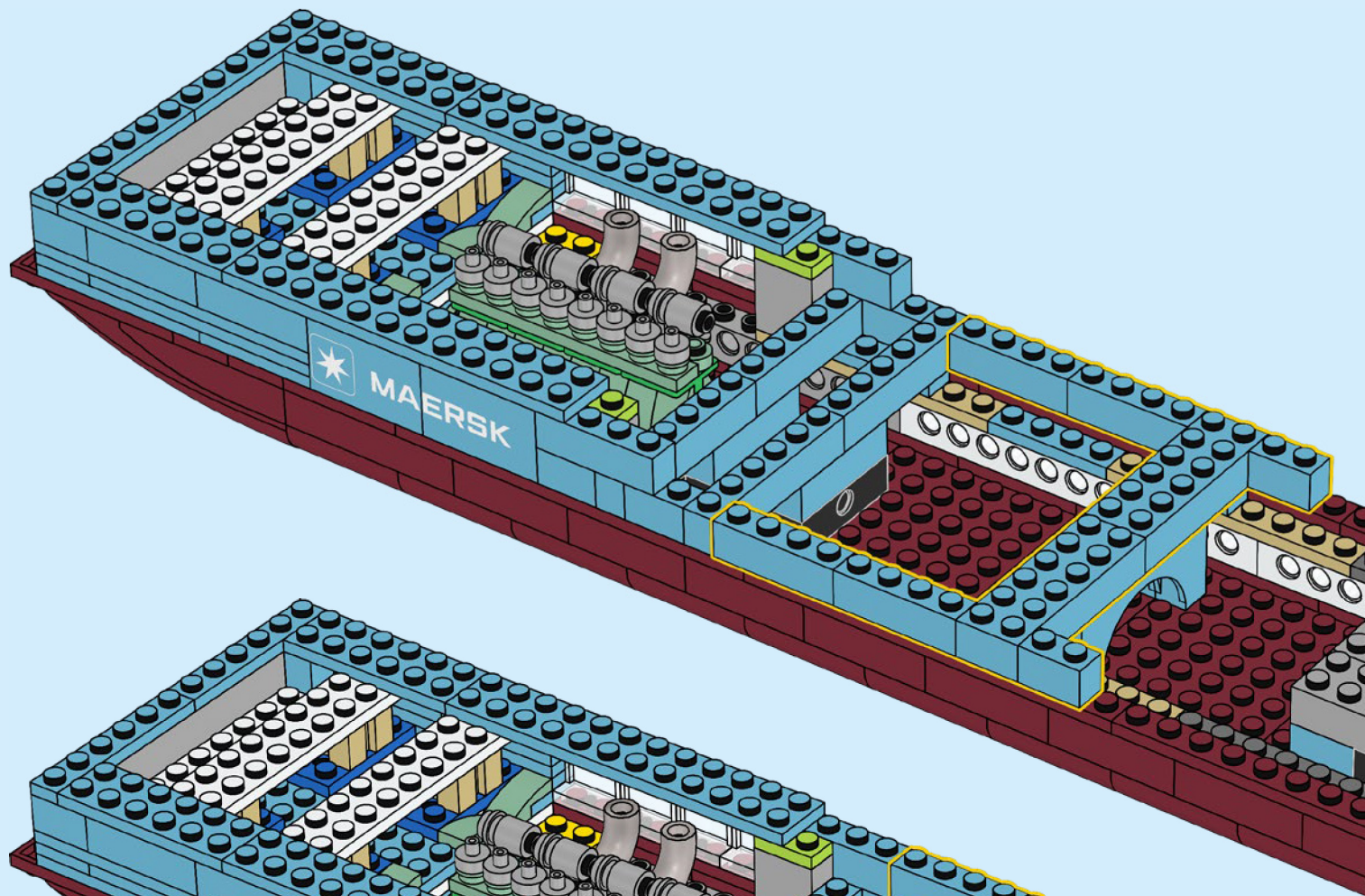


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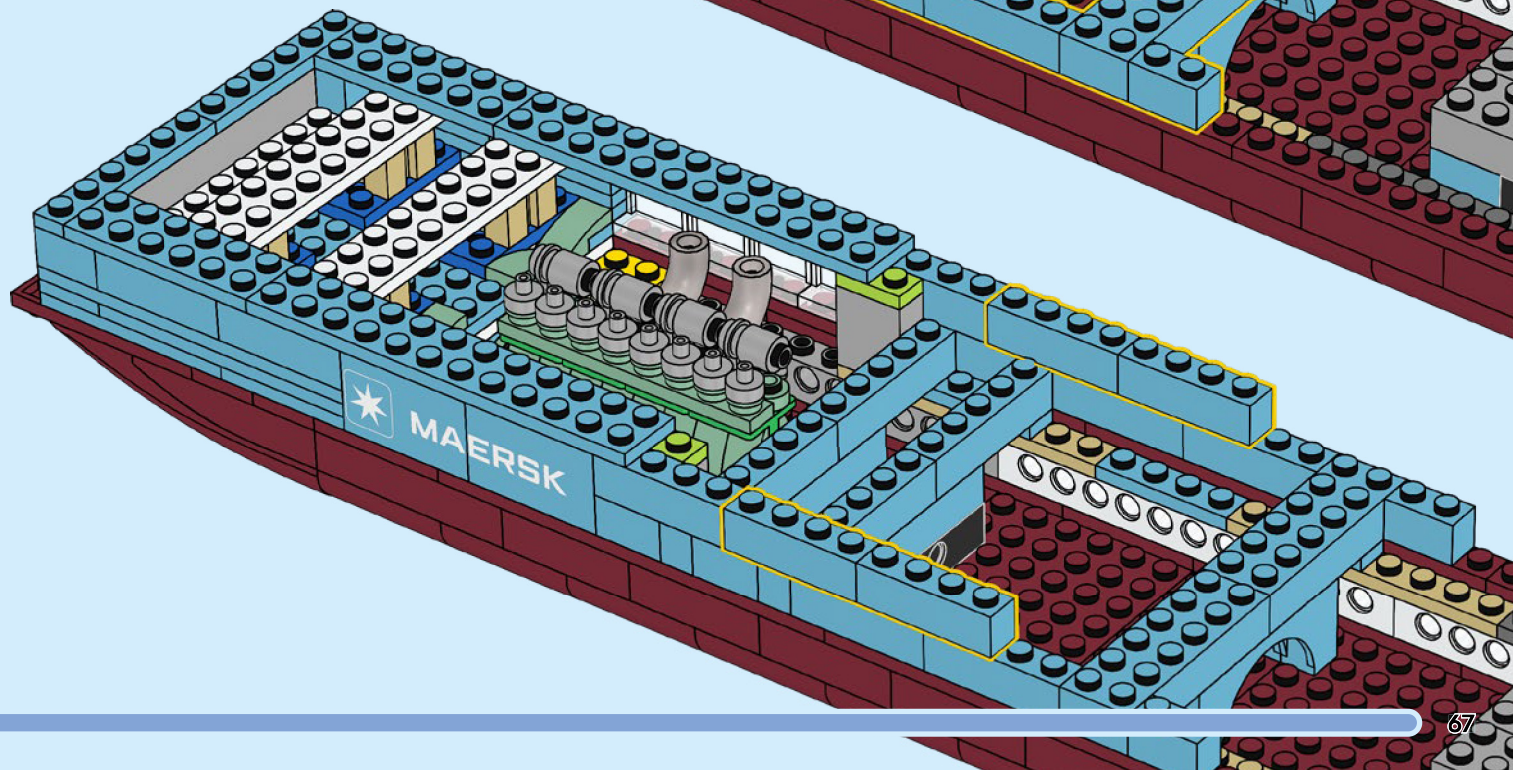


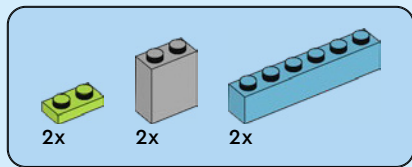


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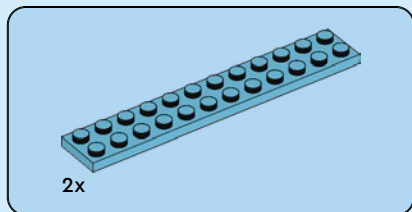
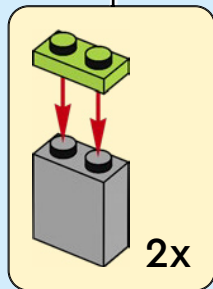
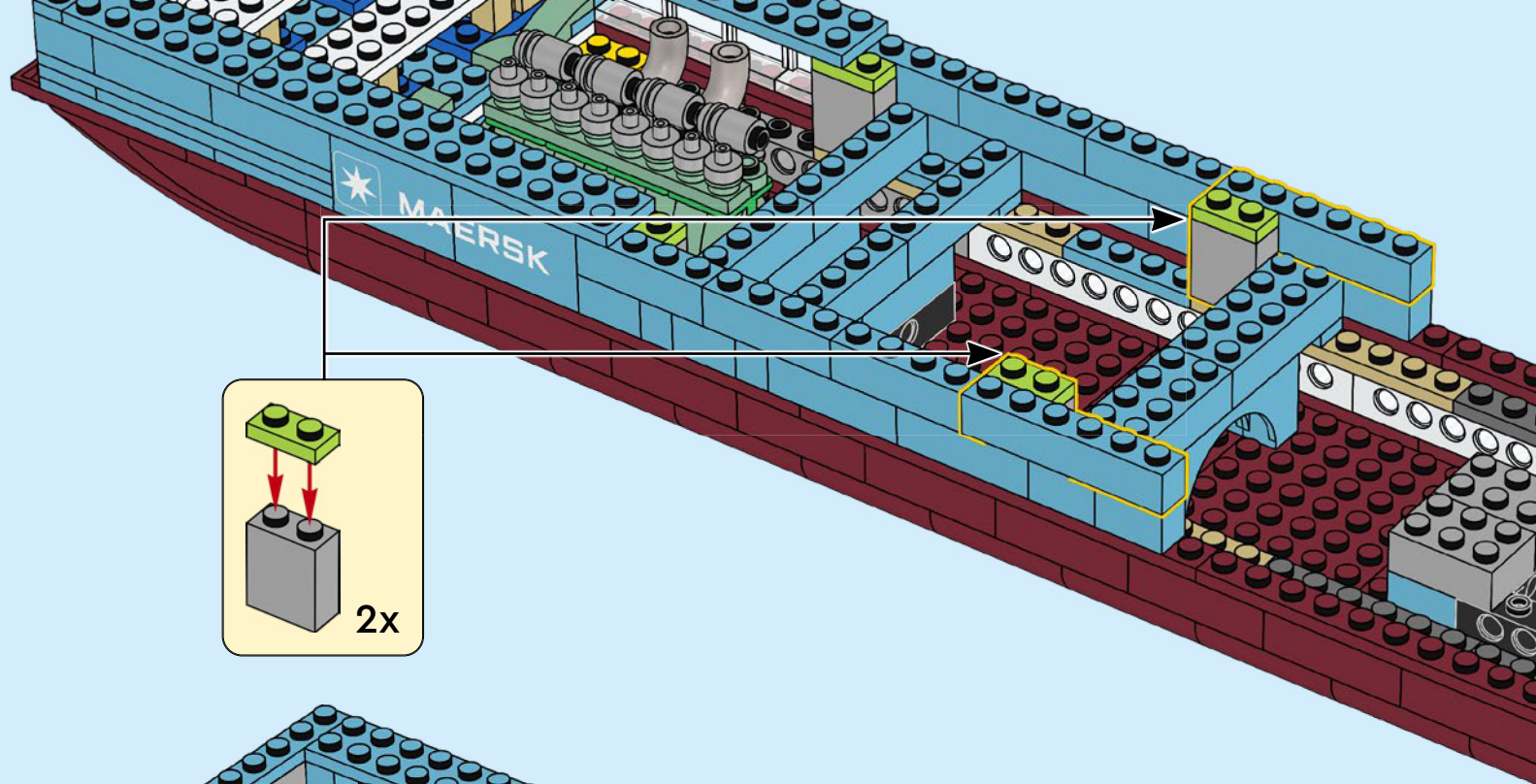


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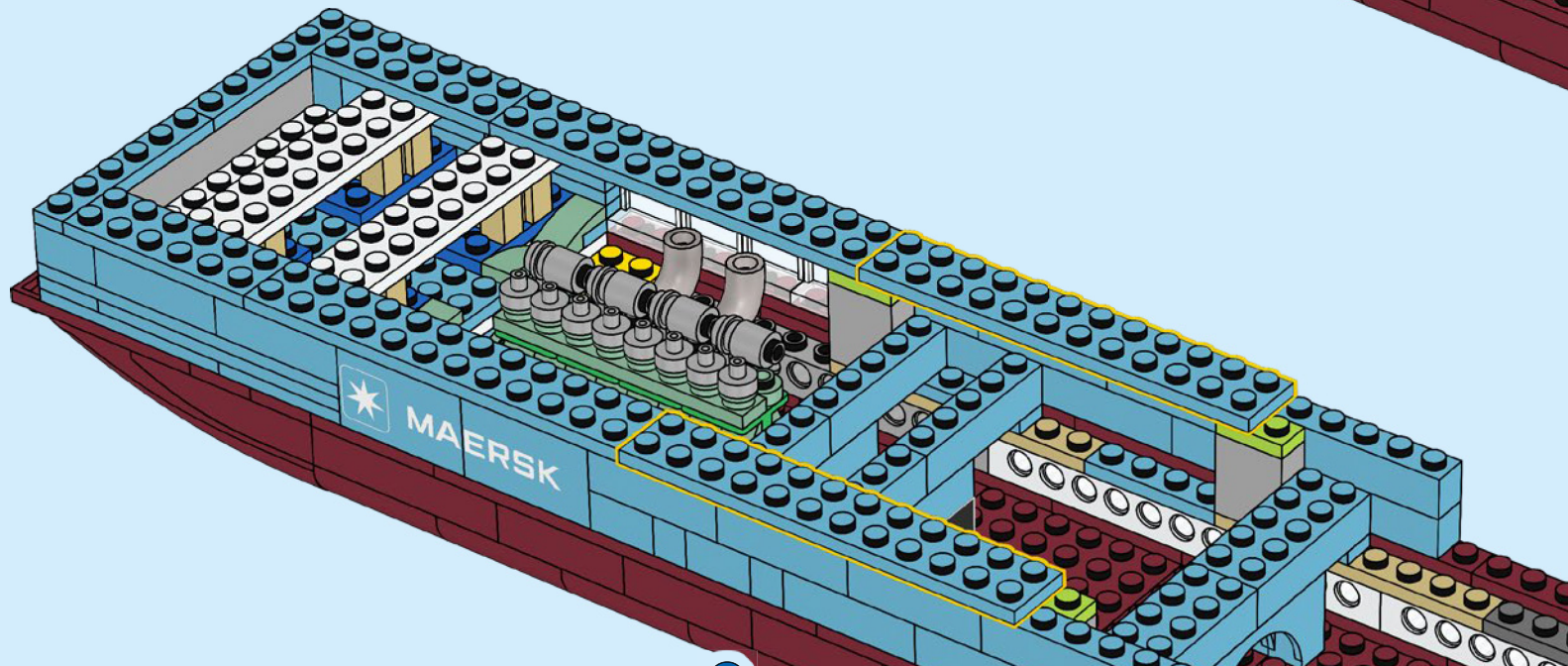


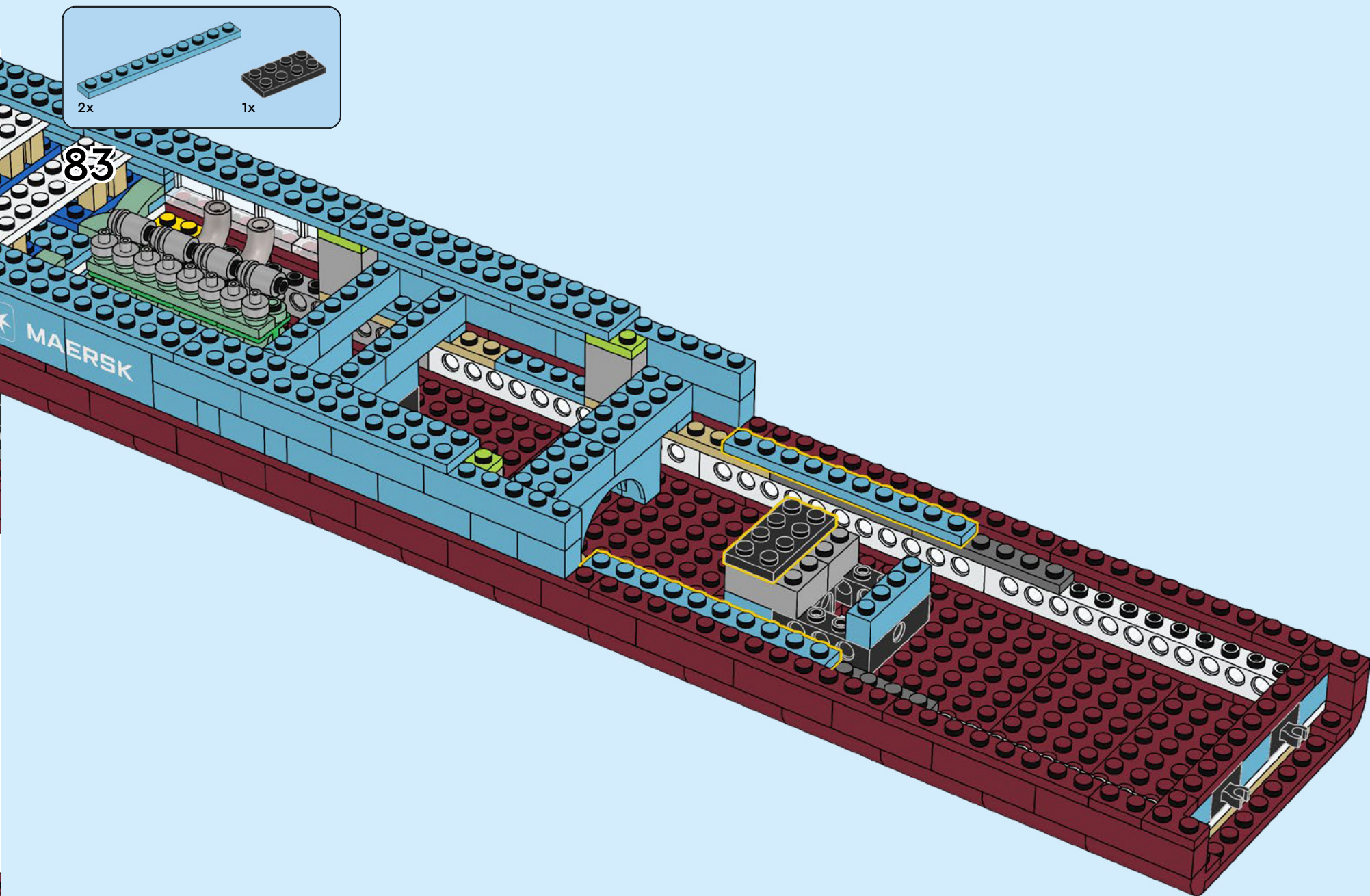


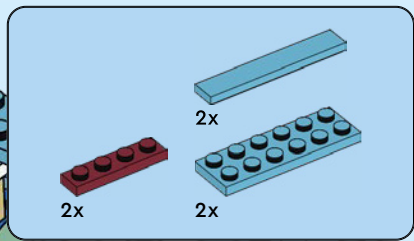
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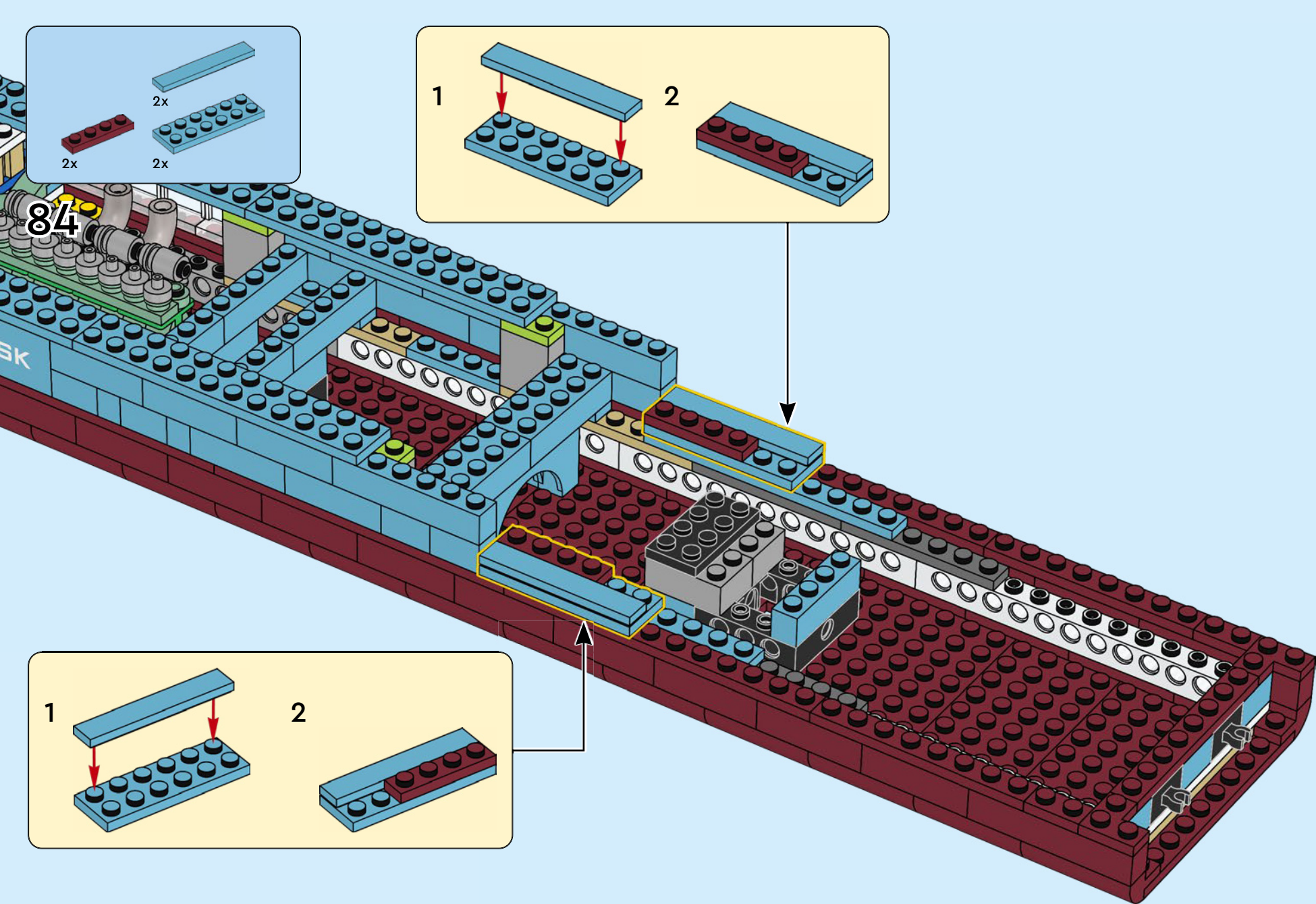
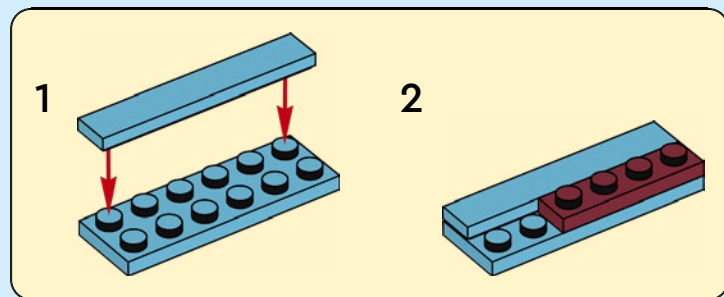
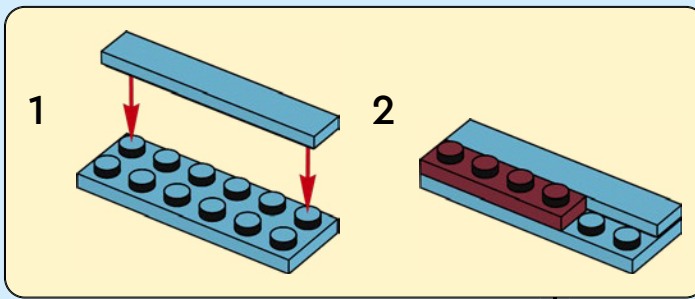
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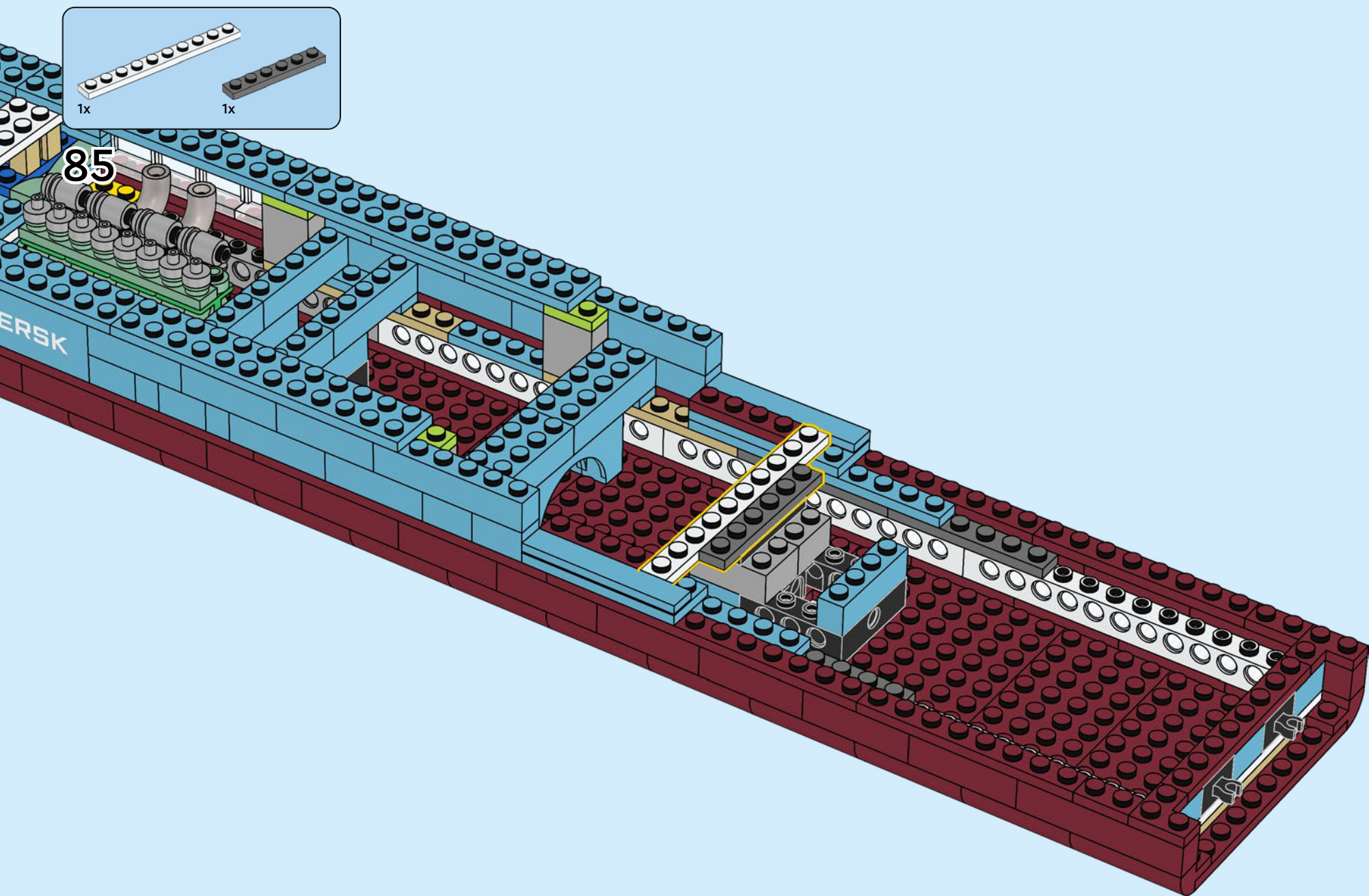


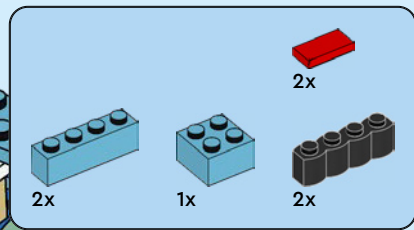




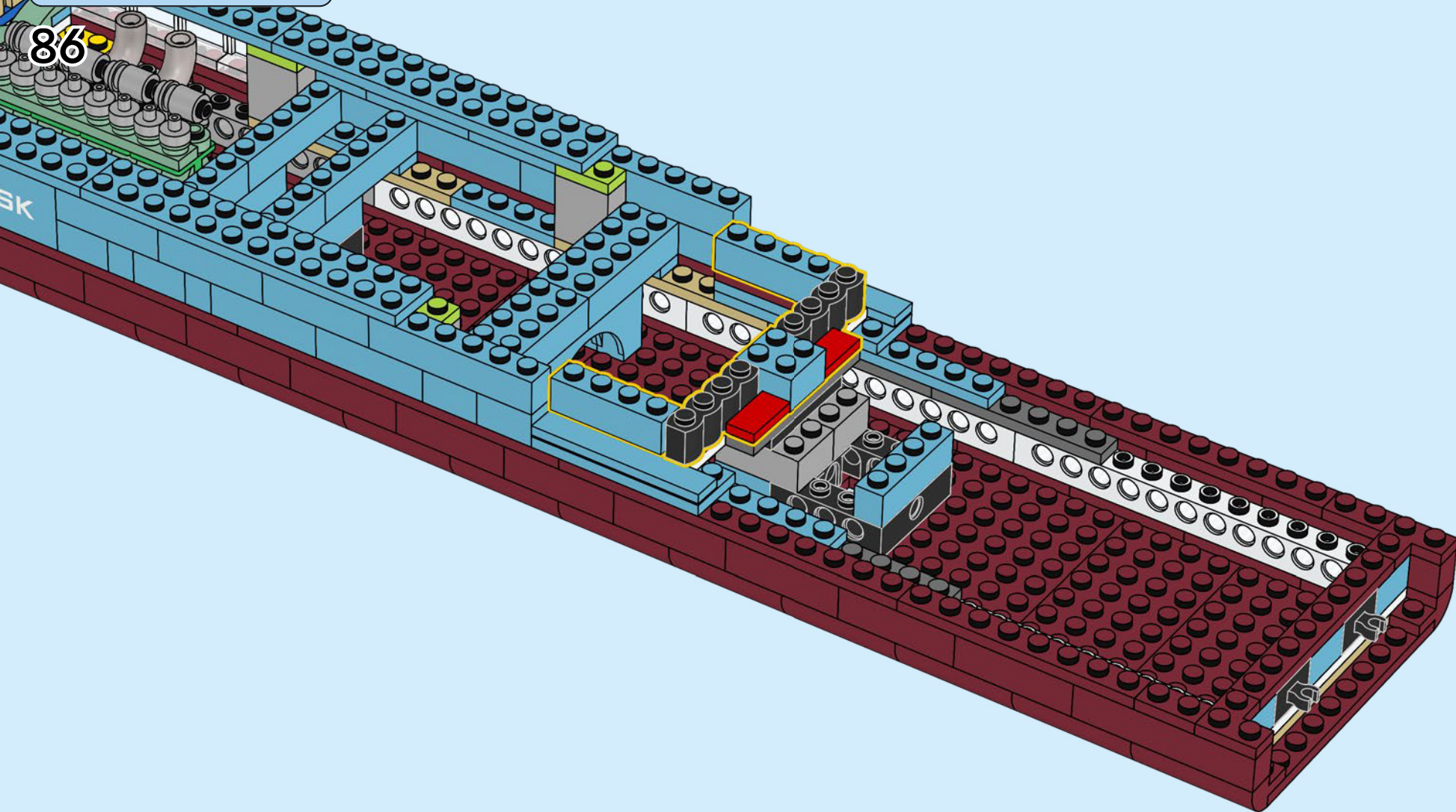
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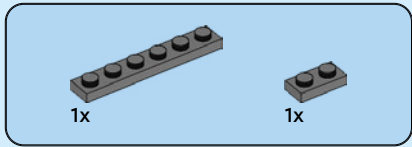




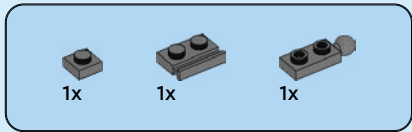
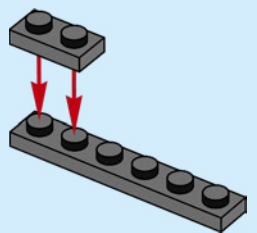


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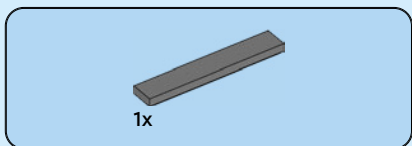
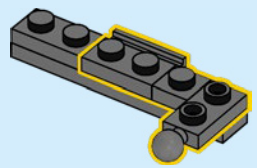




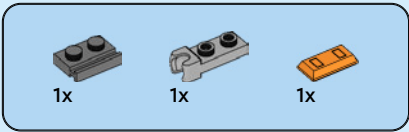
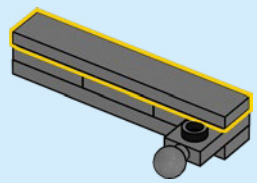
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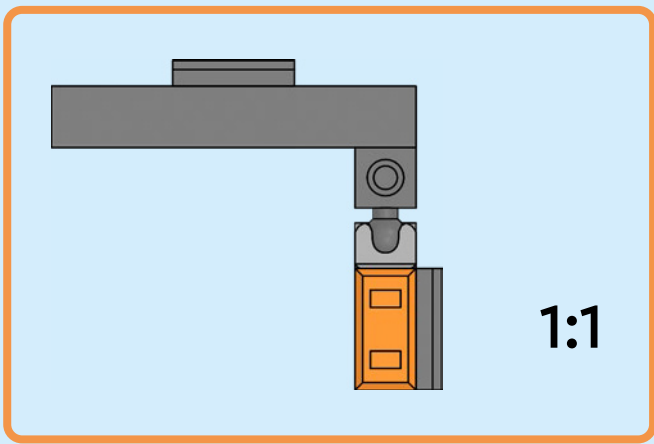
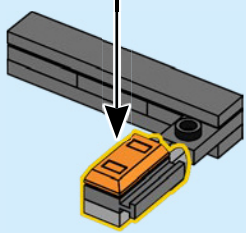
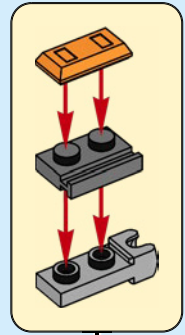
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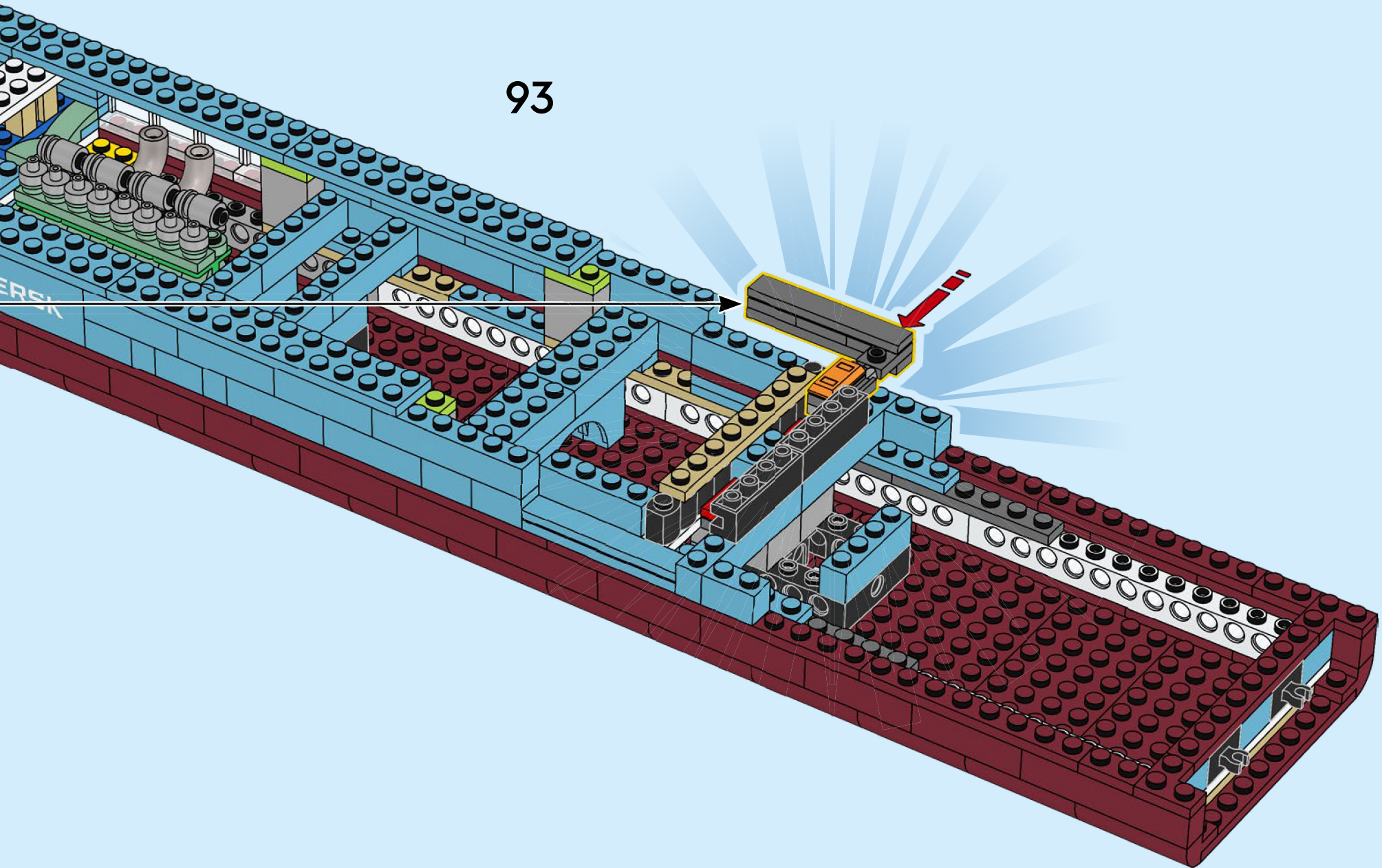


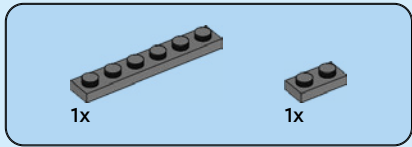
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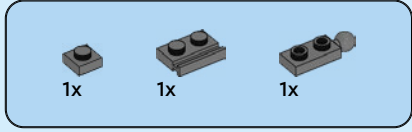
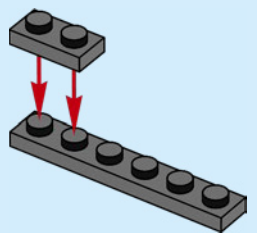
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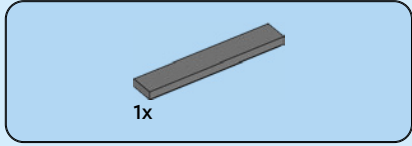
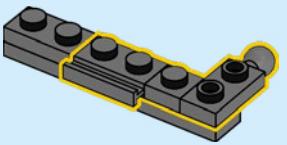




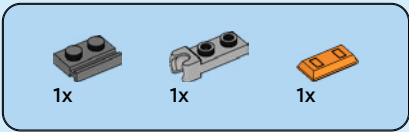
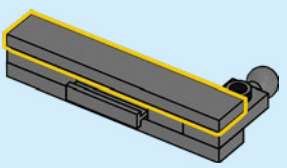
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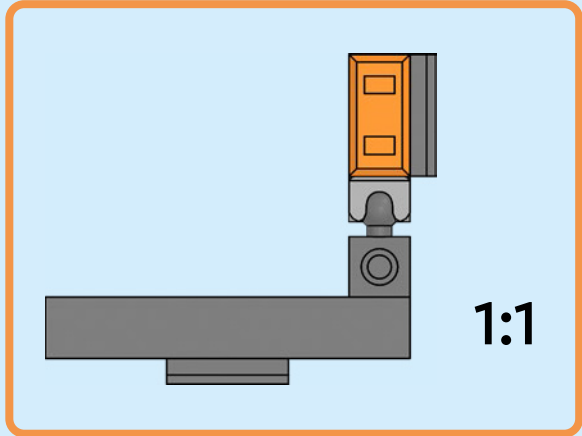
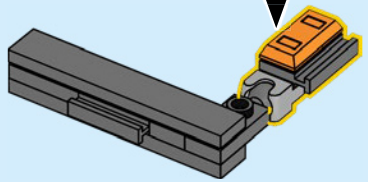
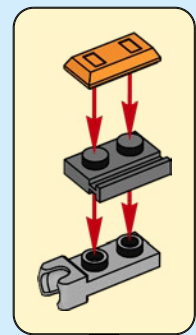
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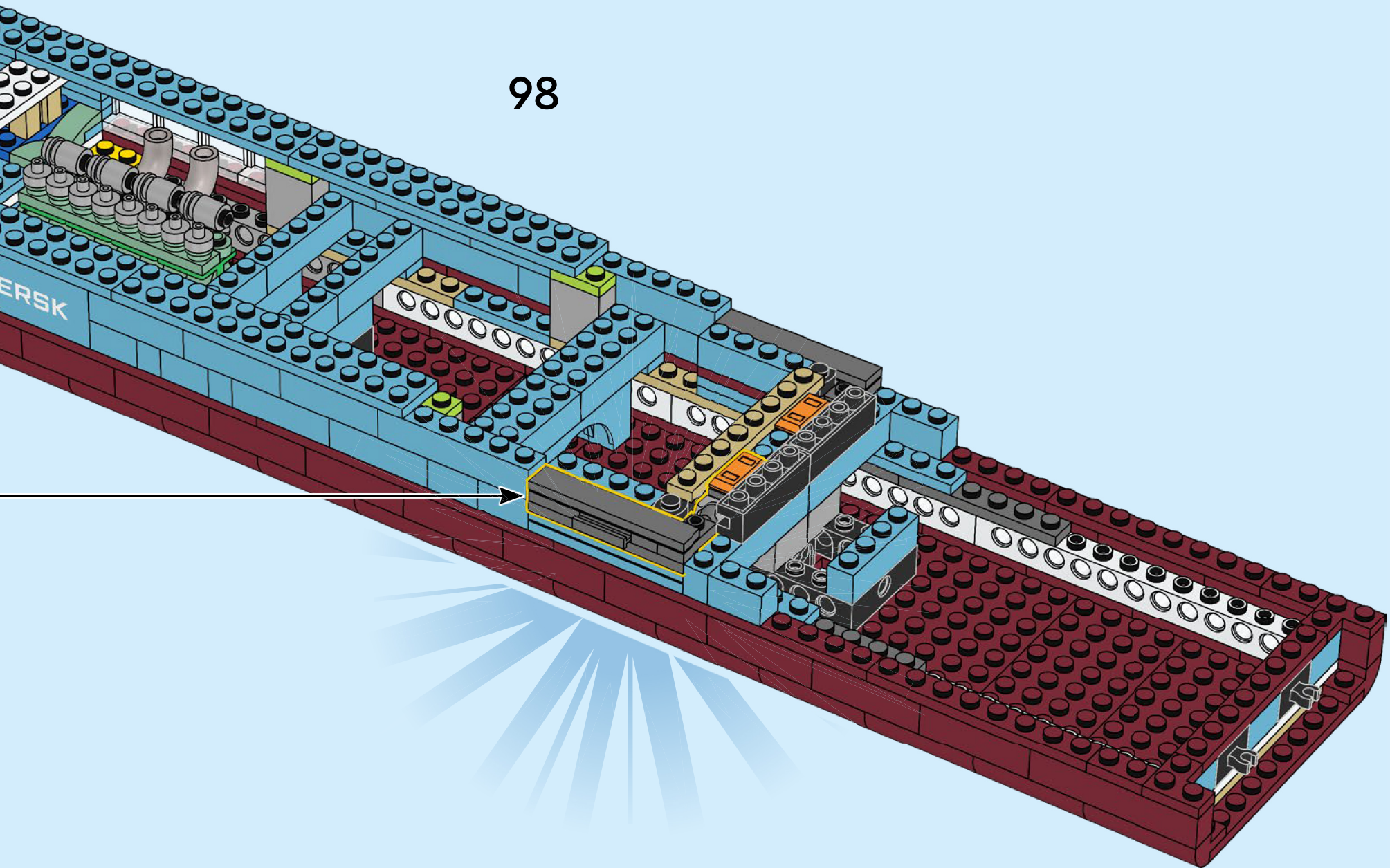
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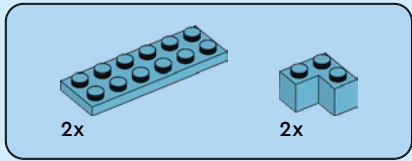


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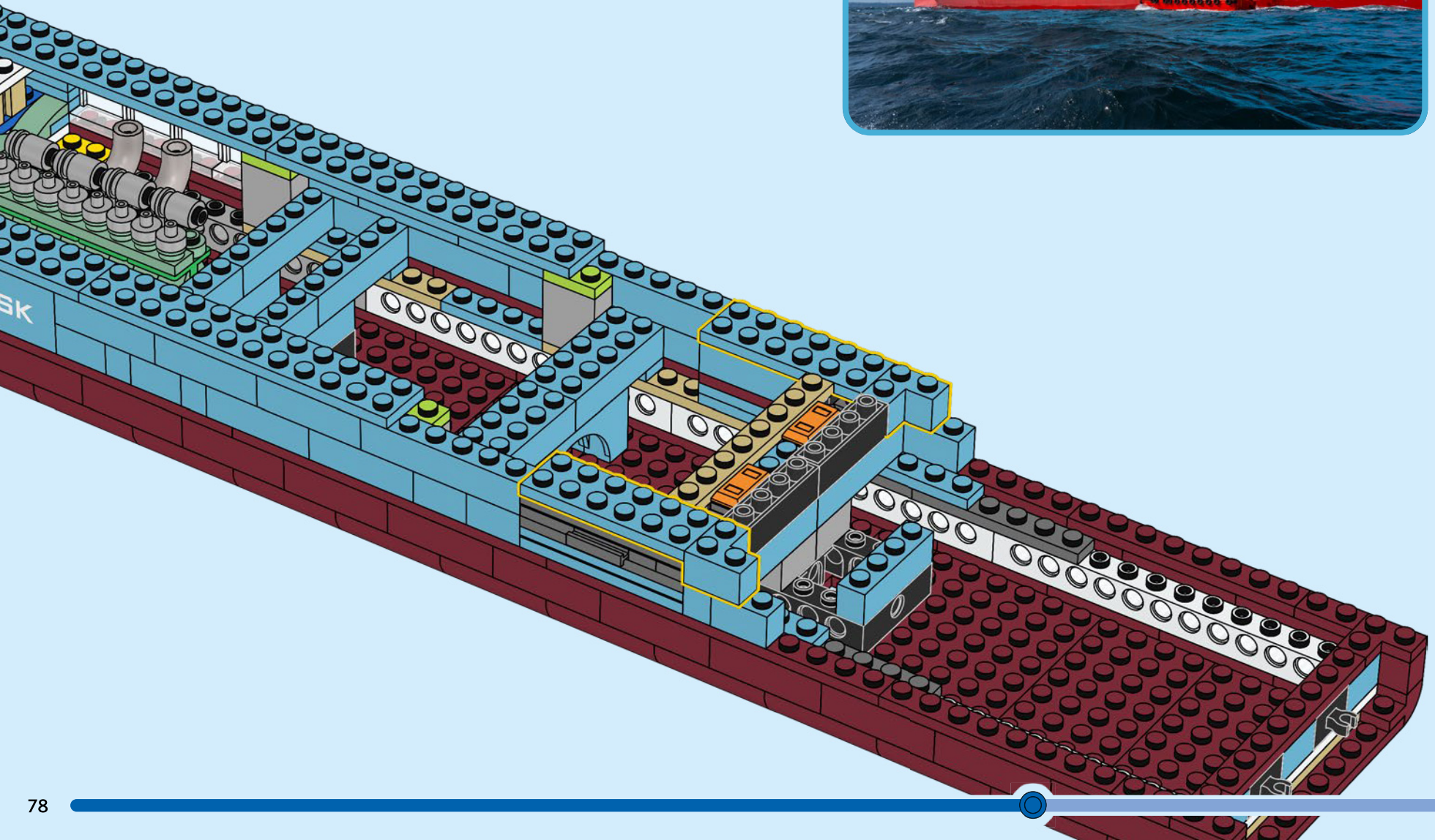


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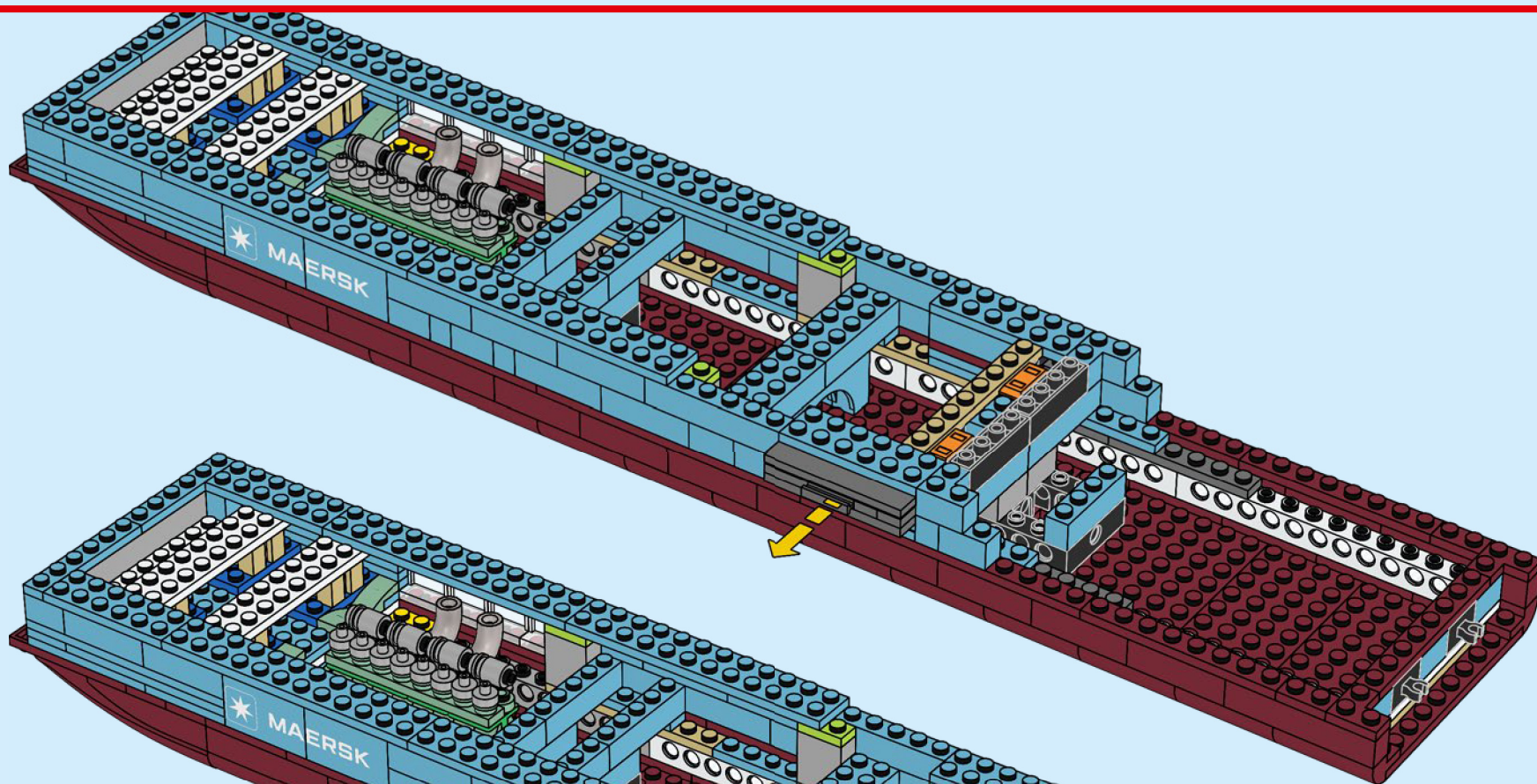




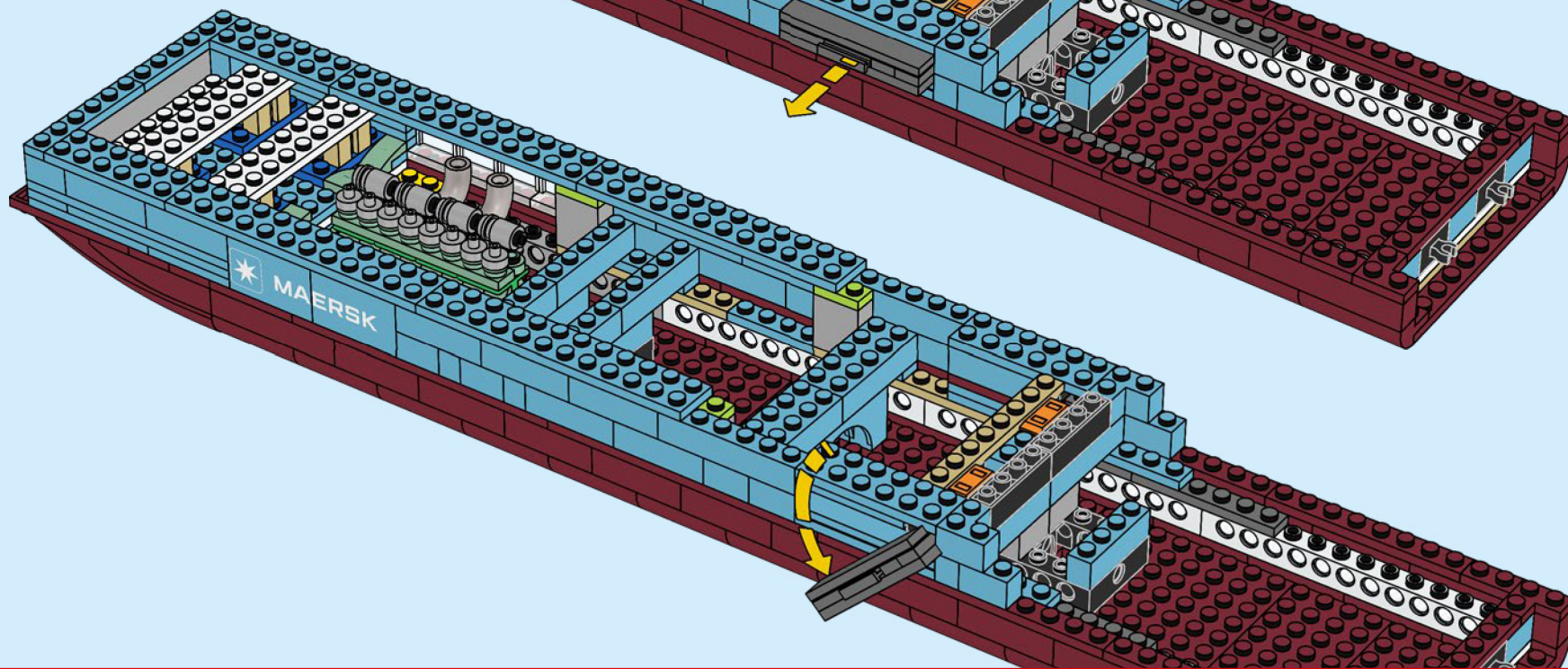
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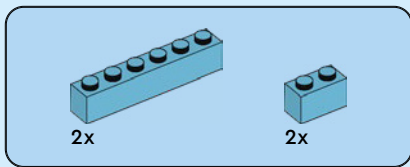


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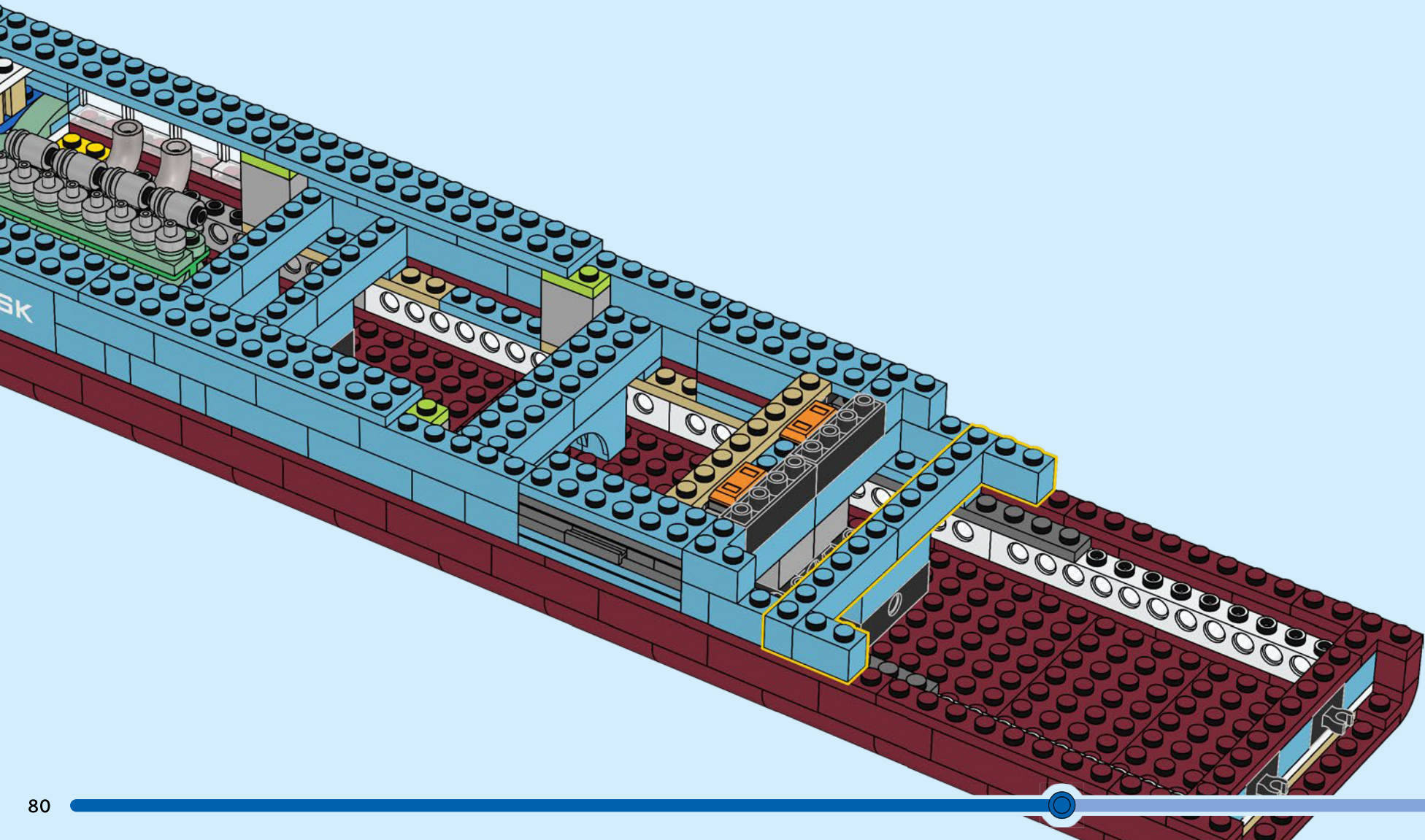


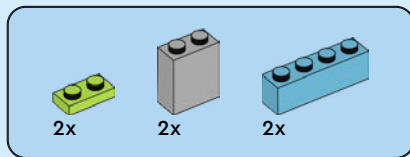
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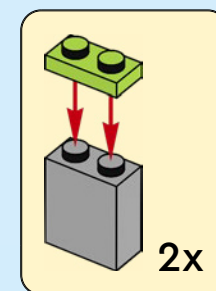
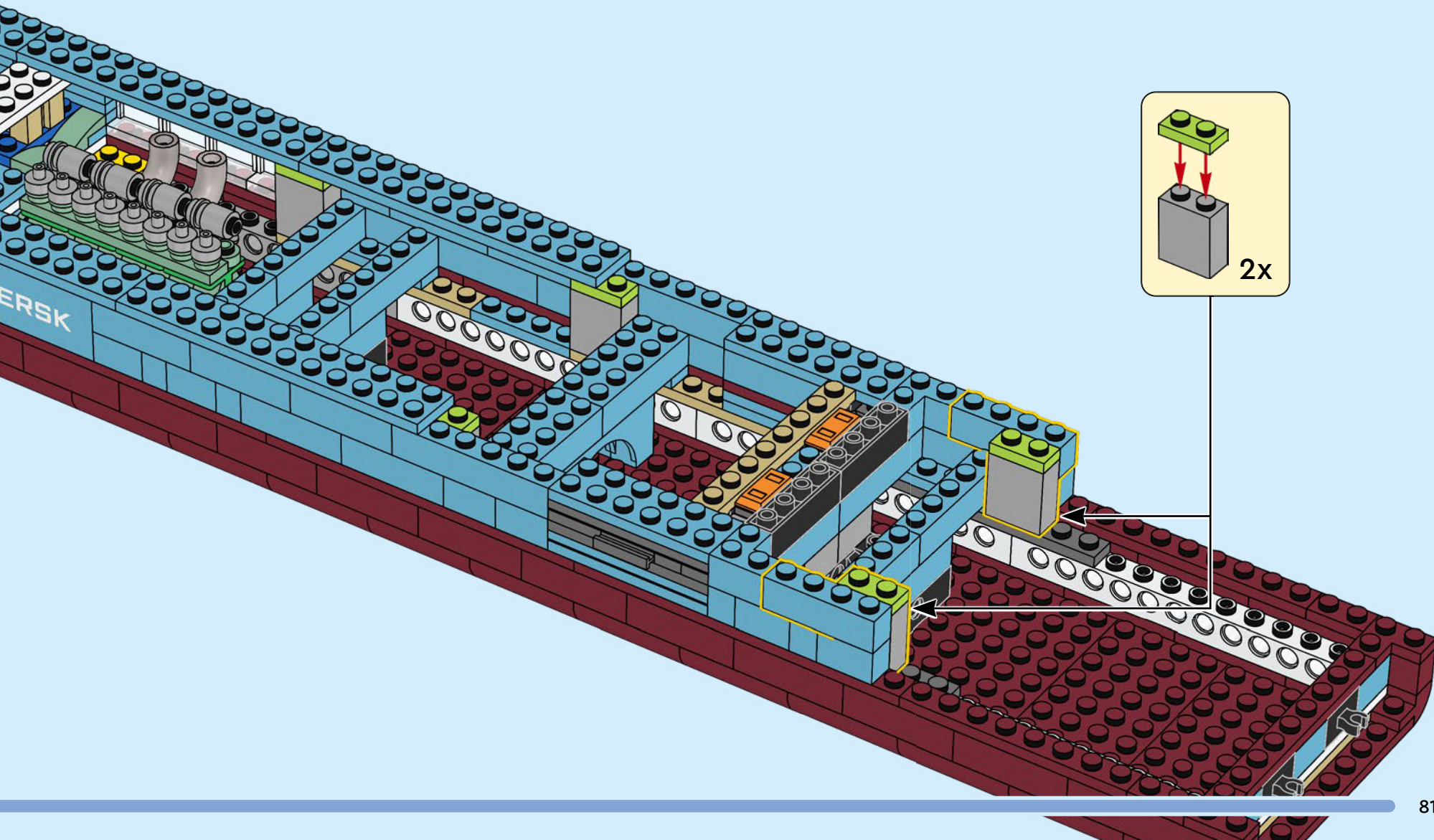


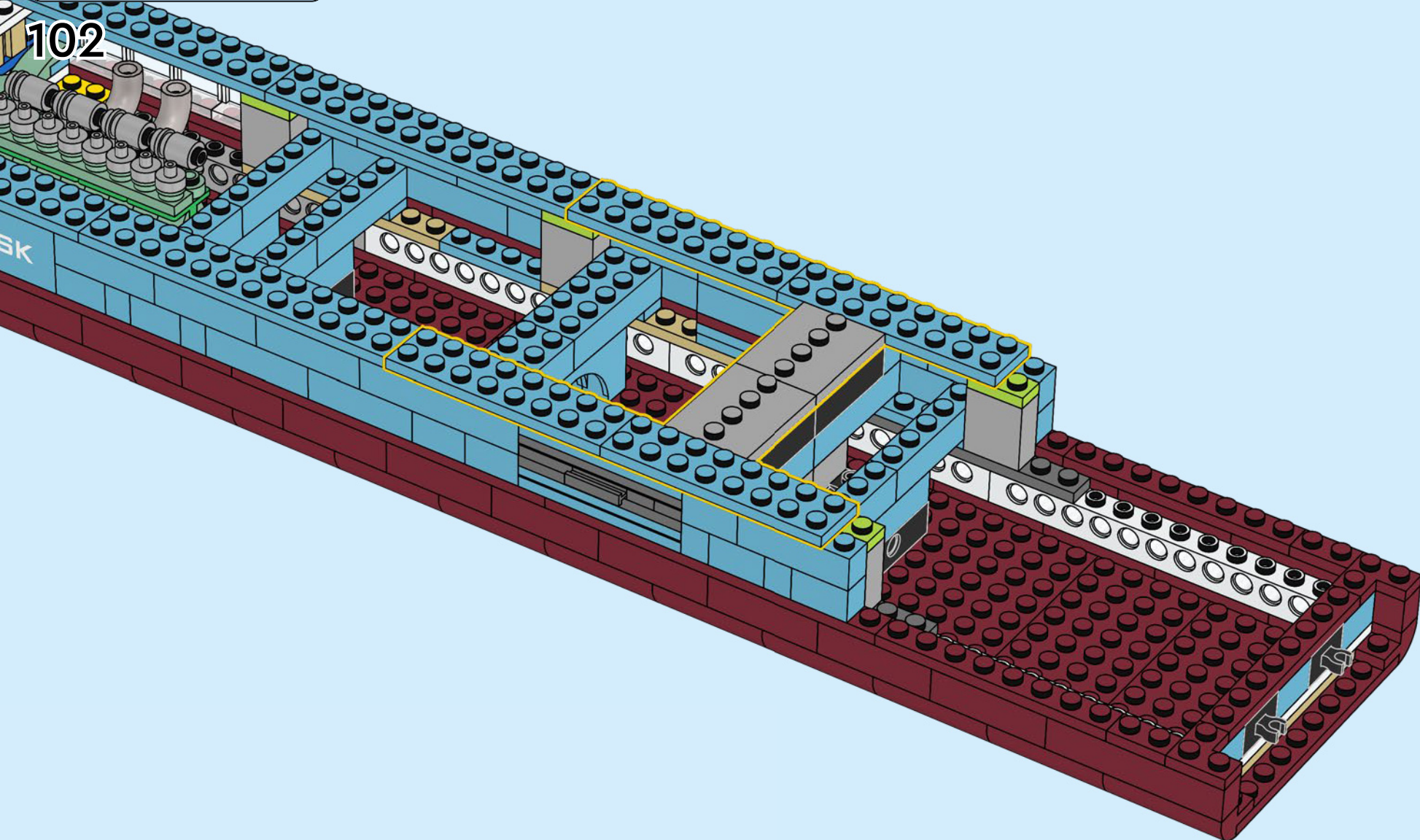
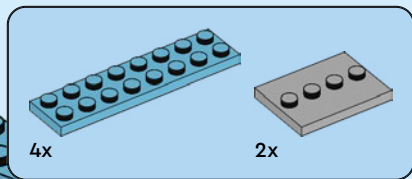
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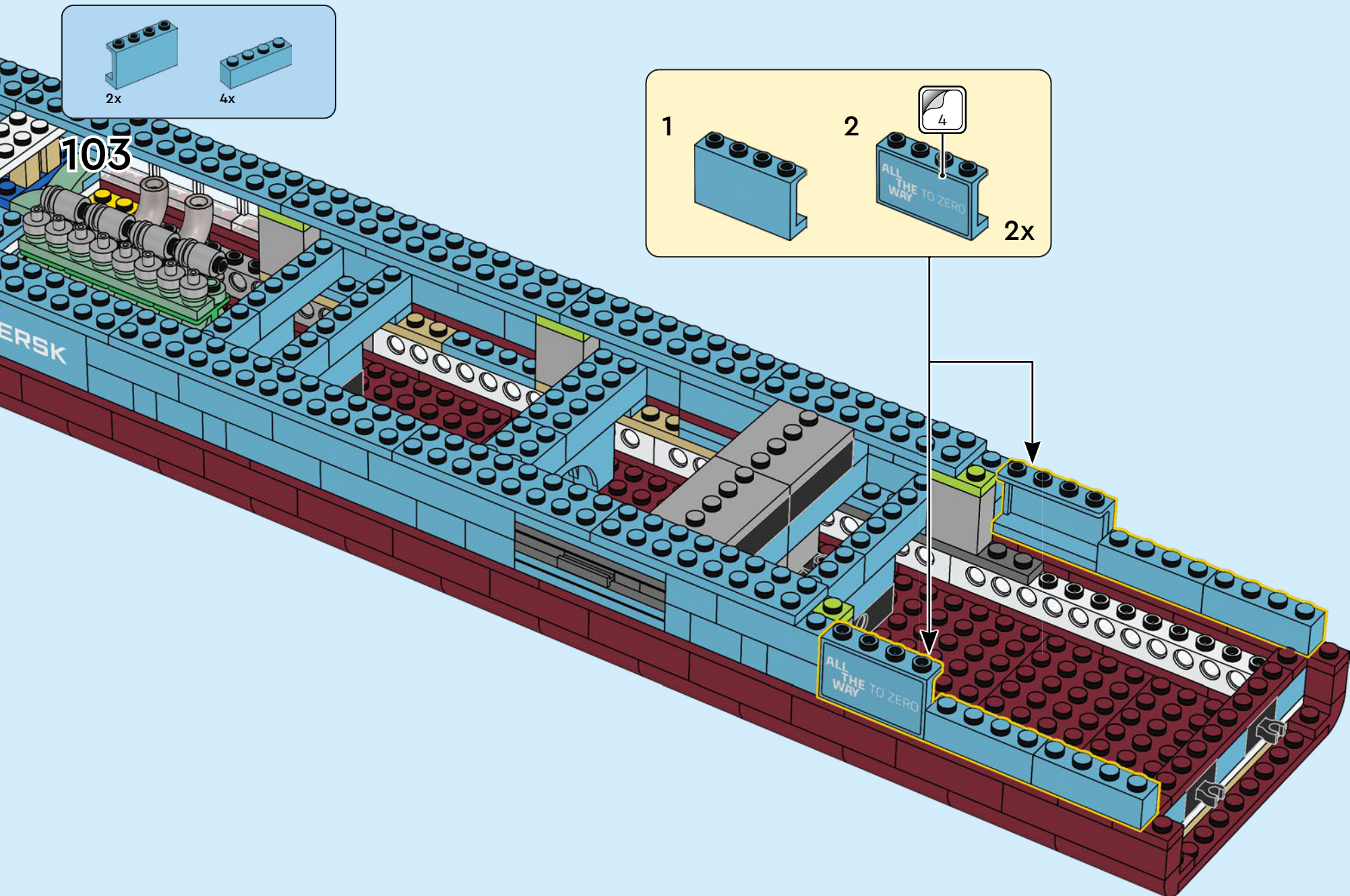




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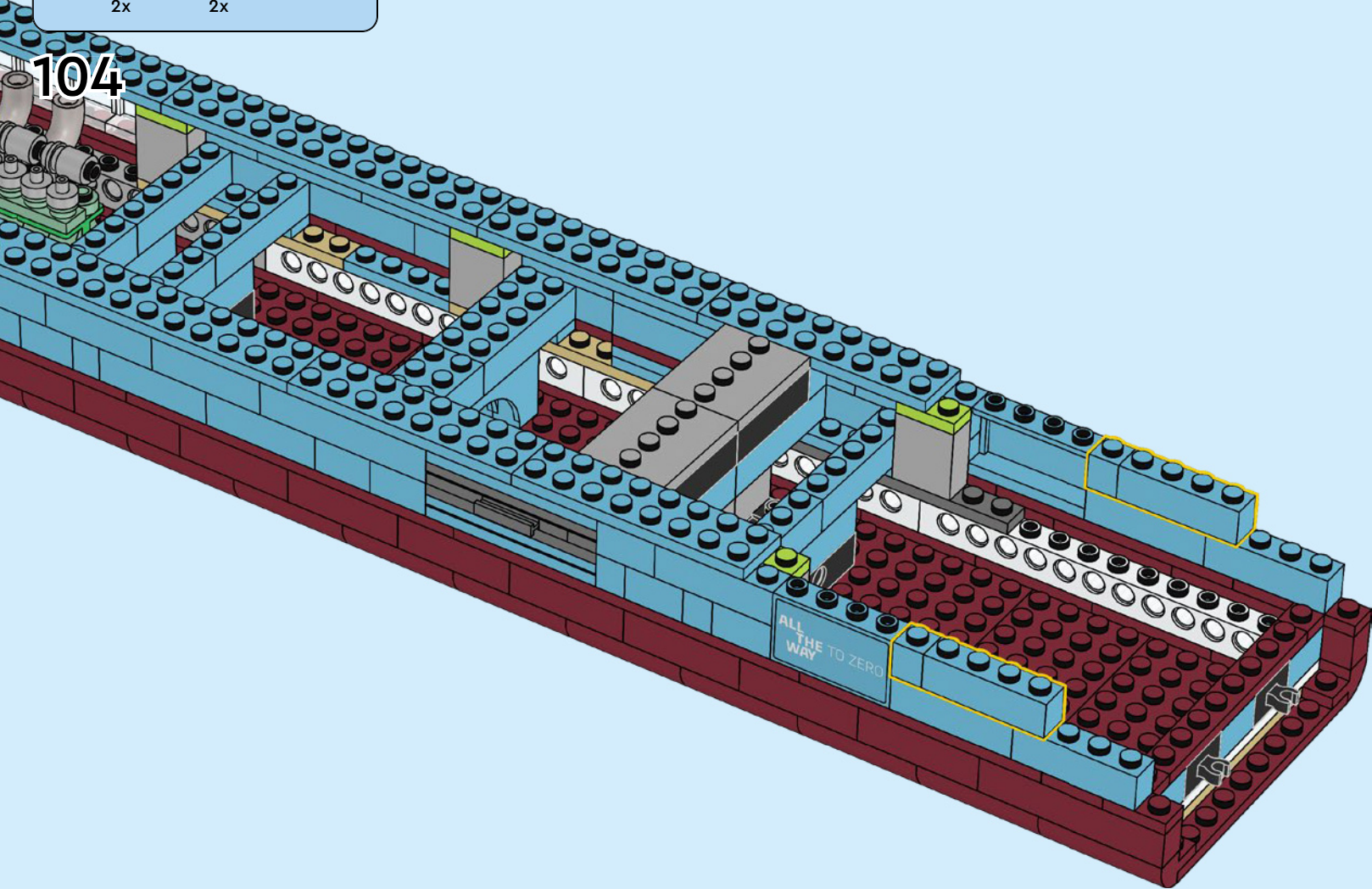


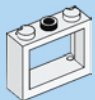



2x


2x

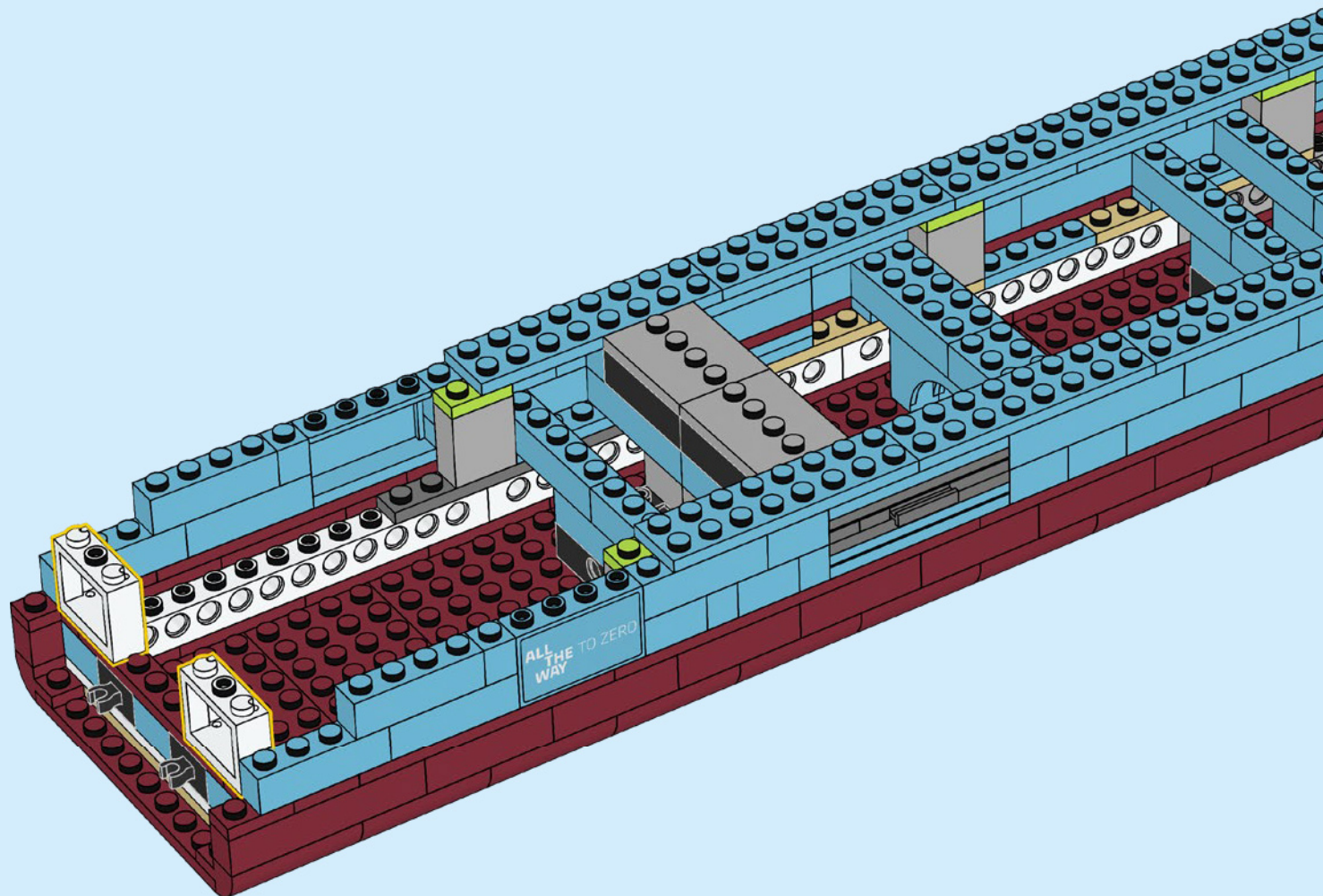
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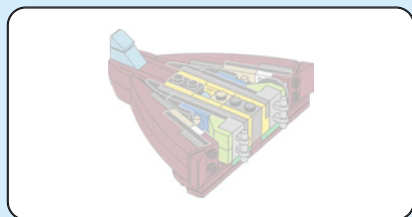
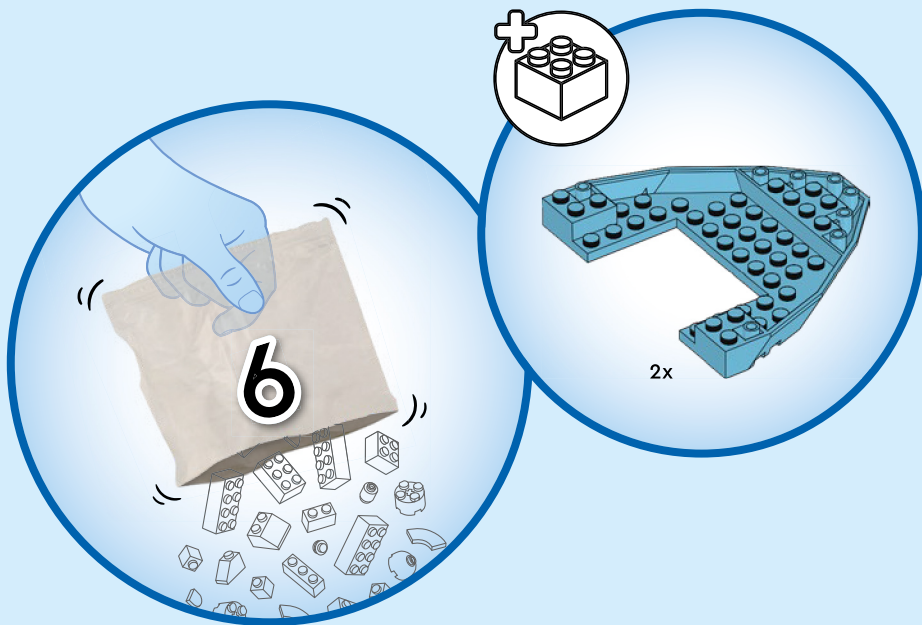




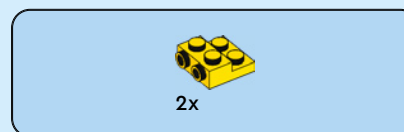
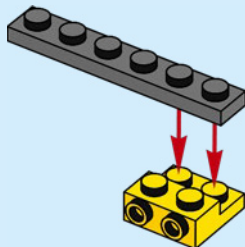
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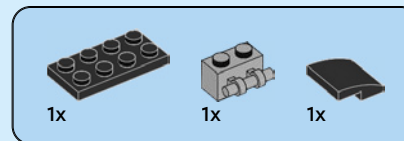
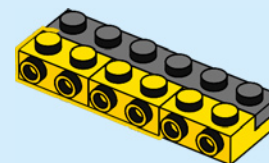




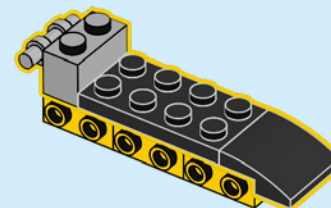
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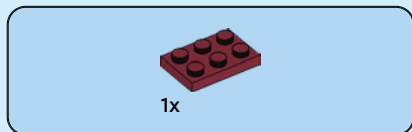


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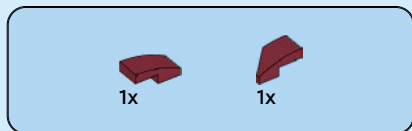
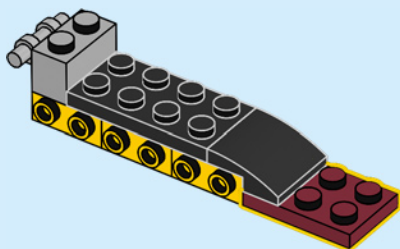


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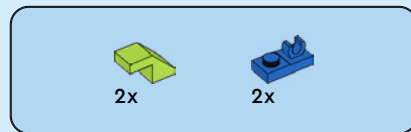
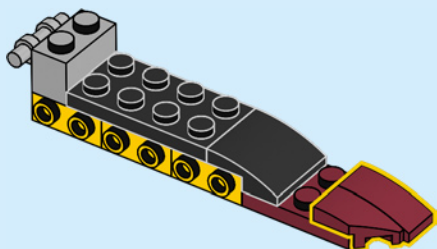




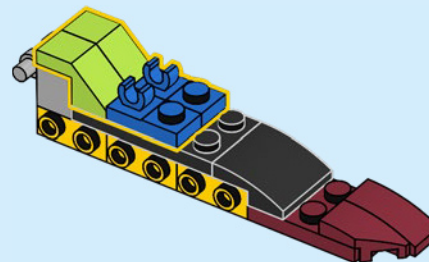
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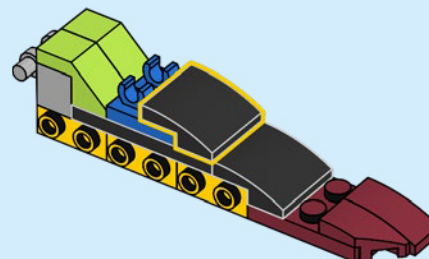
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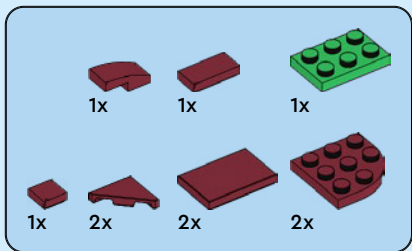


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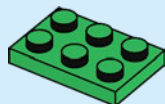
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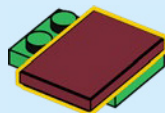


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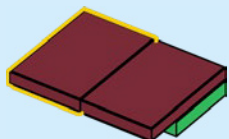
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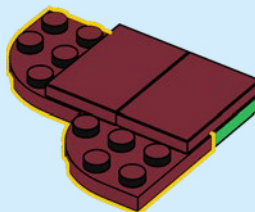
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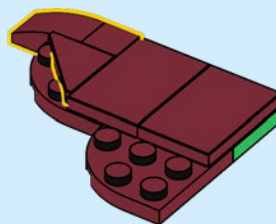
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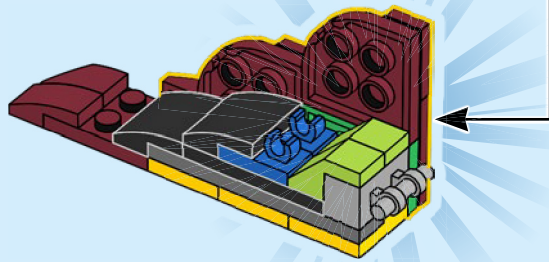
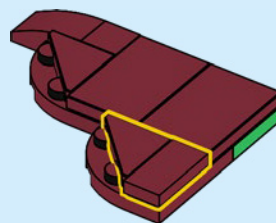
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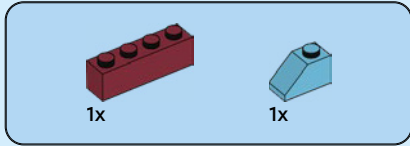
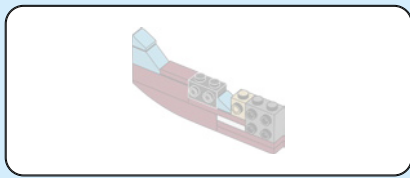


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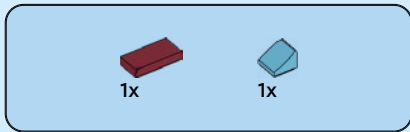
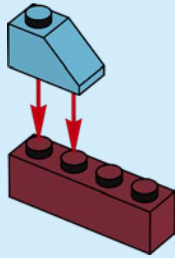


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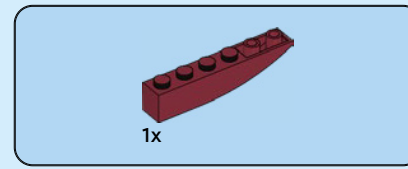
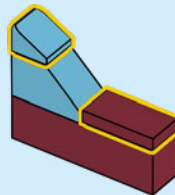




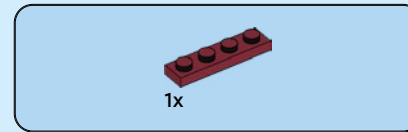
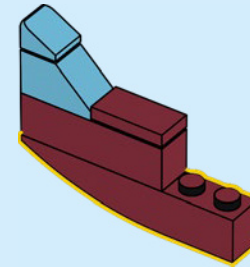
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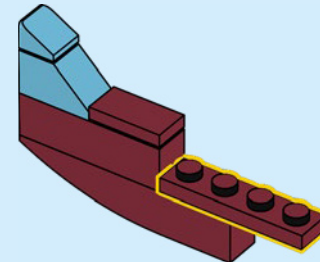
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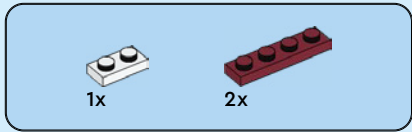


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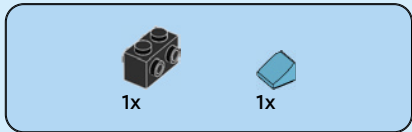
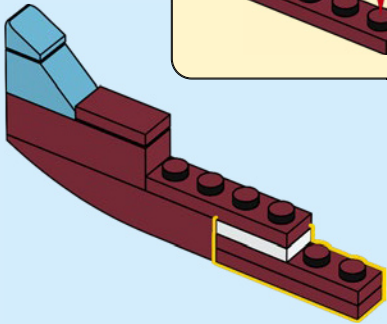
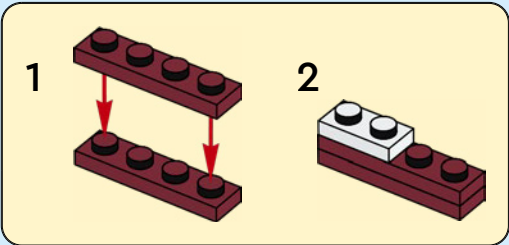


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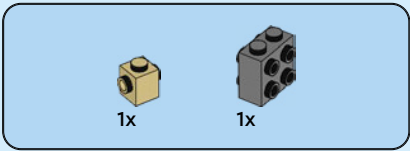
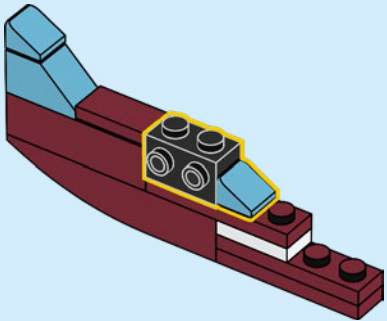




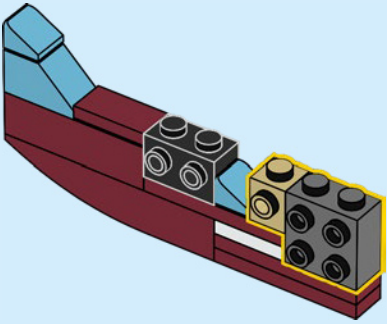
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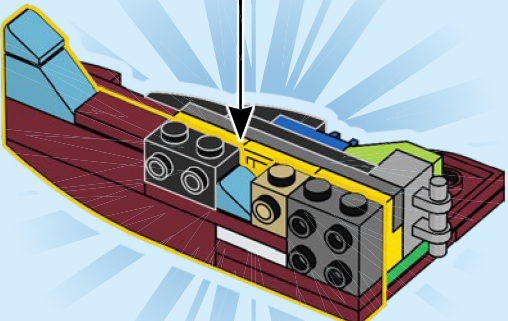
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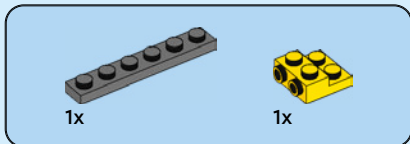
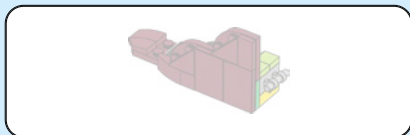


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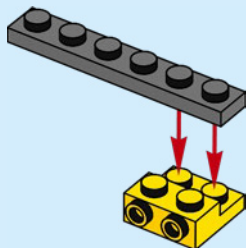


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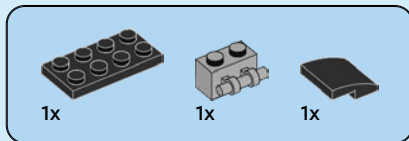
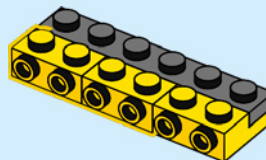




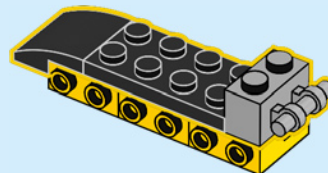
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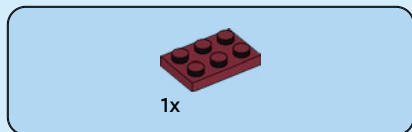


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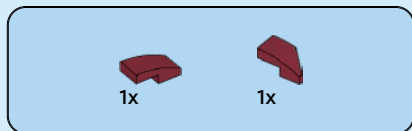
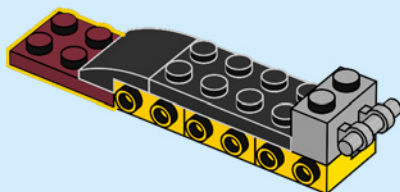


124

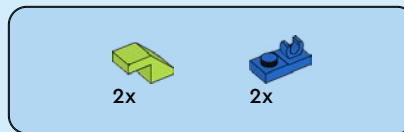
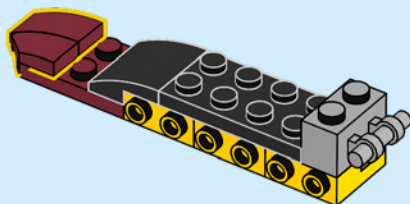




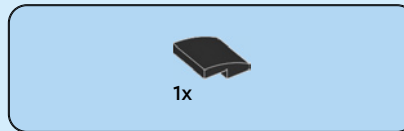
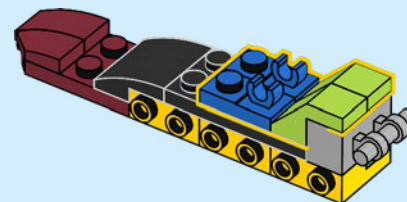
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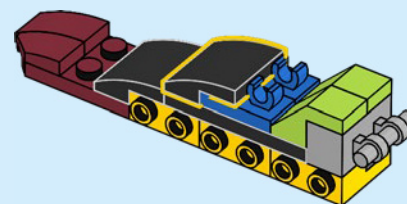
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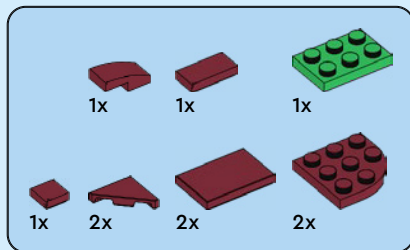


127



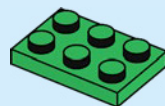
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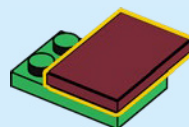


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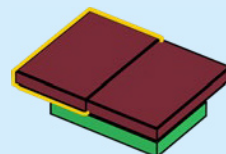
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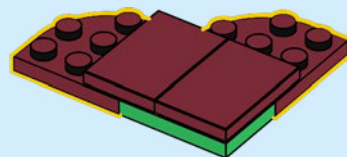
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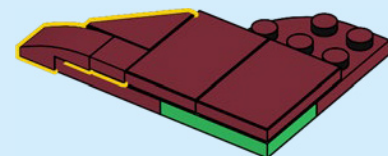
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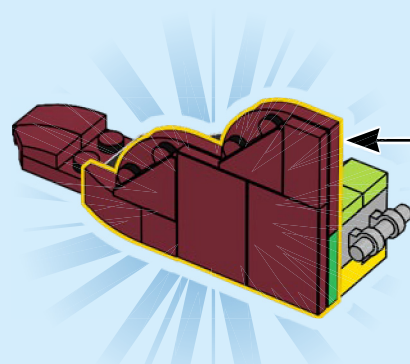
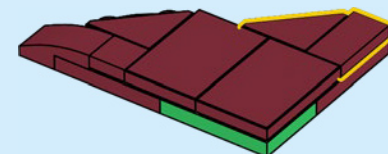
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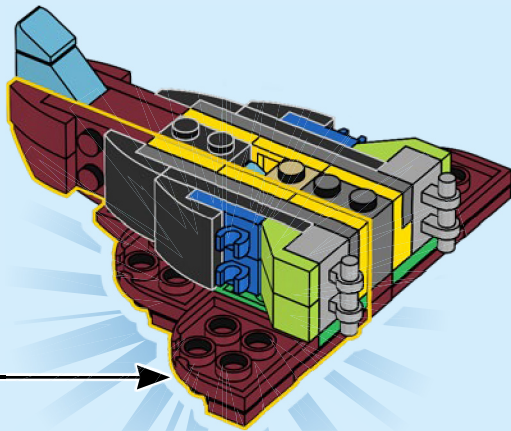
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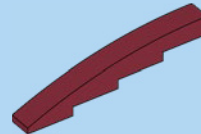
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130

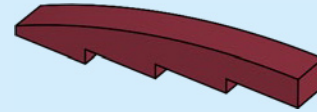


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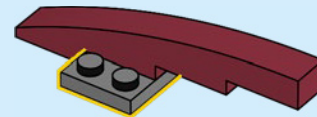
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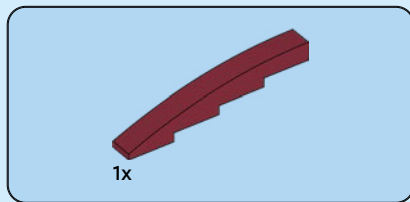
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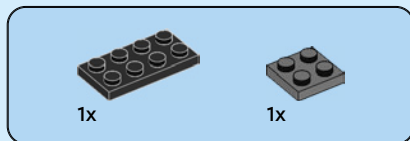
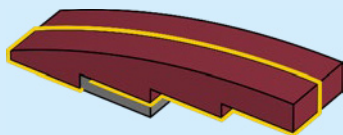
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132

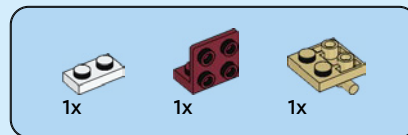
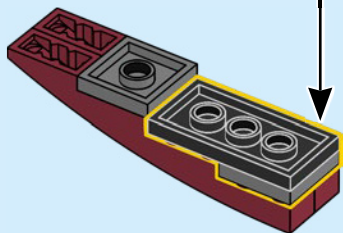
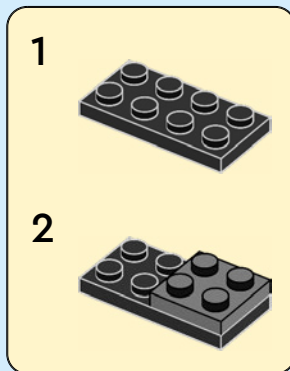




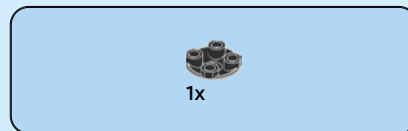
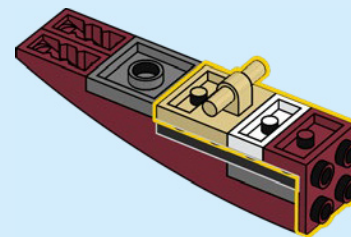
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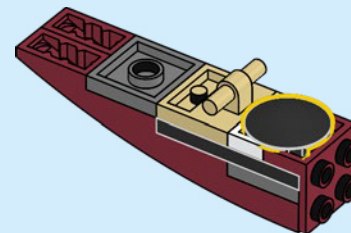
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135



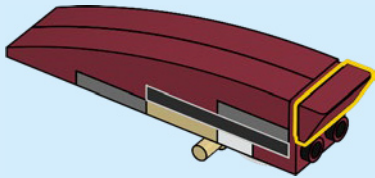
136





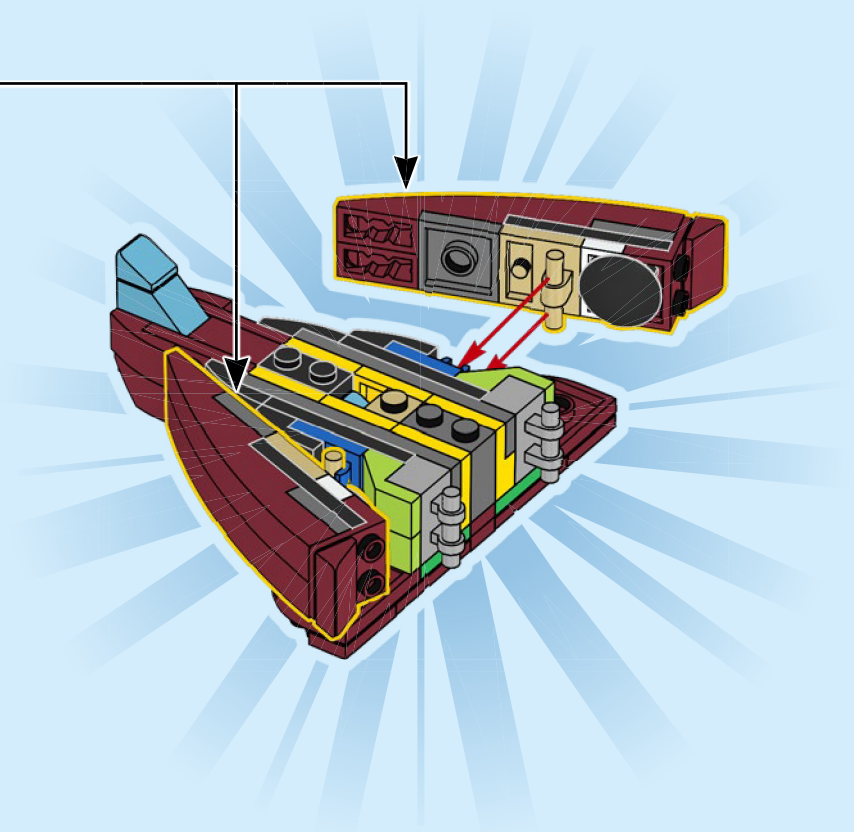
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137

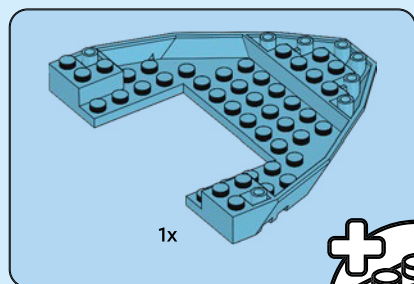
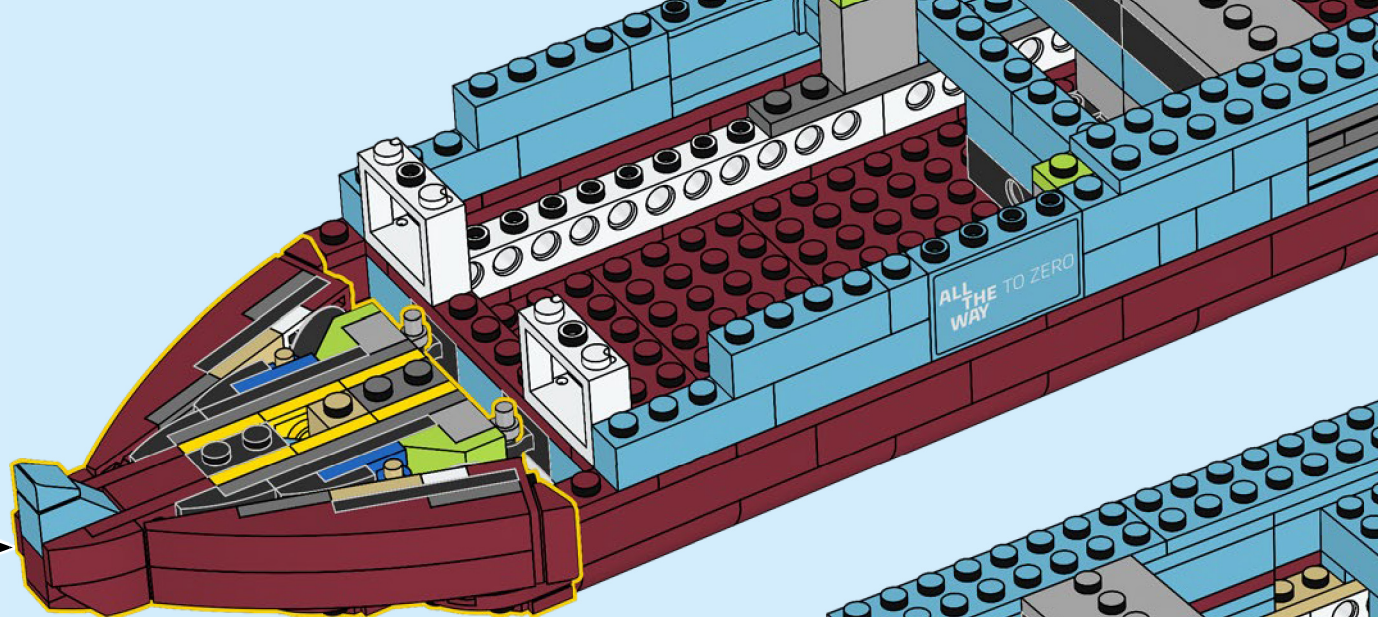


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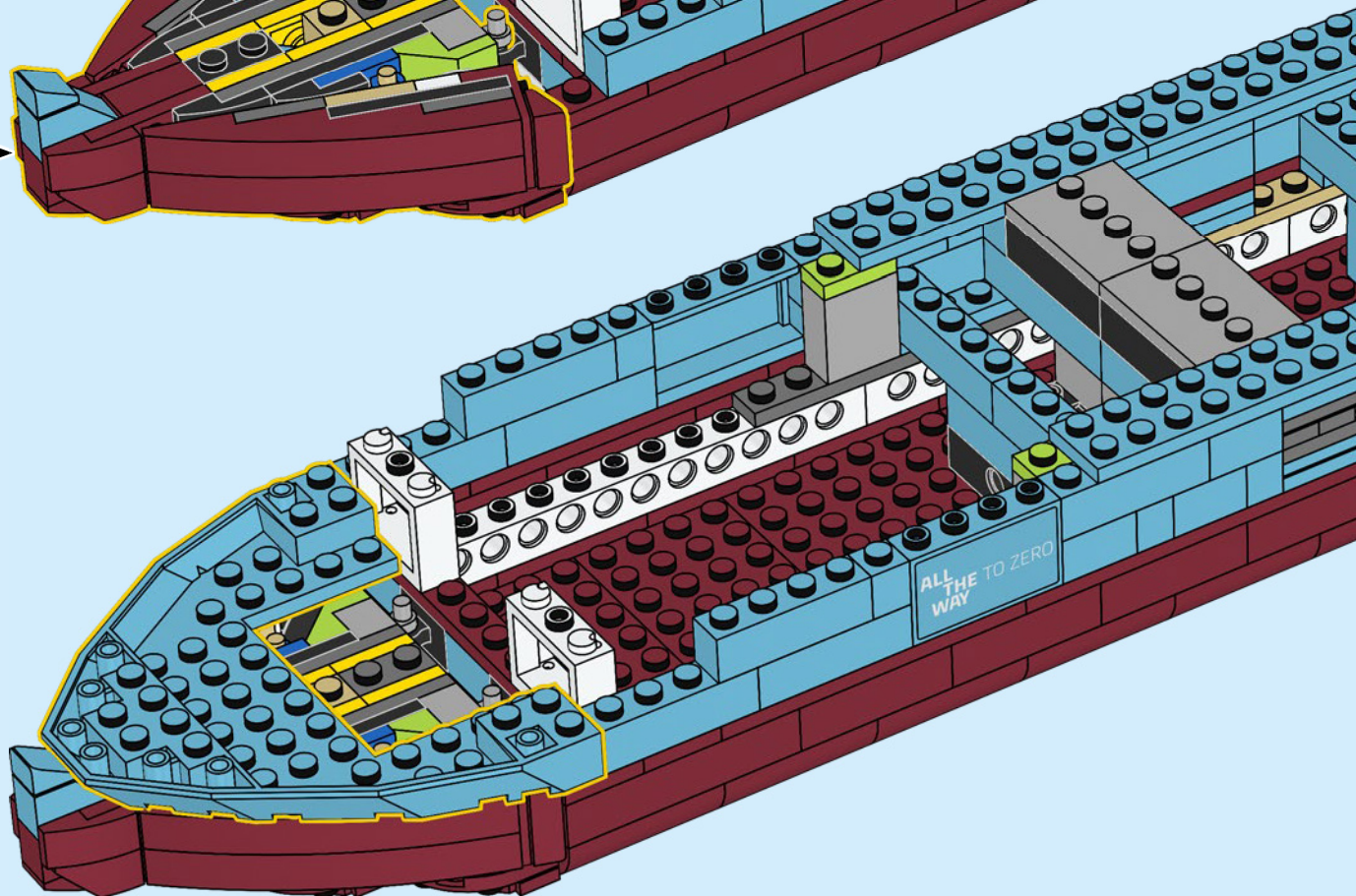
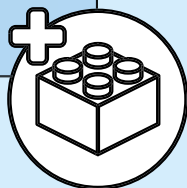
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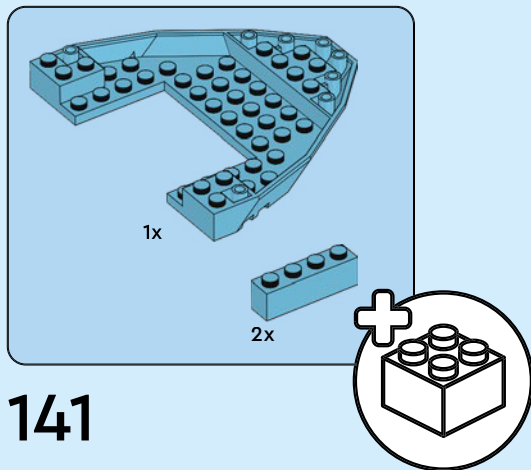


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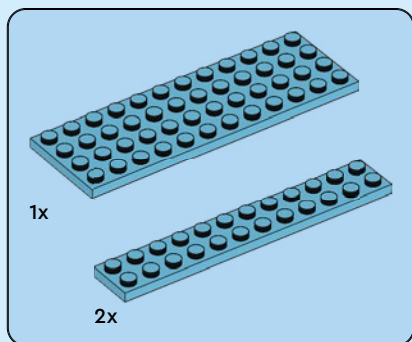
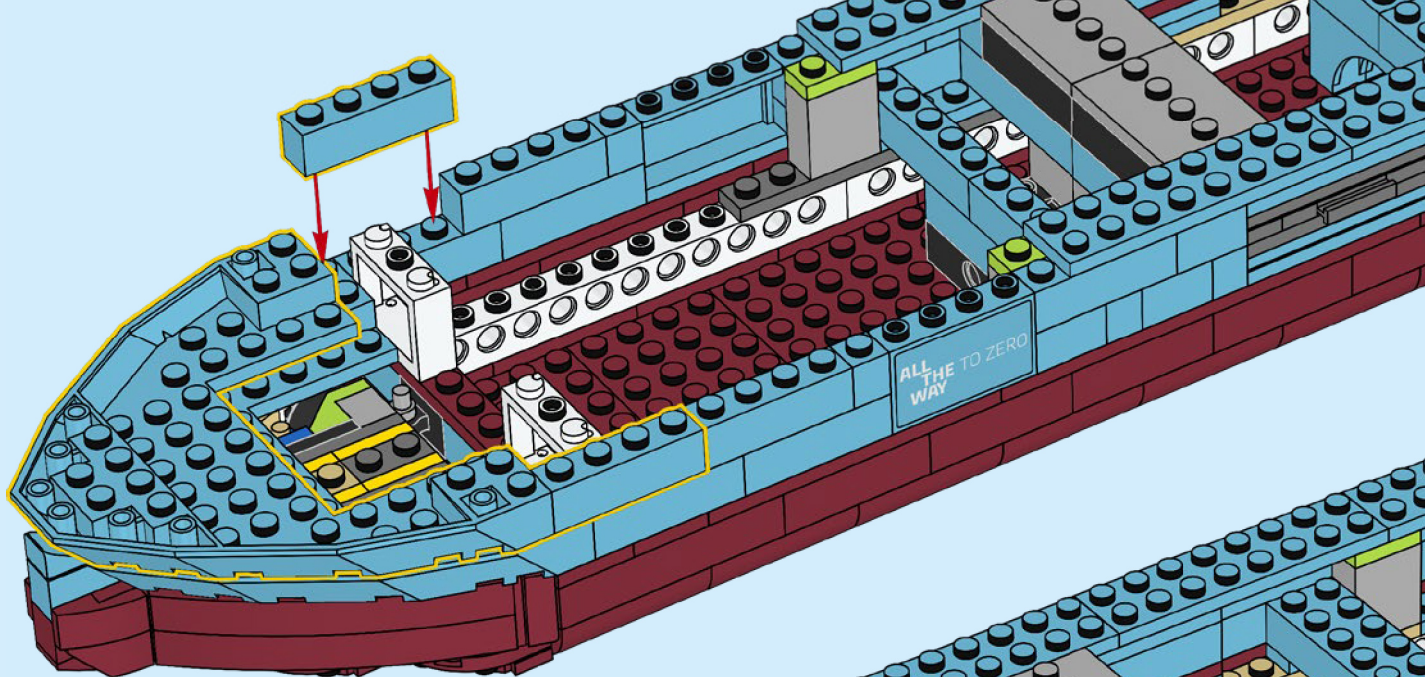


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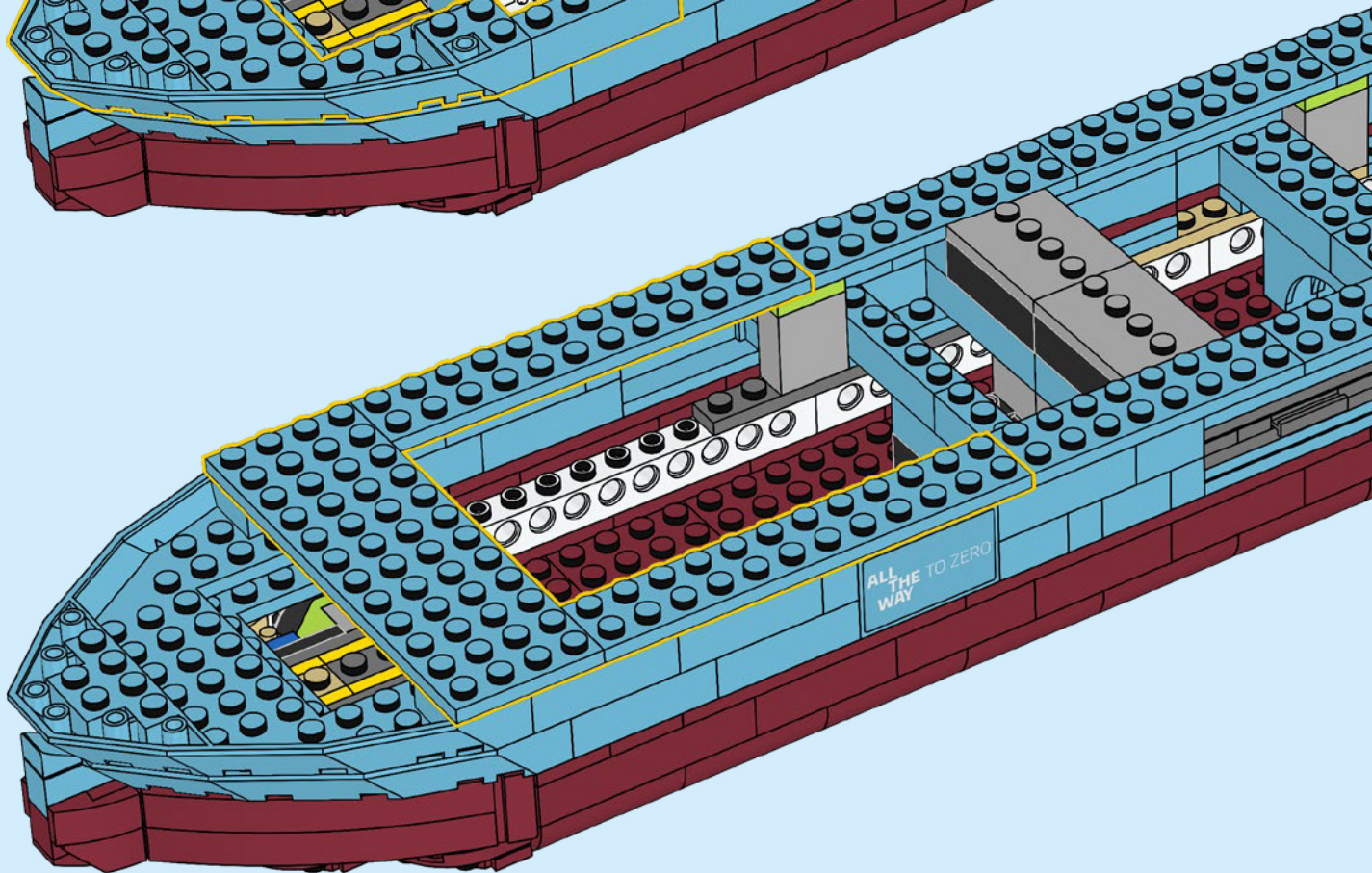


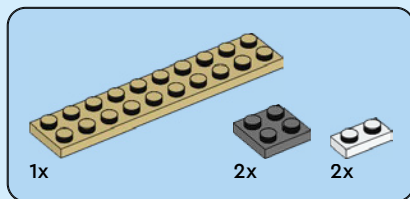


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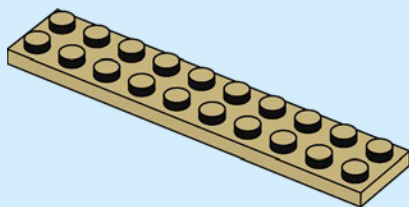
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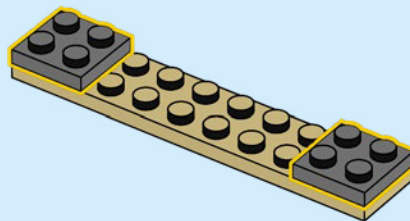


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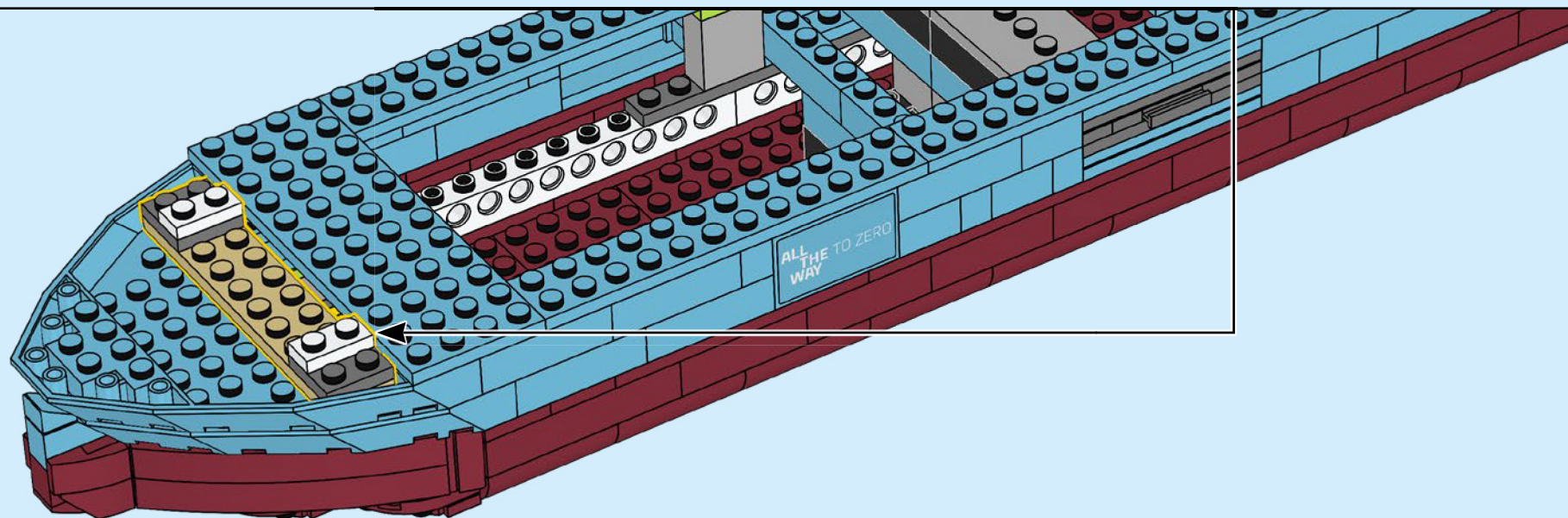
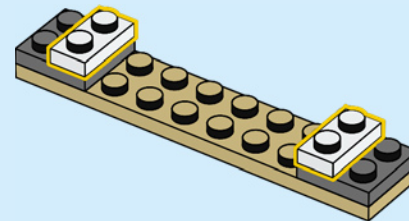
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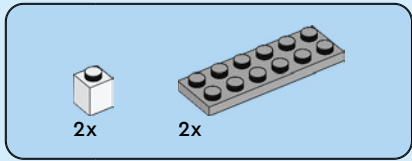


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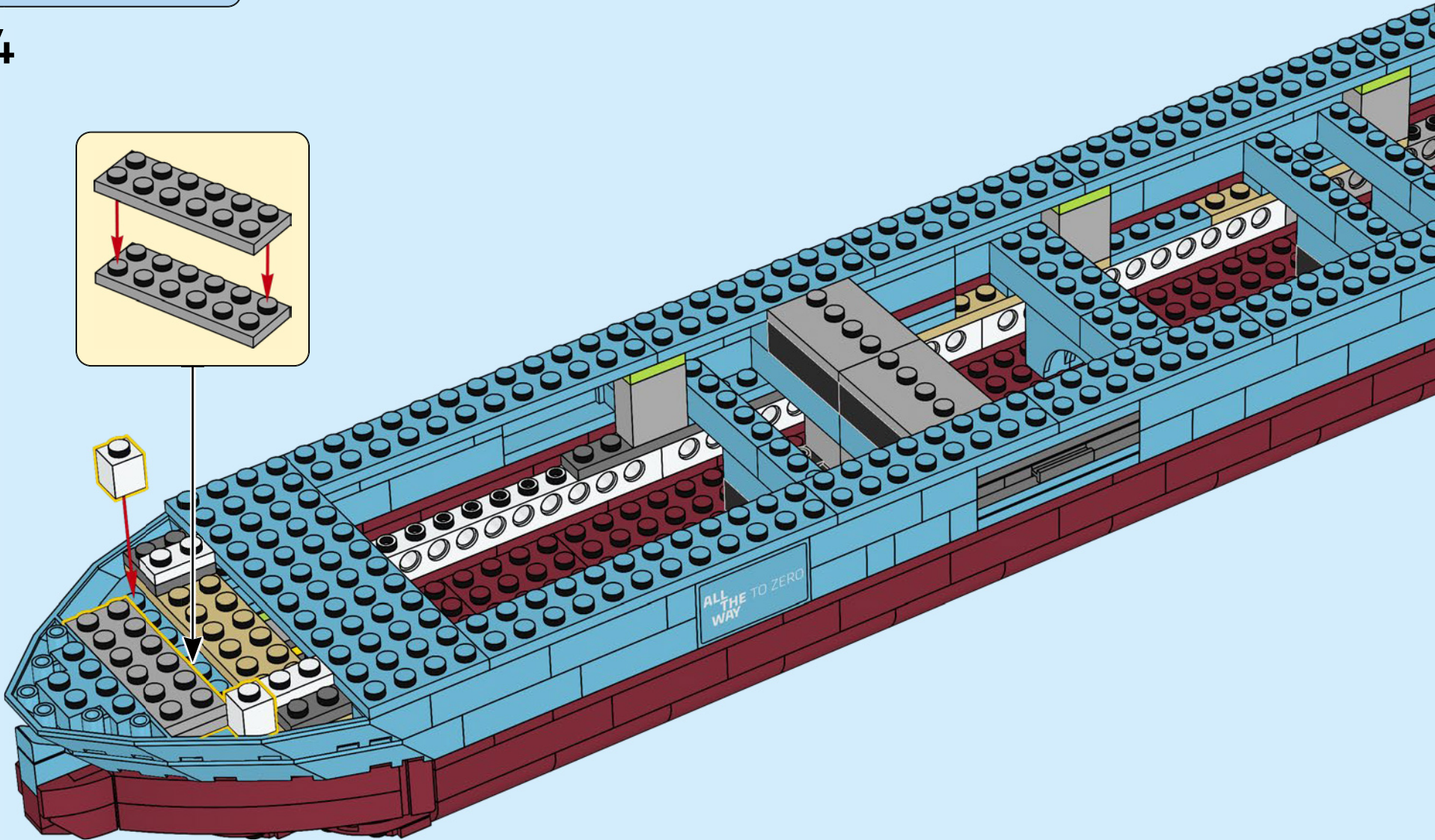
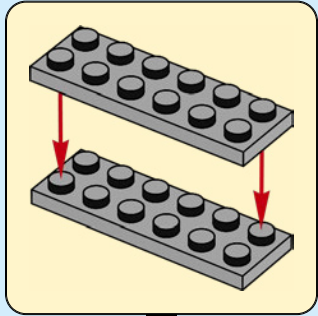


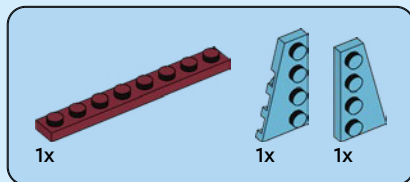
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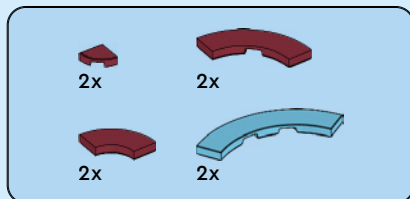
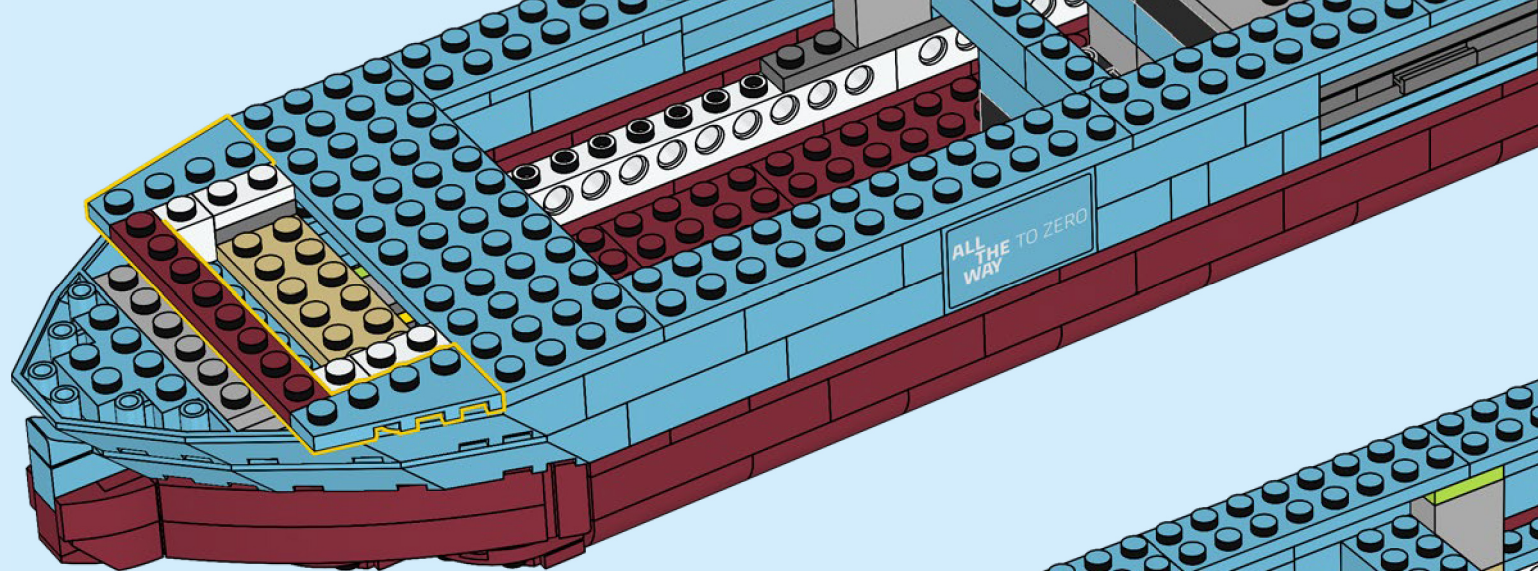


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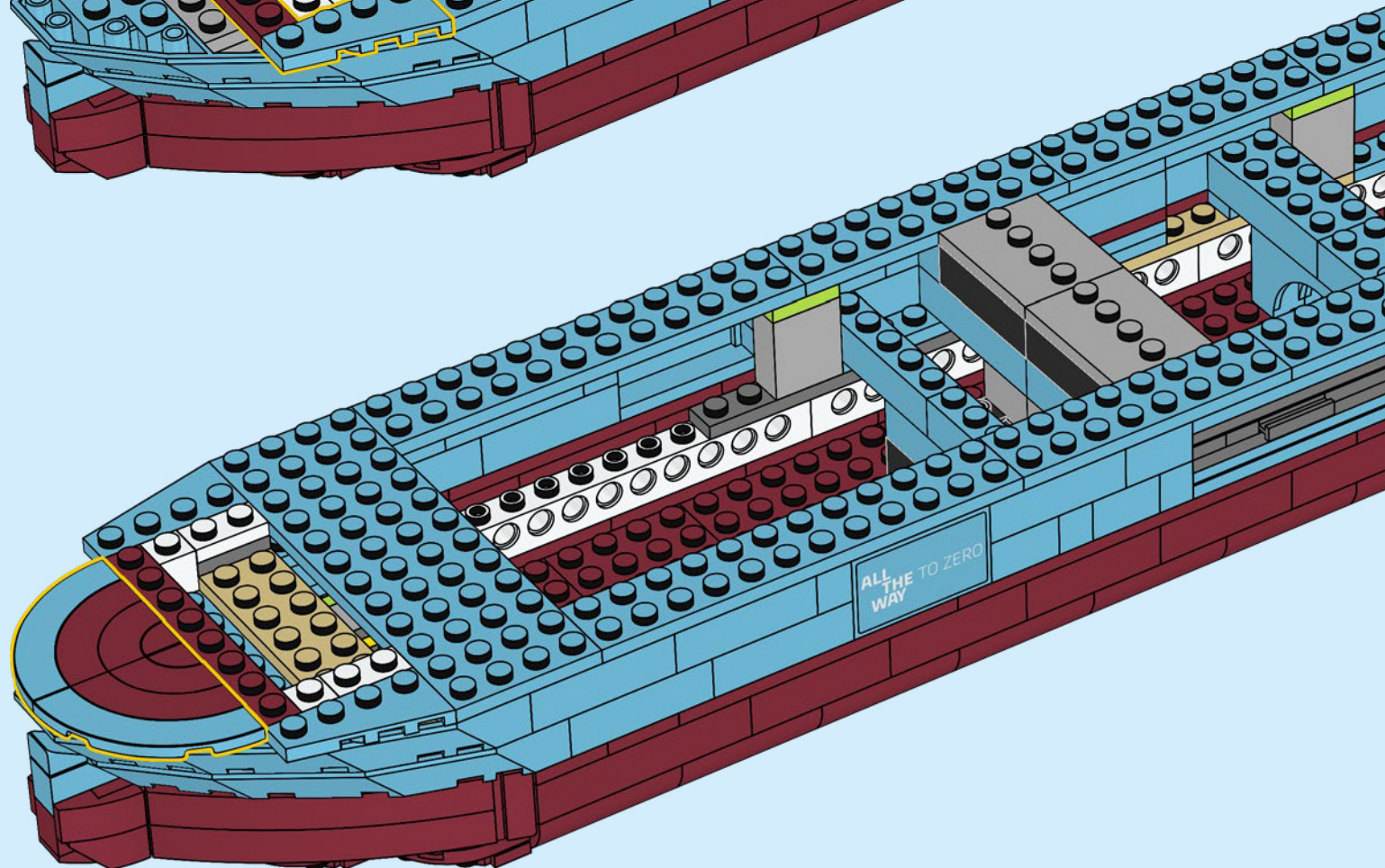


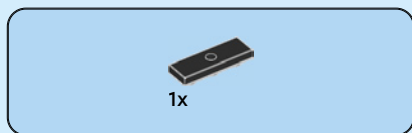


145

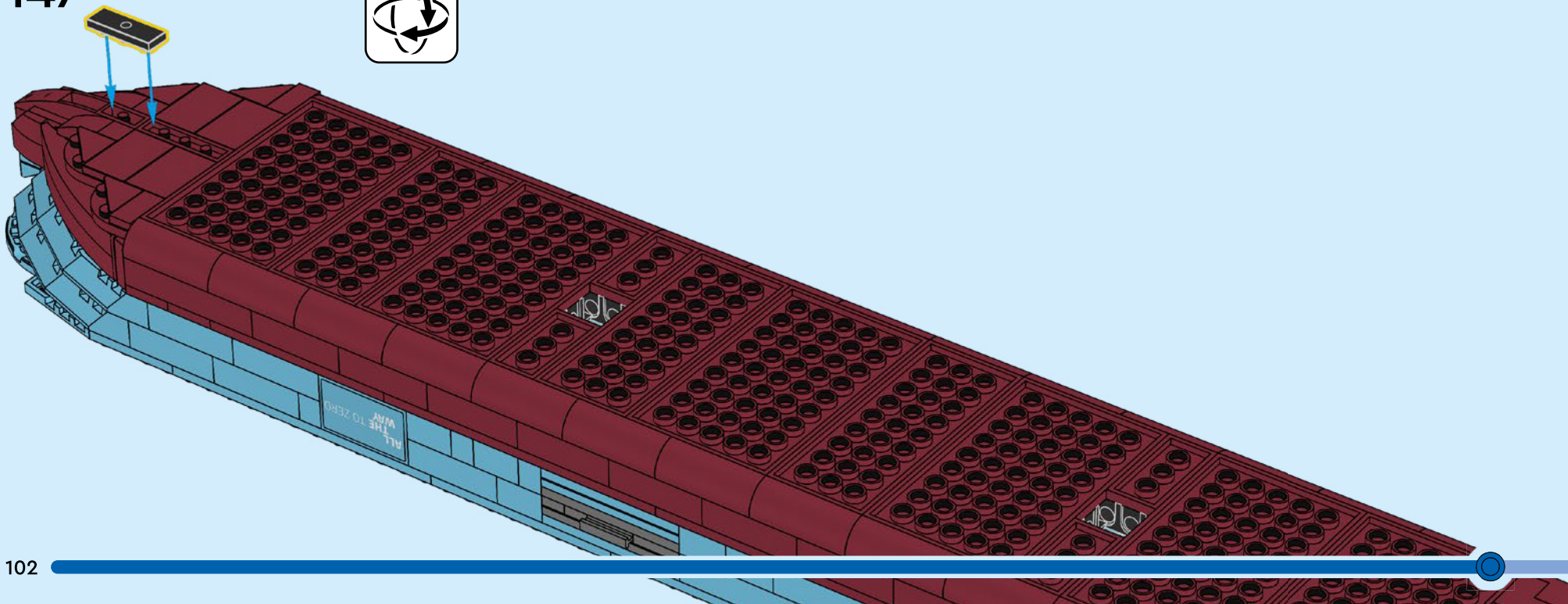


146





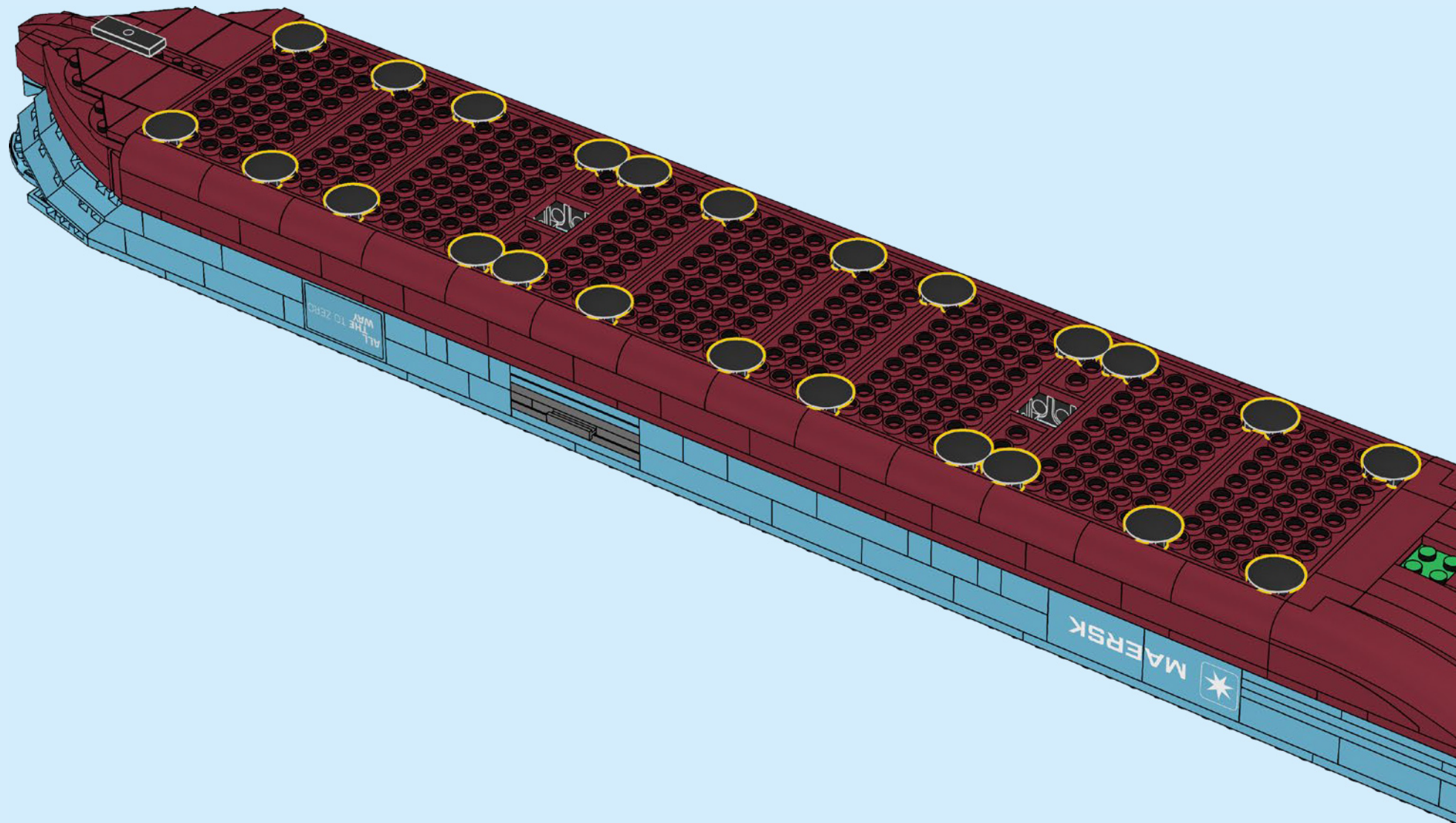
147





24x

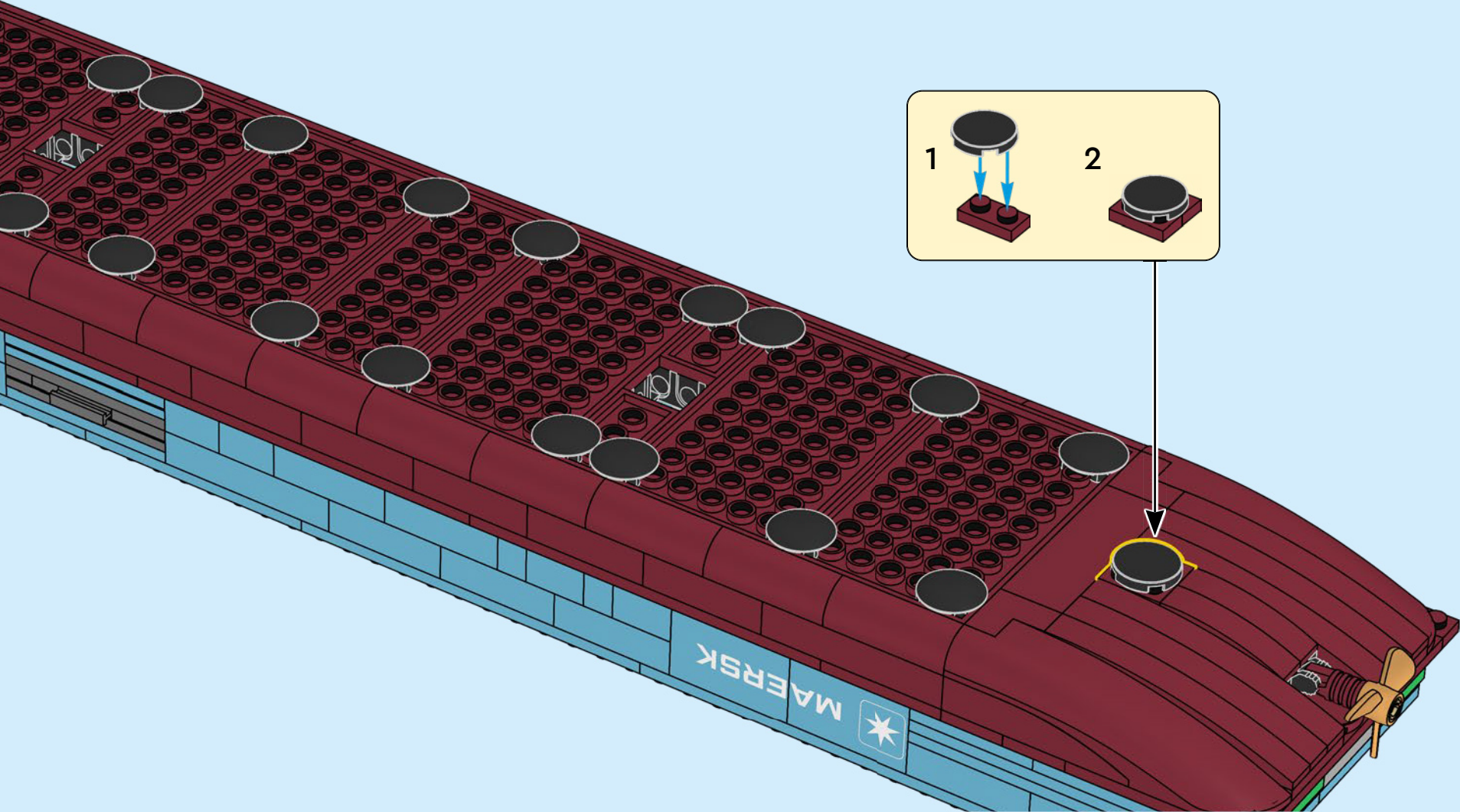
148



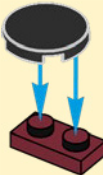

2x


1x

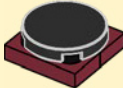
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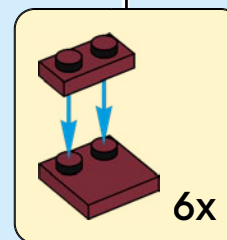
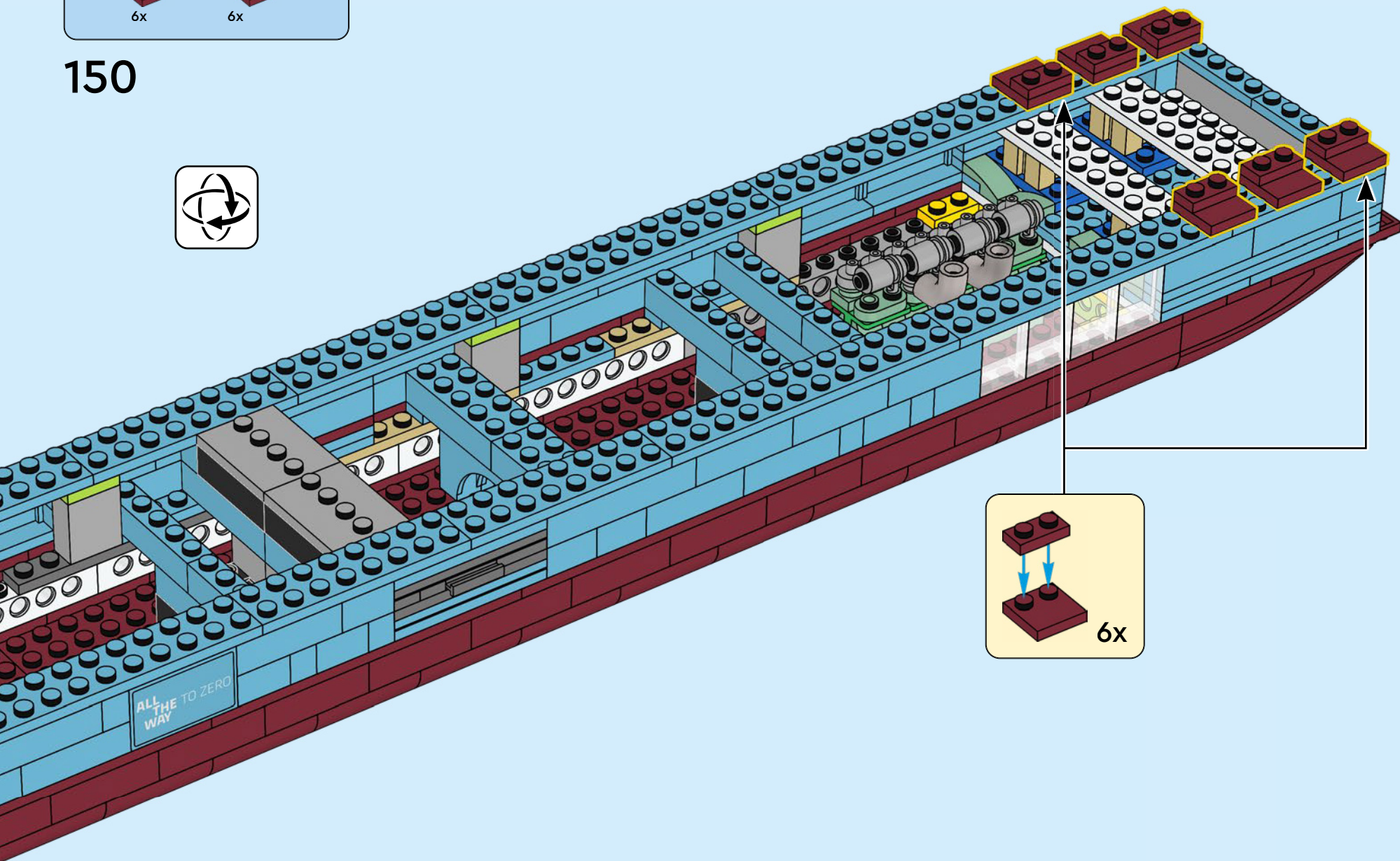


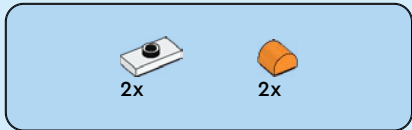
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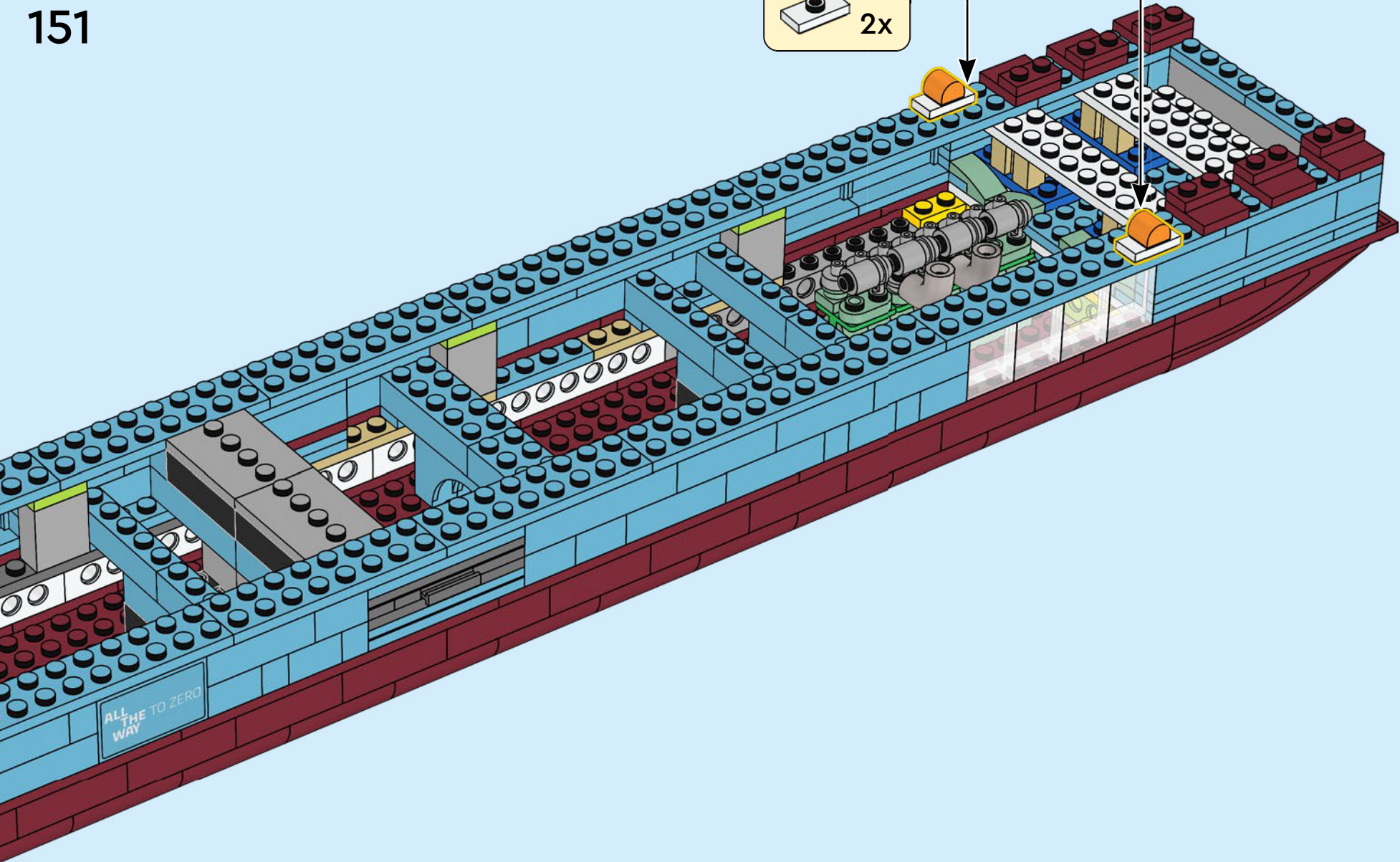
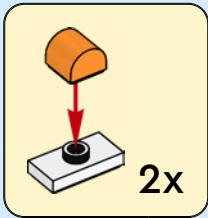
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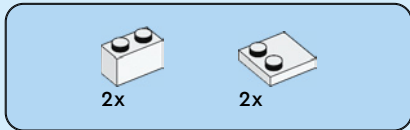




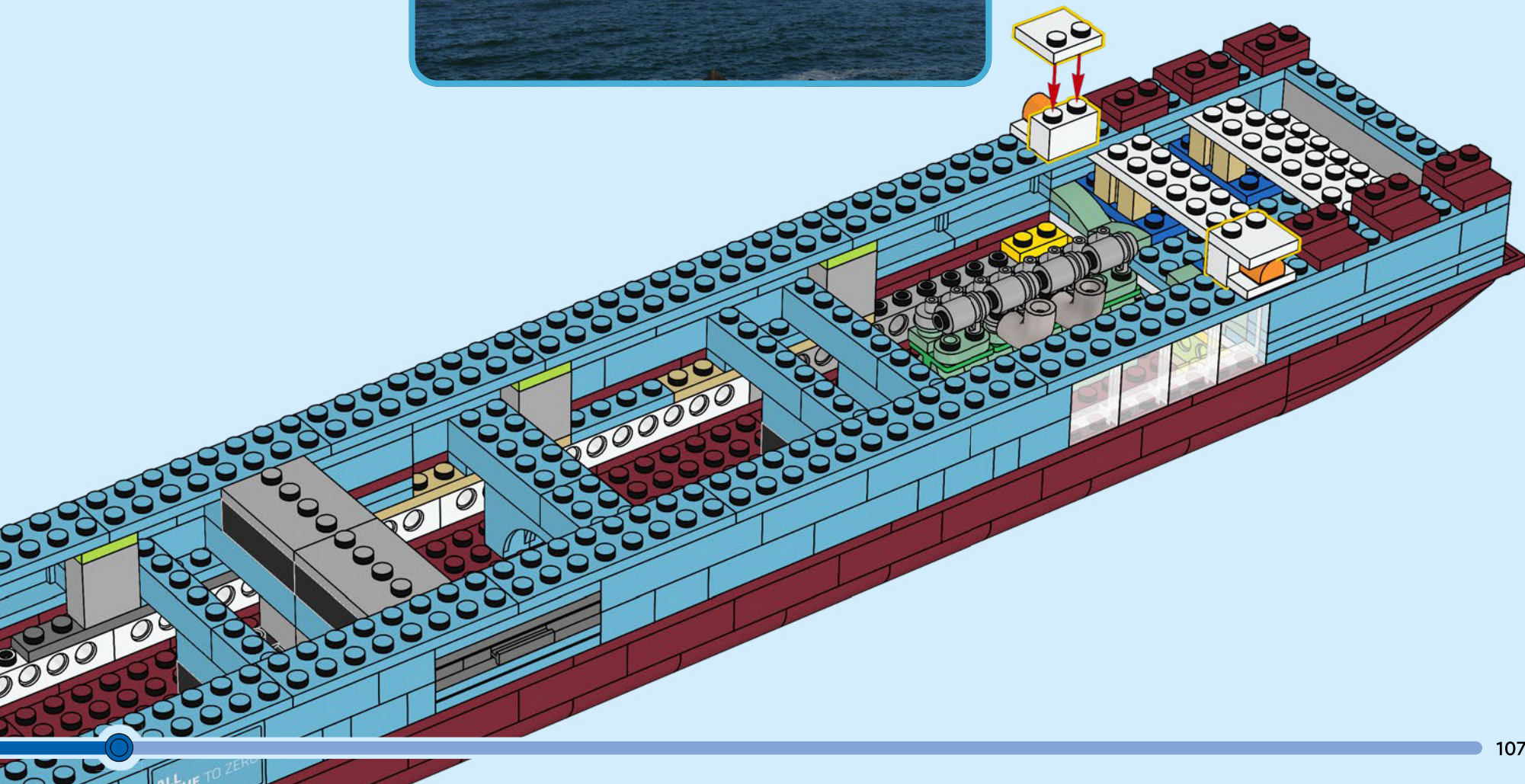
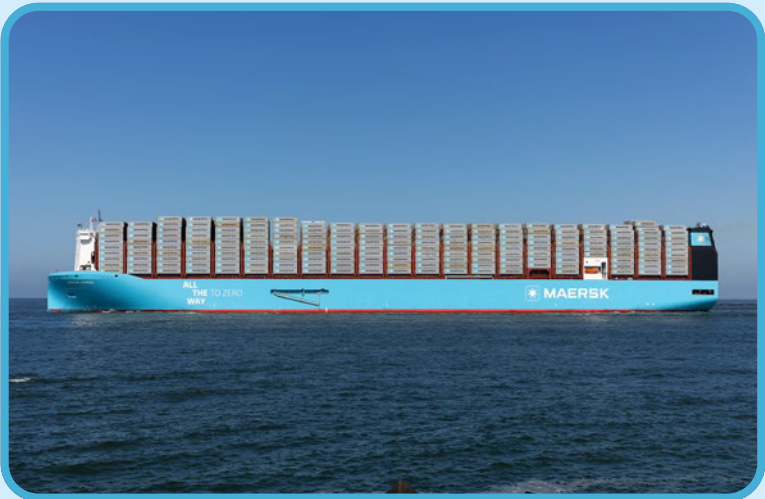


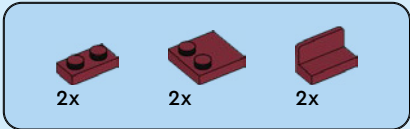
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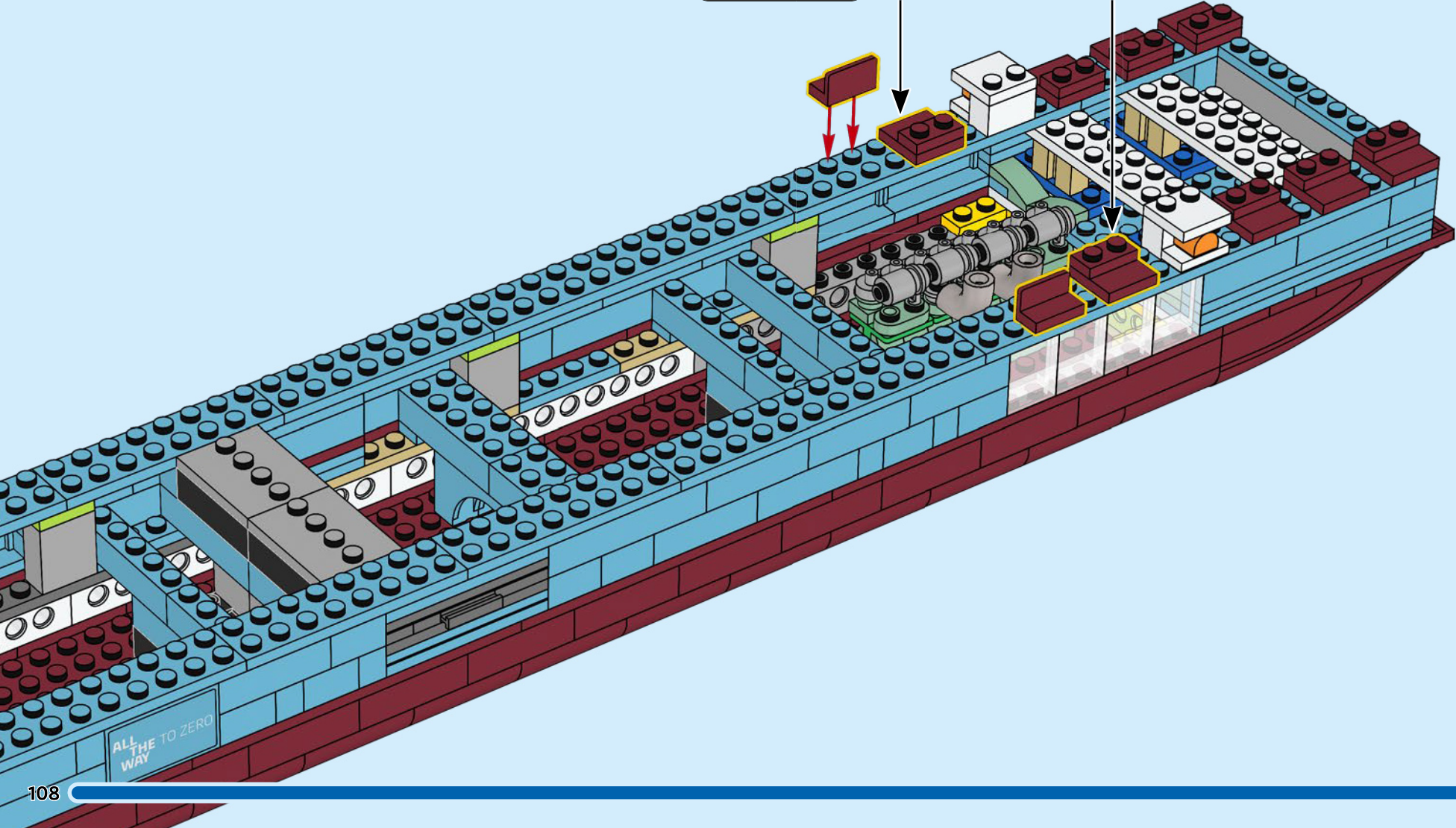
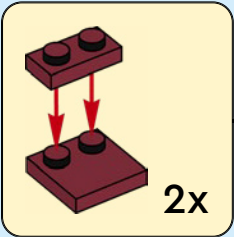


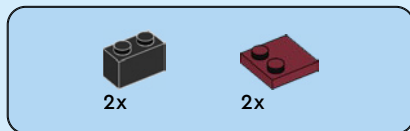
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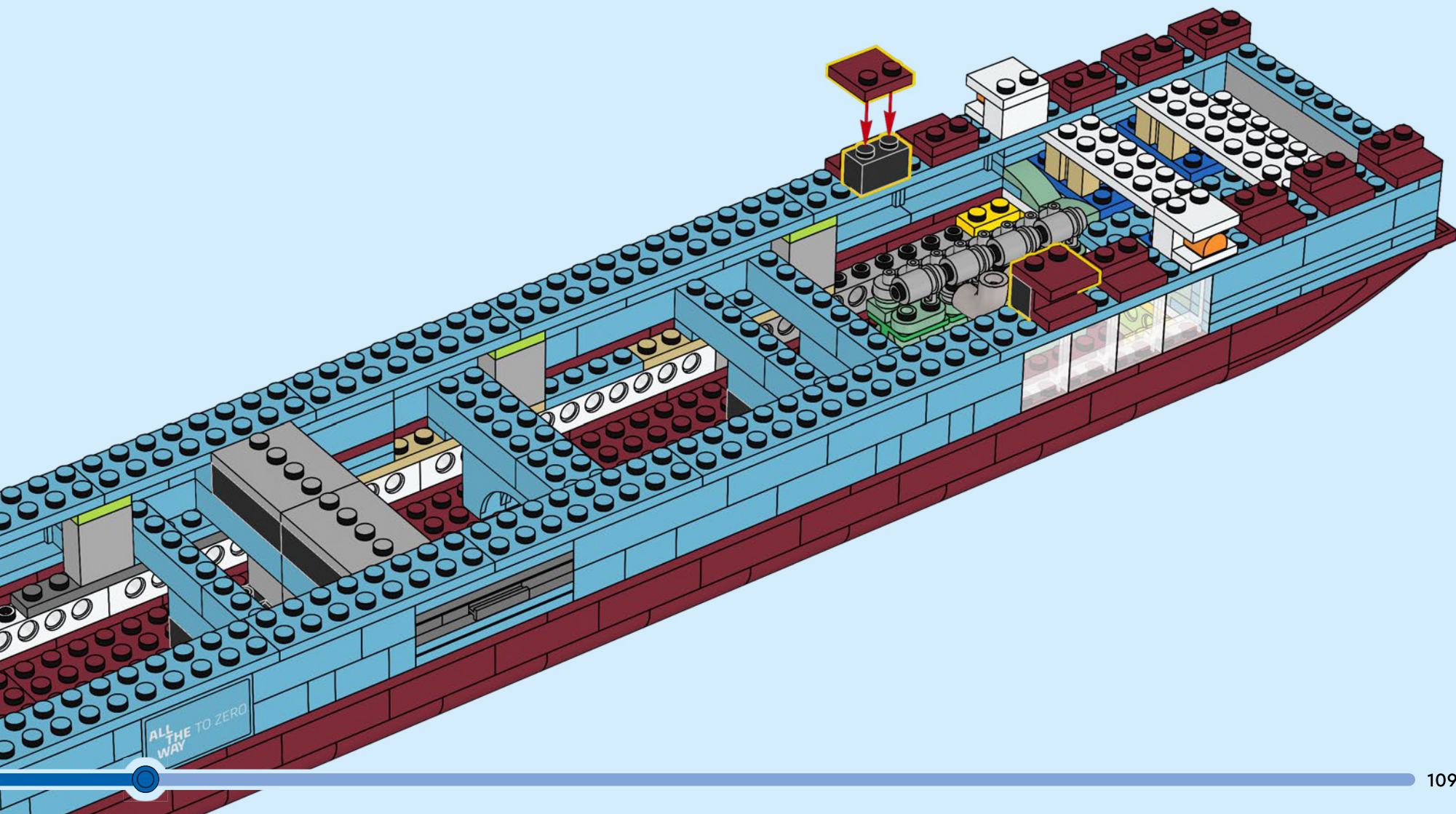


153



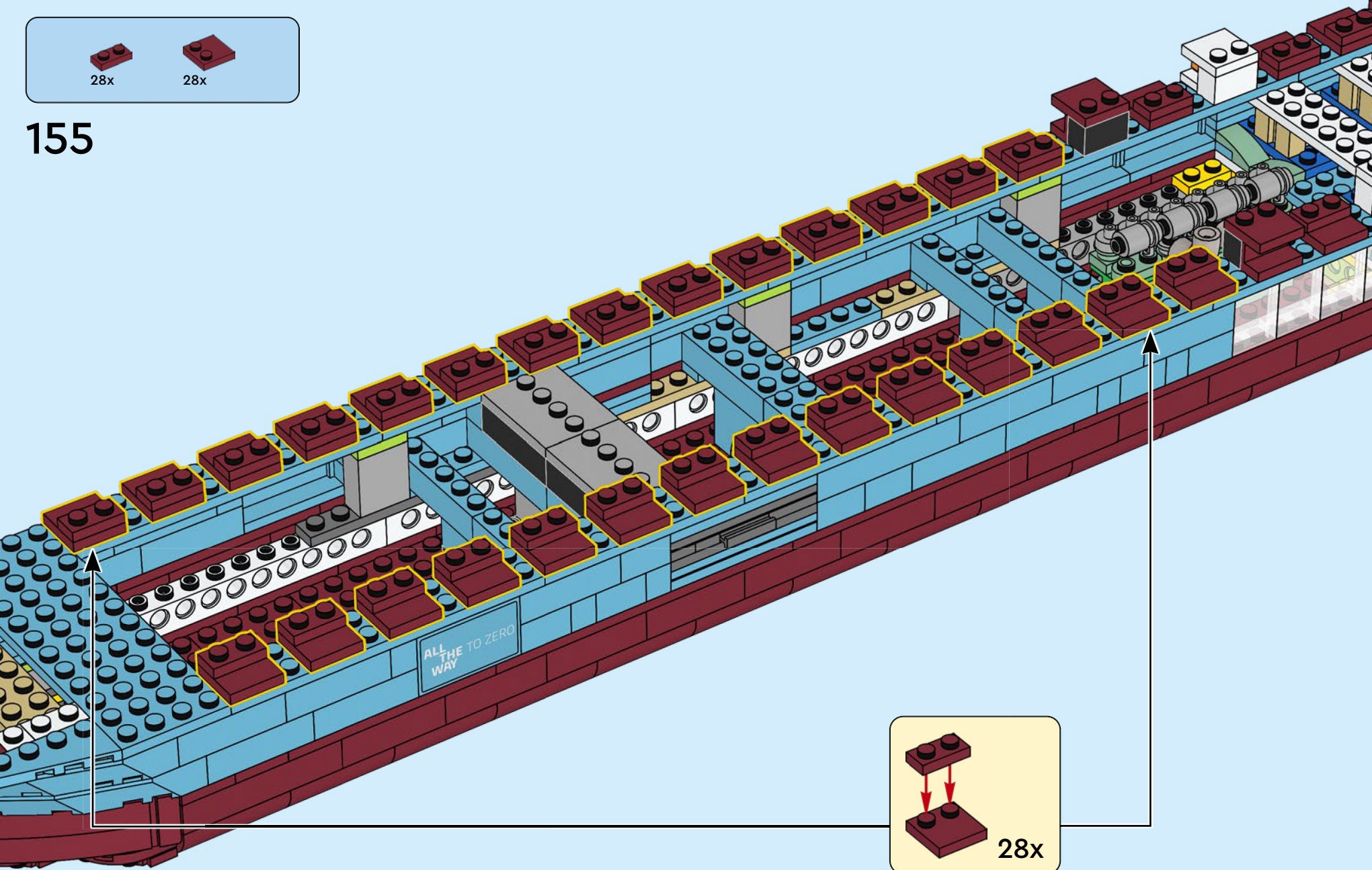


154

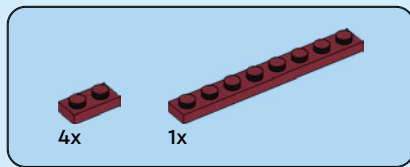


28x 28x

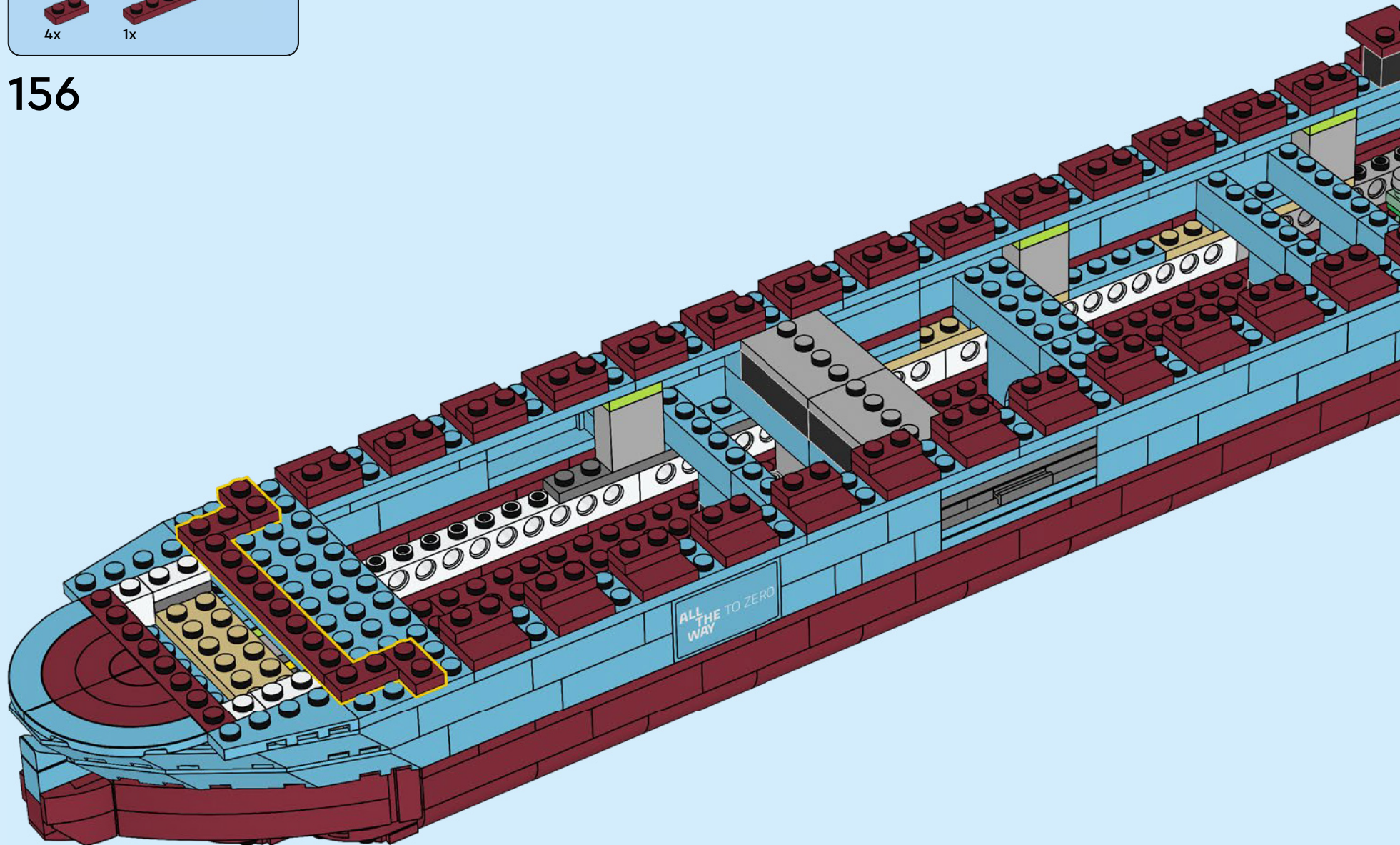
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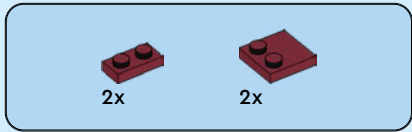


28x

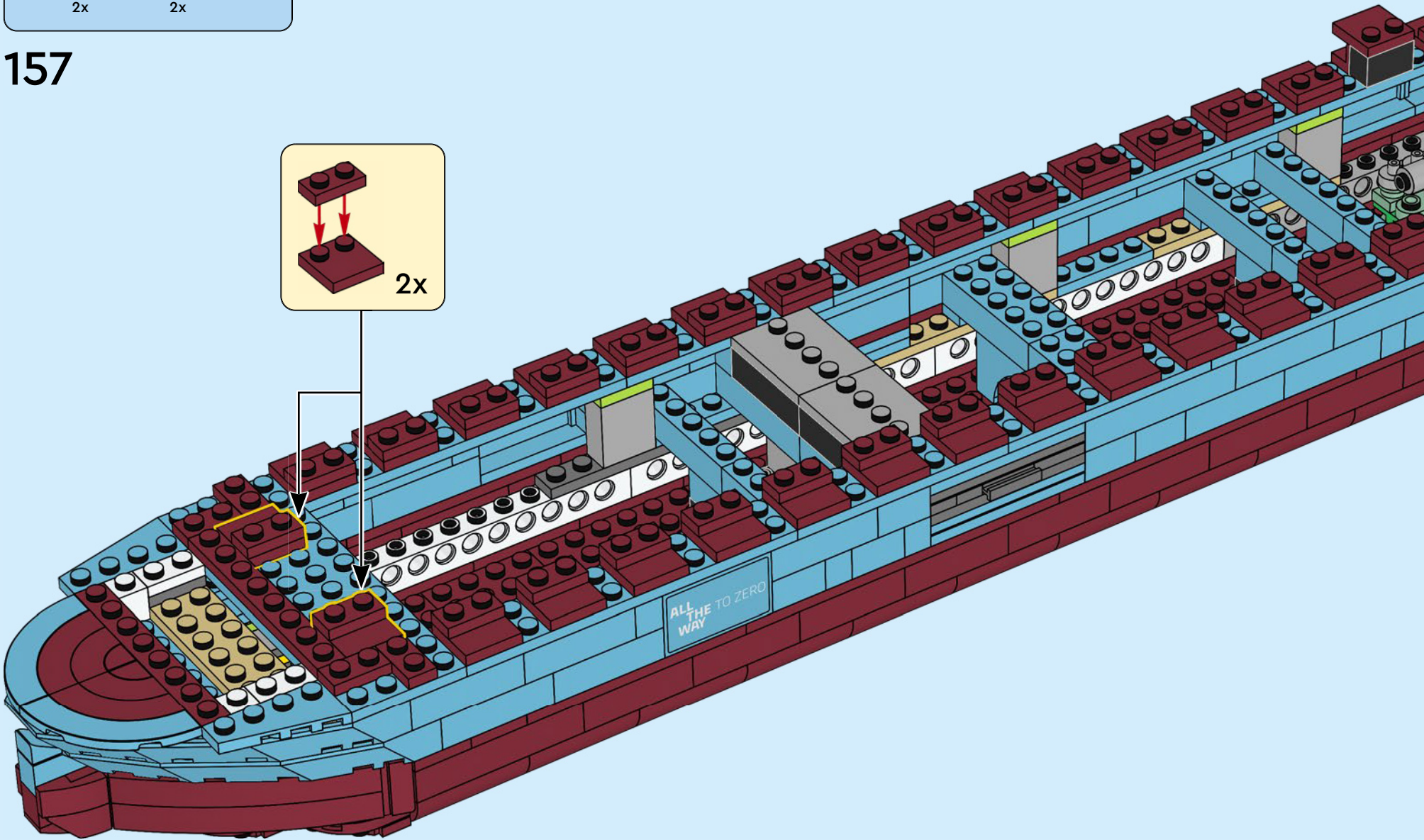
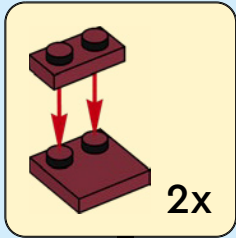


156





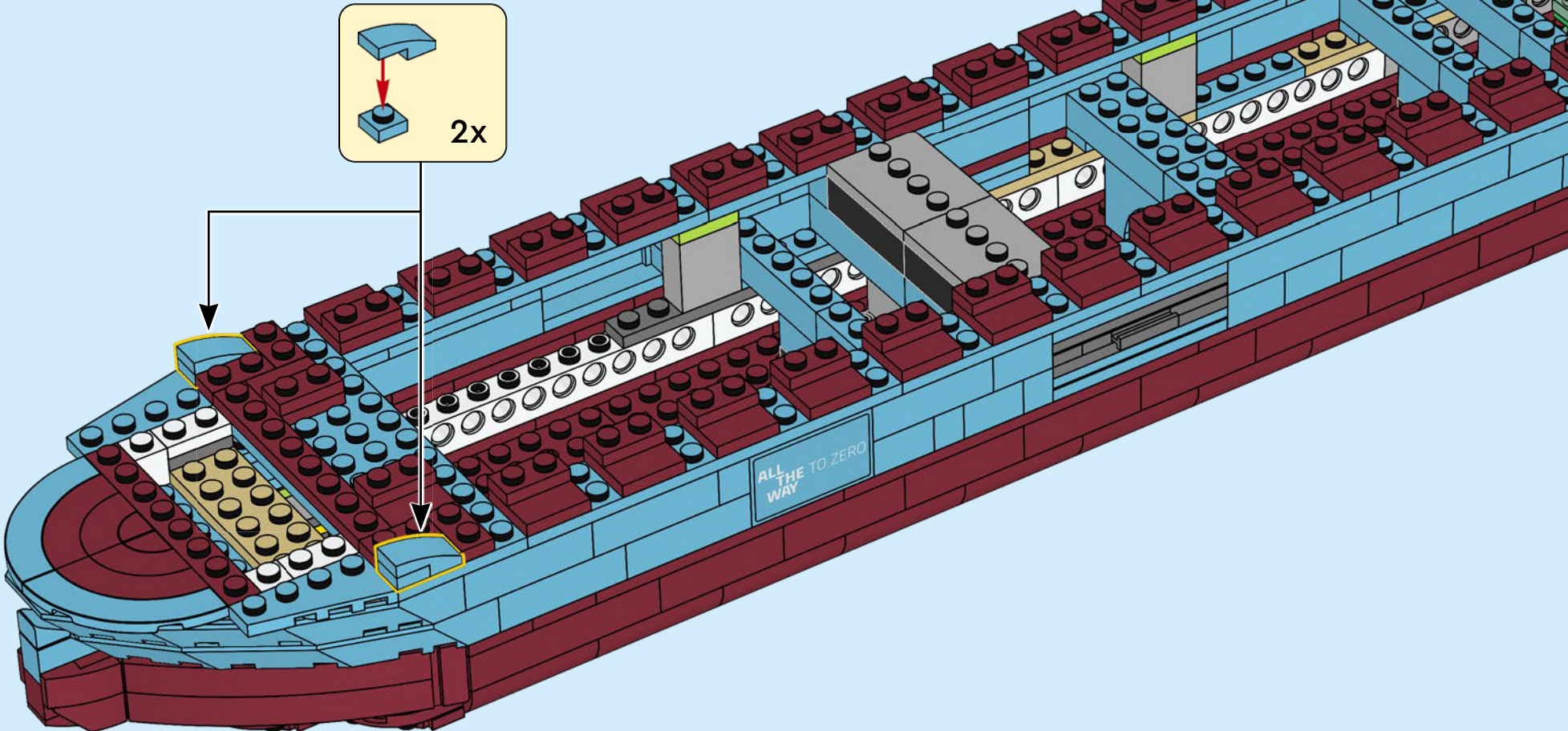
157

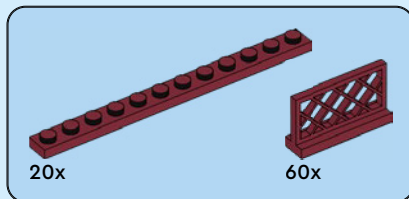
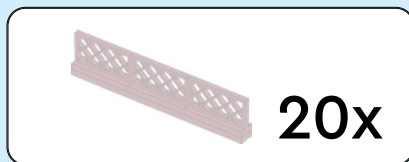



2x

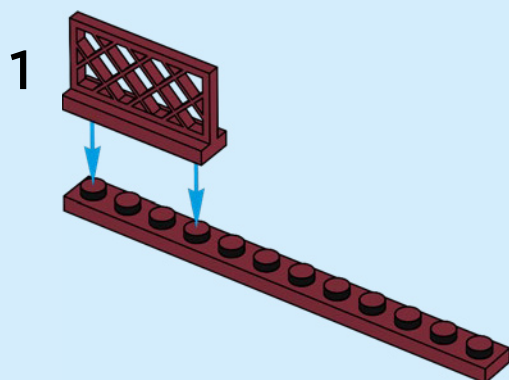
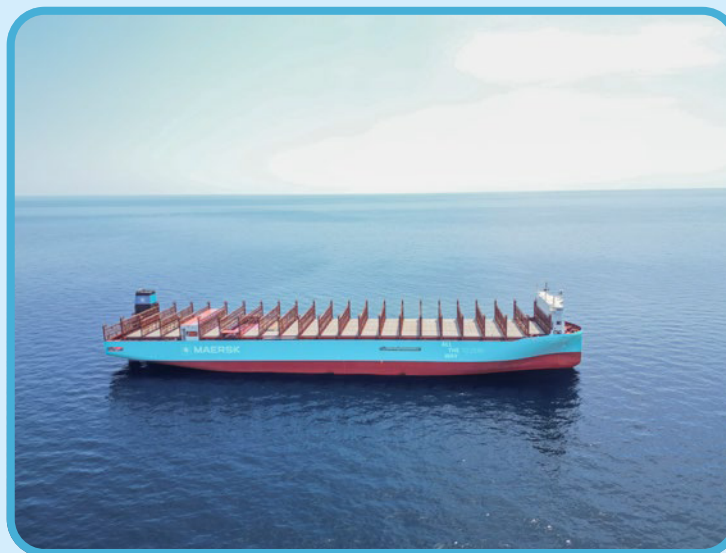

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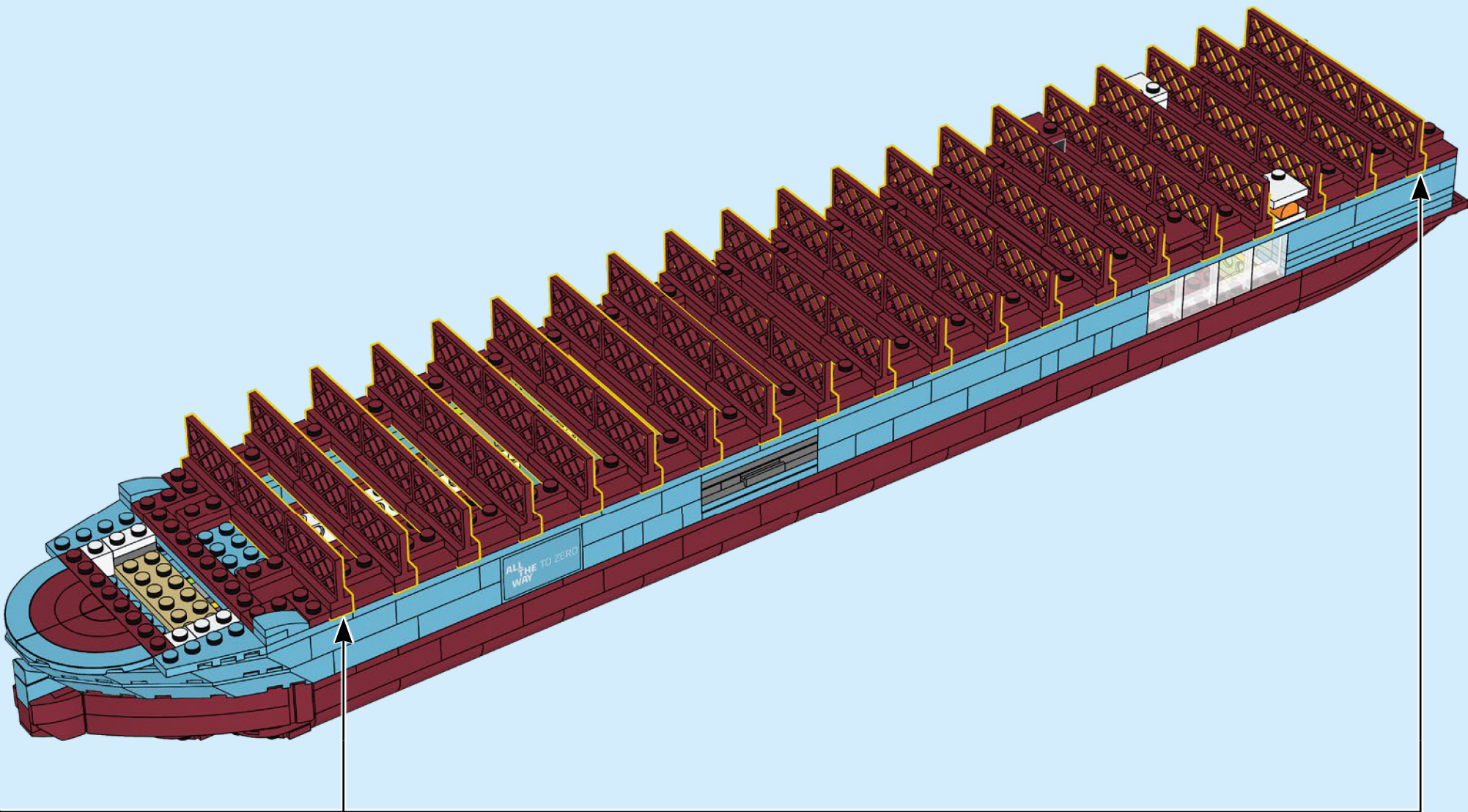
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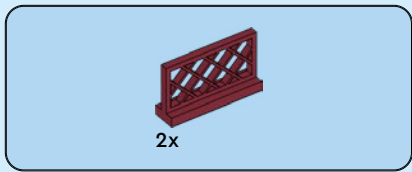




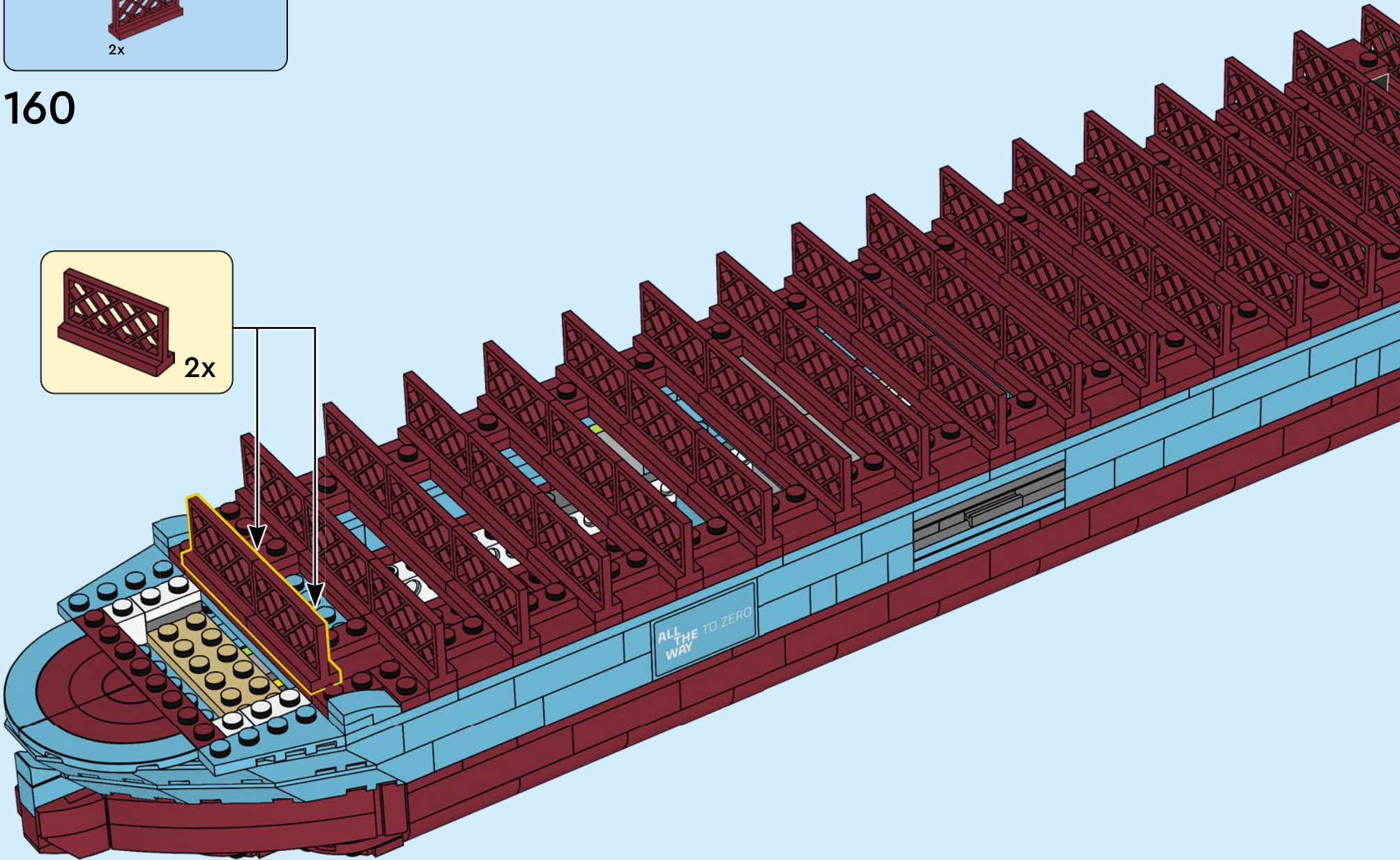
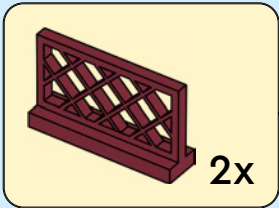
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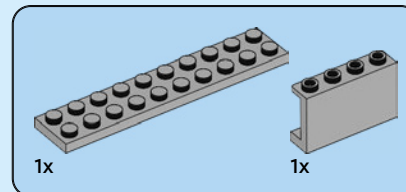
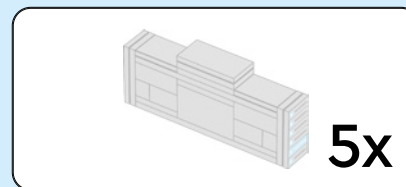




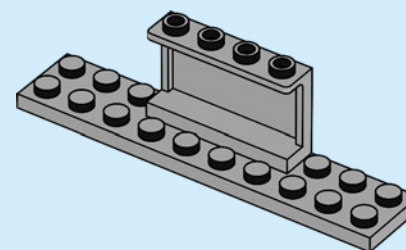
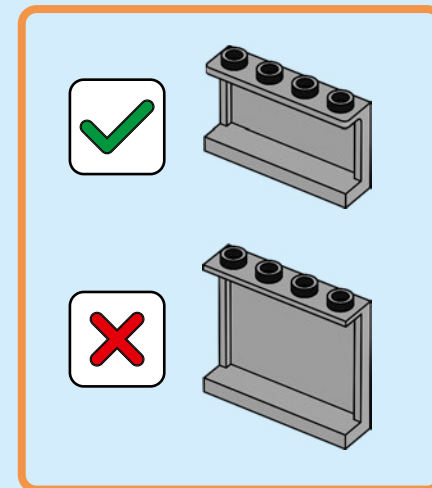


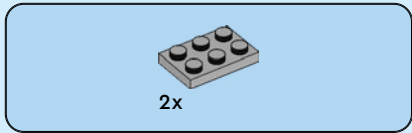
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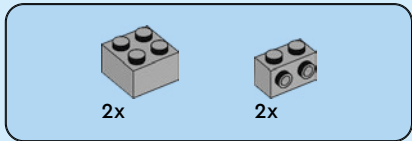
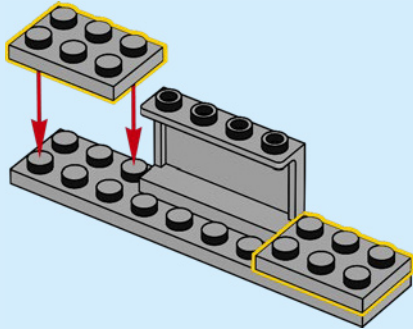


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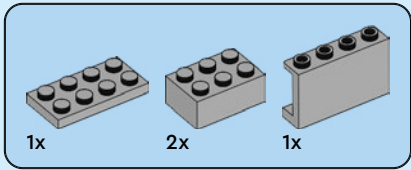
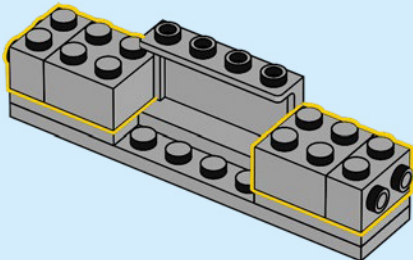




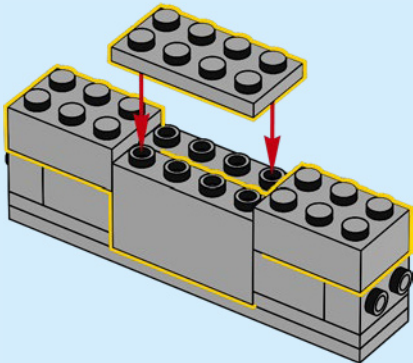
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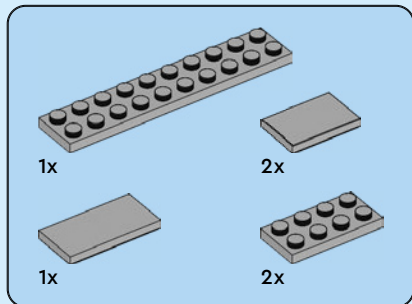


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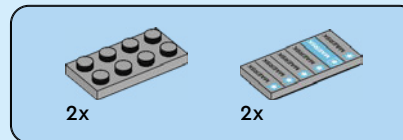
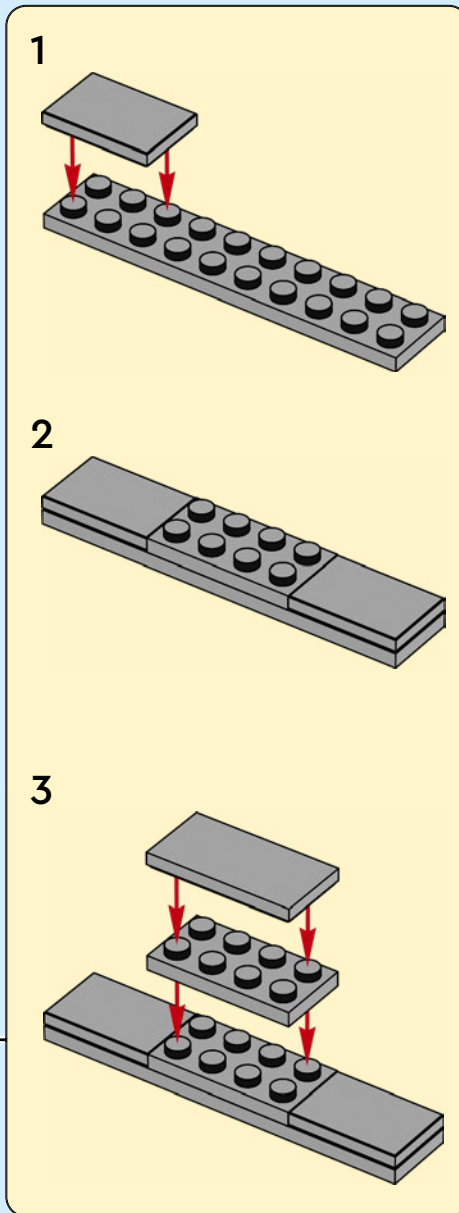
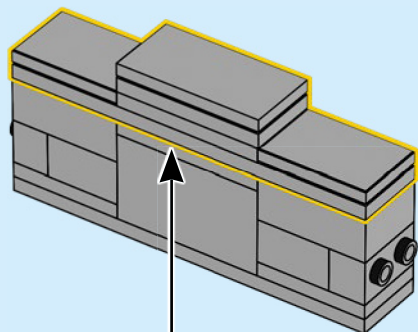


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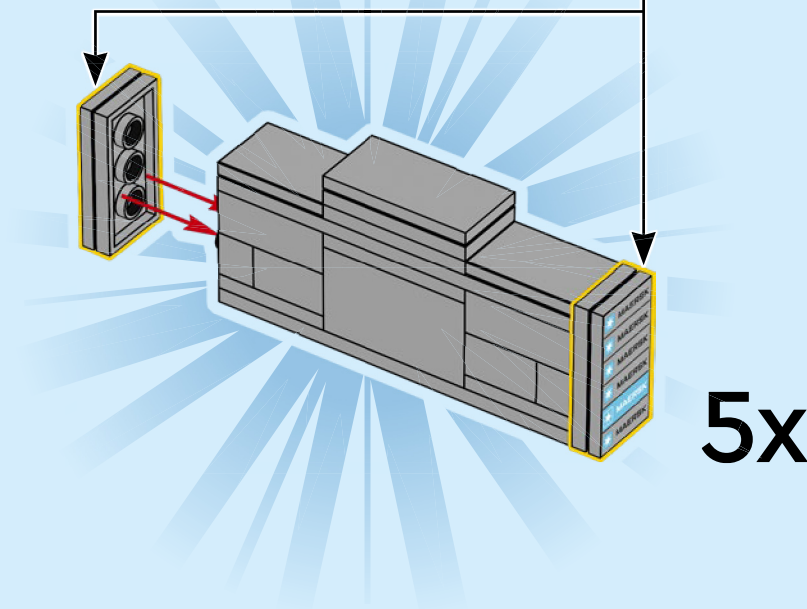
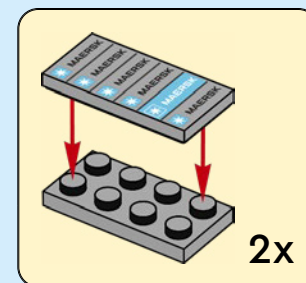




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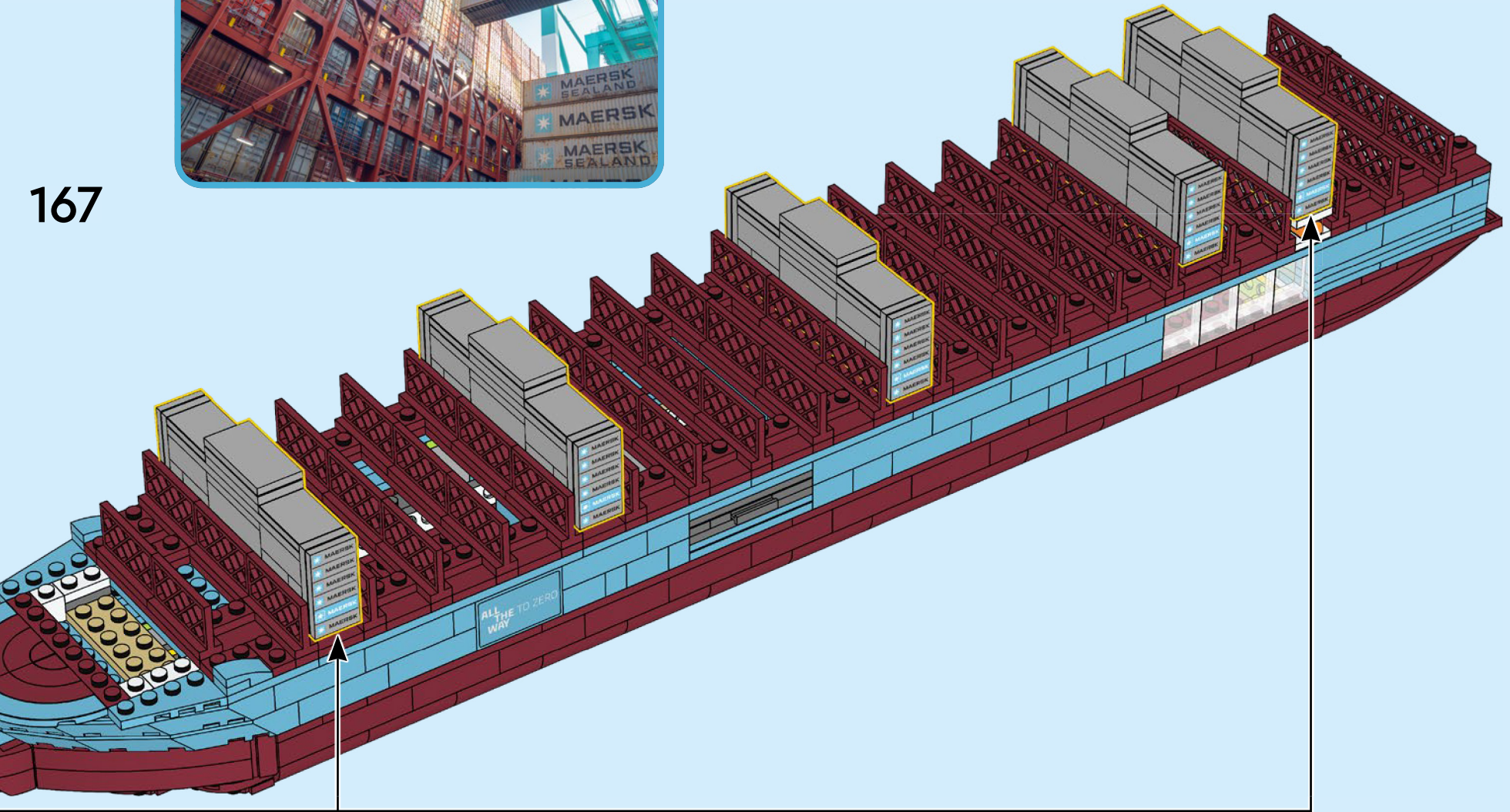


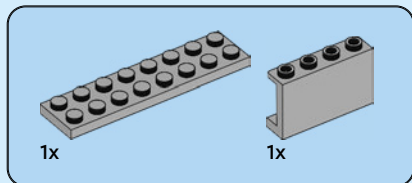
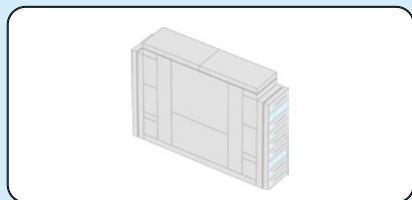
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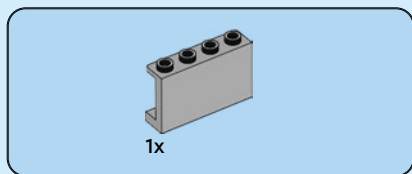
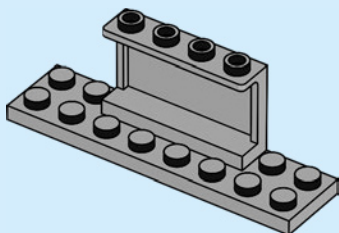


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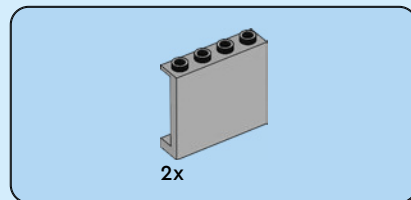
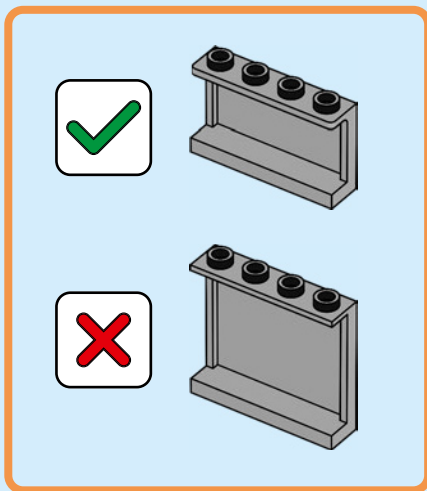
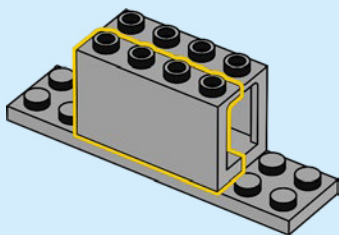




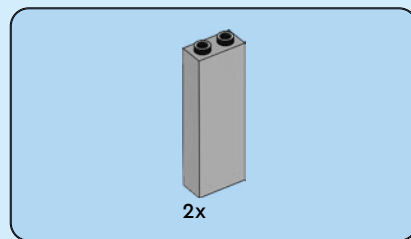
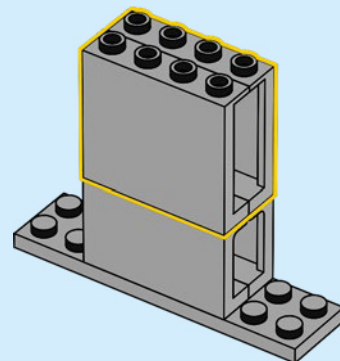
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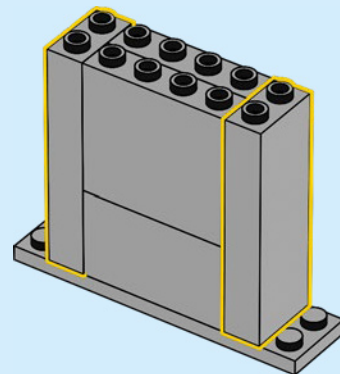
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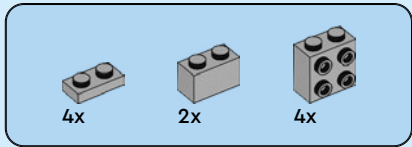


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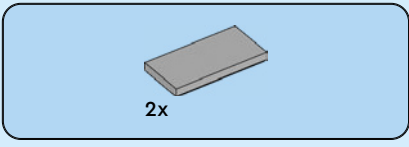
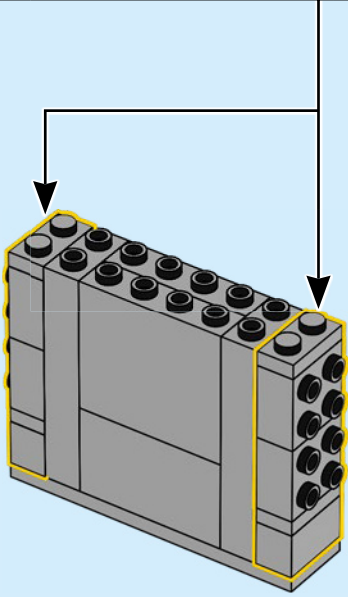
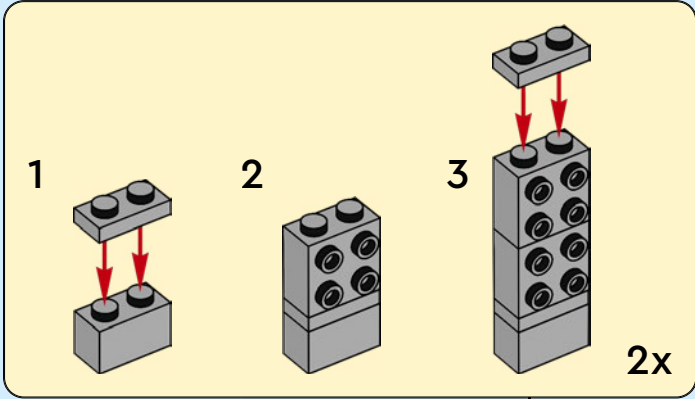


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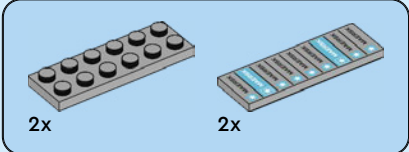
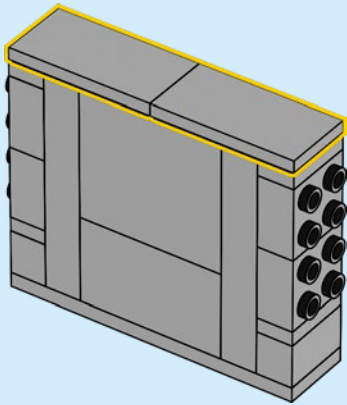




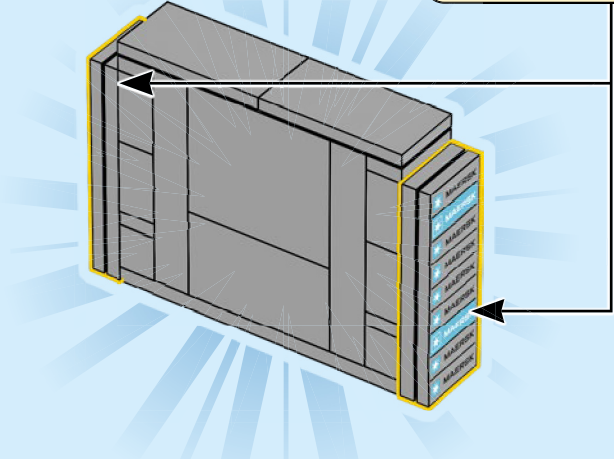
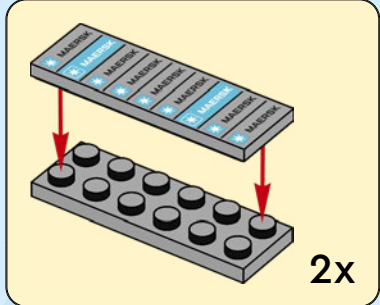
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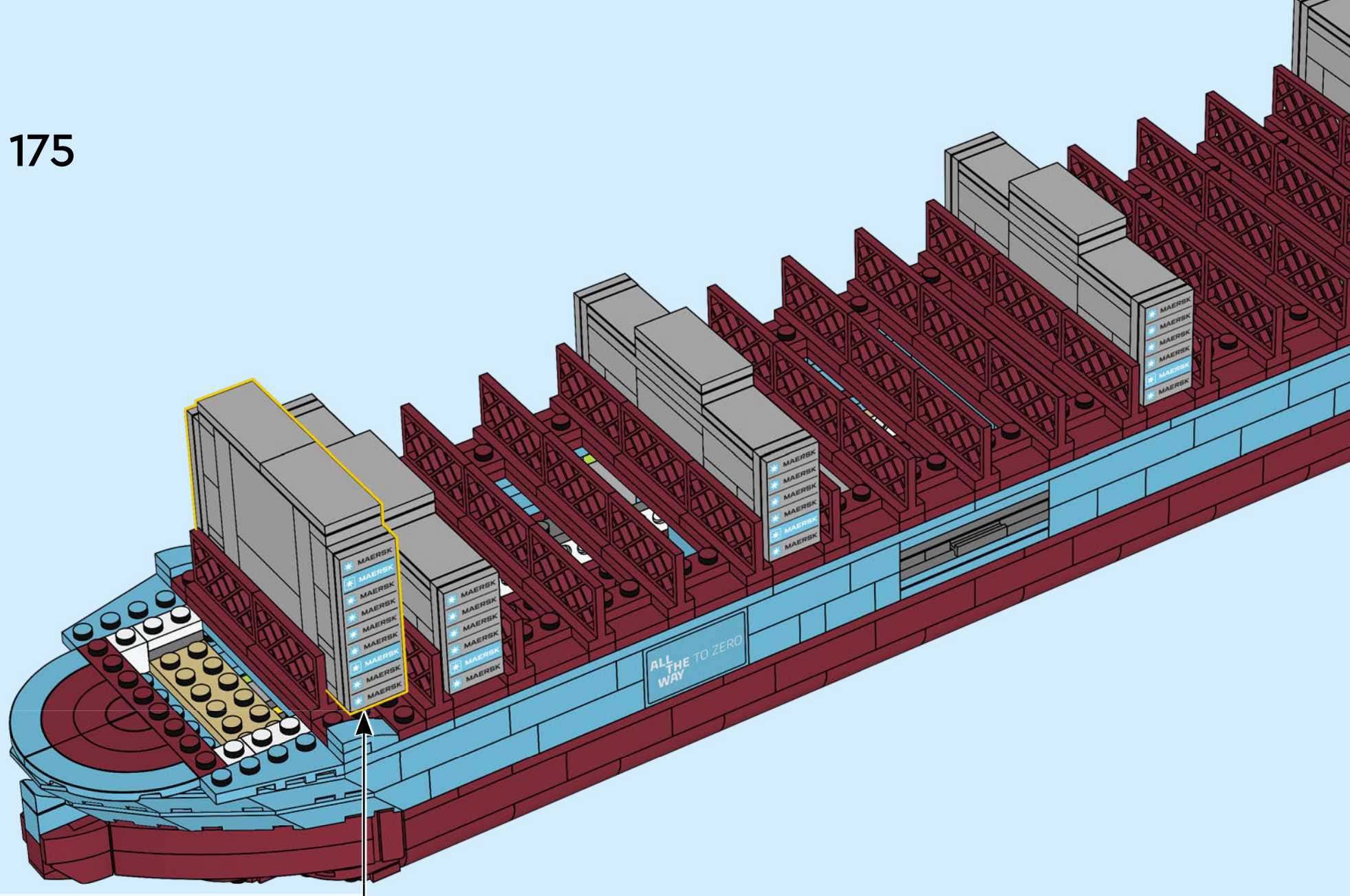


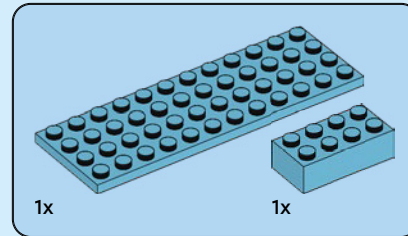
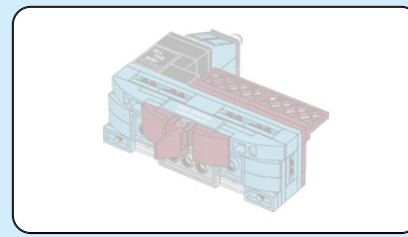
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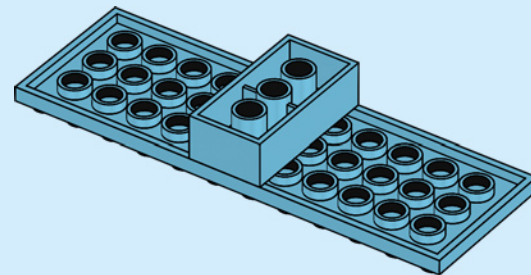
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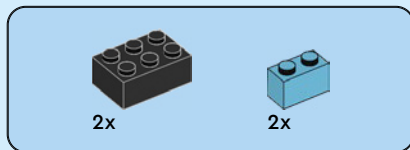




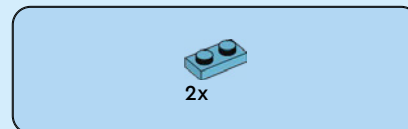
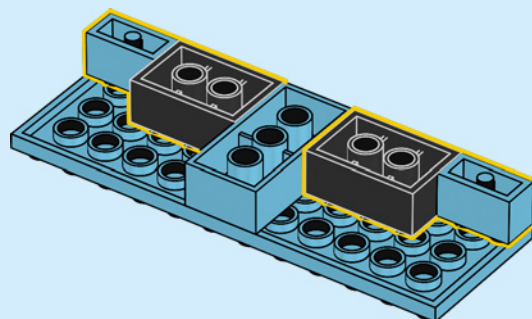


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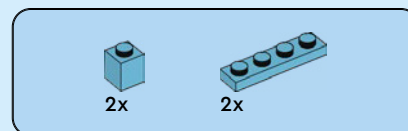
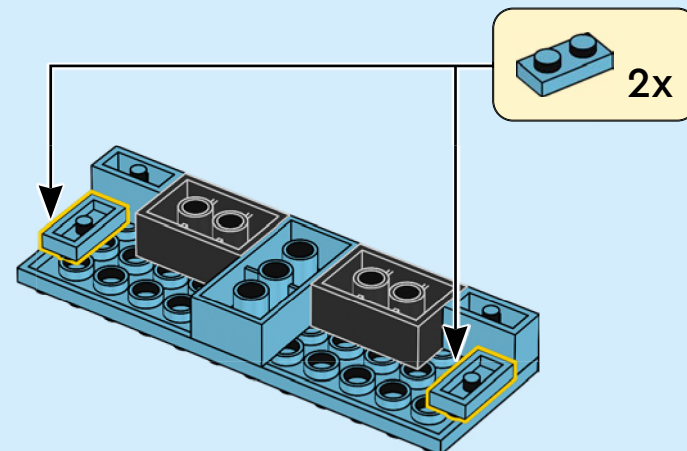




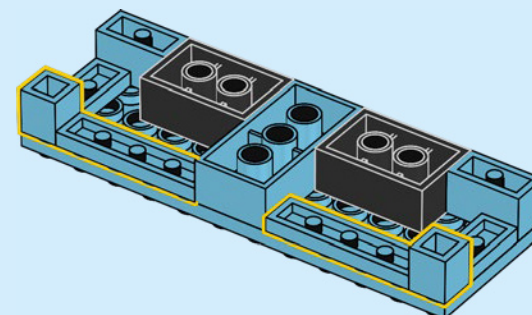
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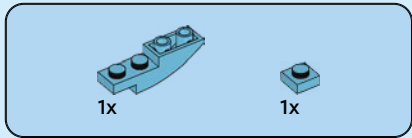


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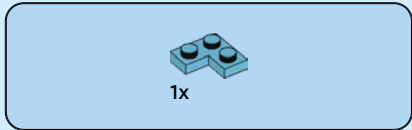
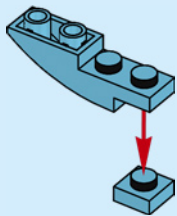


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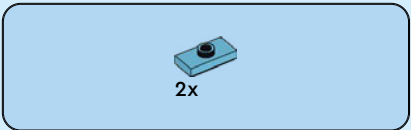
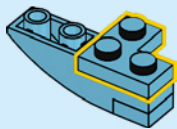




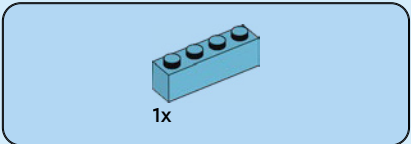
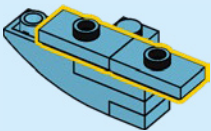
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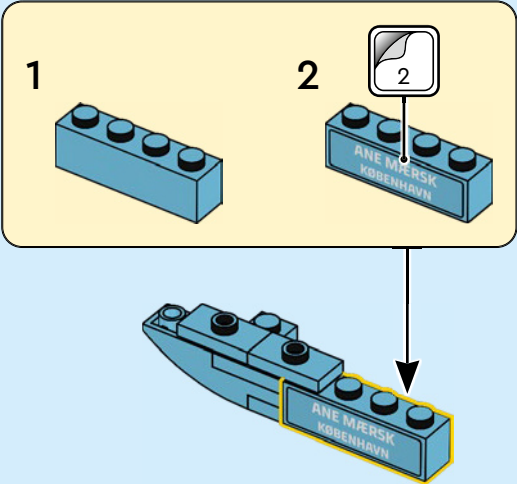
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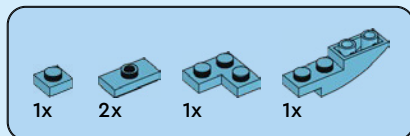


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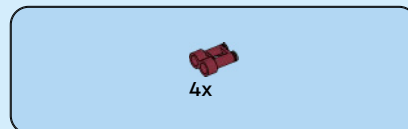
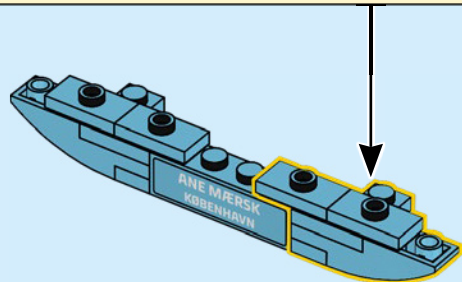
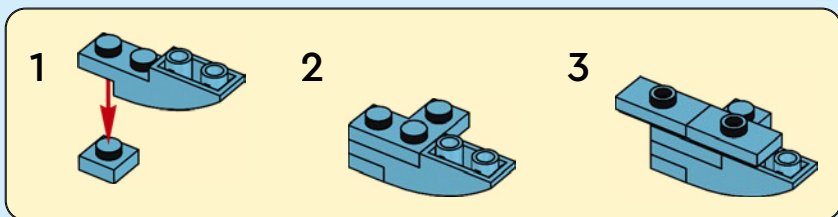


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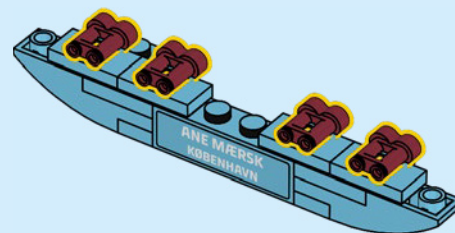




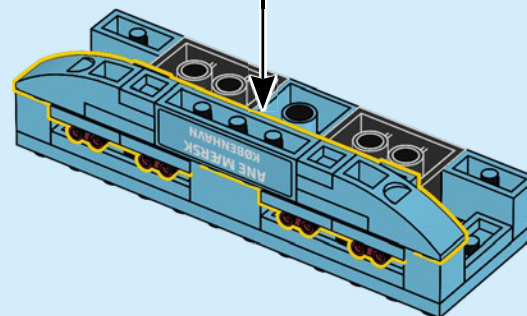
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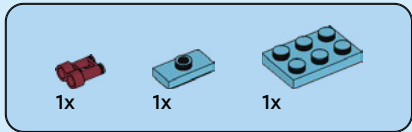


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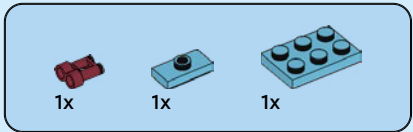
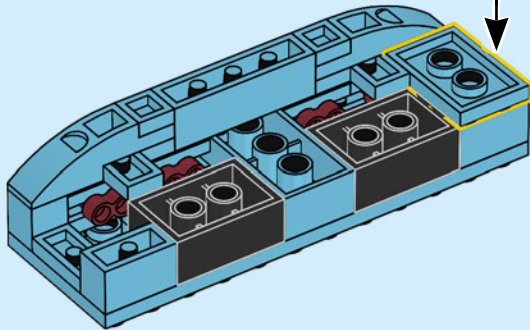
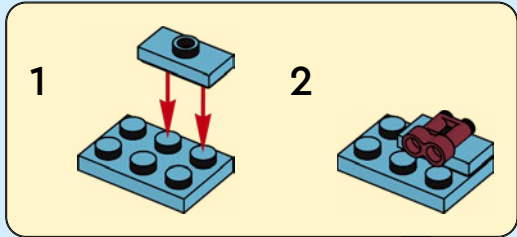


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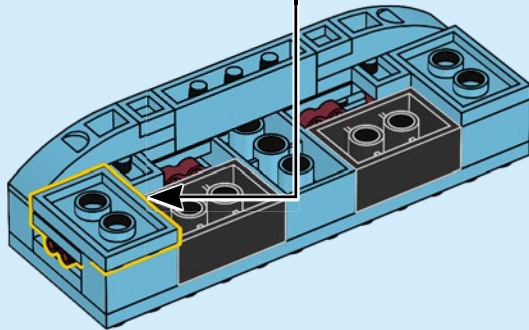
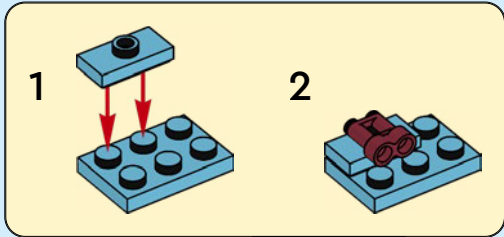


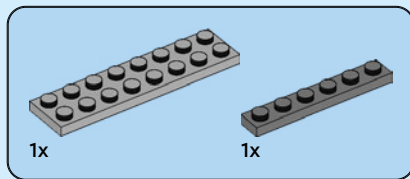


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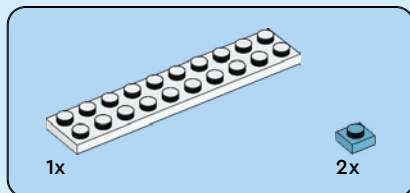
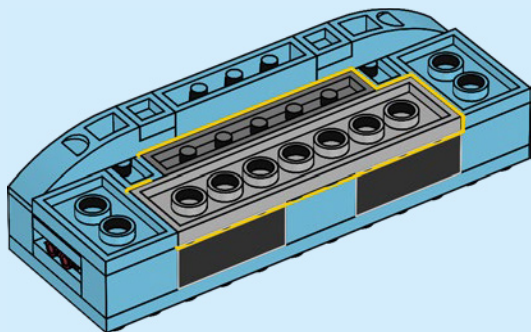


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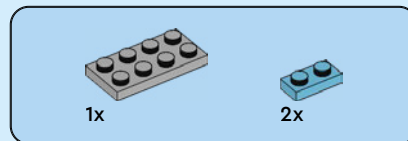
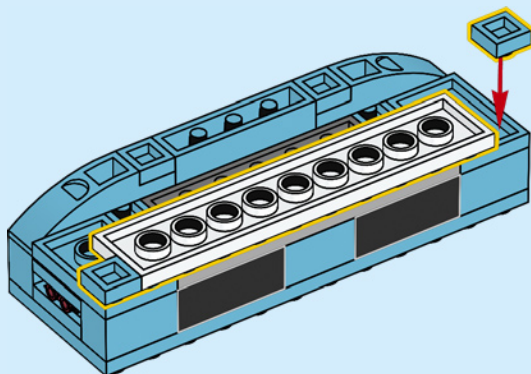




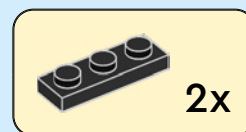
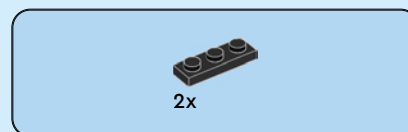
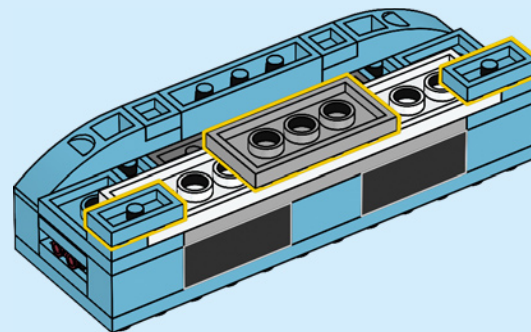
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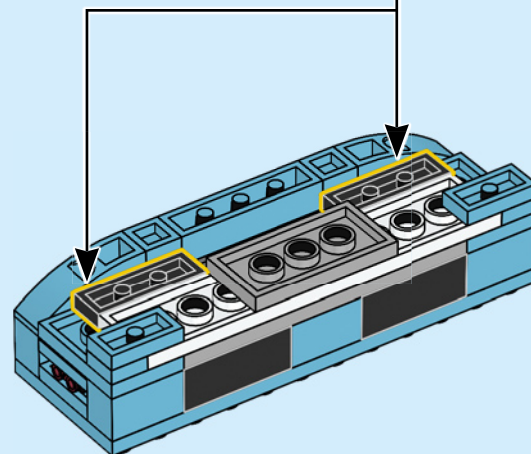
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191



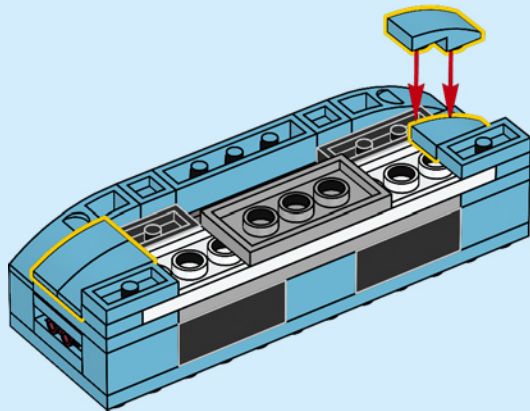
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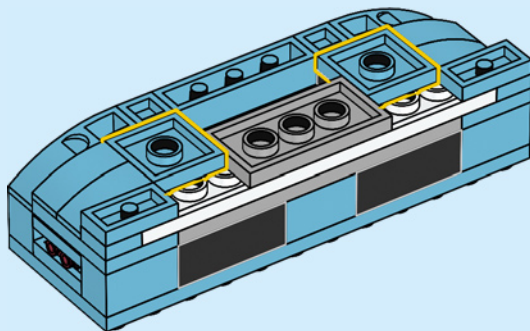
4x

193



2x

194



1x

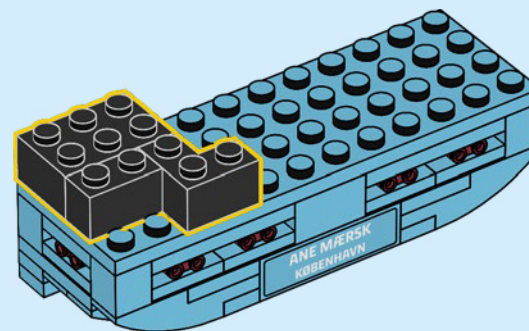
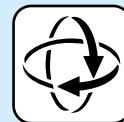


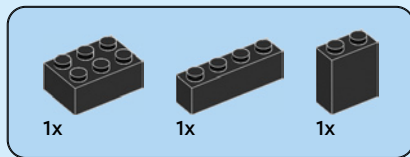
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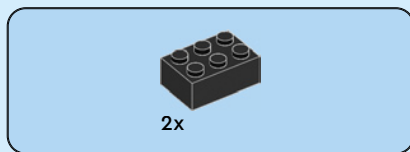
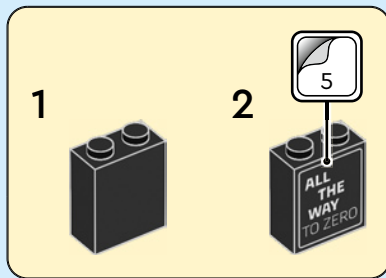
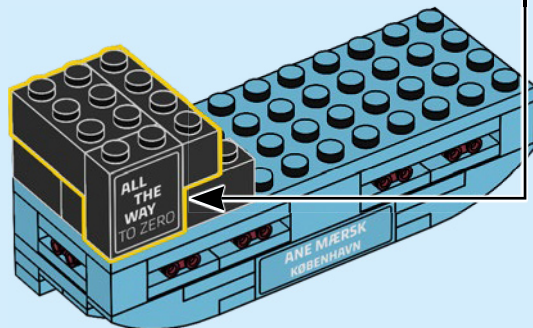
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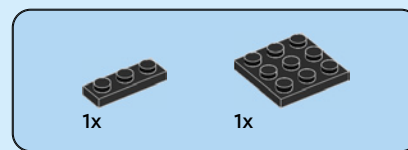
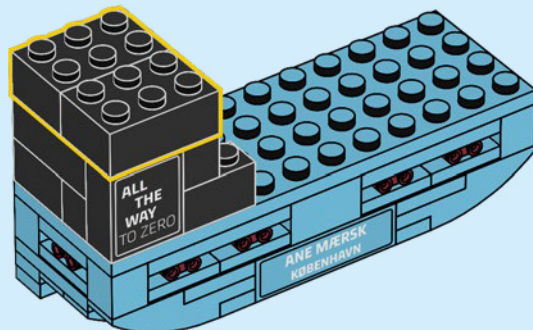




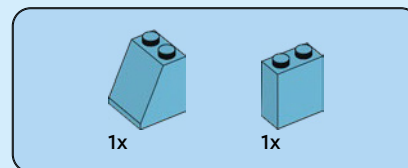
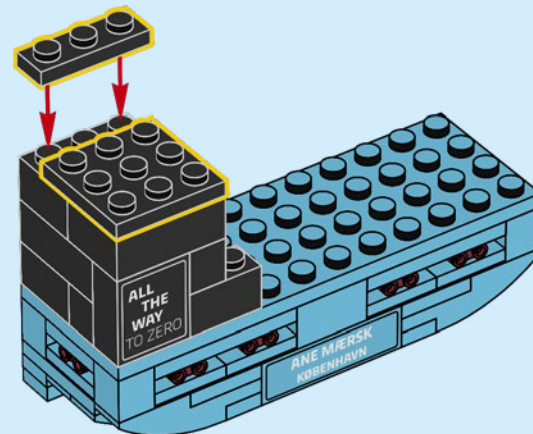
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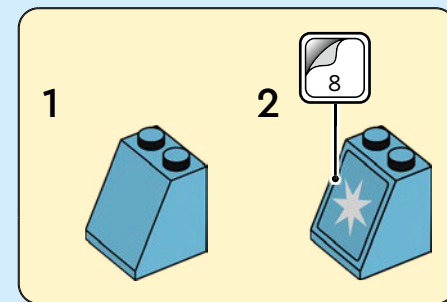
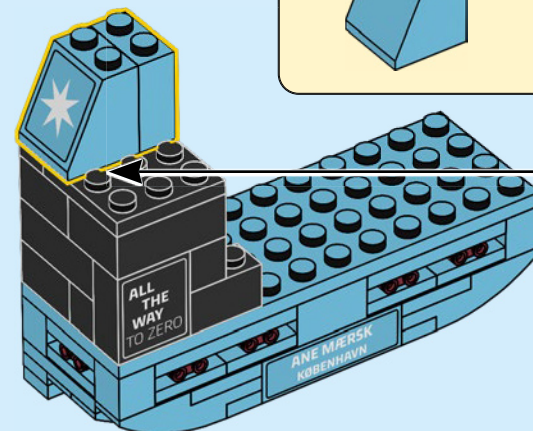
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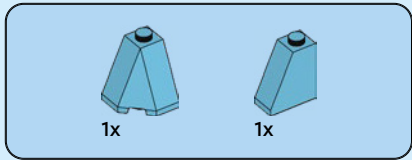


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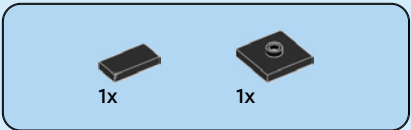
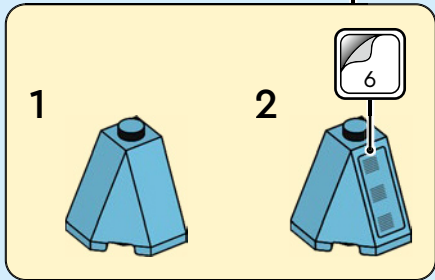
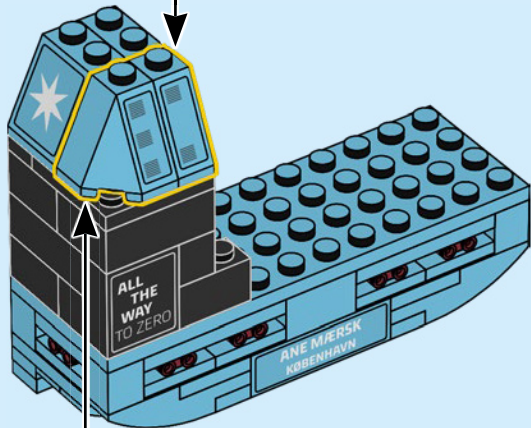
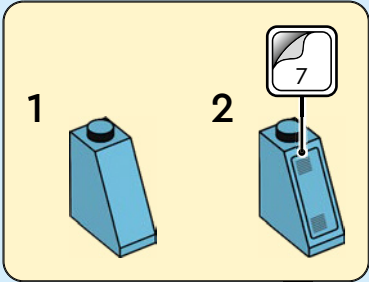


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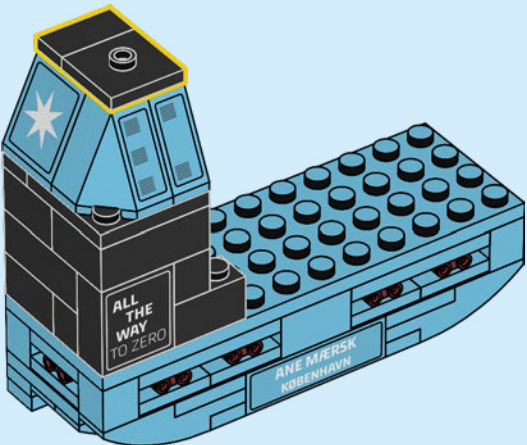




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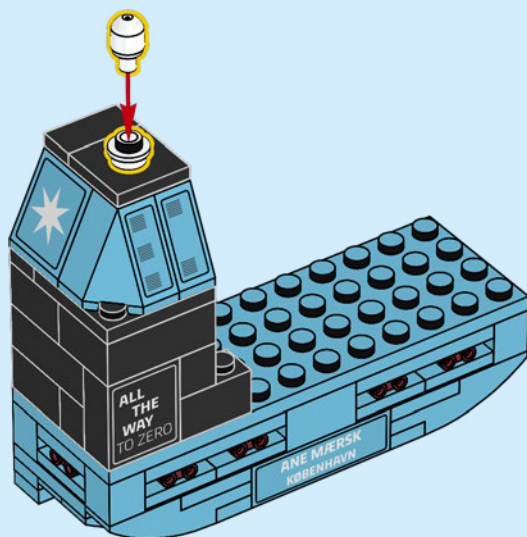
201



1x

1x

202

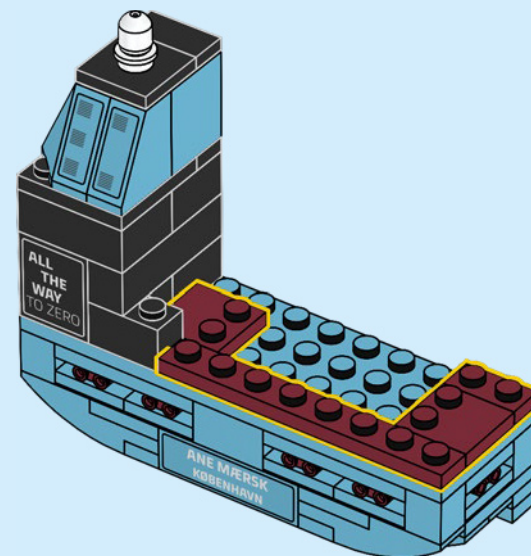


1x

2x

1x

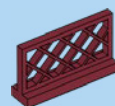
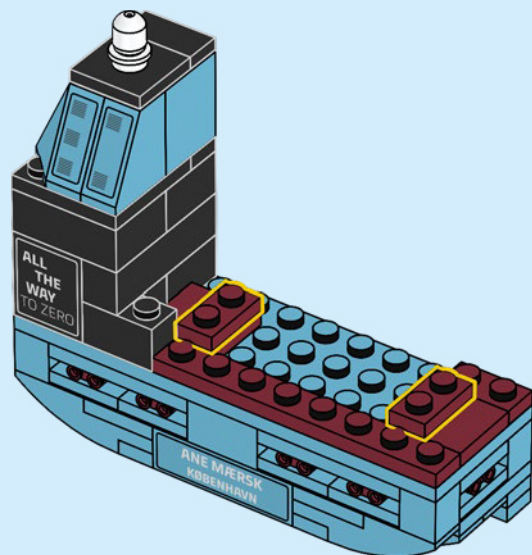
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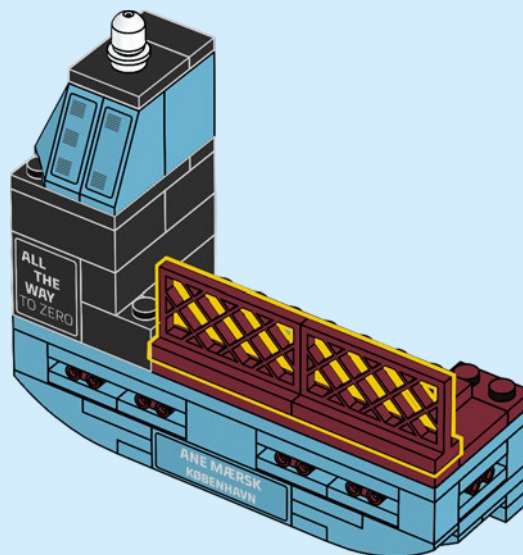
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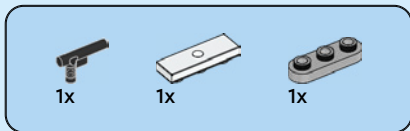
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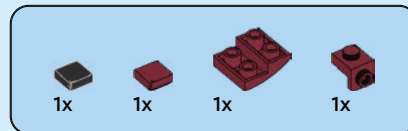
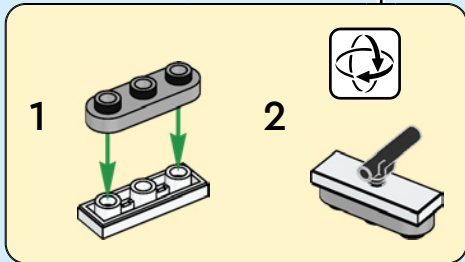
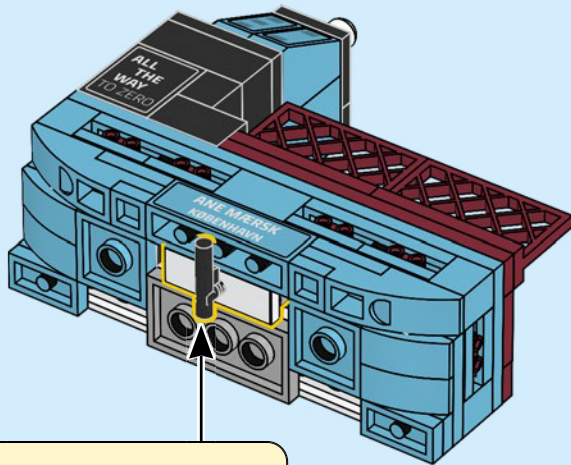
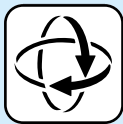
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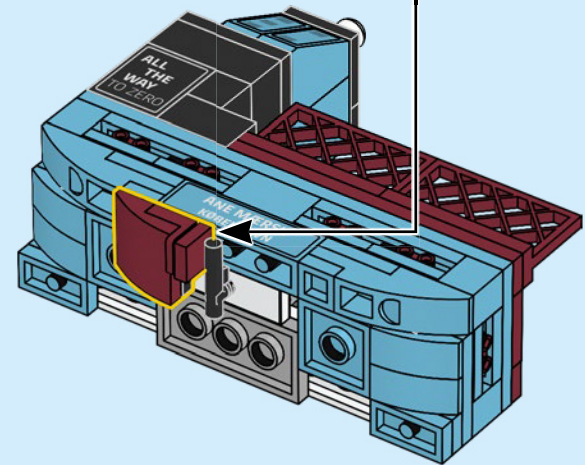
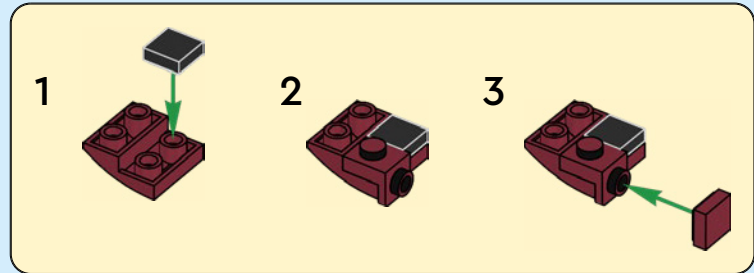


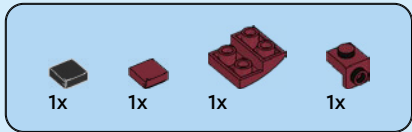


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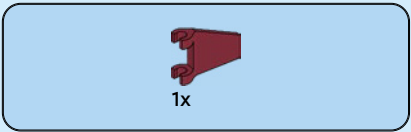
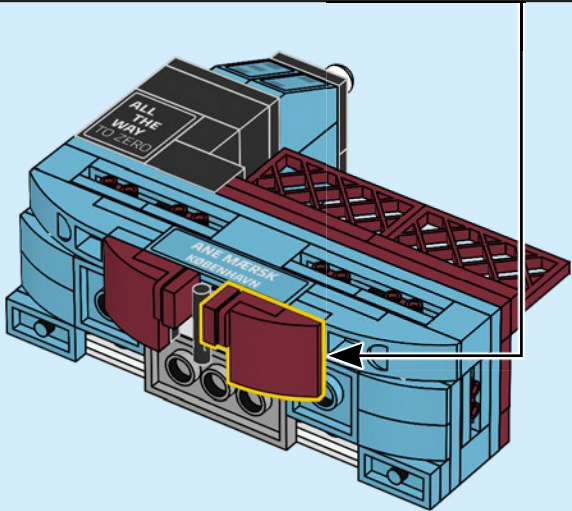


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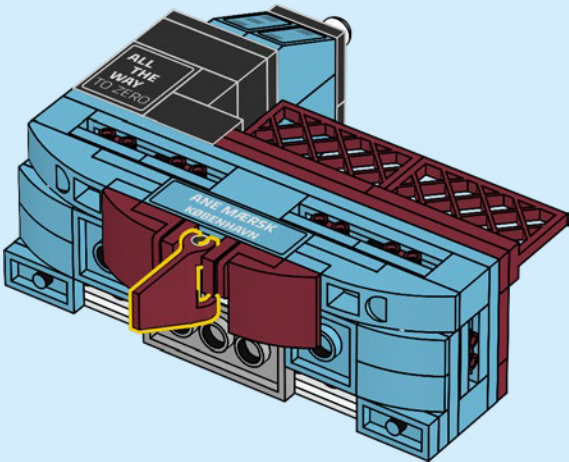




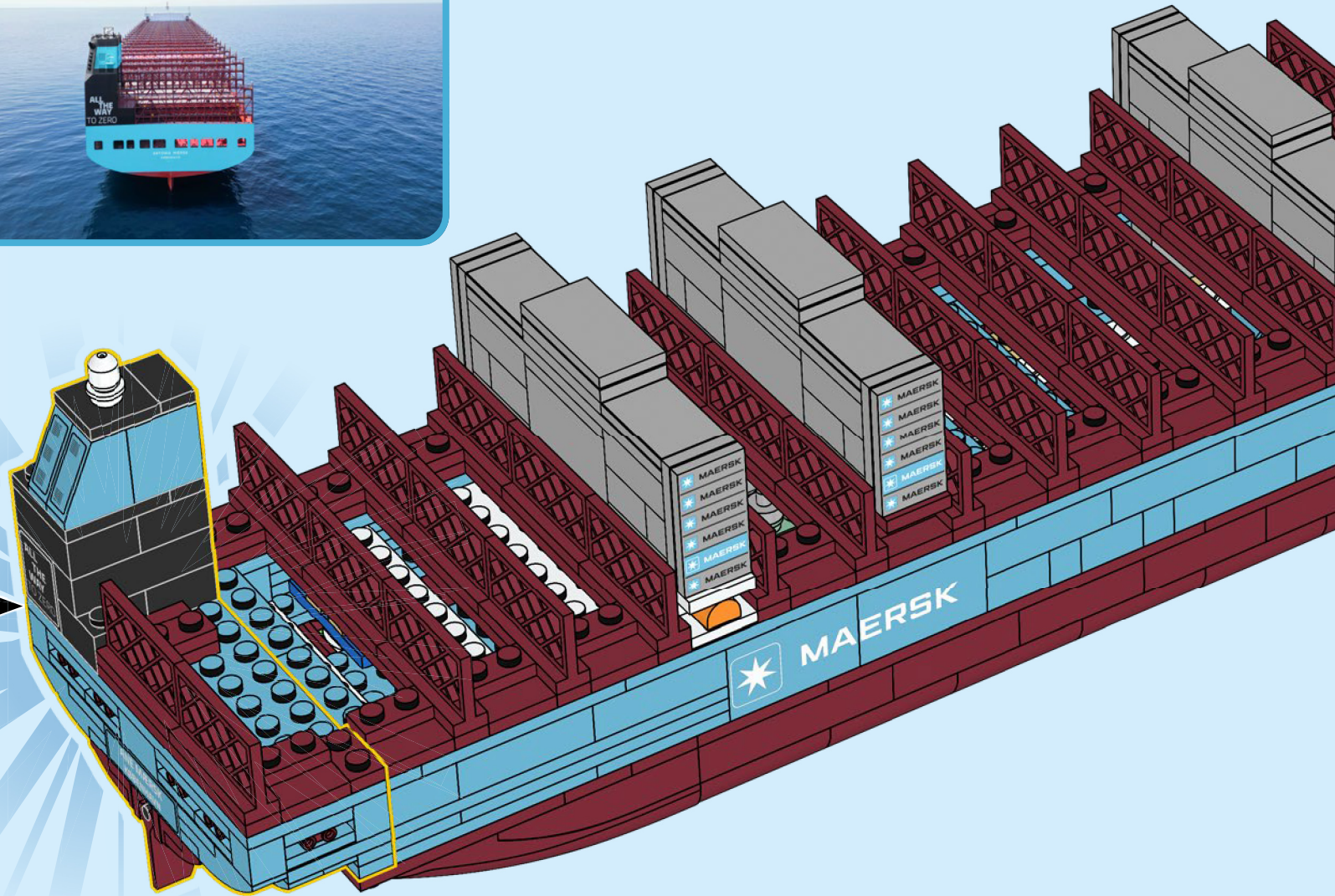
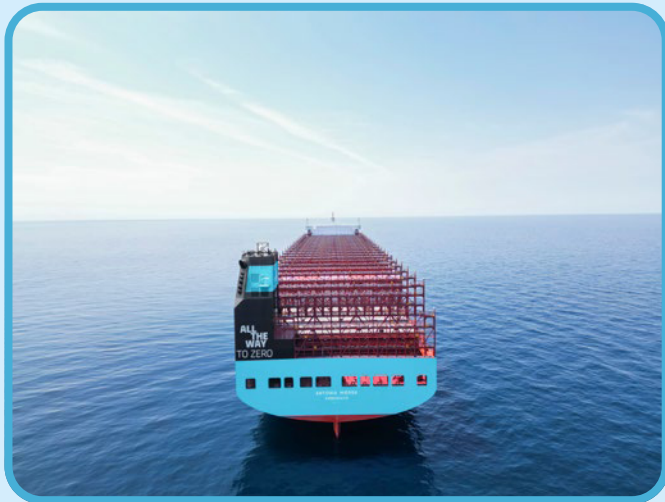
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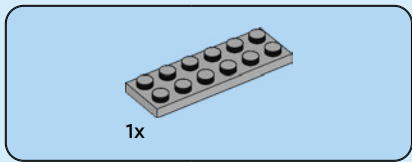


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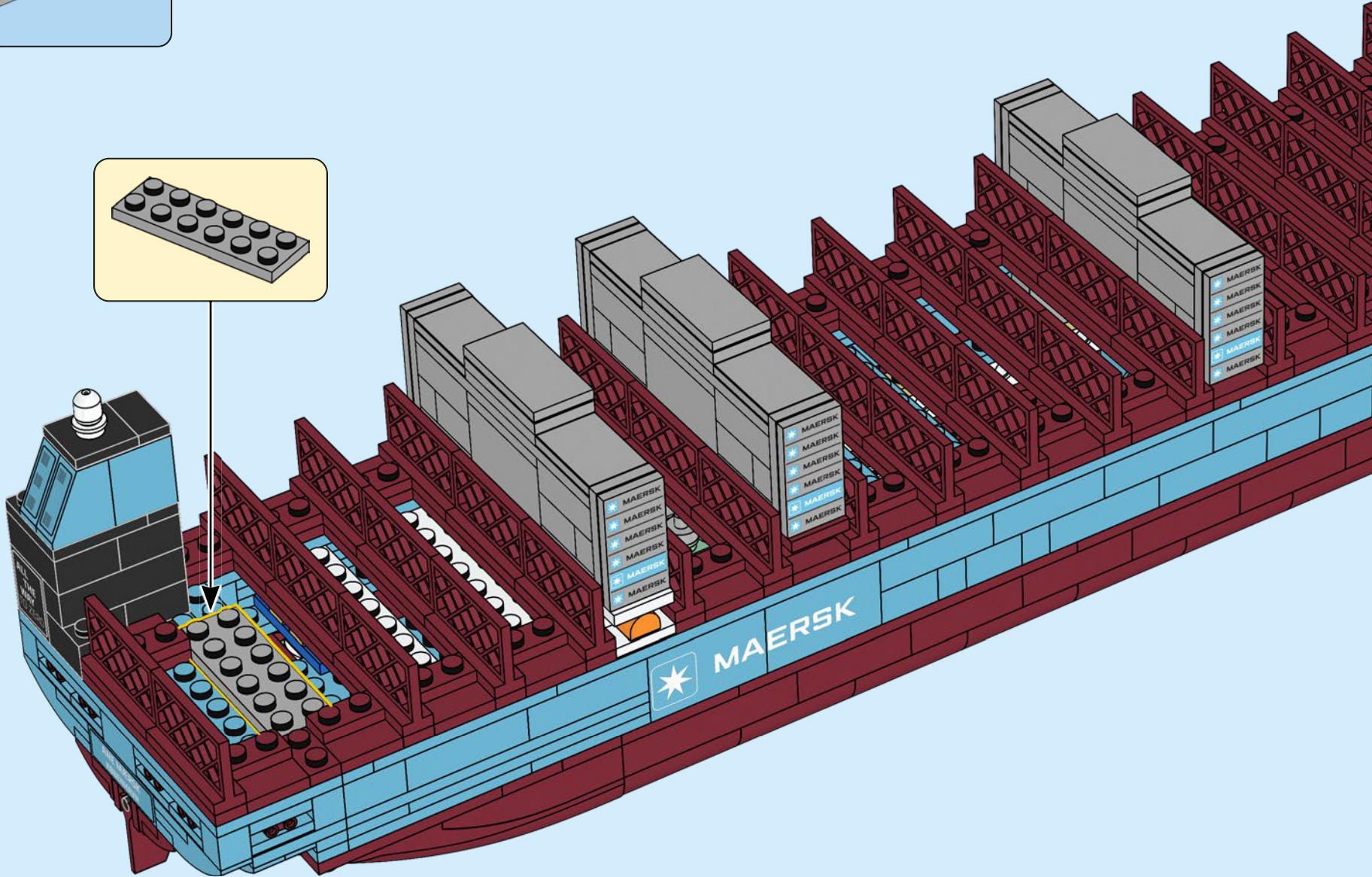
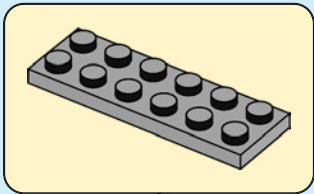


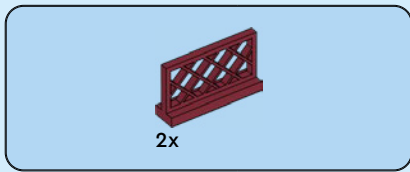
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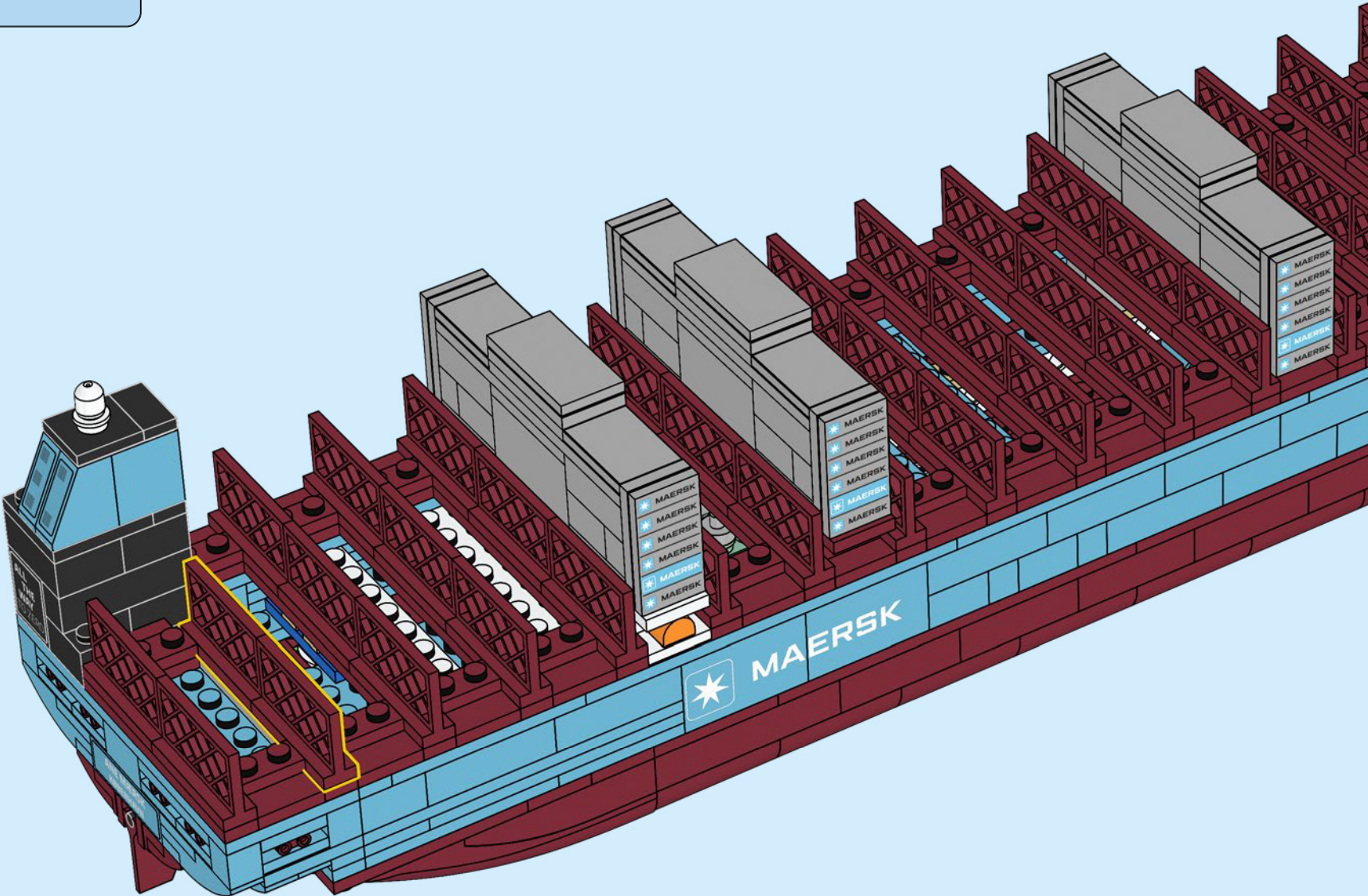


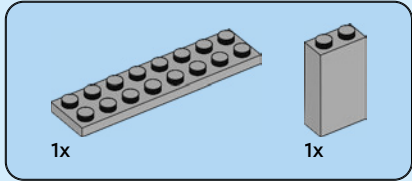
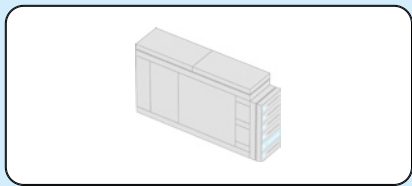
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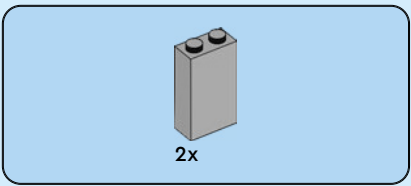
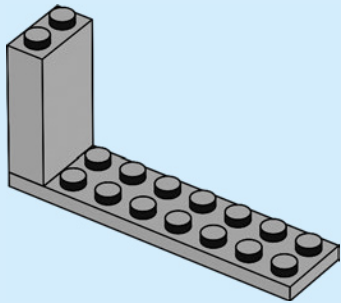


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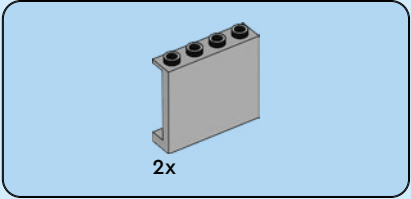
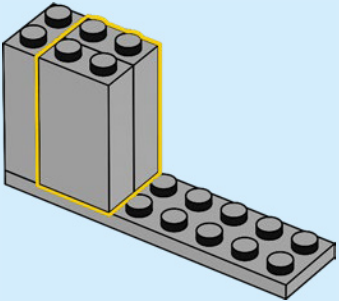




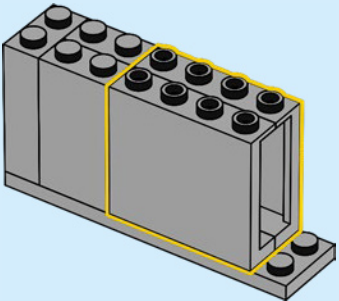
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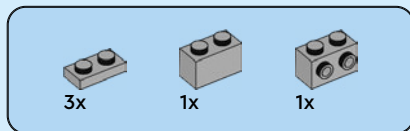


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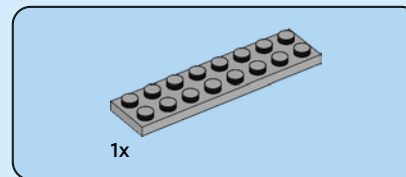
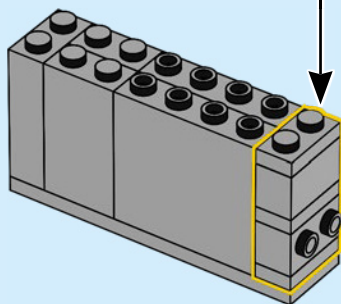
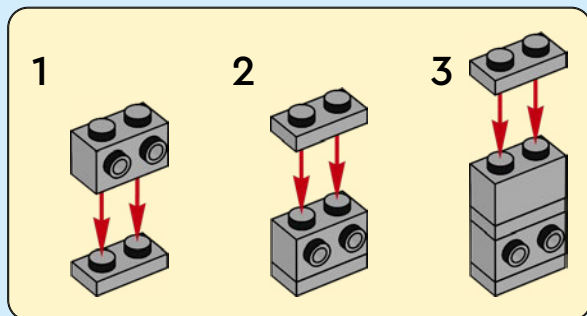


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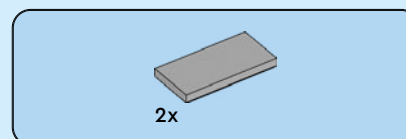
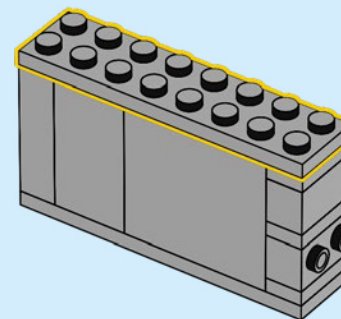




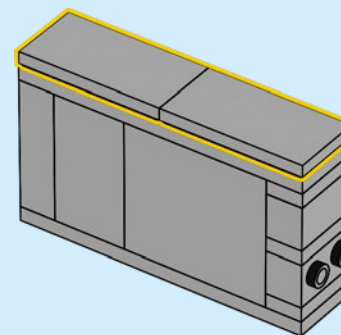
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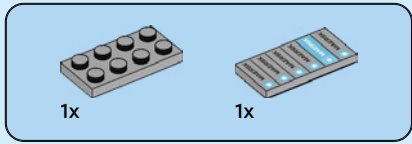


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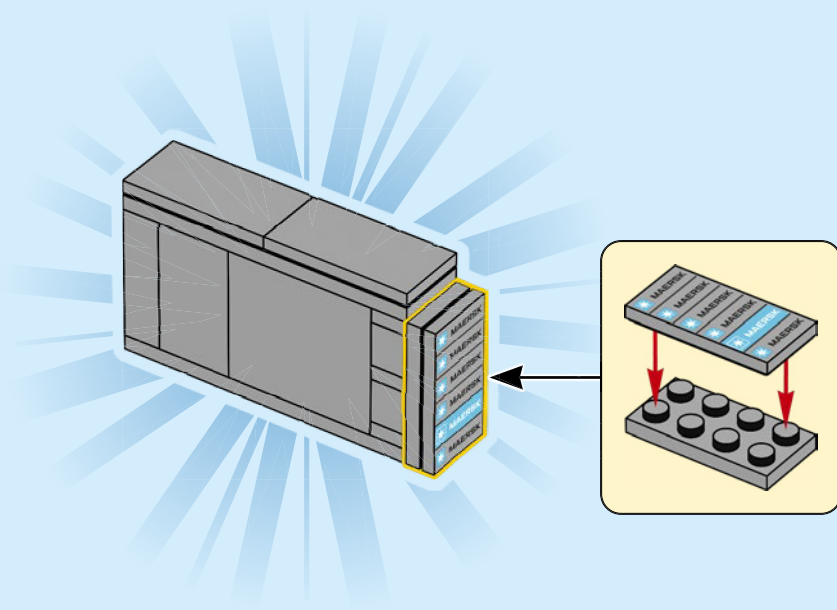


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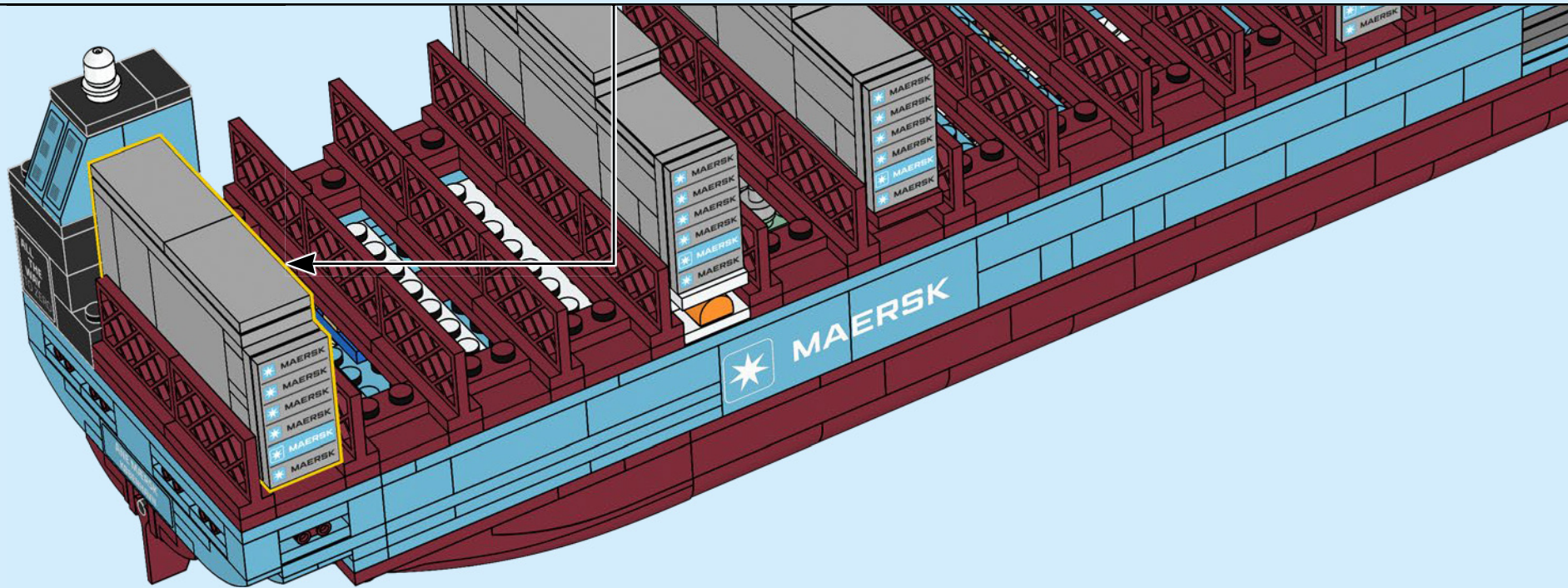


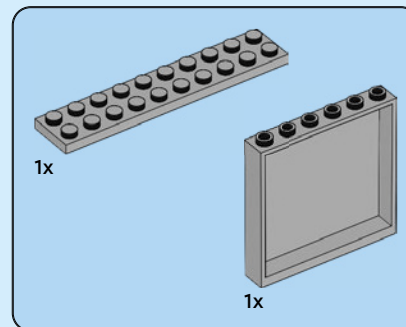
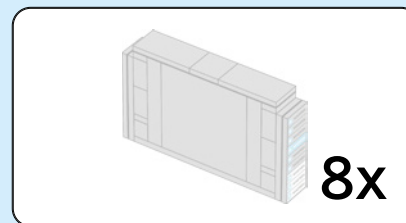


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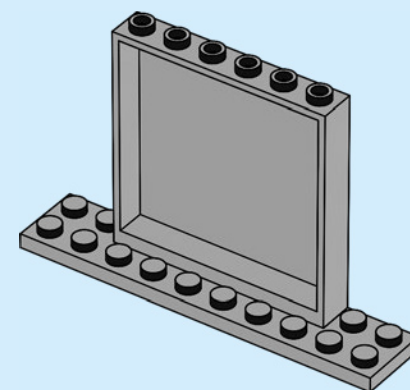


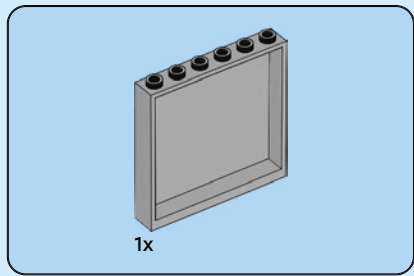
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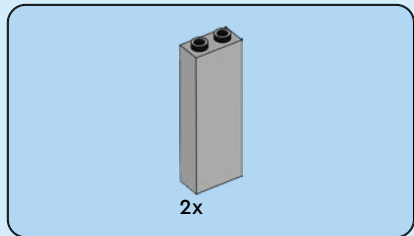
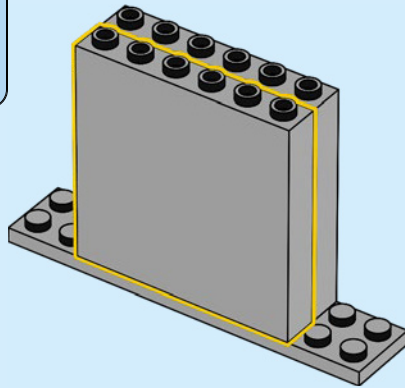


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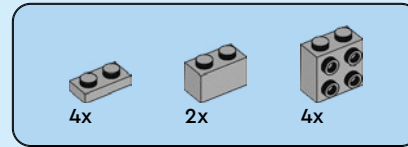
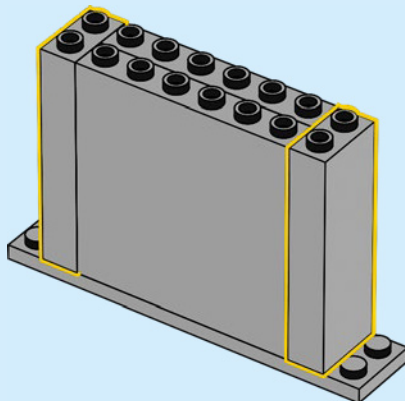




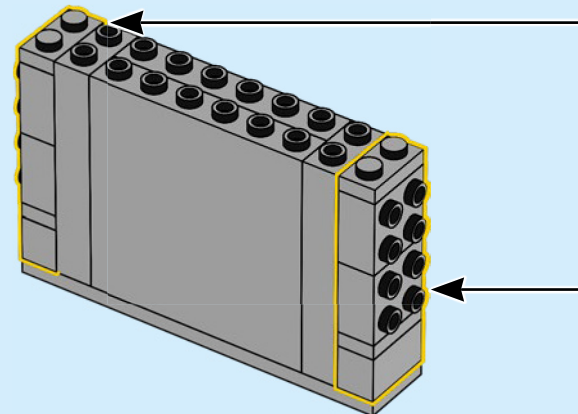
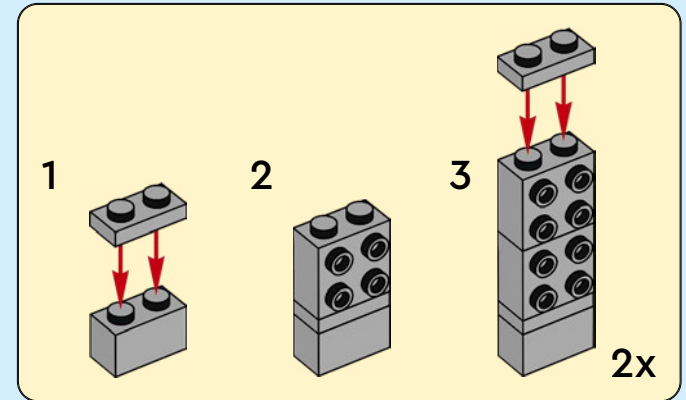
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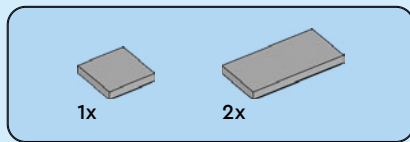


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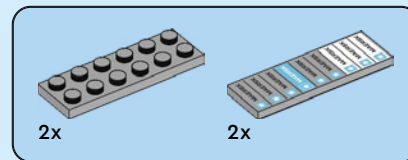
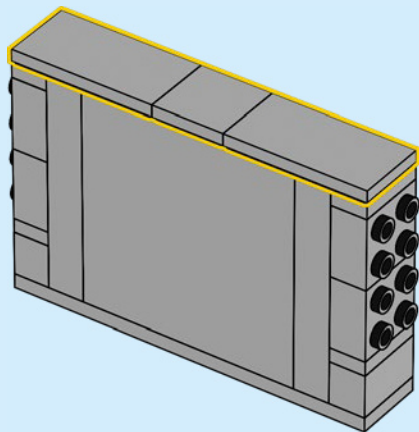


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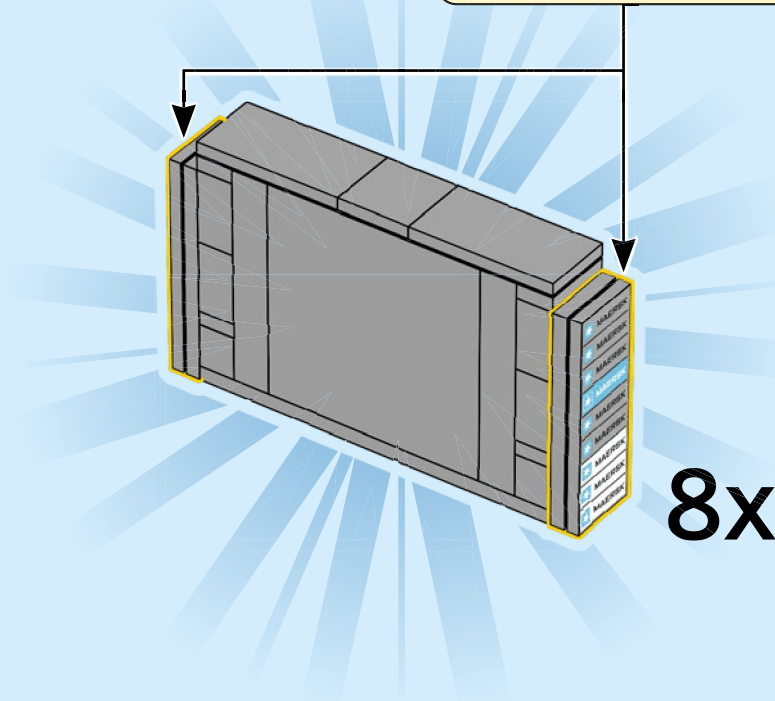
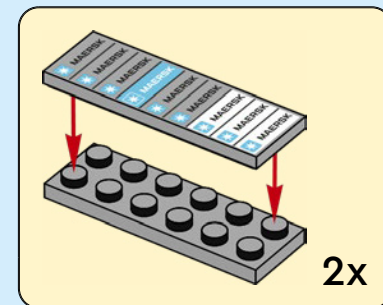




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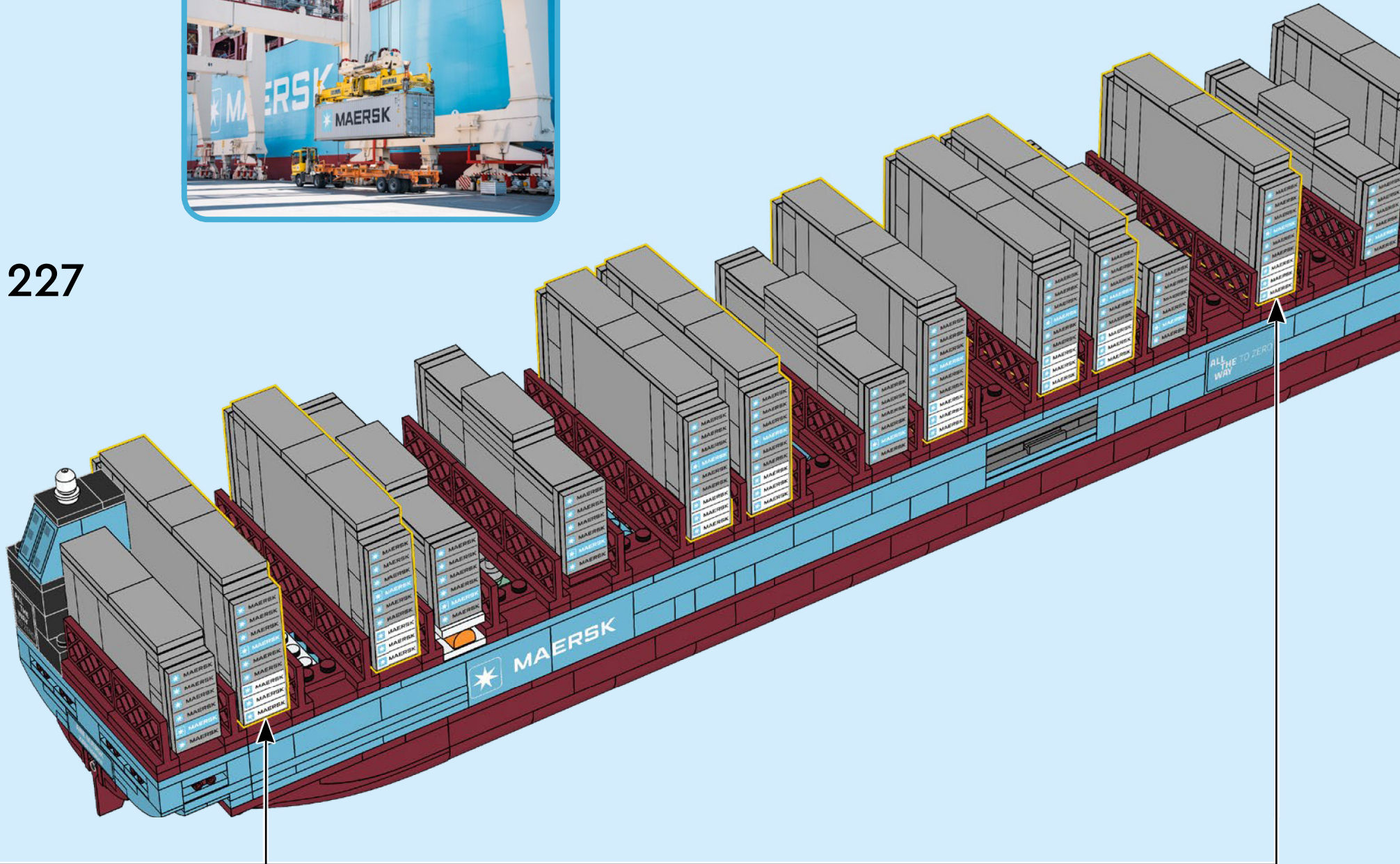


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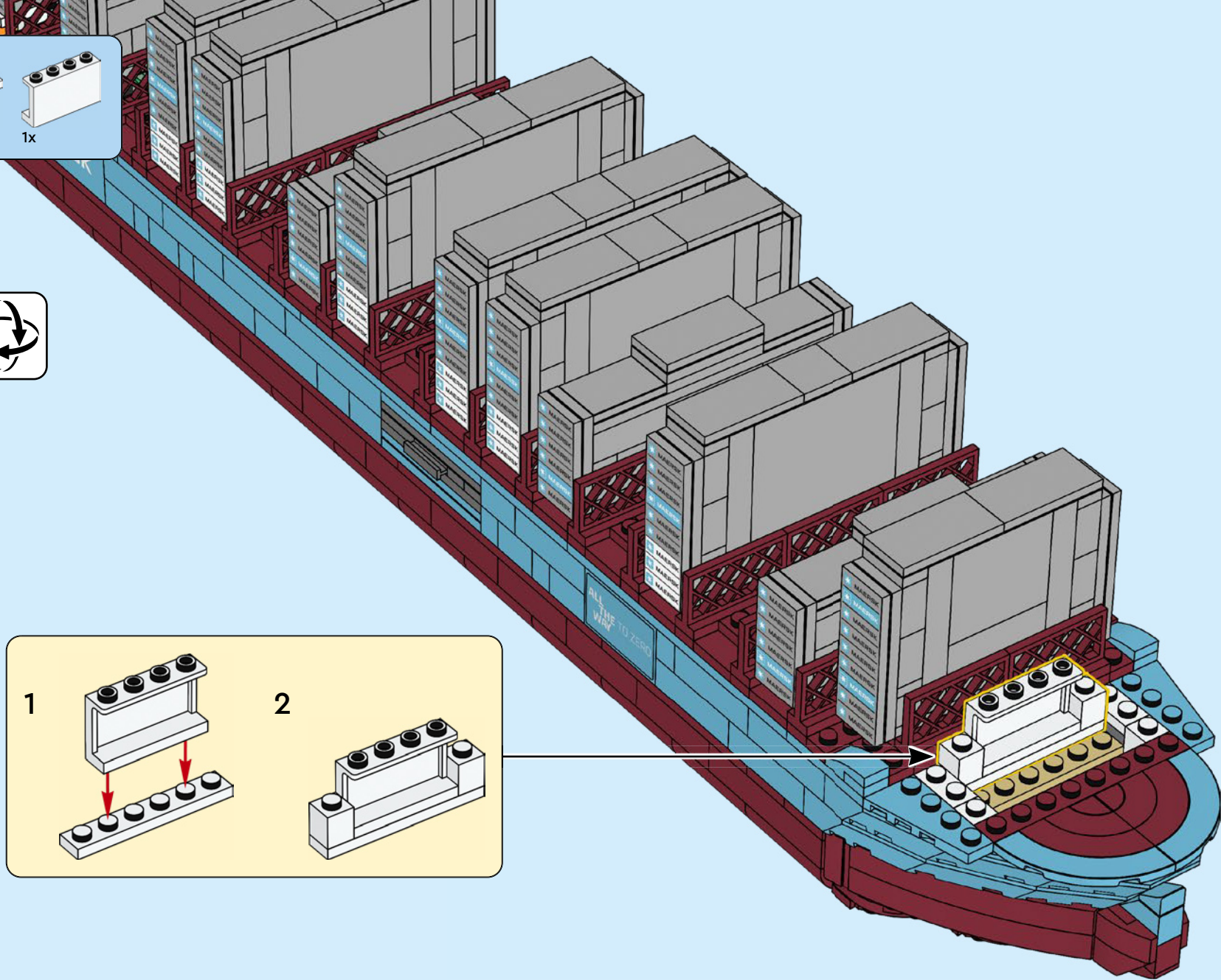
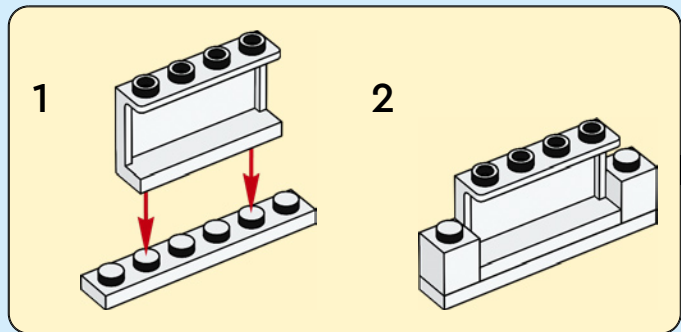
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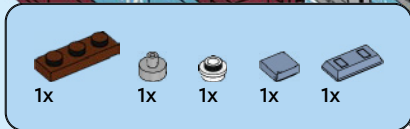




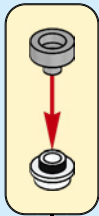
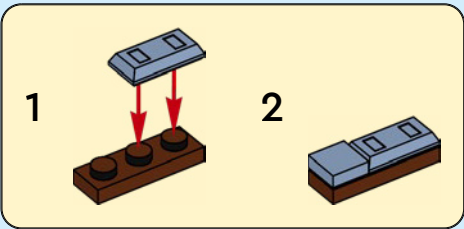


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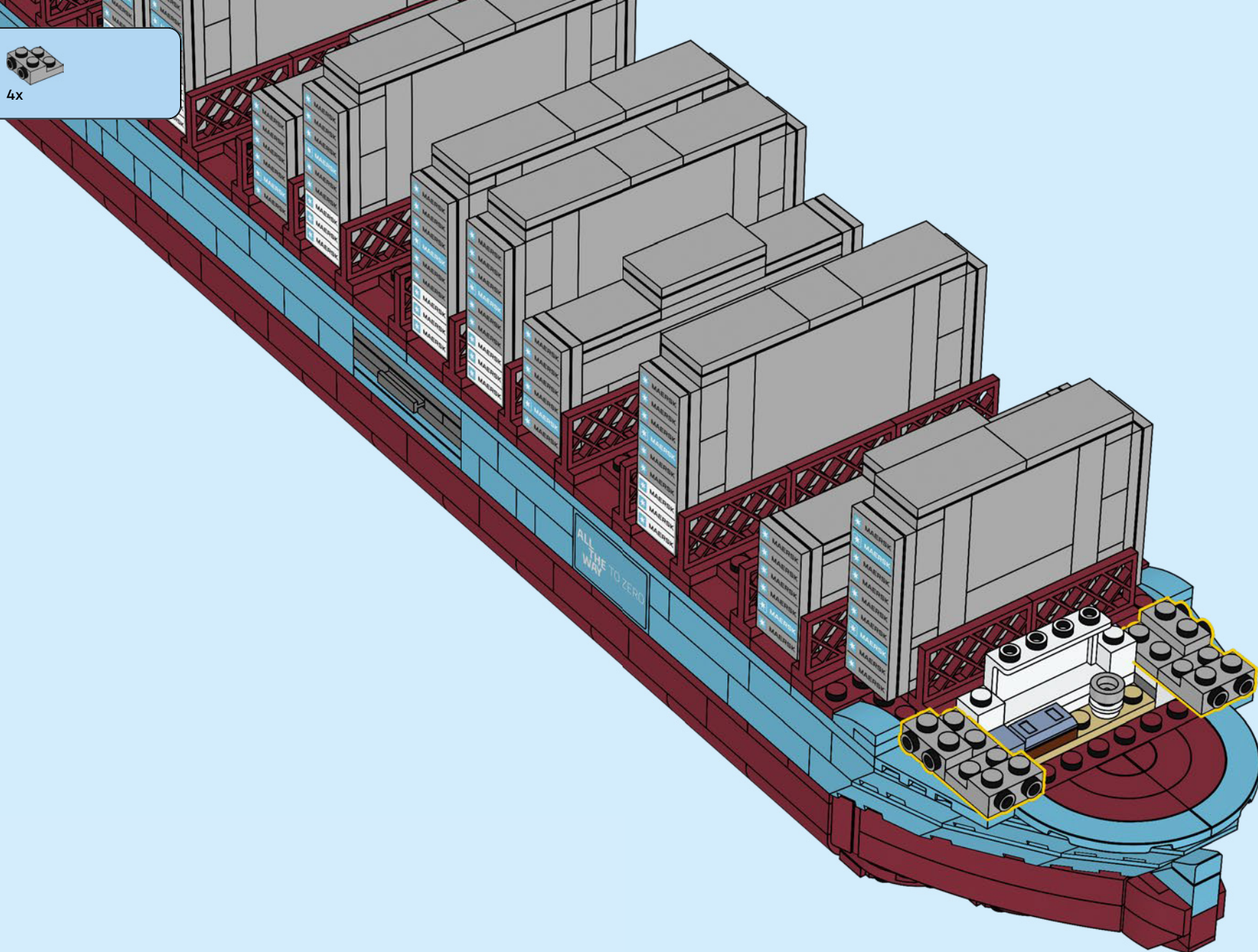
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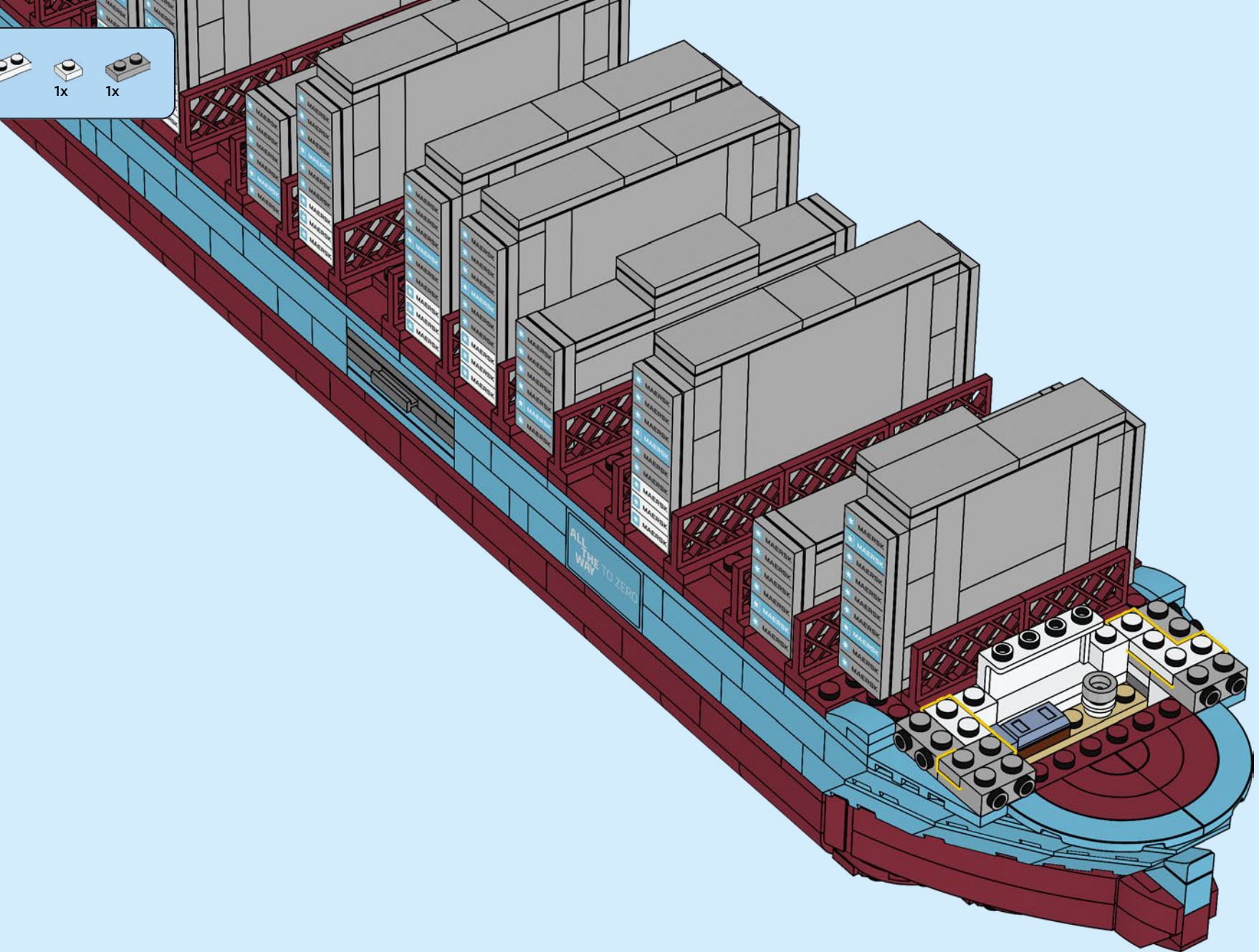
4x

230





231



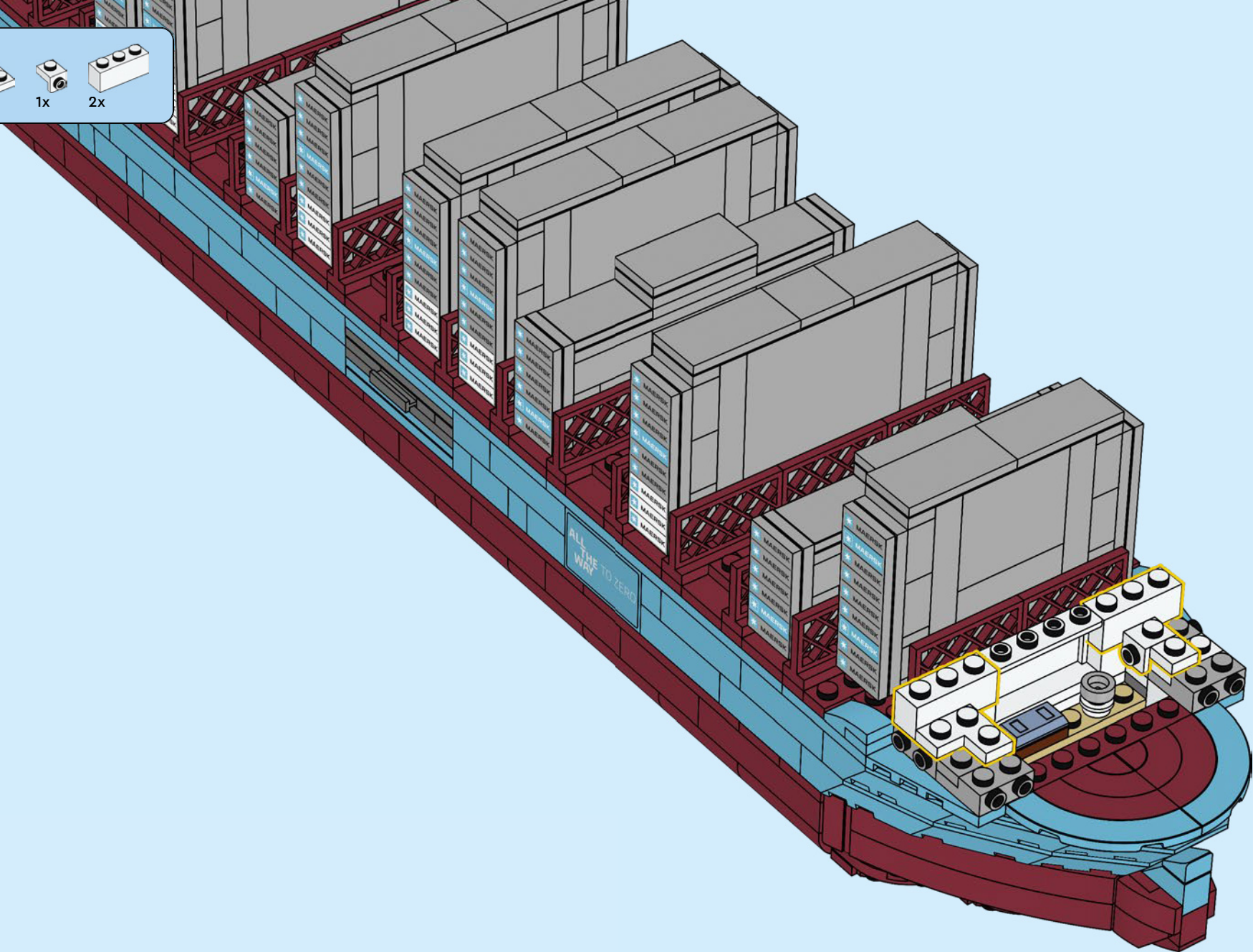
1x

1x

1x

2x

232

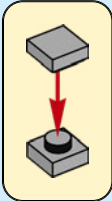


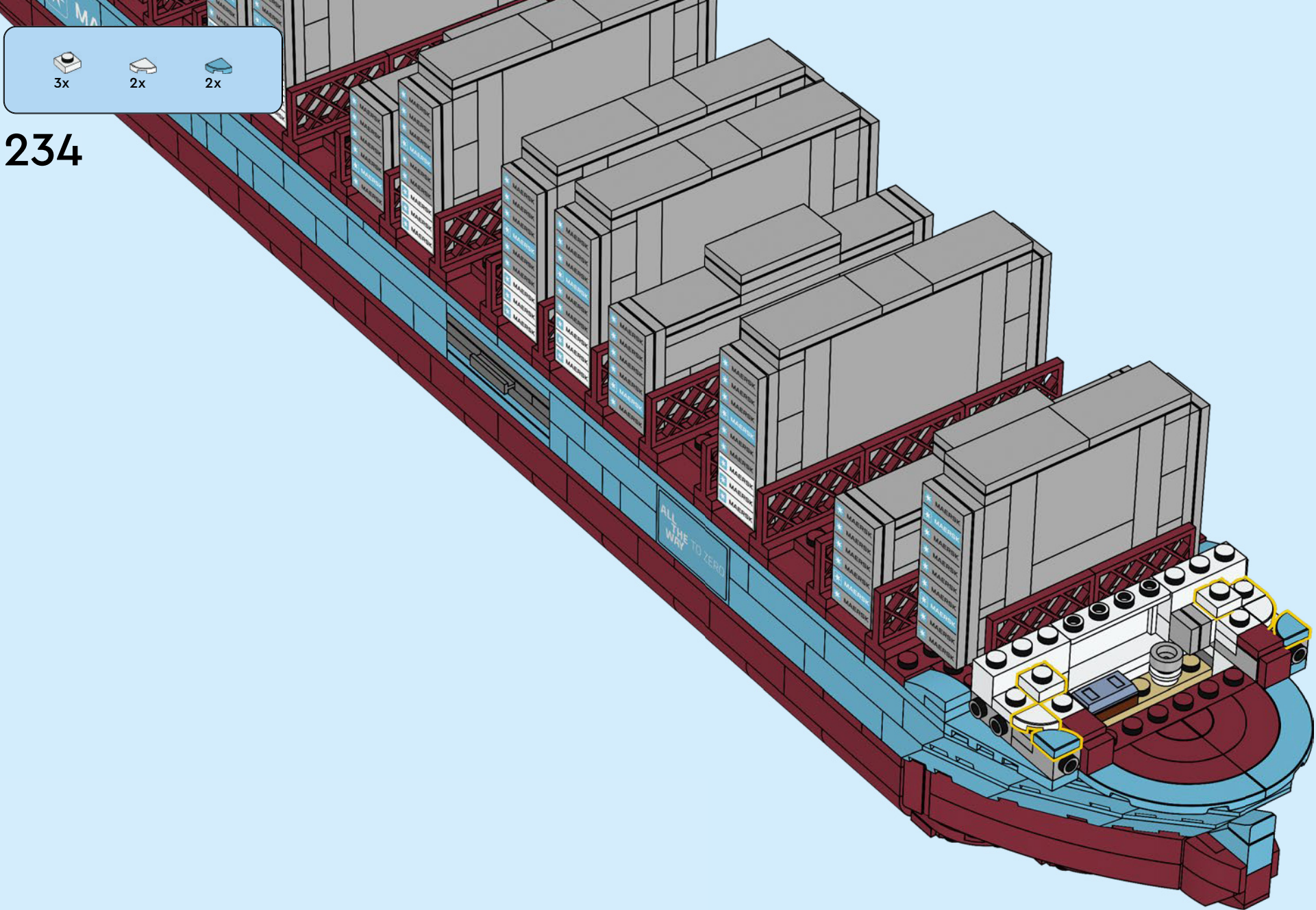

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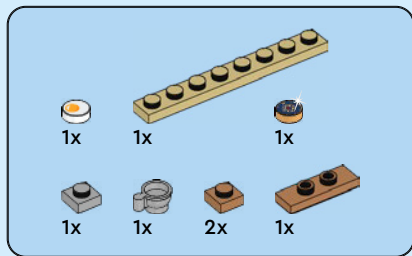

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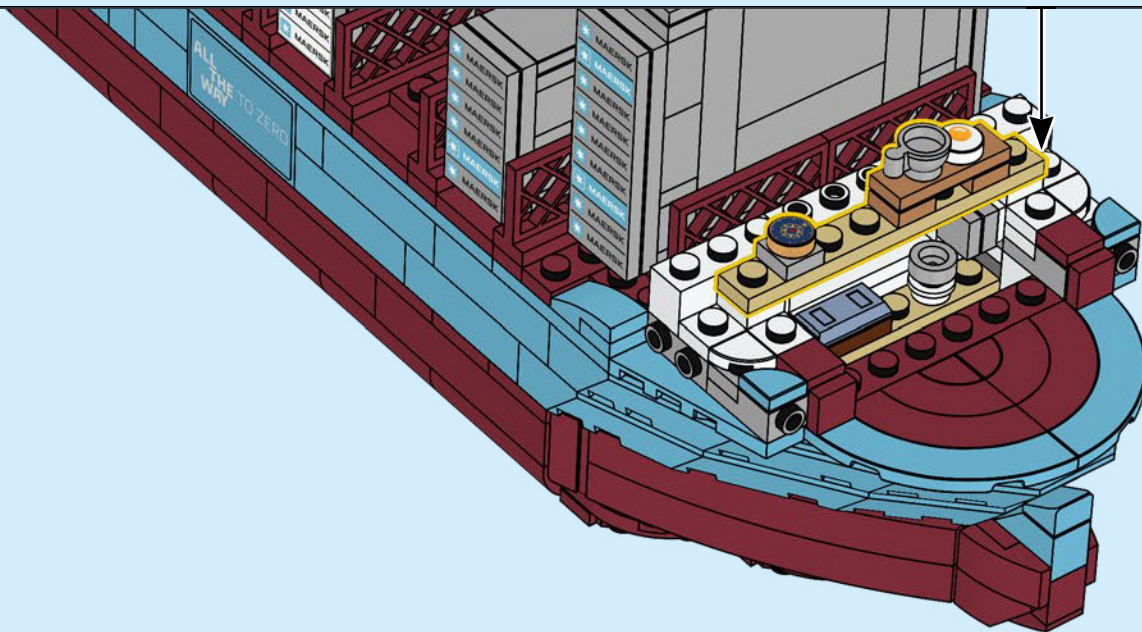
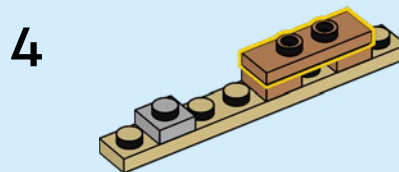
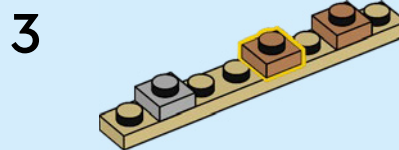
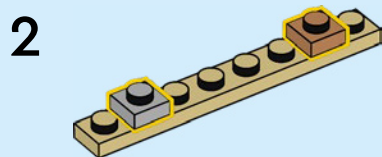
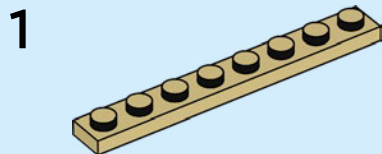
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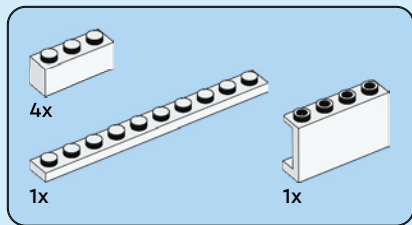






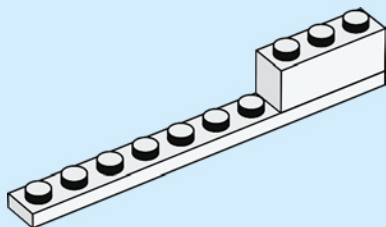
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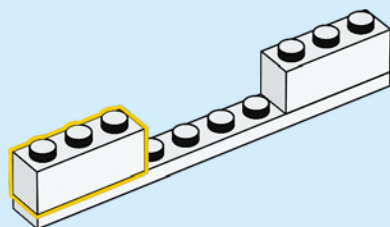


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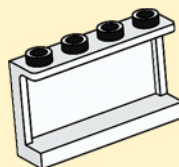
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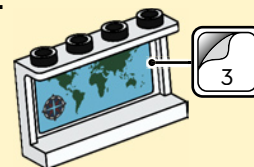
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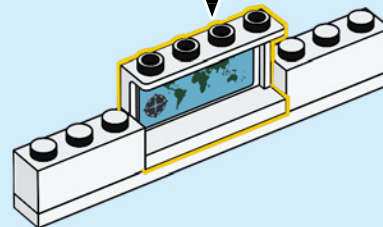
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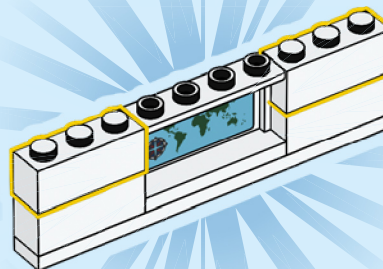
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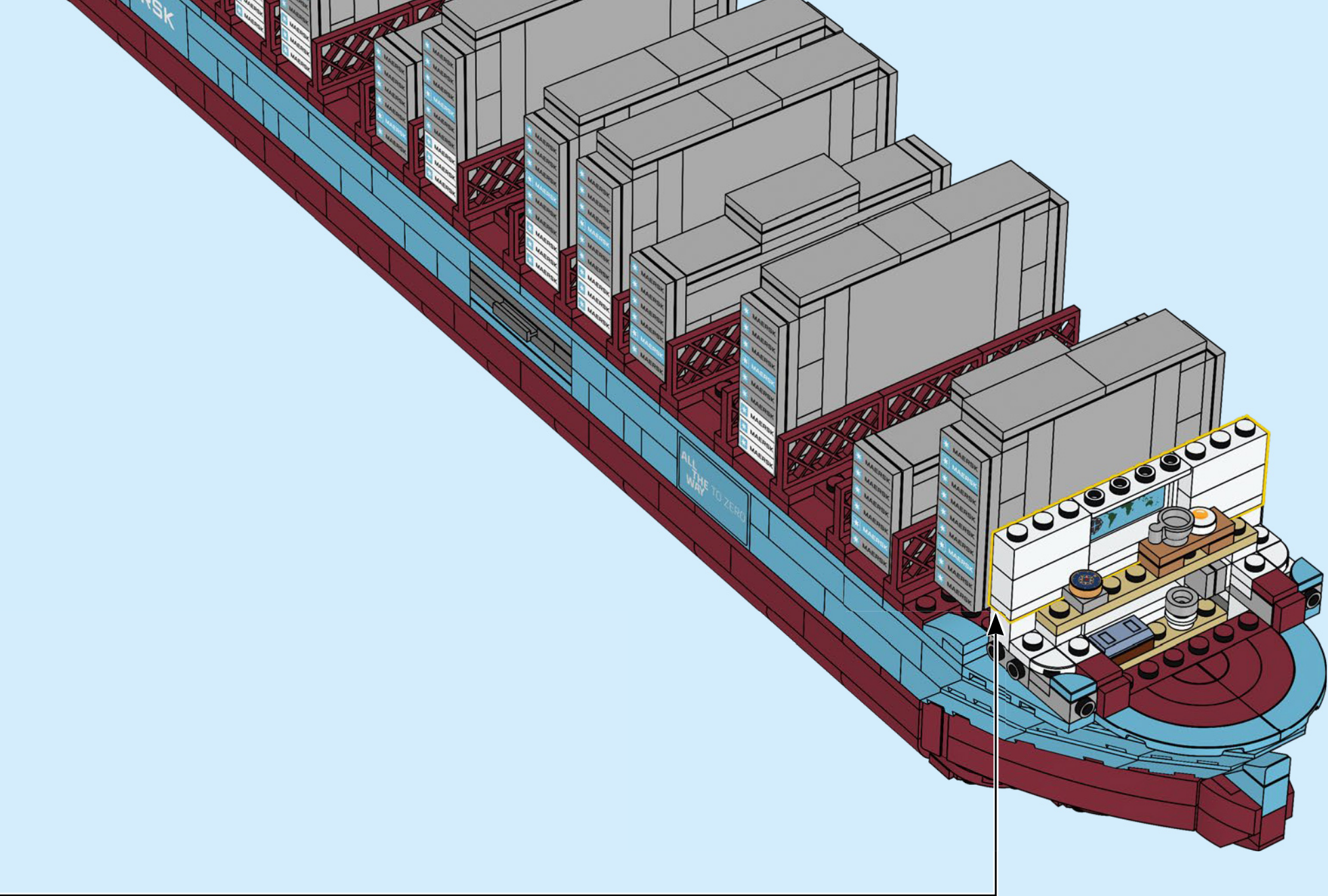


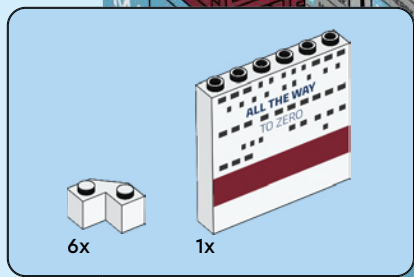
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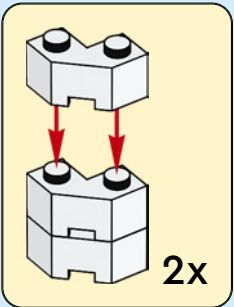
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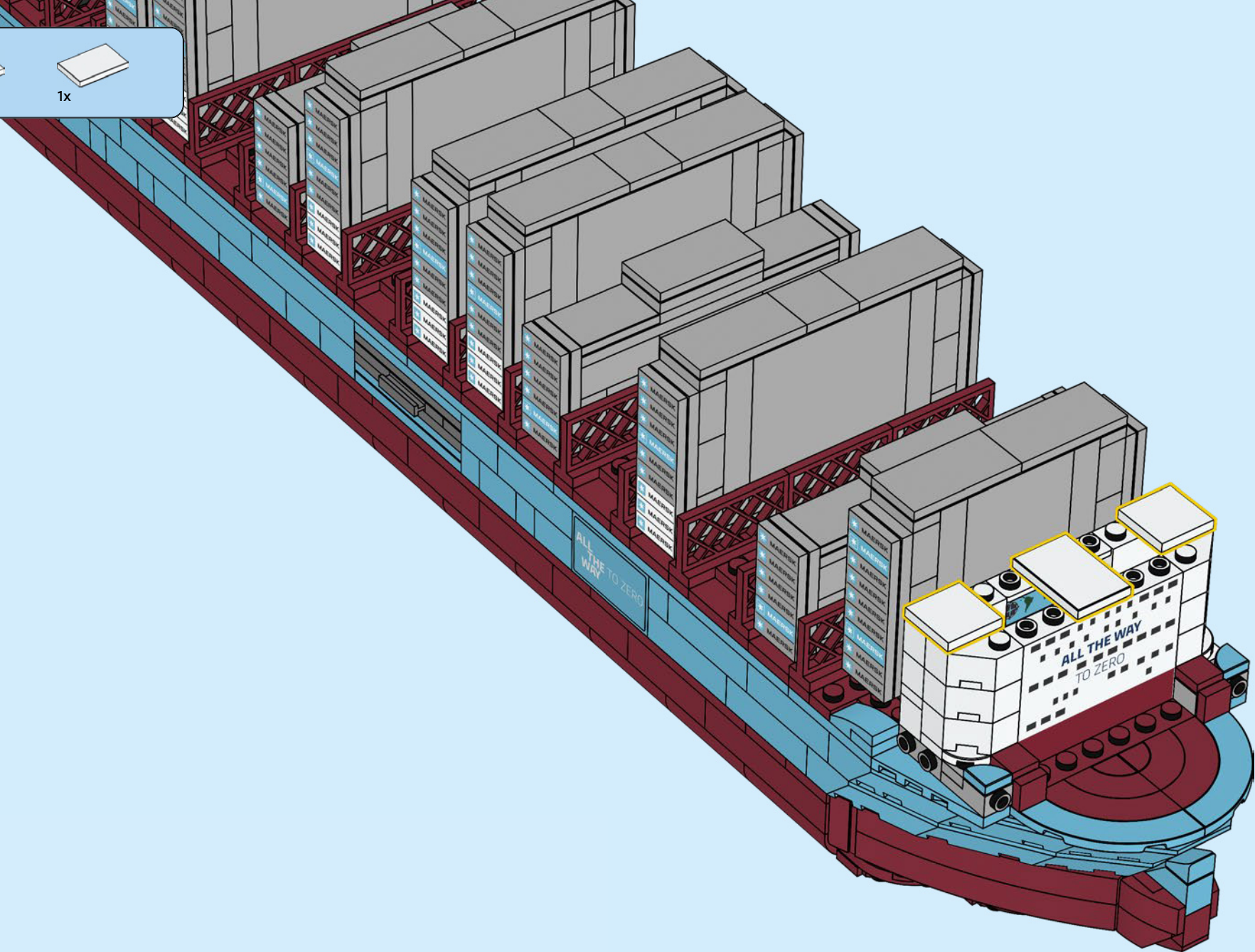


237



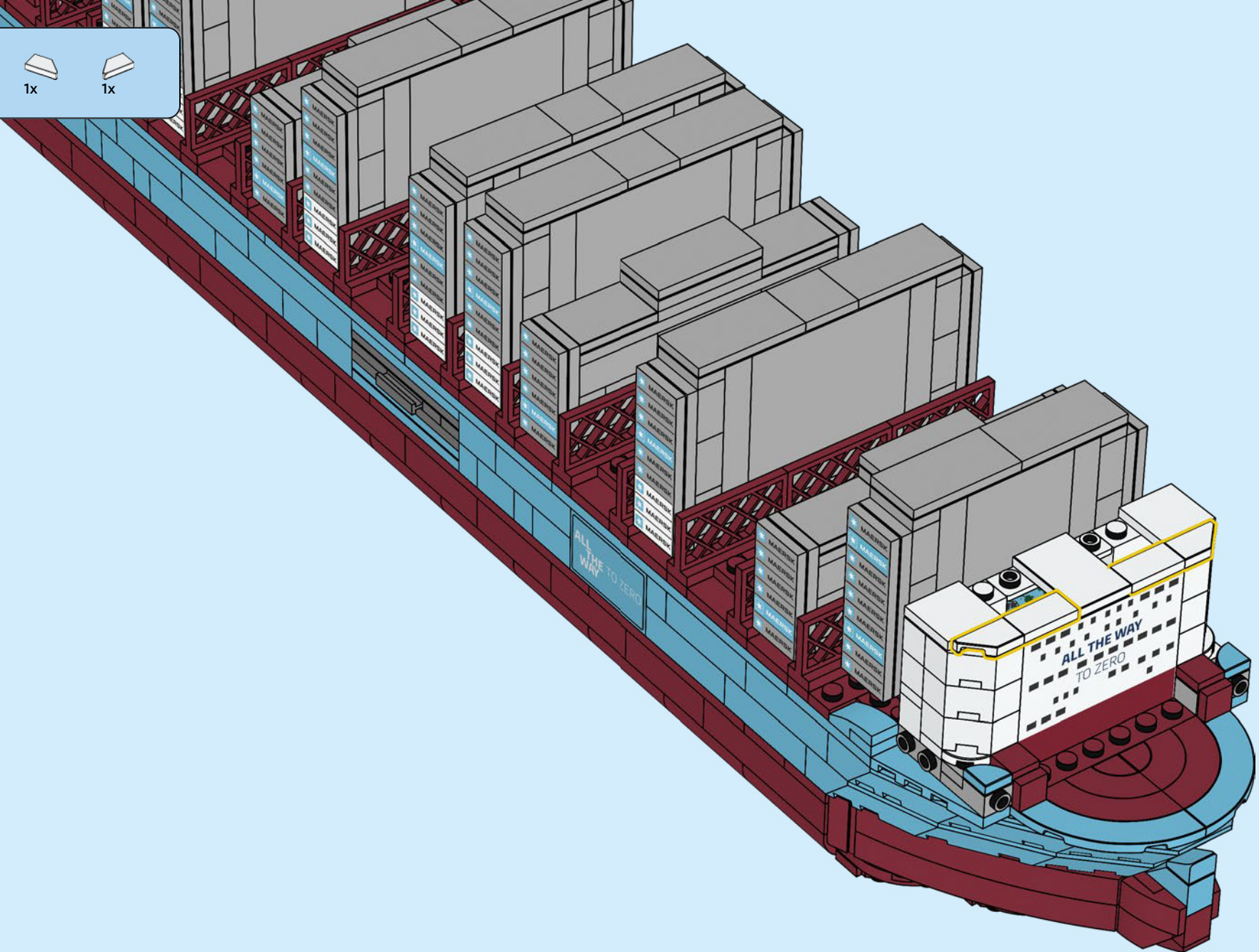
2x 1x

238



2x 1x 1x

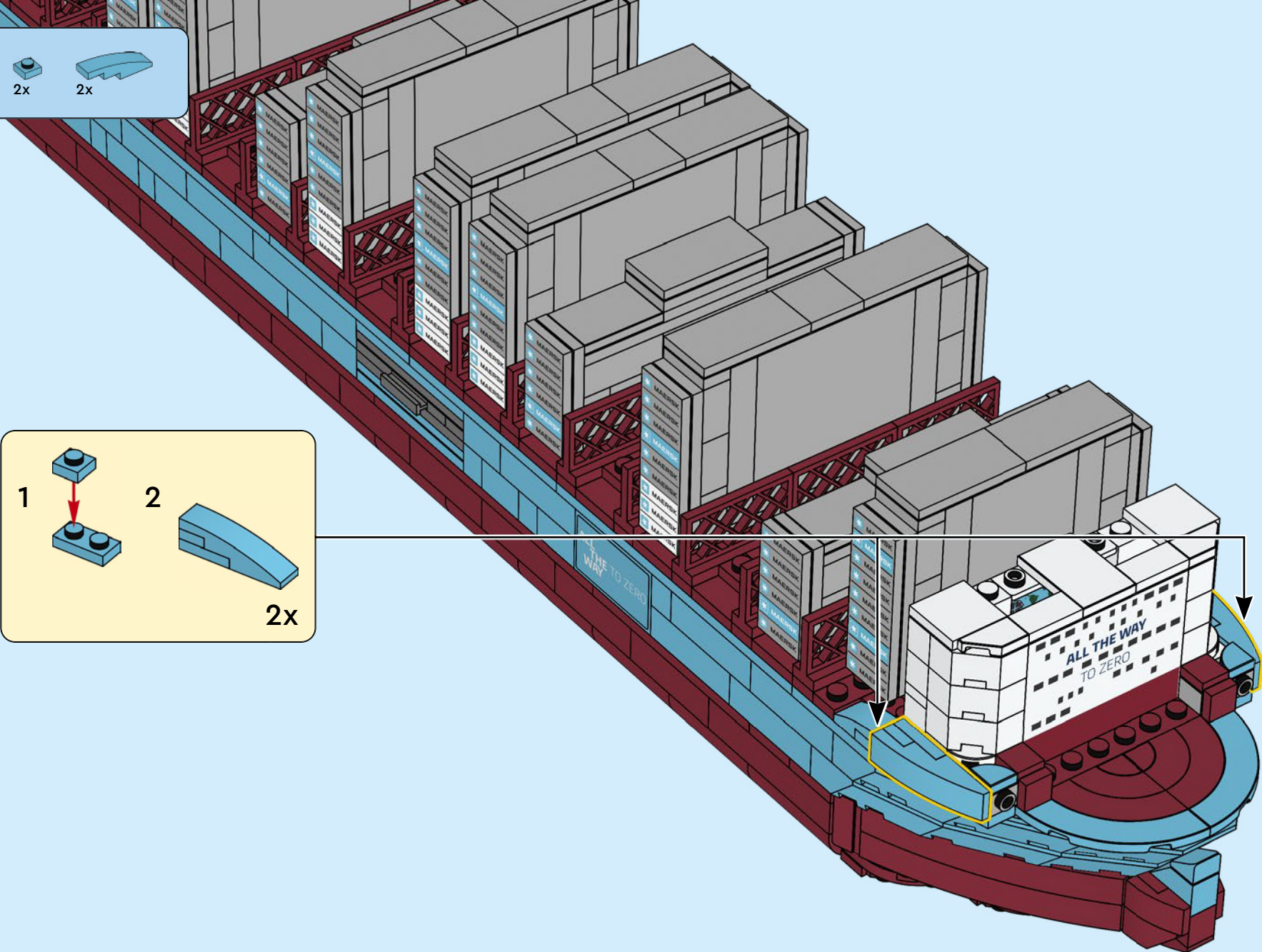
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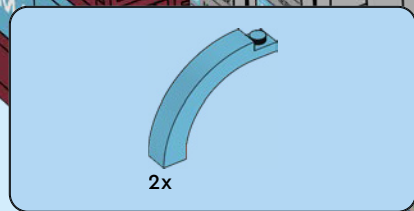


2x 2x 2x

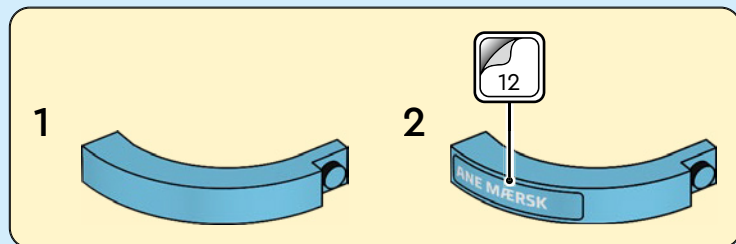
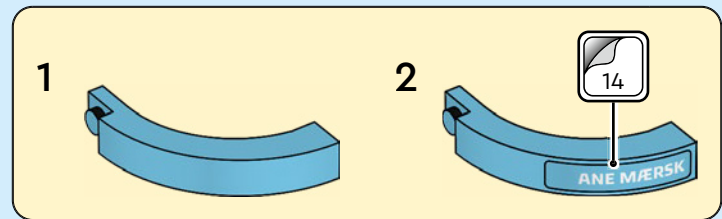
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1 2 2x



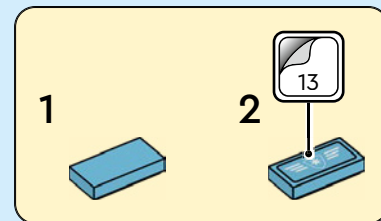


241



1x

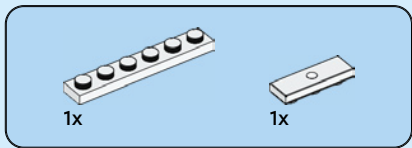
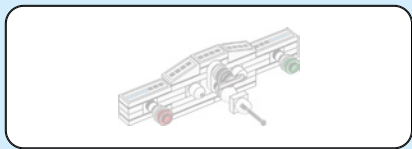
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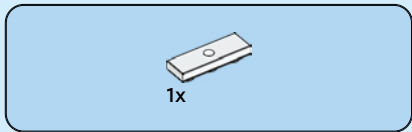
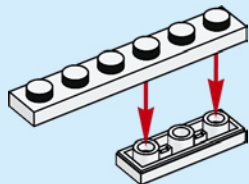
ALL THE WAY
TO ZERO

ALL THE WAY
TO ZERO

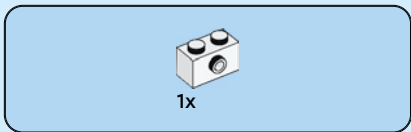
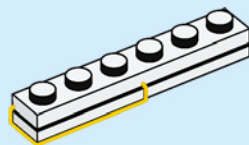
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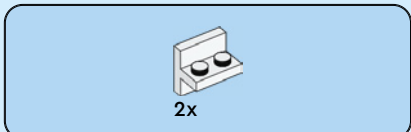
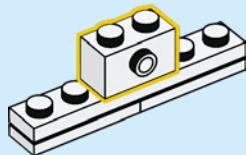
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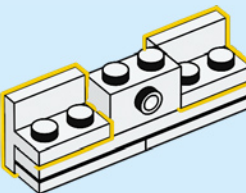
244



245



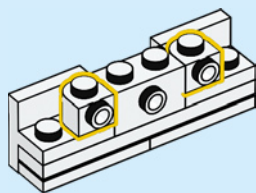
246





2x

247



2x



1x



2x



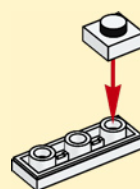
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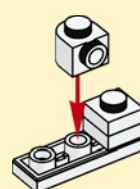
1x

248

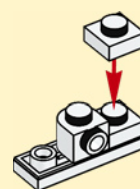
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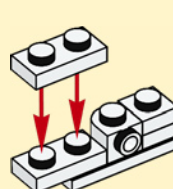
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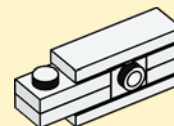
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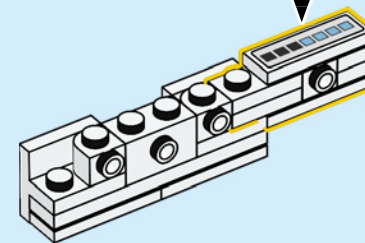
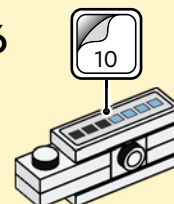
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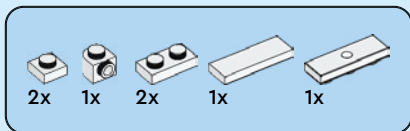


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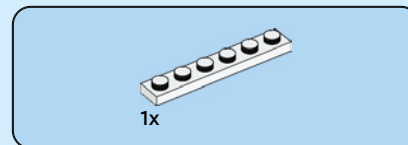
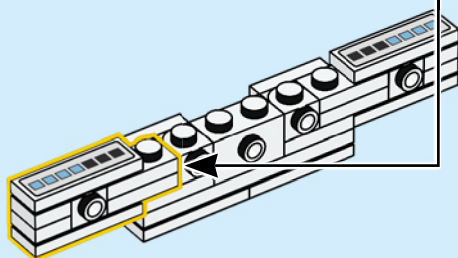
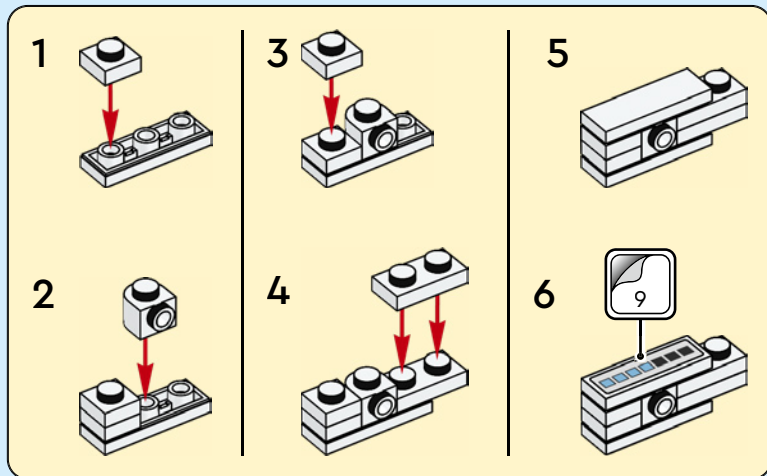


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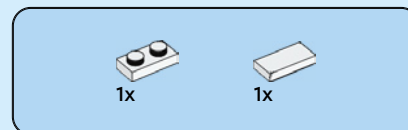
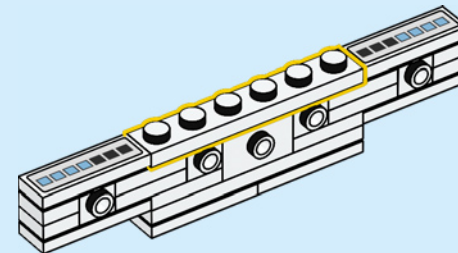




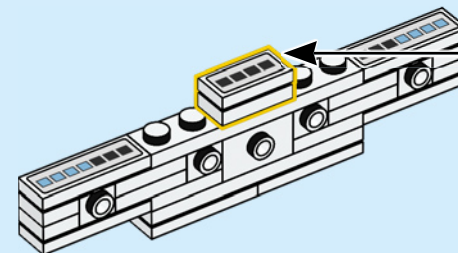
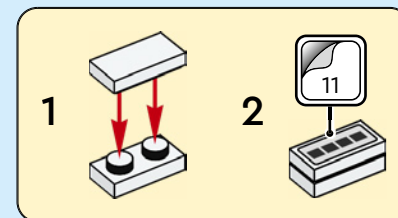
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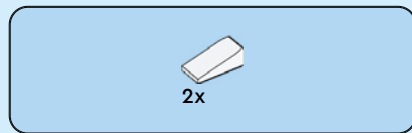


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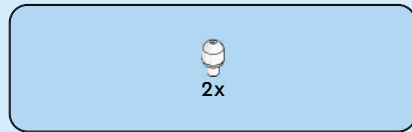
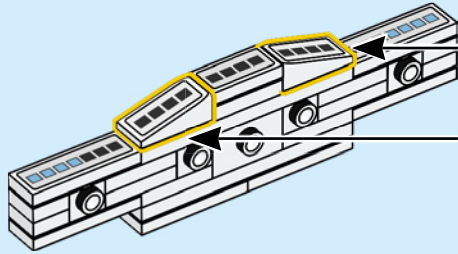
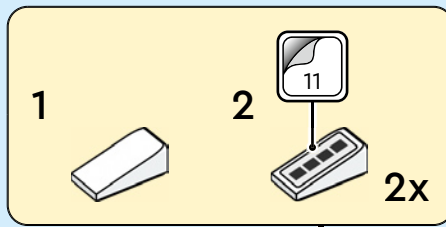


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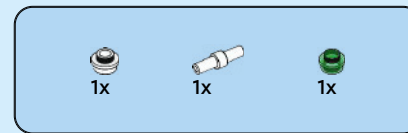
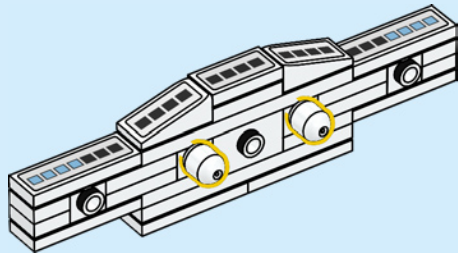




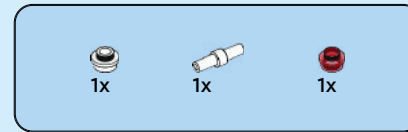
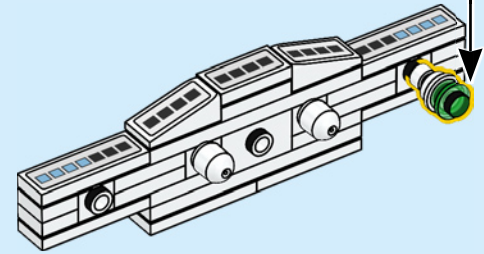
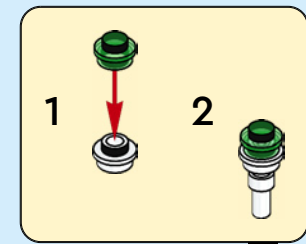
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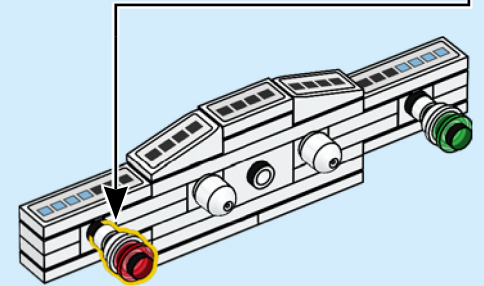
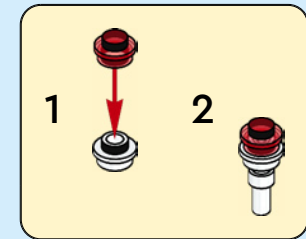
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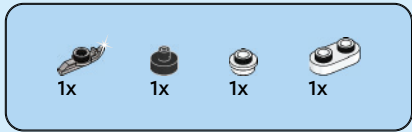


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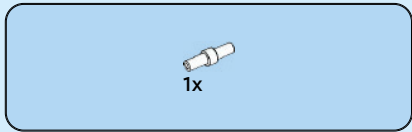
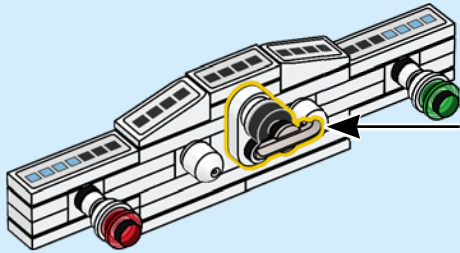
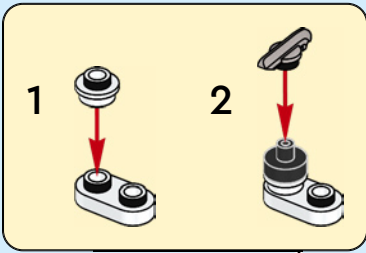


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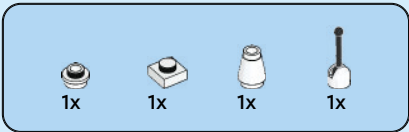
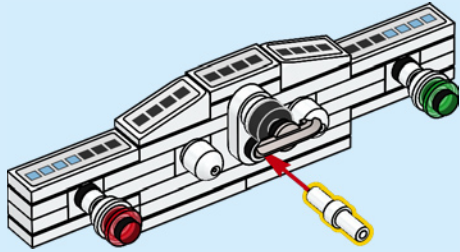




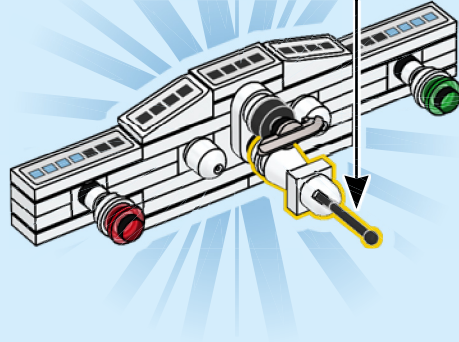
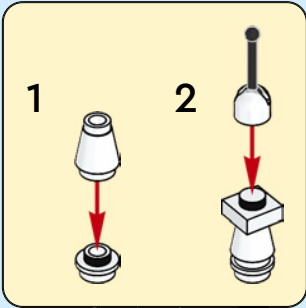
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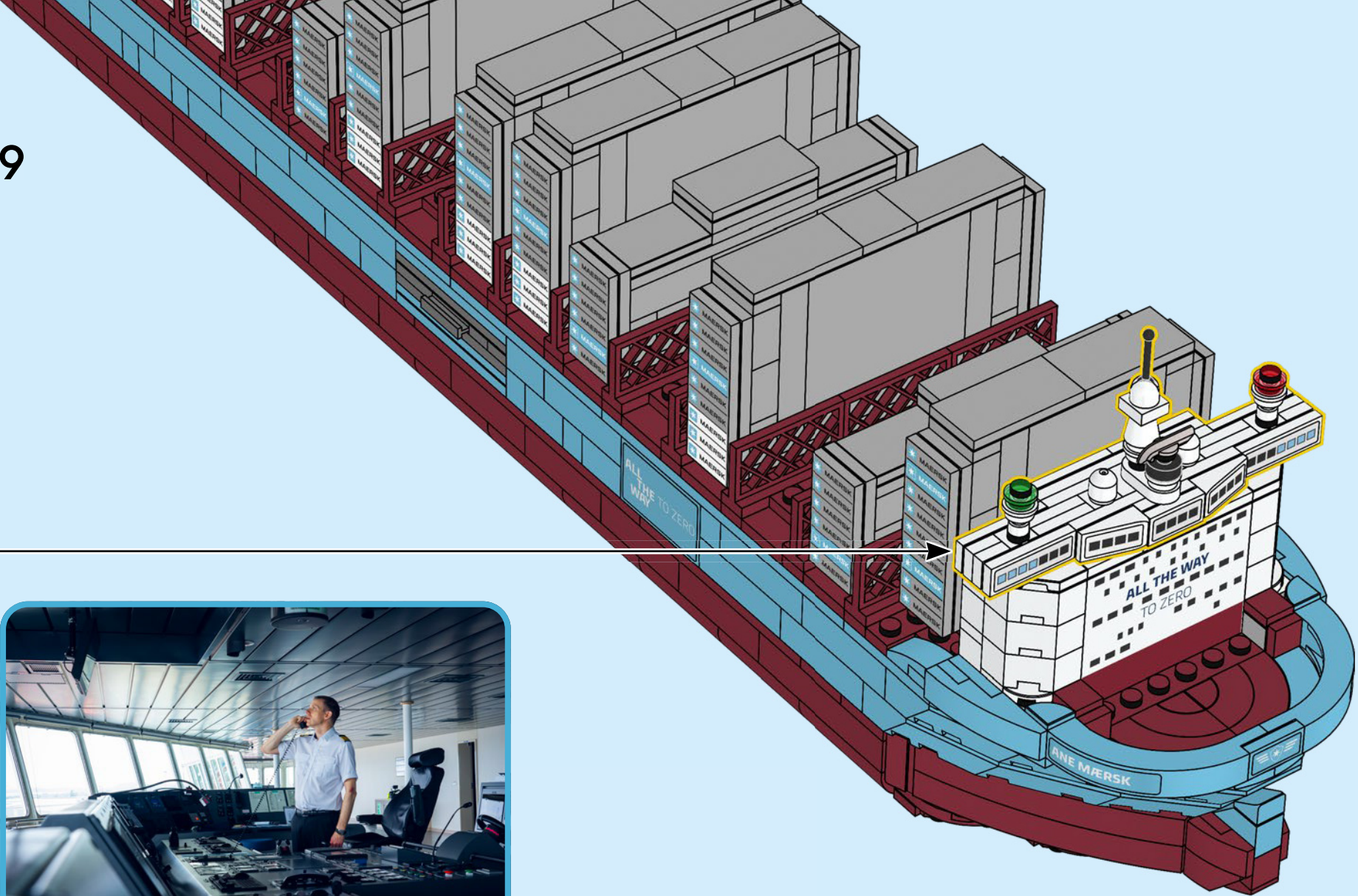
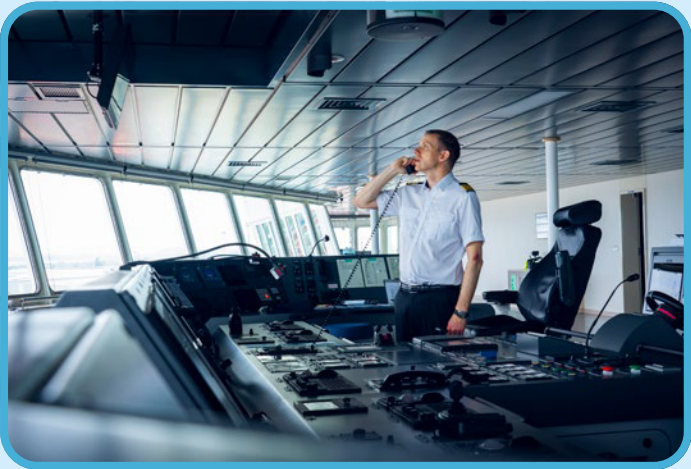


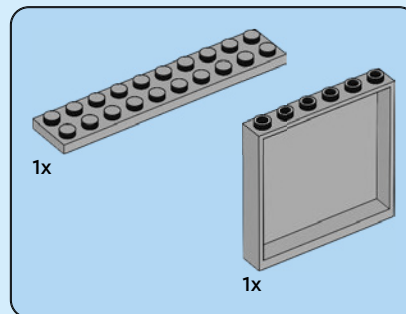
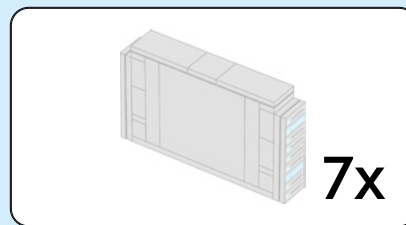
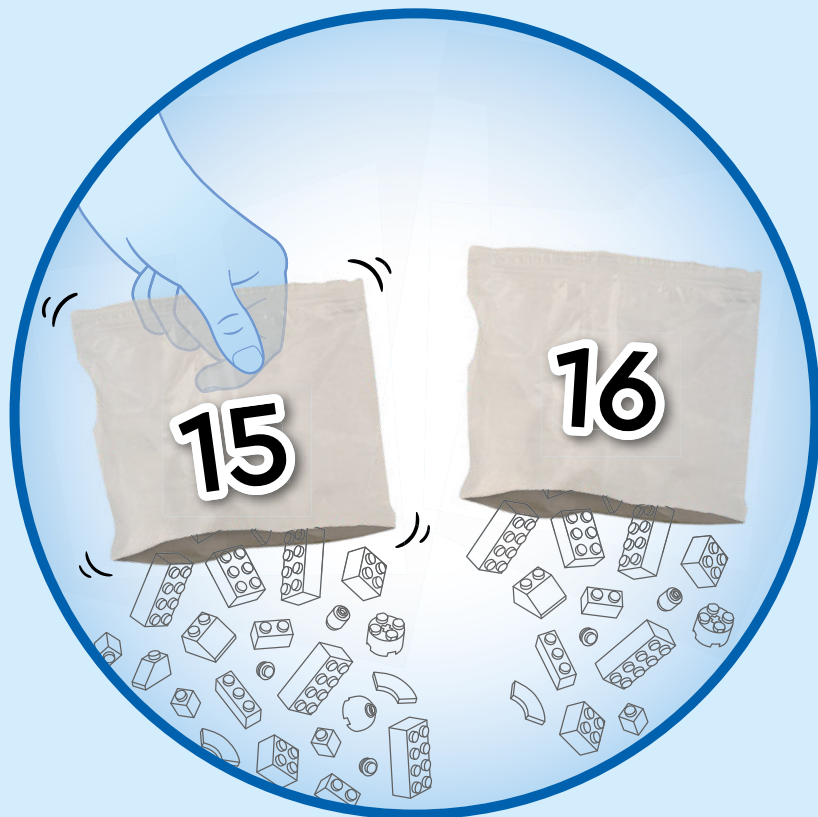
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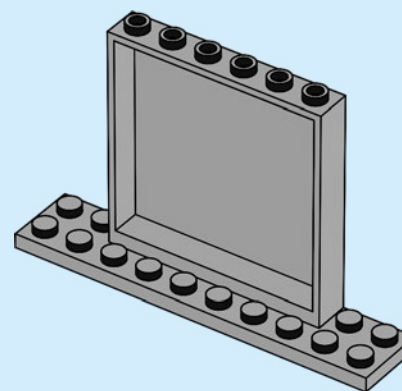
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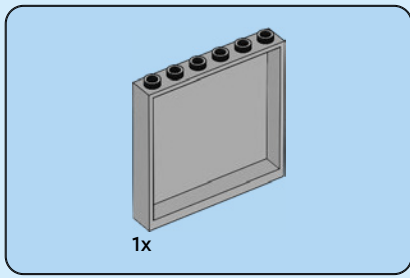




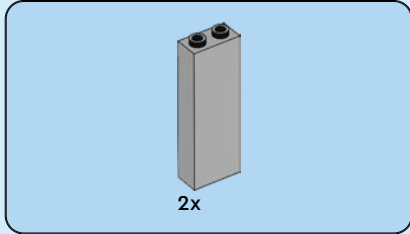
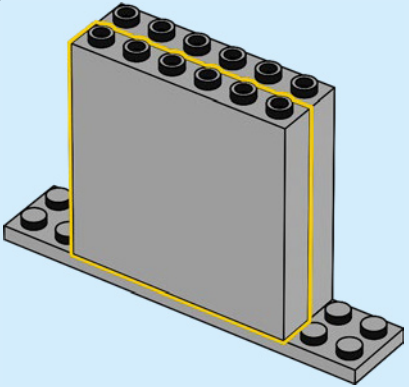


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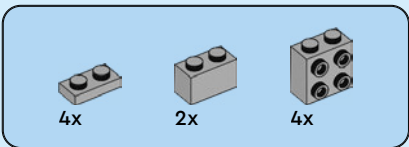
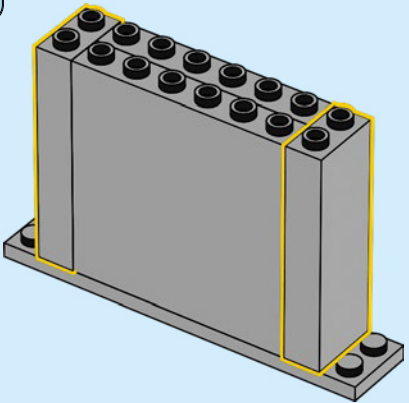




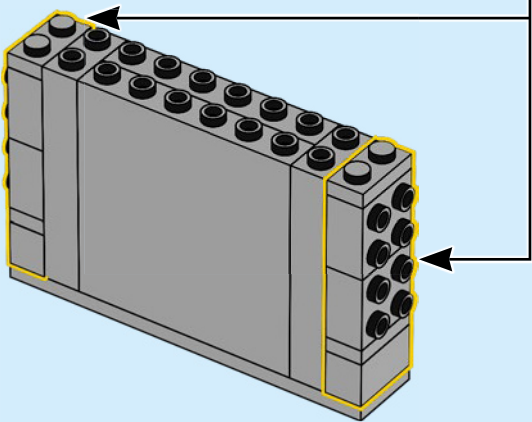
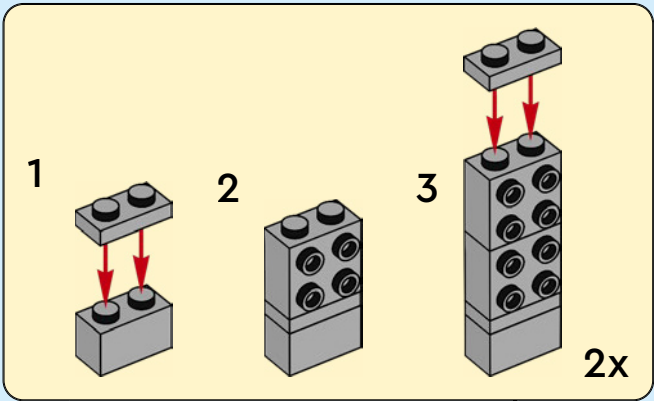
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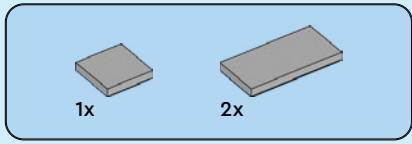


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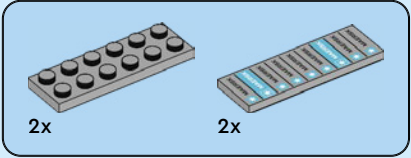
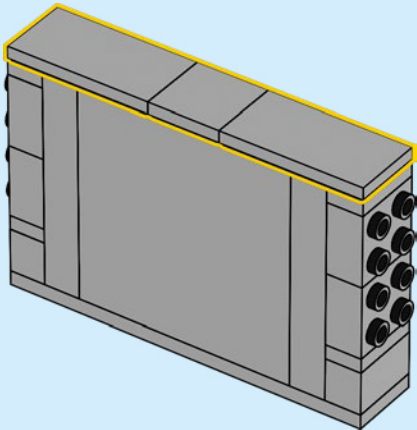


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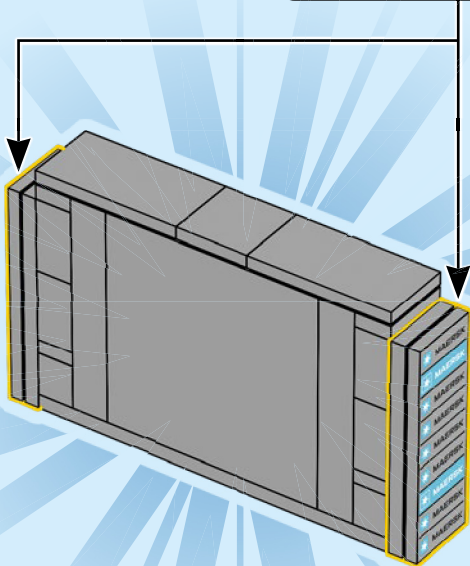
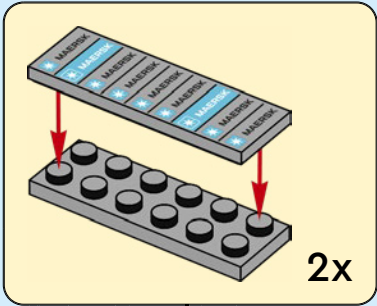




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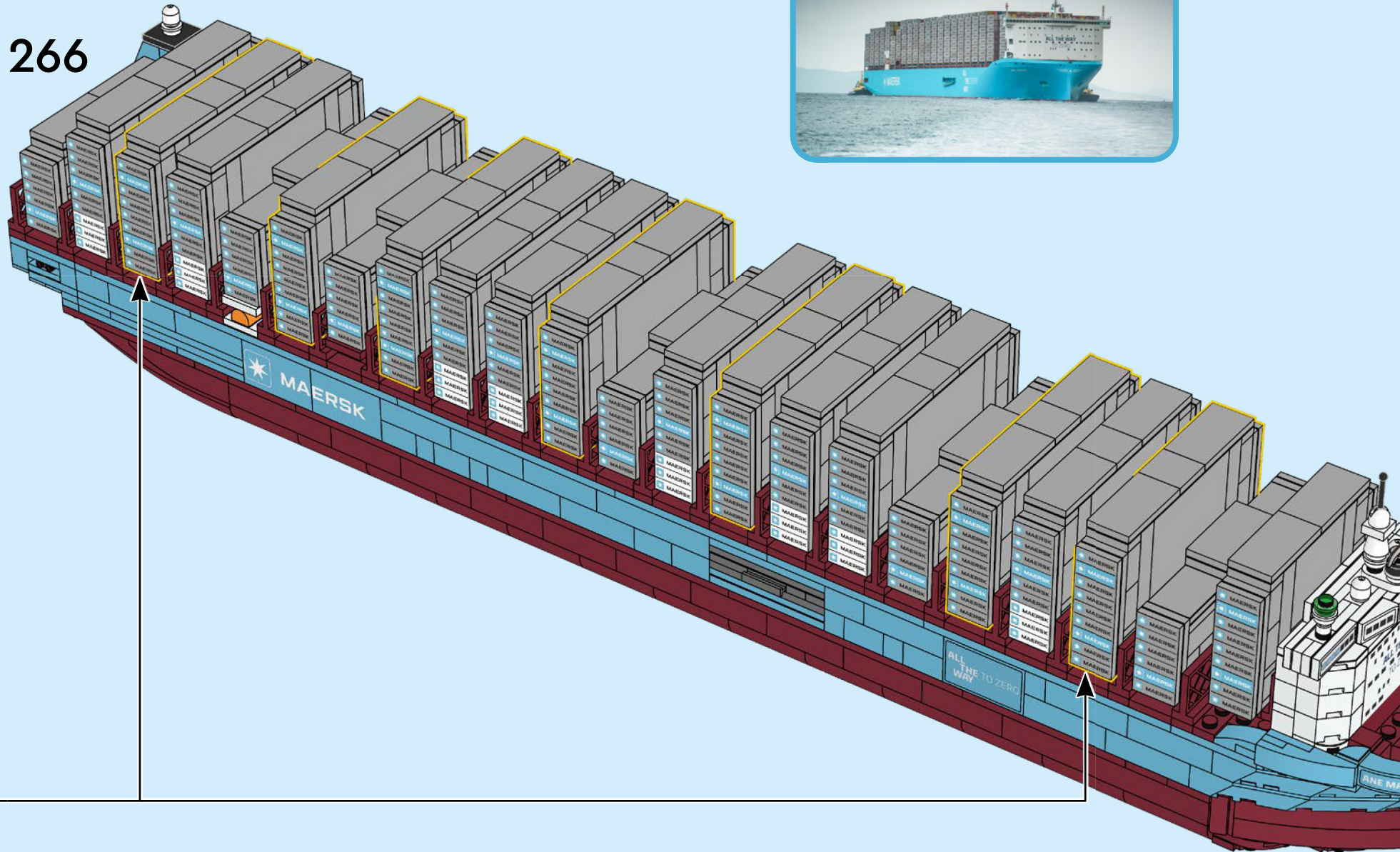


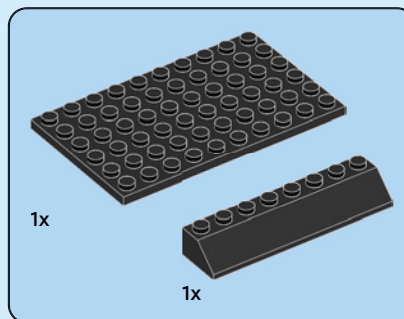
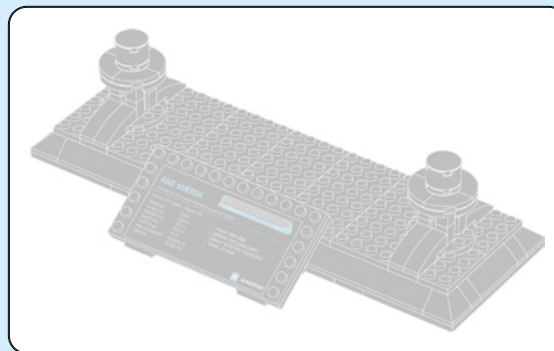
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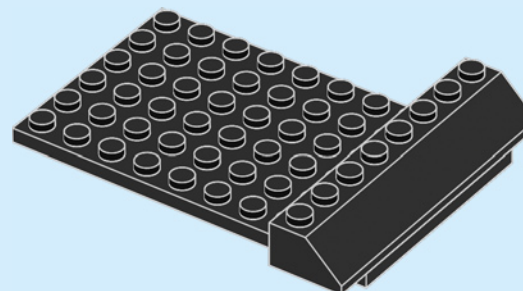
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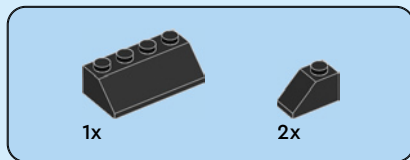
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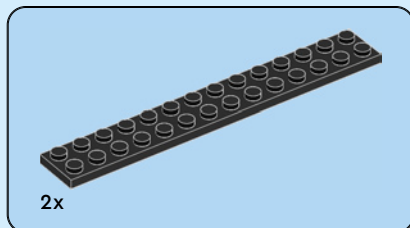
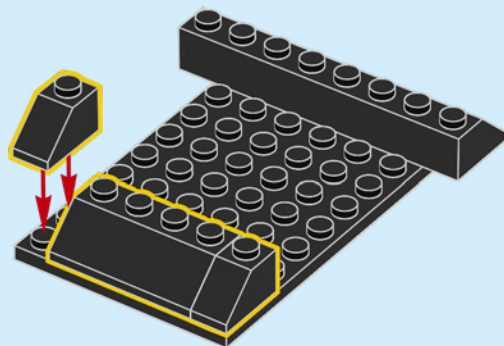


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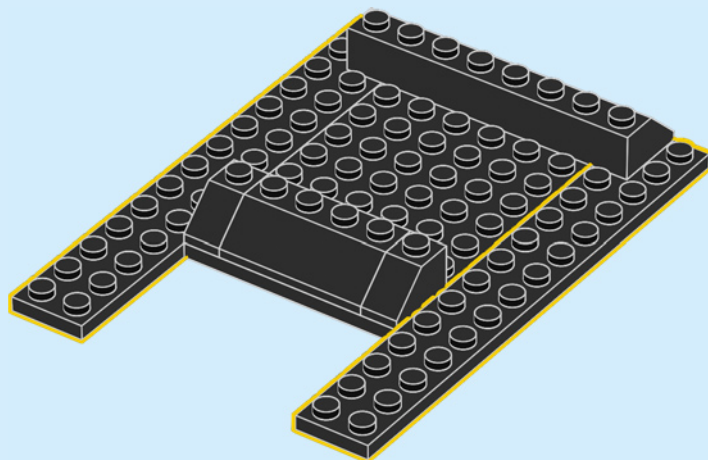


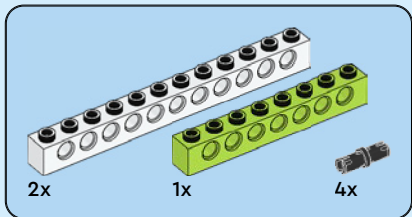
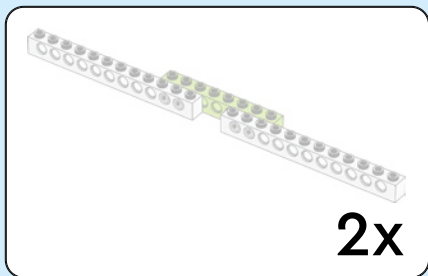


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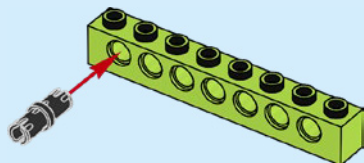
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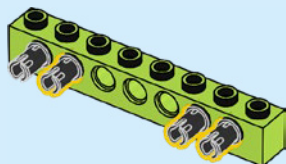


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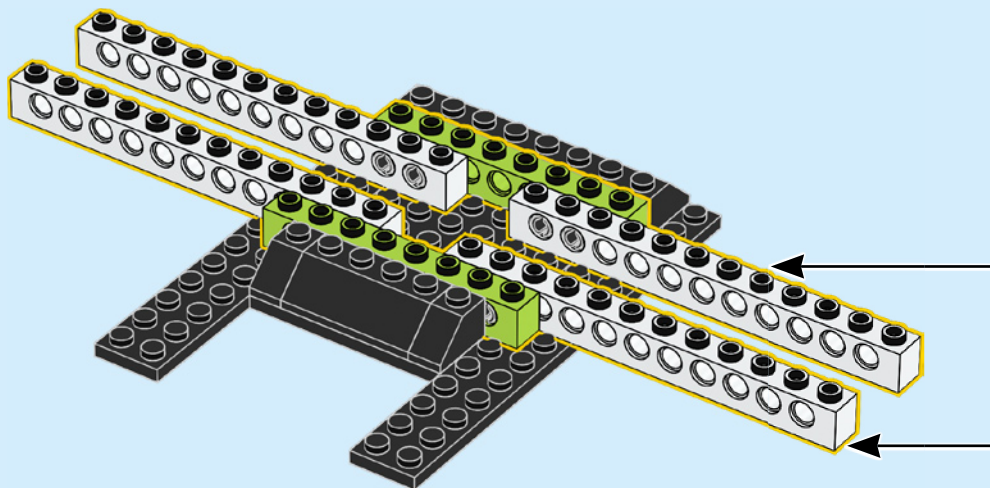
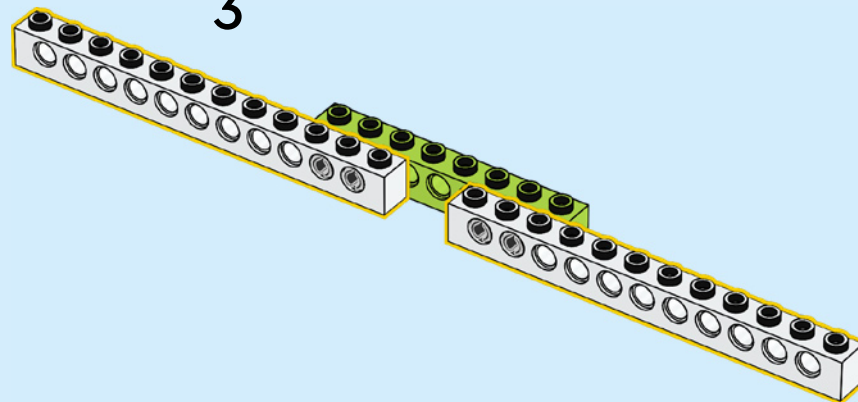
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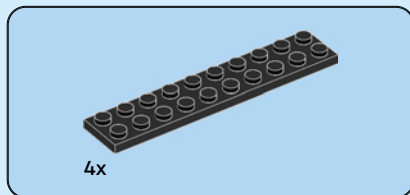


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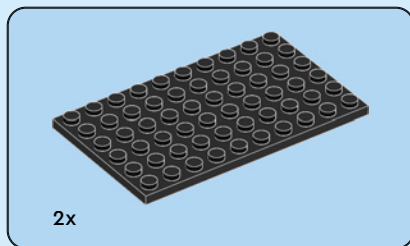
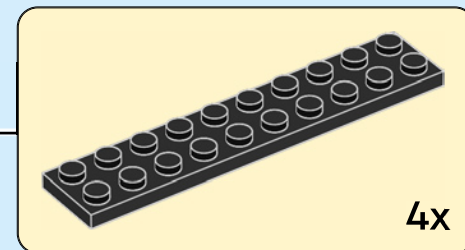
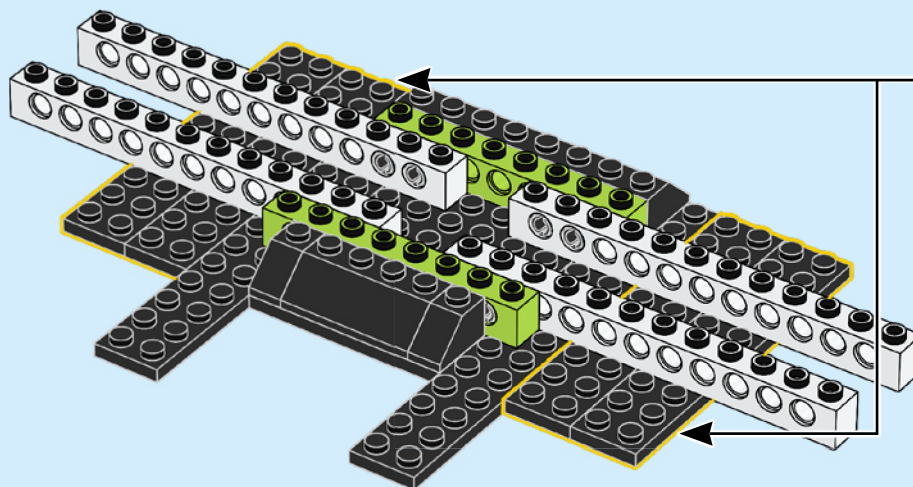


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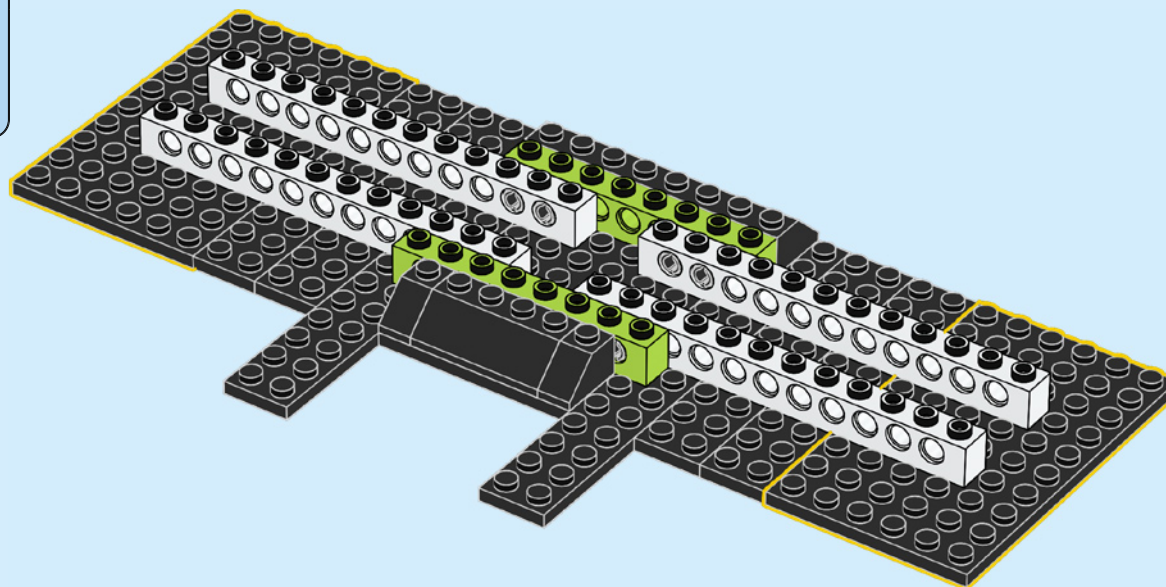


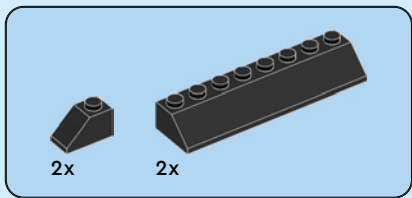


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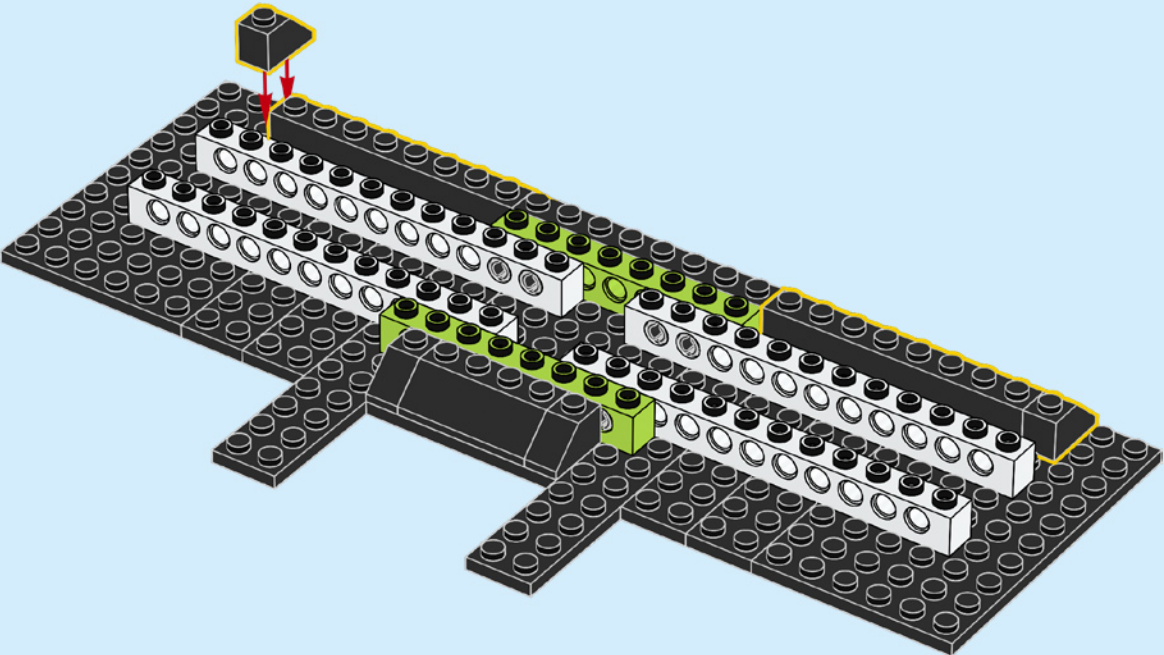


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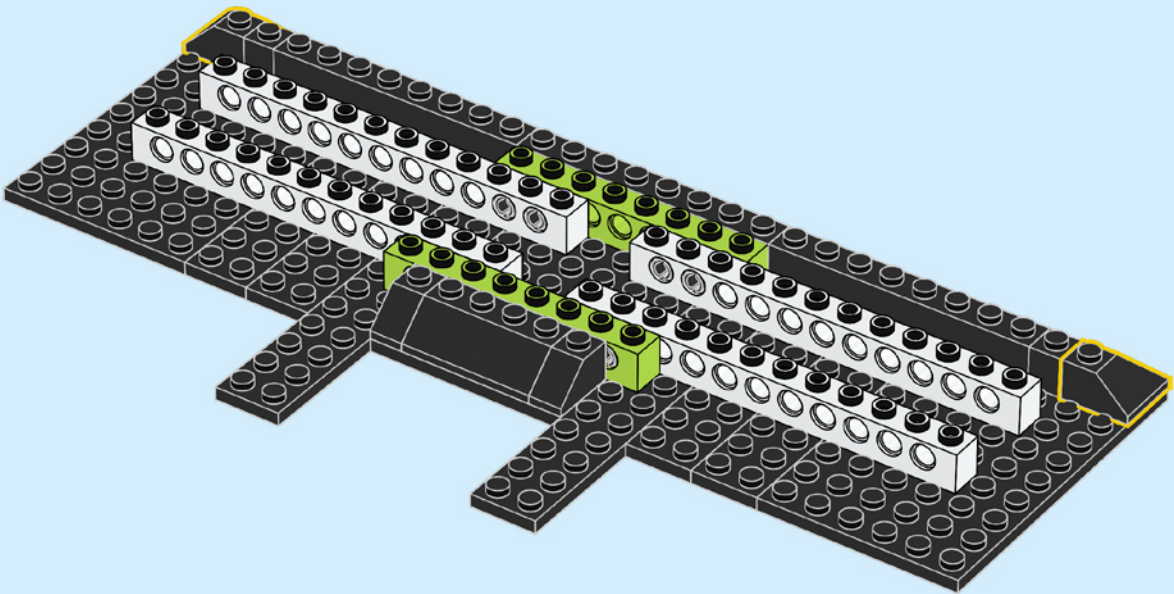


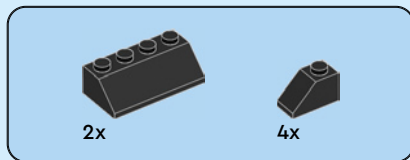


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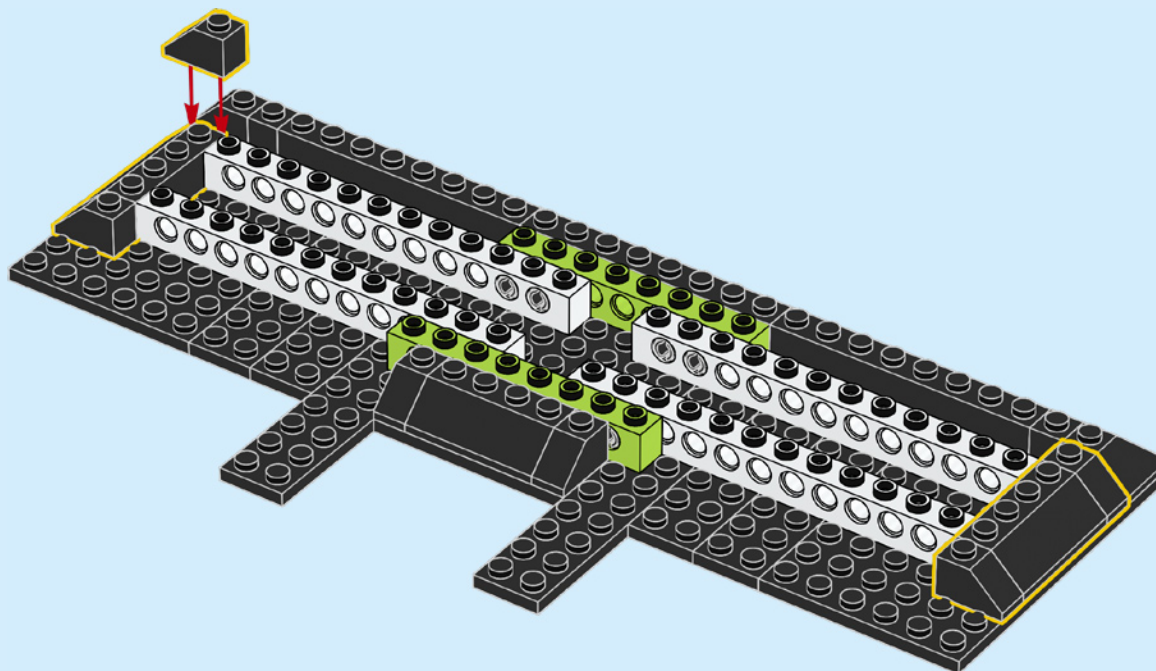


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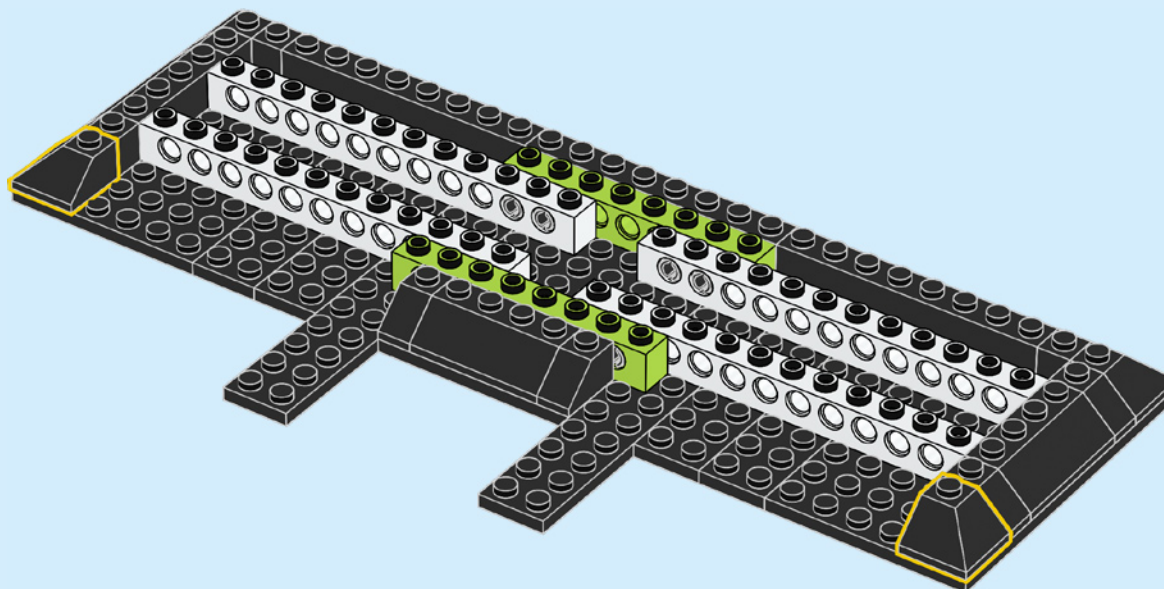


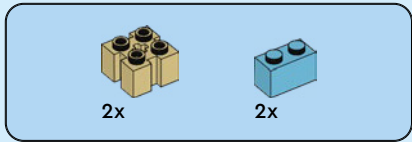


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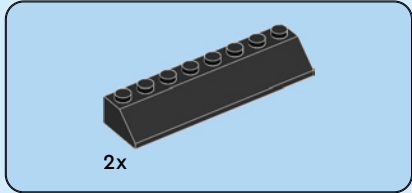
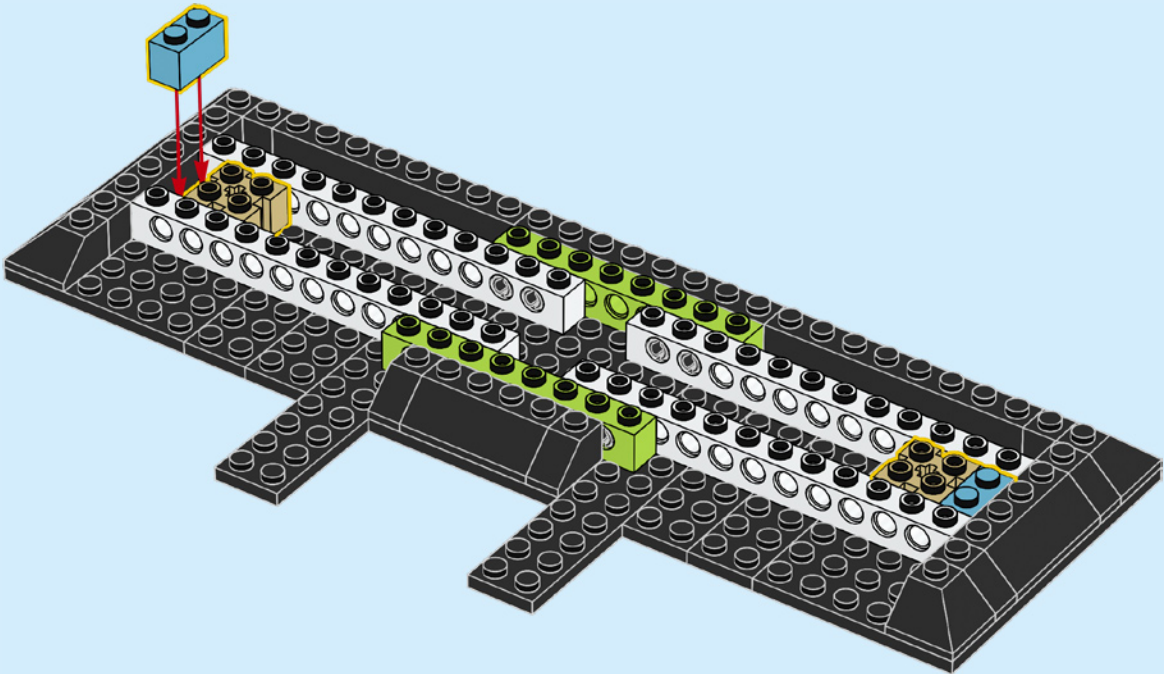


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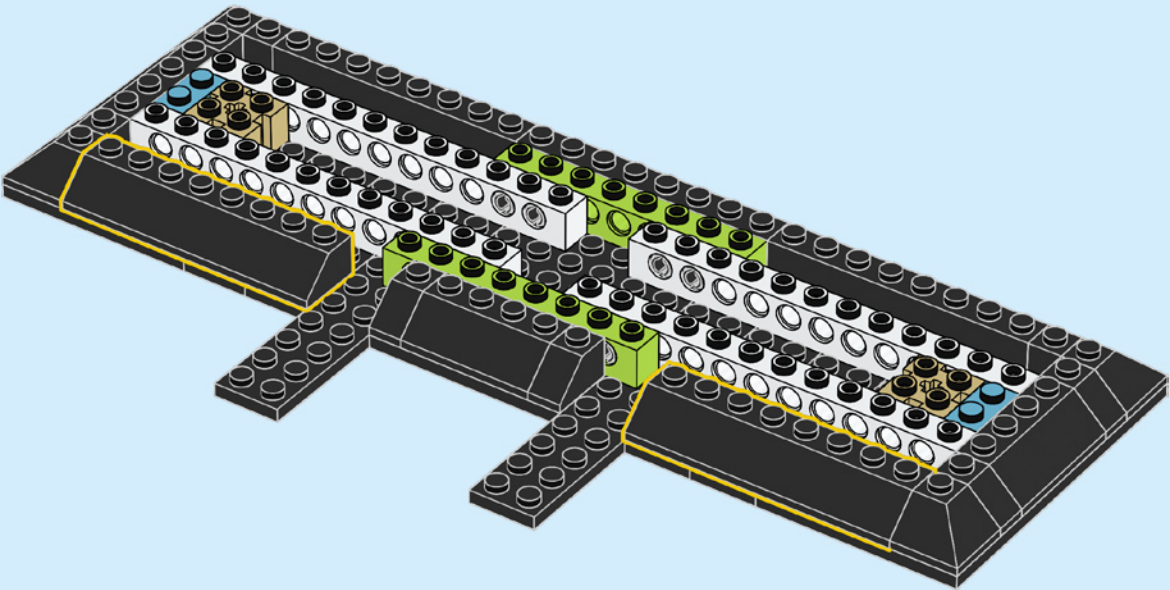


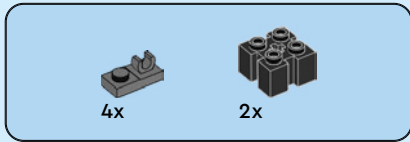


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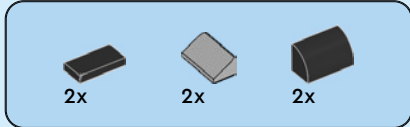
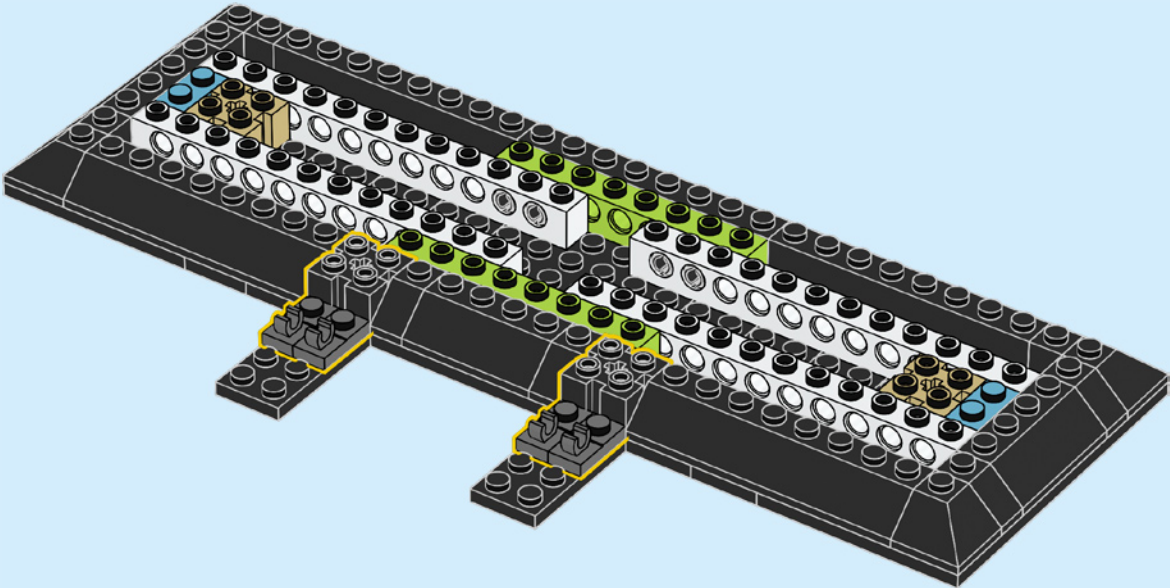


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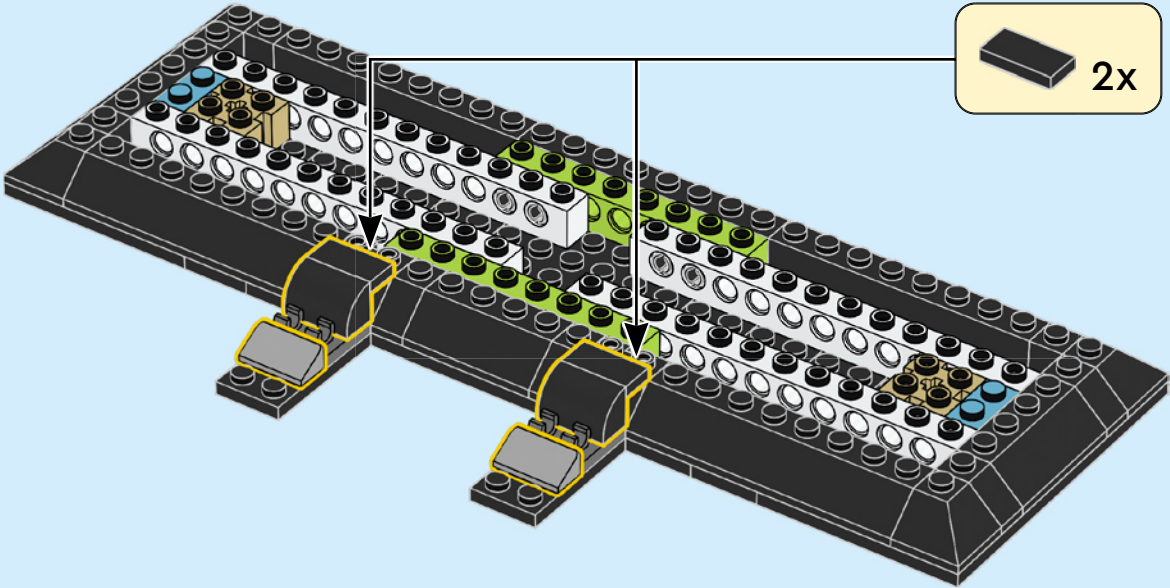




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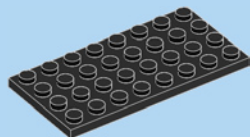
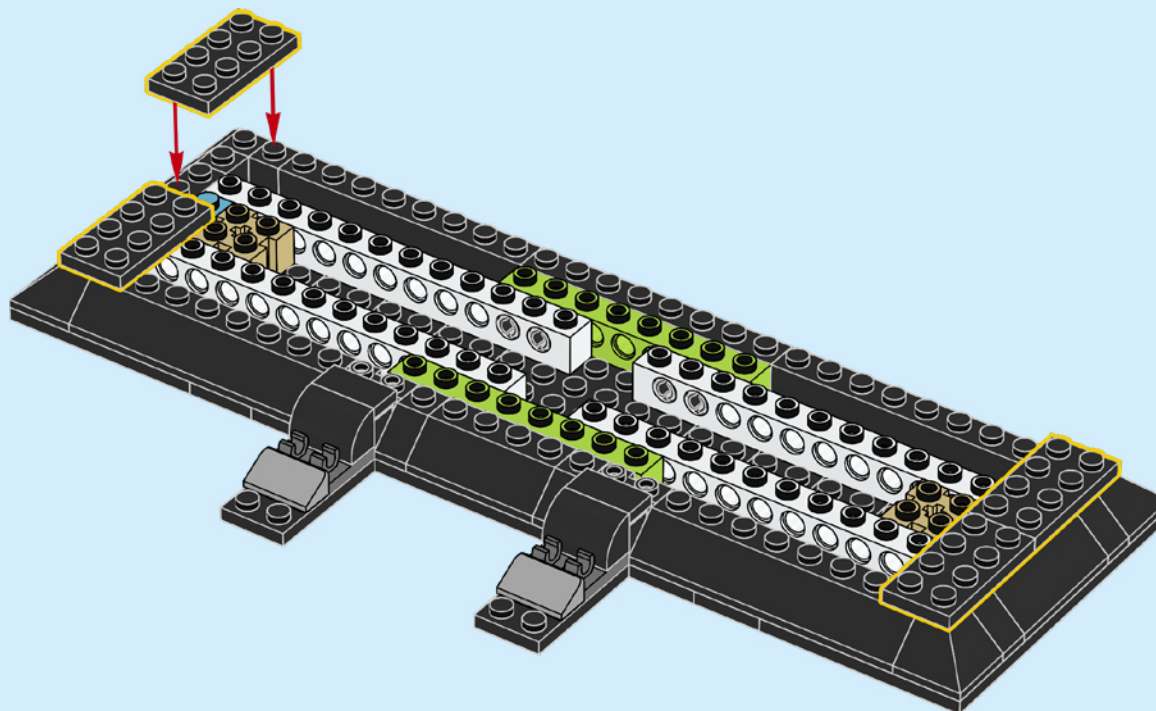
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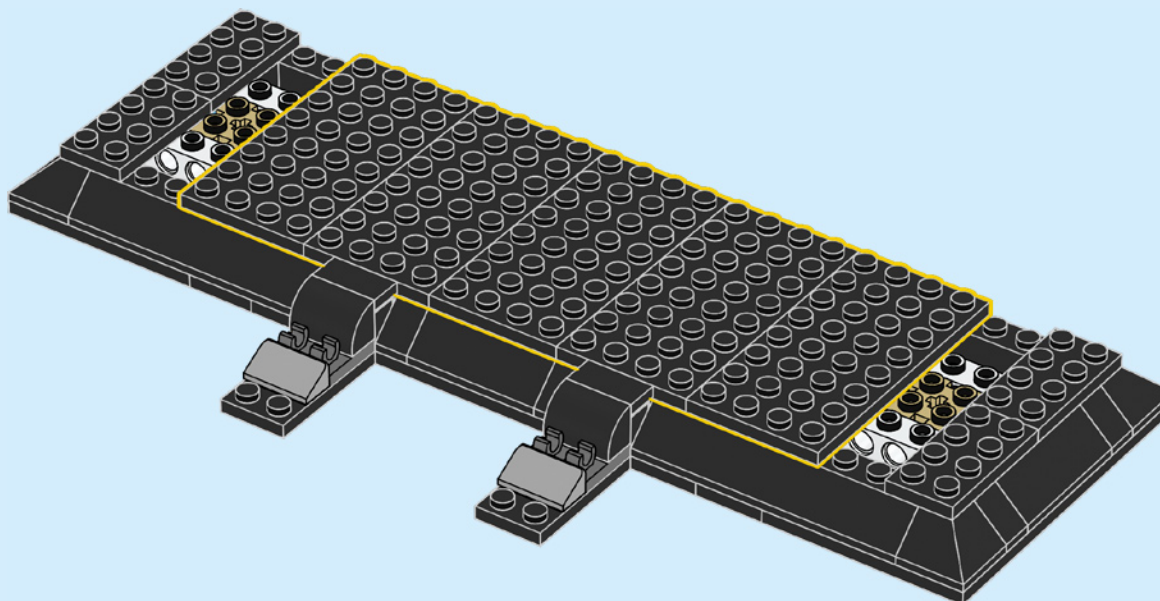
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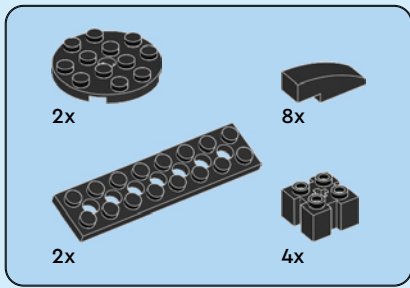
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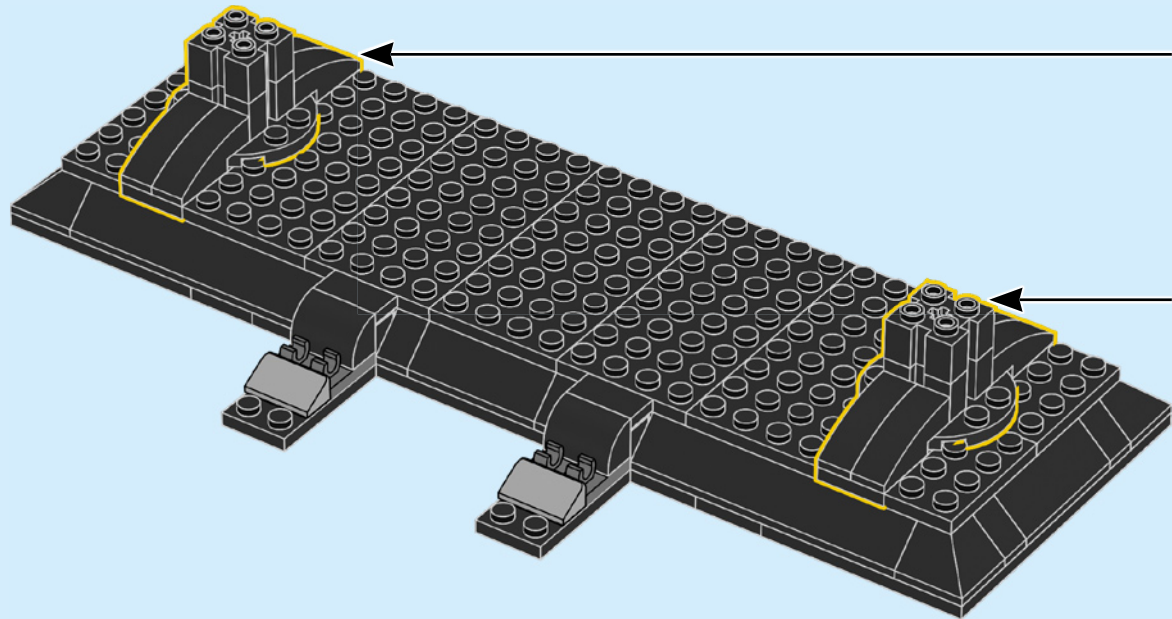
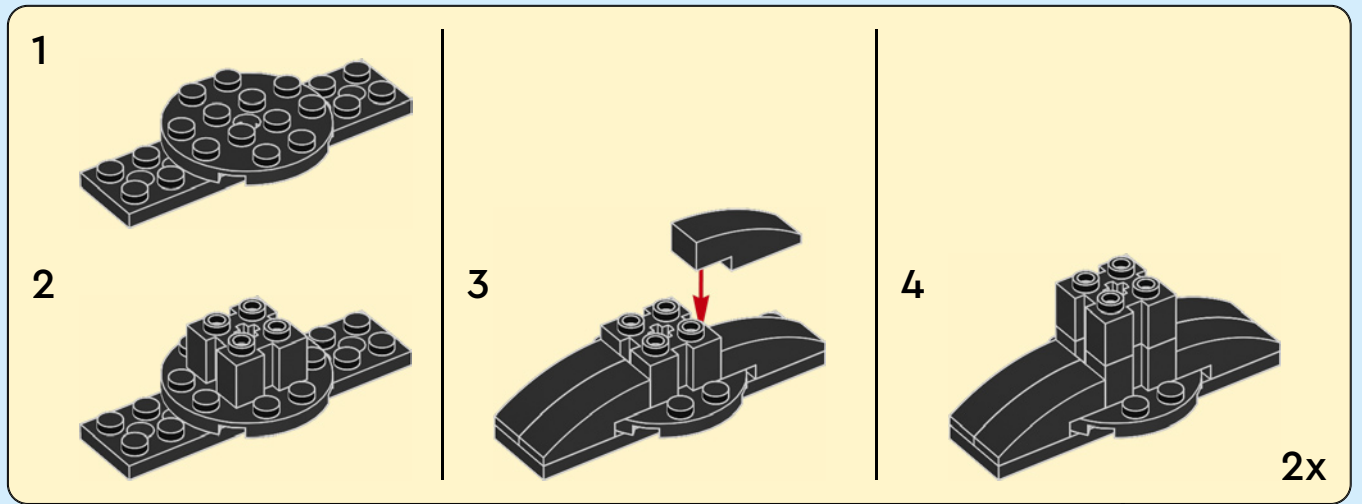
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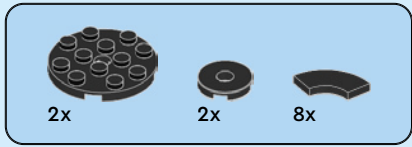
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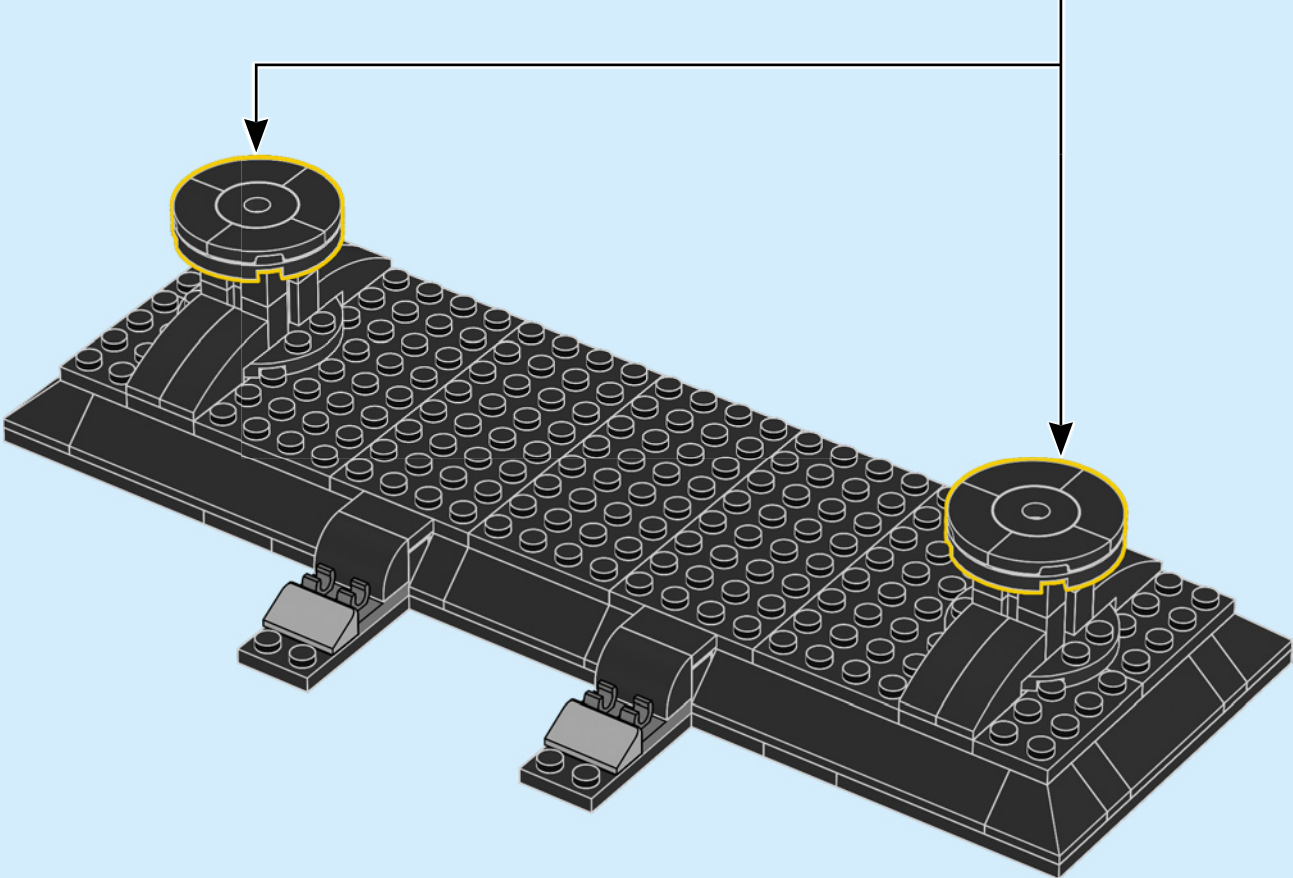
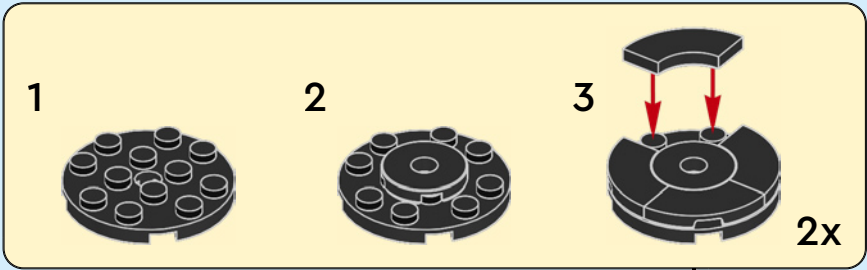


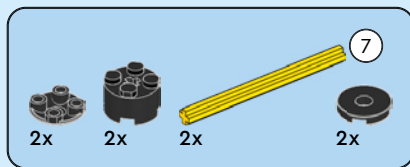
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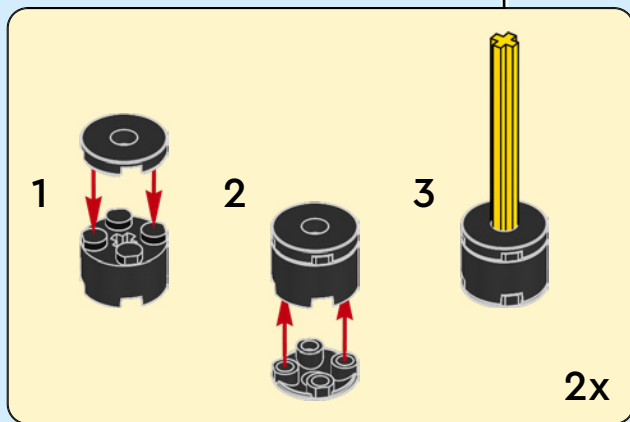
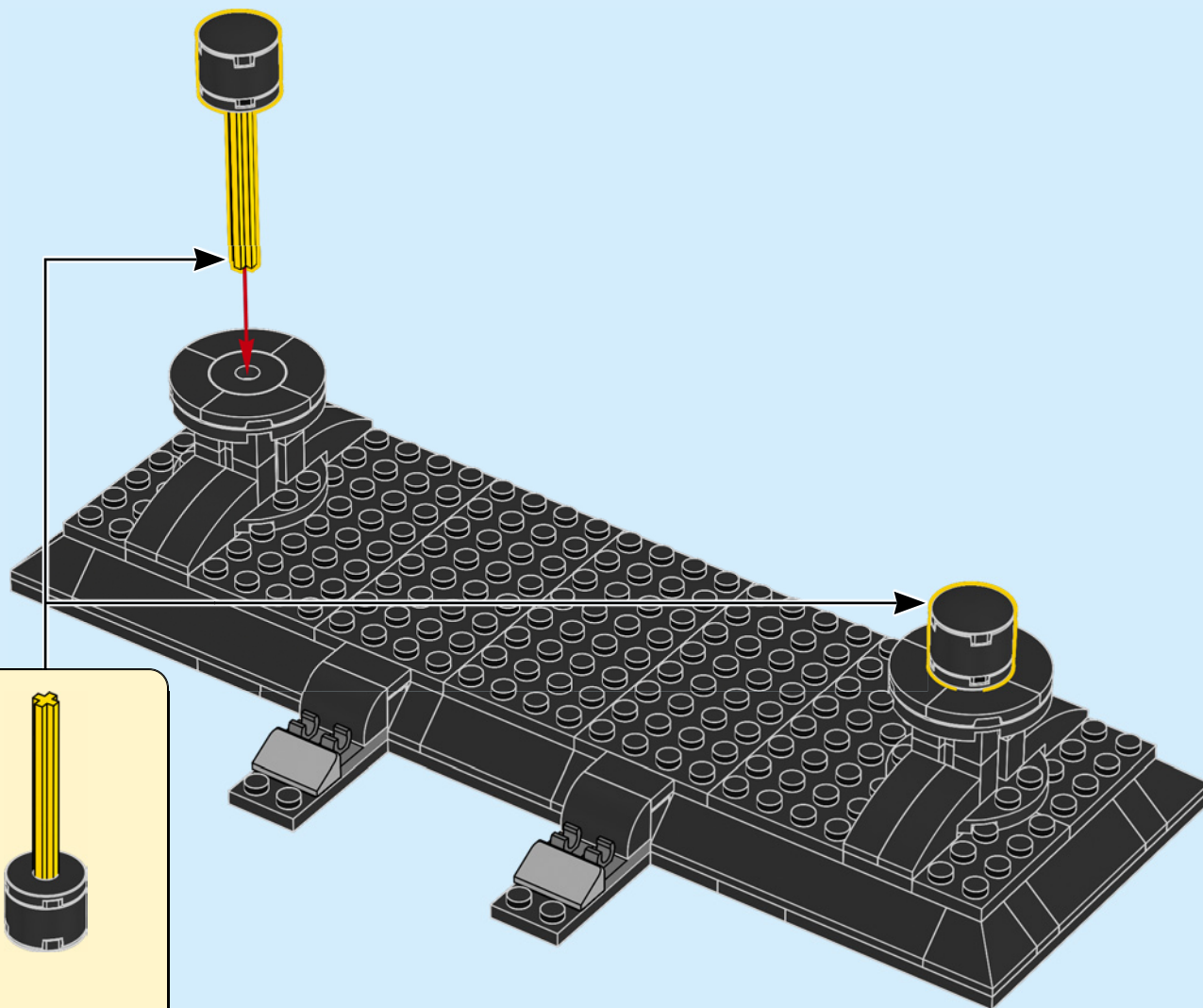


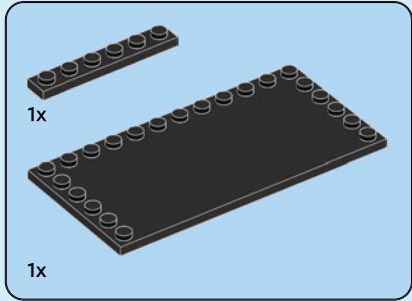
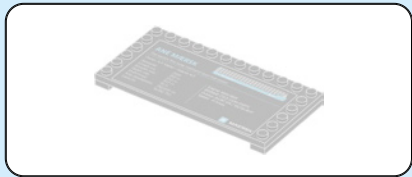
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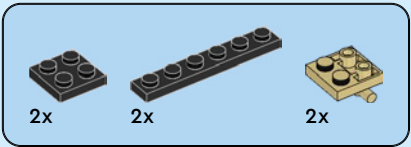
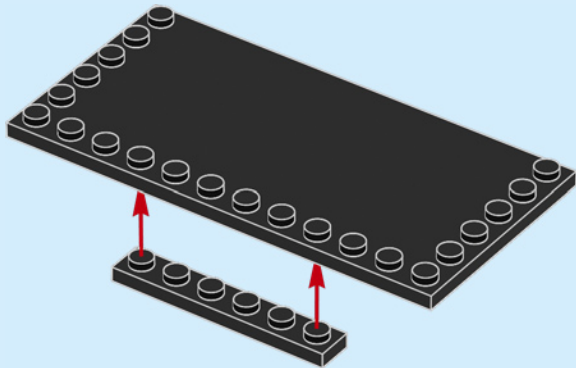


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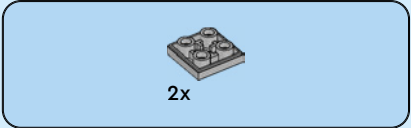
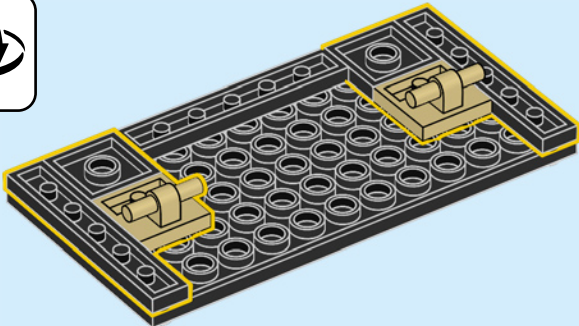




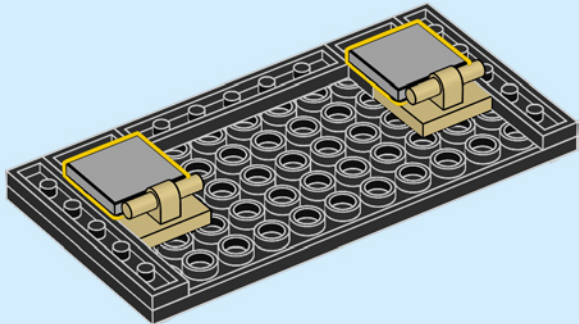
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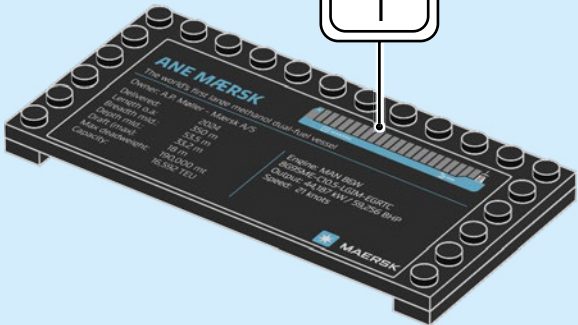
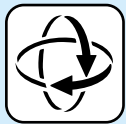
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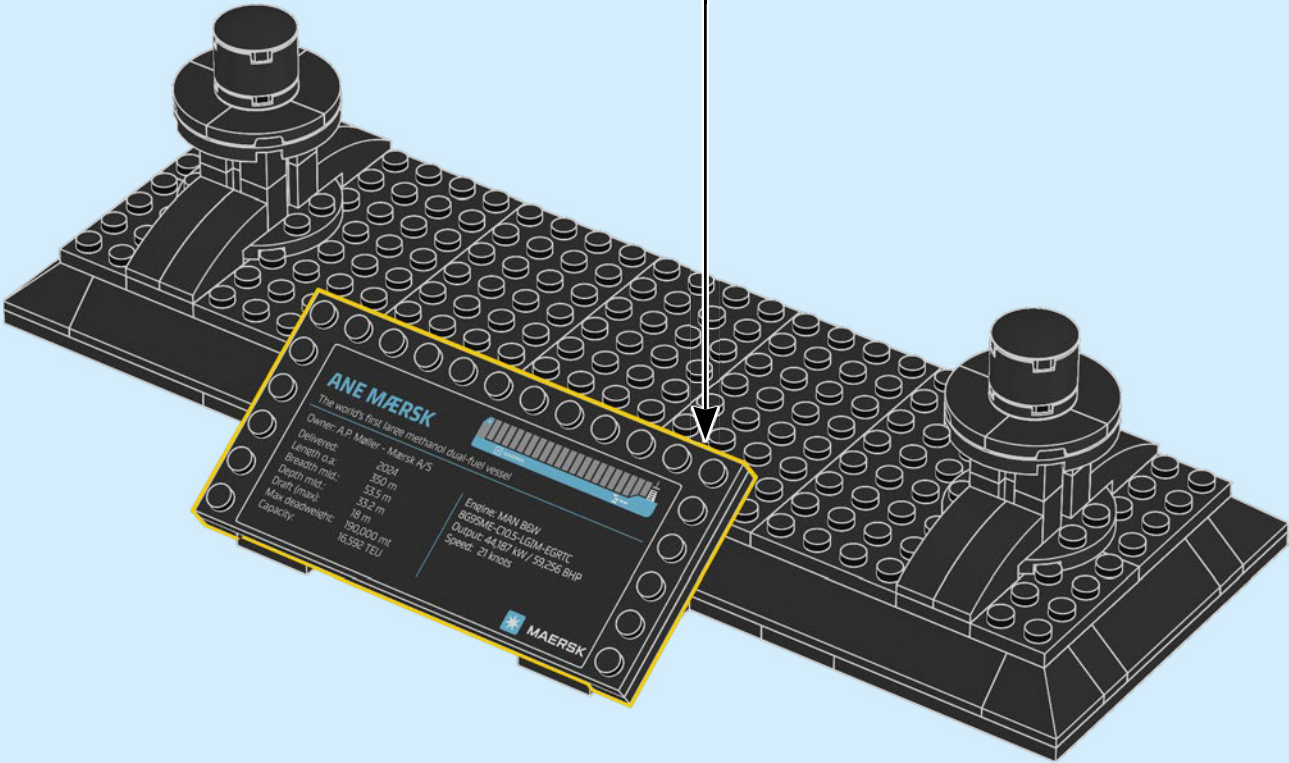
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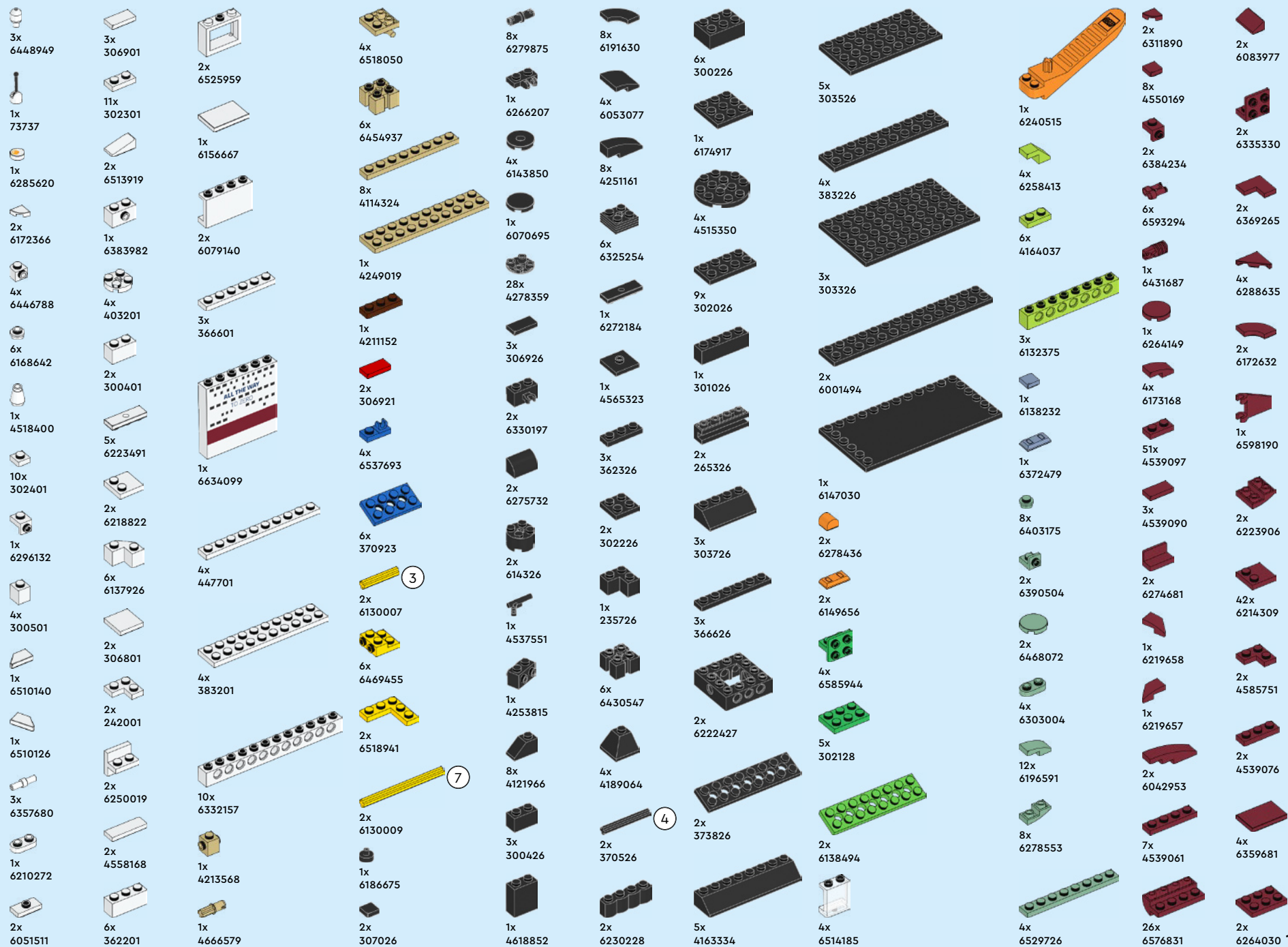


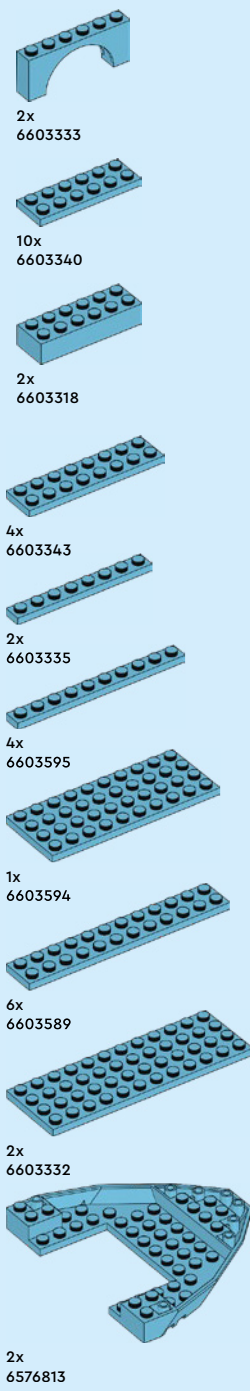
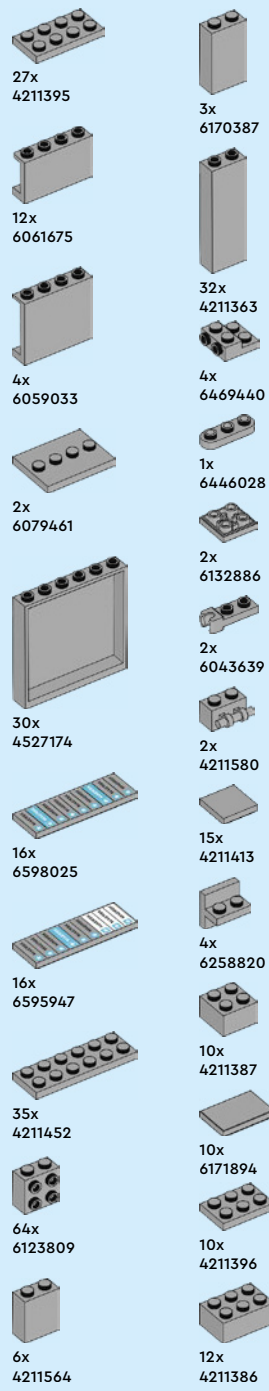
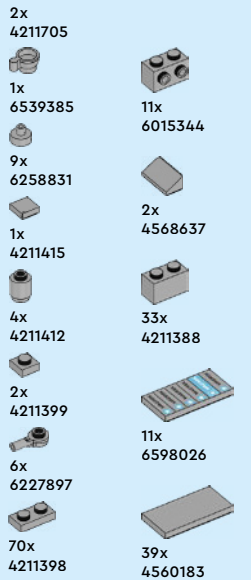
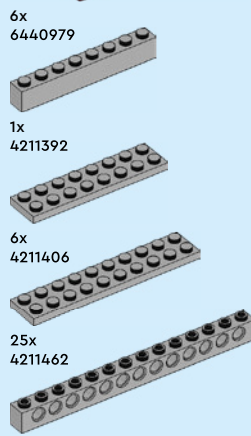
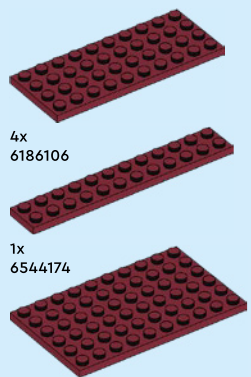
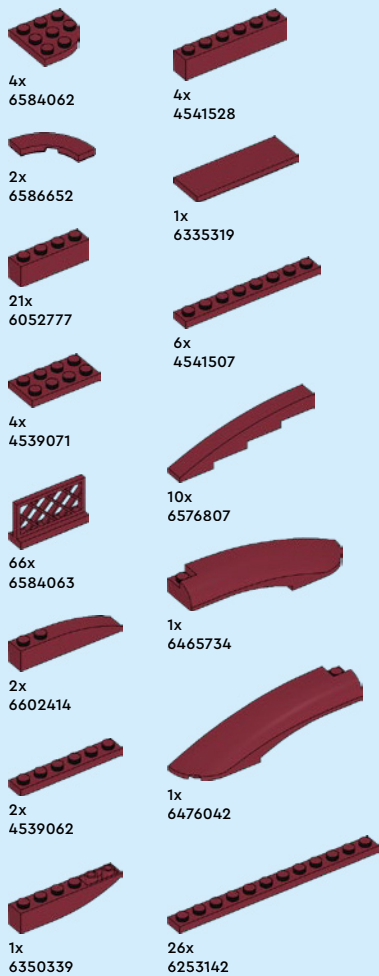
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