

Spar, ~~Awning~~ Dk. ~~IRON OR~~ STEEL STEAMER.THURS. 24th JAN 1895
No. 13431.Port of *Glasgow*
Survey held at *Dumbarton*
On the *"Gorsedd"*State if Report is also sent on the Machinery of the Vessel
Date of completion of Report *16 January 1895* Received at London Office
Date, First Survey *May 2nd 1894* Last Survey *16 January 1895*Rig *Schooner*Master *J. R. Mead*Year of Appointment *(1) As Master in service of owner of present vessel - 1891
(2) As Master of this vessel - 1895*Built at *Dumbarton*When built *1894* Launched *11 Dec^r 1894*By whom built *A. McMillan & Son, Ltd.*Owners *"Gorsedd" S.S. Co. Ltd.*Managers *Hurley Matthews & Co.*

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

Residence *28 Mount Stewart Square*Port belonging to *Cardiff*

Surveyed while Building, Afloat, or in Dry Dock

TONNAGE under Tonnage Deck... *3528.66*

Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecasts

Do. of Houses on Deck

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES...

Less Engine Room

Less Navigation Spaces

Register Tonnage as cut on Beam...

SPAR, ~~AWNING OR PART AWNING DECKED~~ VESSEL,
or a Vessel having a continuous Shade Deck.CLASS *100A1*

FEET.

Half Breadth (moulded) ... *22.37*Depth from upper part of keel to top of Main Deck Beams *21.81*Girth of Half Midship (as per Rule) ... *40.80*1st Number ... *84.98*Length ... *348.16*2nd Number ... *29586*Proportions—Breadths to Length ... *7.78*Depths to Length—Main Deck to top of Keel ... *15.963*Destined Voyage *Singapore*LENGTH on Deck as per Rule... *348* Feet. *2* Inches. BREADTH—Moulded... *44* Feet. *9* Inches. DEPTH, top of Floors to Spar or Awn. Dk. Beams... *26.45* Feet. *3* Inches. Do. do. Main Deck Beams... *18* Feet. *3* Inches. Power of Horse Engines... *307* No. of Decks with flat laid... *2* No. of Tiers of Beams... *2* Dimensions of Ship per Register, Length *350.0* breadth *45.0* depth... *26.45* Spar or Awn. Dk. Moulded depth, ft. *20* ins. *11* To Main Dk. Round up of Beam, Main Dk. *4* ins.

FRAMING.				FORGINGS AND CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, <i>7</i> Bars, for $\frac{1}{2}$ length amidships	<i>5</i>	<i>3</i>	<i>2</i>	KEEL, Bar or Side Plates, depth and thickness	<i>9</i>	<i>3</i>	<i>1</i>
Do. for $\frac{1}{2}$ at each end	<i>5</i>	<i>3</i>	<i>2</i>	STEM, moulding and thickness	<i>11</i>	<i>2</i>	<i>3</i>
Do. in way of Double Bottoms at Solid Floors	<i>3</i>	<i>2</i>	<i>2</i>	STERN-POST for Rudder do. do.	<i>11</i>	<i>6</i>	<i>1</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>			" for Propeller	<i>11</i>	<i>6</i>	<i>1</i>
REVERSED FRAME, Angles	<i>3</i>	<i>2</i>	<i>2</i>	MAIN PIECE of Rudder, diameter at head	<i>8</i>		<i>2</i>
DEEP FRAMING, depth of girder				do. at heel	<i>4</i>		<i>2</i>
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships				RUDDER, how constructed <i>Forged frame & plate sides</i>			
" in way of Engines and Boilers				Can the Rudder be unshipped afloat? <i>Yes</i>			
" thickness at the ends of vessel				KEELSONS AND STRINGERS.			
" depth at $\frac{1}{2}$ the half-bdth. as per Rule				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" height extended at the Bilges				" Rider Plate			
FLOORS & BRACKETS, in Cell Dble Bottoms				" Bulb Plate to Intercoastal Keelson			
Distance apart	<i>24</i>			" Horizontal Plates on Floors			
CENTRE GIRDER, in Double bottom, depth and thickness	<i>42</i>			" Angles			
" Angles, Top	<i>4</i>	<i>4</i>	<i>9</i>	SIDE KEELSON, Angles			
" Bottom	<i>4</i>	<i>4</i>	<i>9</i>	" Bulb or Plate above floors, for lng.			
SIDE GIRDERS, number and thickness	<i>3</i>	<i>2</i>	<i>2</i>	" Intercoastal Plate, for length			
" Angles	<i>3</i>	<i>2</i>	<i>2</i>	" Attached to outside plating with Angle			
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>36</i>			BILGE KEELSON, Angles			
" Angles	<i>4</i>	<i>4</i>	<i>9</i>	" Bulb or Plate above floors, for lng.			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>36</i>			" Intercoastal Plate, for length			
" thickness in Engine and Boiler space				" Attached to outside plating with Angle			
Remainder in Holds				BILGE STRINGER Angles			
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>9</i>			" Bulb Plate, for length			
" Angles on upper edge	<i>3</i>	<i>2</i>	<i>2</i>	" Intercoastal Plate, for length			
" Average space	<i>48</i>			" Attached to outside plating with Angle			
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>11</i>			SIDE STRINGER Angles			
" Angles on upper edge	<i>3</i>	<i>2</i>	<i>2</i>	" Bulb or Intercoastal Plate, for lng.			
" Average space	<i>48</i>			" Attached to outside plating with Angle			
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb				Spar, or Awning Deck Stringer Plates, breadth and thickness	<i>65</i>	<i>11</i>	<i>65</i>
" Angles on upper edge				" Angle on ditto	<i>4</i>	<i>4</i>	<i>9</i>
" Average space				" Tie Plates, fore and aft, outside Hatchways	<i>4</i>	<i>4</i>	<i>9</i>
BEAMS, Hold, or Orlop, Plate or Tee Bulb				" Diagonal Tie Plates, No. of pgs.			
" Angles on upper edge				" Deck, * Iron or Steel, for whole lng.	<i>9</i>		<i>8</i>
" Average space				" Wood Deck, Material and thickness			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb				Main Deck Stringer Plate, breadth & thickness	<i>55</i>	<i>10</i>	<i>55</i>
" Angles on upper edge				" Angles on ditto, No. 2	<i>4</i>	<i>4</i>	<i>9</i>
" Average space				" Tie Plates, outside Hatchways	<i>4</i>	<i>4</i>	<i>9</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7</i>			" Diagonal Tie Plates, No. of pgs.			
" Angles on upper edge				" Deck, * Iron or Steel, for whole lng.	<i>8</i>		<i>8</i>
" Average space	<i>48</i>			" Wood Deck, Material and thickness			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>9</i>			Lower Deck Stringer Plates, br'dth & thck'n's	<i>18</i>	<i>8</i>	<i>18</i>
" Angles on upper edge				" Angles on ditto, No. 4	<i>3</i>	<i>2</i>	<i>2</i>
" Average space	<i>48</i>			" Tie Plates, outside Hatchways	<i>3</i>	<i>2</i>	<i>2</i>
PILLARS, in Fore Body, No. and spacing	<i>2</i>	<i>4</i>	<i>48</i>	" Deck, * Material and thickness			
" Hold	<i>4</i>	<i>48</i>	<i>48</i>	Hold, or Orlop Stringer Plate, br'dth & thck'n's			
" Quarter, 'tween Dks., "	<i>2</i>	<i>4</i>	<i>48</i>	" Angles on ditto, No.			
" in Hold	<i>4</i>	<i>48</i>	<i>48</i>	" Tie Plates, outside Hatchways			
WEB FRAMES, in Fore Body, No. and spacing	<i>12</i>	<i>ft</i>	<i>48</i>	" Deck, Material and thickness			
" br'dth. & thickness	<i>18</i>	<i>8</i>	<i>18</i>	Deep Deck Stringer Plate, breadth & thickness			
" No. of Side Stringers	<i>3</i>			" Angles on ditto			
WEB FRAMES, in E. & B. Space, No. and spacing	<i>5</i>	<i>3</i>	<i>6</i>	" Tie Plates			
" br'dth. & thickness	<i>18</i>	<i>8</i>	<i>18</i>	" Deck, Material and thickness			
WEB FRAMES, in After Body, No. and spacing	<i>12</i>	<i>ft</i>	<i>48</i>	Bridge Deck Stringer Plate, br'dth & thickness	<i>40</i>	<i>8</i>	<i>40</i>
" br'dth. & thickness	<i>18</i>	<i>8</i>	<i>18</i>	" Angle on ditto	<i>3</i>	<i>2</i>	<i>2</i>
" No. of Side Stringers	<i>3</i>			" Tie Plates	<i>12</i>	<i>8</i>	<i>12</i>
" Size of Angles or Tee Bars to Web Frames	<i>3</i>			" Deck, Material and thickness	<i>3</i>		<i>3</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>18</i>	<i>18</i>	<i>8</i>	Forecastle Deck Stringer Plate, br'dth & th'kns	<i>30</i>	<i>6</i>	<i>30</i>
	<i>18</i>	<i>18</i>	<i>8</i>	" Angle on ditto	<i>3</i>	<i>2</i>	<i>2</i>
	<i>18</i>	<i>18</i>	<i>8</i>	" Tie Plates	<i>12</i>	<i>8</i>	<i>12</i>
	<i>18</i>	<i>18</i>	<i>8</i>	" Deck, Material and thickness	<i>3</i>		<i>3</i>

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PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick-ness.	Breadth.	For what Length.		
	Inches.	16ths or 20ths	16ths or 20ths	16ths or 20ths	Inches.	16ths or 20ths			Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Feet.		
Flat Plate Keel	36	13	12	13	36	13													
(If Bar Keel, state Riveting)																			
GARBOARD or A Strake ..		11	9	14		11	double	5 1/4	7/8	3 1/2	treble	7/8	3 1/8	16 3/4	17				
B "							double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	whole		
C "		11	9	14		11	double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	do		
D "		11	9	14		11	double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	do		
E "		11	9	12		11	double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	do		
F "		12	9	12		12	double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	do		
G "		12	9	12		12	double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	do		
H "		12	9	9		12	double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	do		
J "		12	9	9		12	double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	do		
K "		12	9	9		12	double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	do		
L "		12	9	9		12	double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	do		
M "	44	13	10	10	44	13	double	5 1/4	7/8	3 1/2	do	7/8	3 1/8			9	do		
N "		9	8	8		9	single	3	3/4	3	double	3/4	2 5/8			5	do		
Sheerstrake "	40	11	9	9	40	11	double	5 1/4	7/8	3 1/2		7/8	3 1/8	16 3/4	15				
doubling for 3/4" L "	31	9			31	9						7/8	3 1/8	16 3/4	9				
Q "																			
DOUBLING of Flat Plate Keel																			
Length and thickness { of Bilges																			
{ of Sheerstrakes.																			
{ of Strake below																			
POOR SIDES																			
BRIDGE SIDES		7				7													
FORECASTLE SIDES		7				7													

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. Siemens Martin Steel. Frames.

Reverses, Beams Warrackshire. Floors. Bulbs.

Stank top Mossend. Beams. Hallside & Dalzell.

Deck plating & stringers Glydebridge. Consett.

Masts & Carriage Consett. Steel. Glydebridge.

Spar or Lining Butts, treble riveted for whole length amidship.

Stringer Plate Straps, single, double or overlapped for 1/2 length amidship.

Main Stringer Butts, treble riveted for whole length amidship.

Plate Straps, single, double or overlapped for whole length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted 1

Inner Bottom Plating, riveting of Edges Single Butts double for 1/2 L

Centre Girder Butts, treble riveted Keelson Butts, treble riveted.

Frames, riveted through Plates with 7/8 in. Rivets, about 6 1/8 apart.

Rivets, state whether Iron or Steel Iron

FRAMES extend in one length from middle line to margin plate and thence to gunwale.

REVERSED FRAMES on floors and frames extend from centre line to margin plate and thence to spandrel on every frame for 1/2 length - beyond this to up spar & main ribs alternately all to spandrel shaft after peak bulkhead.

MASTS, SPARS, &c.													
LOWER MASTS....	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.			
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.		
			Fore	Steel	45.6	20 x 7/16	16 x 9/16	16 1/2 x 9/16	13 1/2 x 9/16	2	2	3 1/2 x 3 x 7/16	Single
Main	do	66.1	20 x 7/16	16 x 9/16	16 1/2 x 9/16	13 1/2 x 9/16	2	2	3 1/2 x 3 x 7/16	do	do	do	
Mizen.....													
Bowsprit <i>none</i>													
Topmasts, Yards and Remainder of Spars <i>P. Pine. Good.</i>													
Rigging, Material and Size, Shrouds <i>galvanised steel wire 3 1/2</i> Stays <i>galv steel wire 4</i>													
Sails. <i>One</i> Suit of Sails, and the following spare sails <i>✓</i>													

EQUIPMENT No. 36445 LETTER W.										ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.					
16460	1st Bower	50	2	13	Stockless			42	15	1	7	50	0	0	Parker's Stockless	H.P. Parkes	Y.pton. 27/7. E.R. Isitt.		
16461	2nd "	50	2	16	do			42	16	3	14	50	0	0	do do	do do	do 27/74	do	
16458	3rd "	43	0	11	do			37	19	1	14	42	2	0	do do	do do	do 20/74	do	
	Collective weight	144	4	12								142	2	0					
16462	Stream	12	1	9	3	0	11	14	4	0	7	12	0	0	Rodgers	do do	do 27/74	do	
16427	Kedge	6	0	2	1	2	0	8	7	2	0	6	0	0	do	do do	do 12/74	do	
	2nd Kedge																		

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size Per Rule.		Duty	Towline	Hawser	Warp
				Supplied.	Per Rule.														
14513	135	2 1/16	107 1/2	76 1/2	284.2	23.57	2.14	270	2 1/16	Steel cable	H.P. Parkes	Y.pton. 27/7. E.R. Isitt.							
14514	135	2 1/16	do	do	284.0	15				do do	do do	do 27/74							
14662	90	1 3/16	38.25	62.2	13	65.0	16	90	1 3/16	do	do do	Y.pton. 27/74							
* weights approx. by Sec. Letter 27/74																			

Boats 4

Pumps, Number nine hand pumps & engine suction as app. Diameter of Barrel and Tail Pipe 6" barrels and 2 1/2" tail pipes

Windlass is Leclerc Chapuis patent Capstan ✓

Engine Room Skylights.—How constructed? Steel casing. Teak over

What arrangements for deadlights in bad weather? Glass. Bulbs eyes

Coal Bunker Openings.—How constructed? Steel casings How are lids secured? Solid wood latches secured by hands Height above deck? 18 inches

Number of Scuppers, and number and dimensions of Freeing Ports, &c. 7 Scuppers and 6 freeing ports each. 3 ft x 2 ft on each side

Ceiling in Holds, thickness and material 2 1/2" W. Pine Ceiling 'tween Decks, thickness and material 2" White Pine

Cargo Hatchways.—How formed? Steel casings 34 x 7/16 Hatches, If strong and efficient? Yes Solid 3 in

State size No. 1 Hatch (Forward) 20 ft x 12 ft No. 2 Hatch 24 ft x 14 ft No. 3 Hatch 24 ft x 14 ft No. 4 Hatch 16 ft x 12 ft

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch One web plate and 3 fore and afters to No. 1 and 4

2 web plates and 3 fore and afters to No. 2 and 3 No. of Breasthooks 6 No. of Crutches deep floor

Bulwarks, height above deck and description Steel 48 x 7/16 Main Rail, material and size See Midship Section.

The above is a correct description.

Builder's Signature (here only.) R. Pollock Surveyor's Signature L. J. Healey

FOR ARCHER MULLAN & SON, LIMITED, Surveyor to Lloyd's Register of British & Foreign Shipping.

13431 glos

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

30/3/94 31/3/94 11/5/94 30/5/94 16/7/94 27/11/94

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes*

to plate, &c., conform well to each other? *Yes*

from the faying surfaces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate

Are the rivet holes well and sufficiently countersunk in the plate and punched

Do any rivets break into or through the seams or butts of plating? *a few only*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

General Remarks (State quality of workmanship, &c.)

This is a span deck steel steamer, with a bridge and top fallant fore-castle. She has been built in accordance with the approved plans attached hereto and with the Rules generally.

The compartments of double bottom, fore peak tank have been tested with water pressure and found satisfactory. The pumps & hose also been tested.

The materials and workmanship are good.

With reference to No. 1 letter of 27 Nov. 1894 the studs of lower and stream chain cables have been examined and are of satisfactory size.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *5* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *64* ft., F'castle *36* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *1 dk steel and spar deck steel & web frames*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside *Paint & Portland Cement* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *Yes*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<i>112</i>	<i>254</i>	Fore peak tank,	<i>10</i>	<i>50</i>
Double bottom, forward,	<i>132</i>	<i>358</i>	After peak tank,	<i>✓</i>	<i>✓</i>
Double bottom, under Engines and Boilers,	<i>40</i>	<i>128</i>	Midship deep tank,	<i>✓</i>	<i>✓</i>
Double bottom, if under Engines only,	<i>✓</i>	<i>740</i>	Other tanks, if fitted,	<i>✓</i>	<i>✓</i>
Double bottom, if under Boilers only,	<i>✓</i>	<i>✓</i>	(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules *Yes*

Order for Special Survey No. *3481*

Date *25 April 1894*

Order for Ordinary Survey No. *✓*

Date *✓*

No. *331* in builder's yard.

DATES of Surveys held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought *1894. May 2. 9. 11. 15. 18. 22. 25. 27. June 1. 5. 8. 14. 19. 22*
- 2nd. On the plating during the process of riveting *26. 27. 29. July 3. 9. 24. 27. 31. Aug 1. 3. 7. 10. 15. 21. 24. 29. 31. Sept*
- 3rd. When the beams were in and fastened, and before the decks were laid *4. 5. 7. 11. 12. 18. 26. Oct 2. 5. 10. 12. 16. 19. 24. 26. 30. Nov 5. 9. 13*
- 4th. When the ship was complete, and before the plating was finally coated or cemented *14. 21. 23. 27. 30.*
- 5th. After the ship was launched and equipped *Dec 7. 11. 13. 17. 26. 1895 Jan 10. 16* Total No. of Visits *62*

The amount of Entry Fee £ *5* : : :

Special Survey Fee ... £ *114* : *4* : *6*

Travelling Expenses, if any £ : : :

Fees applied for,

Received by me,

Received by me,

Received by me,

Certificate to be sent to

Glasgow

I am of opinion this Vessel should be Classed

With, or without Freeboard, as condition of Class

100 A 1 Steel
"Span deck"

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRIDAY 25 JAN 1895

Character assigned

100 A 1 Steel
Span deck.

This vessel appears to have been built in accordance with the Rules and the approved plans and it is submitted she is eligible to be classed 100 A 1 ("Steel") "Span Deck" as recommended.

Label
+ 2 Mac 1, 95

100 A 1 Steel
+ Span deck (Steel)
+ Web frames

+ 100 A 1 ("Steel") "Span Deck"

1 DR (Stl) & Span DR (Stl) & web frames

M.B. = 660 DB & 112' in E & B 40' F 132' 7005 F.P.T. 500

B.K. 9" Class

Lloyd's Register
24/1/95

GLS 171-0196 (2/2)