

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

IRON OR STEEL STEAMER.

Received at London Office,

State if Report is also sent on the Machinery of the Vessel

Date of completion of Report 2nd February 95 Port of Glasgow
Date, First Survey 6th June 1894 Last Survey 3rd Jan 1895
Survey held at Glasgow On the Keel screw Steamer "Banshee" Rig Schooner

No. 15145 Tonnage under Tonnage Deck... 87.38
Do. of Poop 61.34
Do. of Raised Qr. 3.10
Do. of Bridge House 3.71
Do. of Forecastle 3.82
Do. of Houses on Deck 158.76
Do. of excess of Hatchways 11.84
Do. above Crown of Engine Room 3.82
Gross Tonnage 143.10
Less Crew Space 82.79
Less above Crown of Engine Room 5.71
TONNAGE FOR FEES 58.42
Less Engine Room 58.42
Less Navigation Space 58.42
Register Tonnage as cut on Beam 58.42

ONE OR TWO DECKED VESSEL.

CLASS 100H

FEET.

Master Not appointed
Year of appointment 1894
Built at Govan
When built 1894-5 Launched 5 July 94
By whom built Mackie & Thomson
Owners Banghage 3/5 Boy Ltd
Managers Gilmour Taylor & Co
Residence 47 Oswald St Glasgow
Port belonging to Glasgow

Half Breadth (moulded) 9.95
Depth from upper part of Keel to top of Main Deck Bms. 7.91
Girth of Half Midship Frame (per Rule) 16.42
1st Number 34.28
Length 89.10
2nd Number 3054.34
Proportions—Breadths to Length 4.47
Depths to Length—Main Deck to top of Keel 11.26

Desired Voyage Coasting If Surveyed while Building, Afloat, or in Dry Dock Building & afloat

LENGTH on Deck as per Rule 89 Feet. 14 Inches. BREADTH—Moulded 19 Feet. 11 Inches. DEPTH—Top of Floors to Main Deck Beams 7 Feet. 0 1/2 Inches. Power of Engines 32 Horse. No. of Decks with Flat laid one No. of Tiers of Beams one

Dimensions of Ship per Register, Length, 90 breadth, 20.05 depth, 7 Moulded Depth, ft. 7 ins. 6 Round of Beam 5 inches.

FRAMING.						FORGINGS AND CASTINGS.					
	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or a	Inches per Rule s Appro		Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or a	Inches per Rule s Appro
FRAME, Angles, <u>7</u> <u>E</u> or <u>L</u> Bars, for $\frac{1}{2}$ length amidships	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	KEEL, Bar or Side Plates depth and thickness	<u>6 x 1 1/2</u>	<u>5 1/2 x 1 1/2</u>	<u>5 1/2</u>	<u>1 1/2</u>	<u>5 1/2</u>
Do. for $\frac{1}{2}$ at each end	"	"	"	"	"	STEM, moulding and thickness	<u>5 1/2 x 2 1/4</u>	<u>5 1/2 x 2 1/4</u>	<u>5 1/2</u>	<u>2 1/4</u>	<u>5 1/2</u>
Do. in way of Double Bottoms at Solid Floors	"	"	"	"	"	STERN-POST for Rudder do. do.	<u>5 1/2 x 2 1/4</u>	<u>5 1/2 x 2 1/4</u>	<u>5 1/2</u>	<u>2 1/4</u>	<u>5 1/2</u>
" " " at intermdt. Bkts.	"	"	"	"	"	" for Propeller	<u>5 1/2 x 2 1/4</u>	<u>5 1/2 x 2 1/4</u>	<u>5 1/2</u>	<u>2 1/4</u>	<u>5 1/2</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	MAIN PIECE of Rudder, diameter at head	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>
REVERSED FRAME, Angles	<u>2 1/4</u>	<u>2 1/4</u>	<u>5</u>	<u>2 1/4</u>	<u>2 1/4</u>	do. at heel	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>	<u>2 1/4</u>
KEEL FRAMING, depth of girder	<u>10 1/2</u>	<u>5</u>	<u>10 1/2</u>	<u>5</u>	<u>5</u>	RUDDER, how constructed <u>Forged frame & two plates</u>					
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	"	<u>6-7</u>	"	<u>6-7</u>	<u>5</u>	Can the Rudder be unshipped afloat? <u>Yes</u>					
" in way of Engines and Boilers	<u>8 1/2</u>	<u>8</u>	<u>8</u>	<u>8</u>	<u>5</u>	KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or a	Inches per Rule s Appro
" depth at $\frac{1}{2}$ the half breadth, as per Rule	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>3</u>
" height extended at the Bilges	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	<u>21</u>	" Rider Plate, Keel plate, or Intercoastal Plate	<u>8 1/2</u>	<u>10</u>	<u>8 1/2</u>	<u>10</u>	<u>10</u>
FLOORS & BRACKETS, in Cell Dble Bottoms						" Bulb Plate to Intercoastal Keelson above floor	<u>5</u>	<u>3</u>	<u>10</u>	<u>5</u>	<u>3</u>
" " " Distance apart						" Horizontal Plates on floors	<u>5</u>	<u>3</u>	<u>10</u>	<u>5</u>	<u>3</u>
CENTRE GIRDER, in Double Bottom, depth and thickness						" Angles	<u>5</u>	<u>3</u>	<u>10</u>	<u>5</u>	<u>3</u>
" " " Angles, Top						SIDE KEELSON, Angles <u>3 x 2 1/2 x 7/16</u>					
" " " Bottom						" Bulb or Plate above floors for <u>3</u> length				<u>5</u>	<u>5</u>
SIDE GIRDERS, number and thickness						" Intercoastal Plate for <u>3</u> length					
" " " Angles						" Attached to outside plating with Angle					
MARGIN PLATE, depth (exclusive of flange) and thickness						BILGE KEELSON, Angles <u>Single</u>	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>
" " " Angles						" Bulb or Plate above floors for <u>3</u> len.	<u>6</u>	<u>6</u>	<u>5 1/2</u>	<u>6</u>	<u>6</u>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" Intercoastal Plate for <u>3</u> length					
" " " thickness in Engine and Boiler space						" Attached to outside plating with Angle					
" " " Remainder in Holds						BILGE STRINGER Angles <u>Single</u>	<u>5</u>	<u>4</u>	<u>9</u>	<u>5</u>	<u>4</u>
BEAMS, Main and Raised Quarter Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<u>5</u>	<u>3</u>	<u>7</u>	<u>5</u>	<u>3</u>	" Bulb Plate for <u>3</u> length					
" " " Angles on Upper Edge	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	" Intercoastal Plate for <u>3</u> length					
" " " Average space	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	" Attached to outside plating with Angle					
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<u>6</u>	<u>3</u>	<u>8 1/6</u>	<u>6</u>	<u>3</u>	SIDE STRINGER Angle <u>Bulb</u>	<u>6 1/2</u>	<u>3</u>	<u>7</u>	<u>6 1/2</u>	<u>3</u>
" " " Angles on Upper Edge	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	" Bulb or Intercoastal Plate for <u>3</u> length					
" " " Average space	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	" Attached to outside plating with Angle					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	Main and Raised Quarter Deck Stringer Plate, breadth and thickness	<u>25-15</u>	<u>6-5</u>	<u>25-15</u>	<u>6-5</u>	<u>6-5</u>
" " " Angles on Upper Edge	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	" Angle on ditto	<u>3 x 3</u>	<u>6</u>	<u>3 x 3</u>	<u>6</u>	<u>6</u>
" " " Average space	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	" Tie Plates fore & aft, outside Hatchways	<u>7</u>	<u>6-5</u>	<u>7</u>	<u>6-5</u>	<u>6-5</u>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<u>4</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	" Diagonal Tie Plates on Bms. No. of Pairs					
" " " Angles on Upper Edge	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	" Main Dk* Iron or Steel for <u>33 ft</u> length				<u>5</u>	<u>5</u>
" " " Average space	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>	" R.Q. Dk* Iron or Steel for <u>33 ft</u> length					
PILLARS, In 'tween Decks, Size and Spacing						" Wood Deck, Material & thickness	<u>PP</u>	<u>3"</u>	<u>PP</u>	<u>3"</u>	<u>3"</u>
" " " Hold	<u>2 1/2</u>	<u>40</u>	<u>2 1/2</u>	<u>40</u>	<u>40</u>	Lower Deck Stringer Plate, breadth and thickness					
" " " Quarter, 'tween Dks.						" Angles on ditto, No.					
" " " in Hold						" Tie Plates, outside Hatchways					
WEB FRAMES, In Fore Body, No. and Spacing						" Deck* Material and thickness					
" " " Brdth. & Thickness						Hold Stringer Plate					
" " " No. of Side Stringers						" Angles on ditto, No.					
WEB FRAMES, In E. & B. Space, No. & Spacing						POOP DECK STRINGER PLATE, breadth & thickness	<u>19-12</u>	<u>5</u>	<u>19-12</u>	<u>5</u>	<u>5</u>
" " " Brdth. & Thickness						" Angle on ditto	<u>2 1/2 x 2 1/2</u>	<u>5</u>	<u>2 1/2 x 2 1/2</u>	<u>5</u>	<u>5</u>
WEB FRAMES, In After Body, No. and Spacing						" Tie Plates	<u>6</u>	<u>5</u>	<u>6</u>	<u>5</u>	<u>5</u>
" " " Brdth. & Thickness						" Deck, Material and thickness	<u>PP</u>	<u>2 1/2</u>	<u>PP</u>	<u>2 1/2</u>	<u>2 1/2</u>
" " " No. of Side Stringers						Bridge Deck Stringer Plate, brdth & thickness					
" " " Size of Angles or Tee Bars to Web Frames						" Angle on ditto					
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness						" Tie Plates					
						" Deck, Material and thickness					

73445 Geo

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	Diam.	Spacing or to or.	Double or Treble and for what Length.	RIVETS.		STRAPS.	IF LAPPED.	Breadth.	For what Length.	Feet.	
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.						Diam.	Spacing or to or.						
	Inches.	1/16th or 20ths.	1/16th or 20ths.	1/16th or 20ths.	Inches.	1/16th or 20ths.						Inches.	Inches.						
FLAT PLATE KEEL.....	30	8	7	7	30	8	Double	4 1/2	3/4	33	Treble	3/4	2 1/2	4 1/2	9				
(If Bar Keel, state Riveting)																			
GARBOARD OR A STRAKE...		6	6	6		6	Single	2 1/2	5/8	23	Double	5/8	2 1/2	8	5				
State actual thickness in way of Double Bottom.		5	5	5		5	Do	2 1/2	3/4	33	Do	5/8	2 1/2	8	5				
B " "		7	5	5		7	Do	2 1/2	3/4	33	Do	3/4	2 1/2	9 1/4	8-6				
C " "		5	5	5		5	Double	4 1/2	3/4	33	Do	5/8	2 1/2	8	5				
D " "	32	7	5	5	32	7					Do	3/4	2 1/2	9 1/4	8-6				
Sheer or E " "																			
F " "																			
G " "																			
H " "																			
J " "																			
K " "																			
L " "																			
M " "																			
N " "																			
O " "																			
P " "																			
DOUBLING OF FLAT PLATE KEEL																			
Length and thickness of Bilges.....																			
of Sheerstrakes.....																			
of Strake below.....																			
POOP SIDES.....		5		5		5	Single	2 1/2	5/8	23	Double	5/8	2 1/2	8	5				
RAISED QUARTER DECK SIDES.....																			
BRIDGE SIDES.....			5			5	Single	2 1/2	5/8	23	Double	5/8	2 1/2	8	5				
FORECASTLE SIDES.....																			
LENGTHS OF PLATING.....		8 Spaces				8 Spaces													

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

Siemens Martin

Angles & beams
Plates

Hallside & Lanarkshire
Glydebridge

Main Stringer Plate { Butts, ~~treble~~ riveted for full length amidship.
Straps, ~~single, double or~~ overlapped for full length amidship
Butts of Bilge & Side Stringers, and Tie Plates, treble ~~or~~ double riveted? Keelsons
Inner Bottom Plating, riveting of Edges Butts
Centre Girder Butts, riveted. Keelson Butts, Treble riveted.
Frames, riveted through Plates with 5/8 in. Rivets, about 4 1/2" apart.
Rivets, state whether of Iron or Steel Iron

FRAMES extend in one length from Keel to Poop bridge & Forecastle decks
REVERSED FRAMES on floors and frames extend from centre line to main deck. Double in Eng & Boiler space

MASTS, SPARS, &c.

Material.	Total length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
		At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore.....	Pitch pine poles								
	Main.....									
	Mizen.....									
Bowsprit										
Topmasts, Yards and Remainder of Spars	Pitch pine									
Rigging, Material and Size, Shrouds	Steel wire 2 1/2									
Sails.	one	Suit of	working							
			Sails and the following spare sails							

EQUIPMENT No. 3378 LETTER a TONNAGE FOR TRAWLERS U.Dk.
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.		
26560	1st Bower ..	3	2	-	3	14	5	18	3	-	3	2	-	Rodgers Patent	J. Taylor & Sons	Lund. 28 June 94
26562	2nd ..	3	2	-	3	14	5	18	3	-	3	2	-	Do	Do	Do
	3rd ..	-	-	-	-	-	-	-	-	-	-	-	-	Do	Do	J. Hartness
	Collective weight	7	-	-	-	-	-	-	-	-	7	-	-	-	-	-
	Stream	-	3	21	inch stock	-	-	-	-	-	-	3	-	Common	Do	-
	Kedge	-	2	26	Do	-	-	-	-	-	-	2	-	Do	Do	-
	2nd Kedge ..															

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	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.
				Supplied.	Per Rule.									
11053	120	1 1/16	8 3/4 23 1/4	29-0-27	29-0-14	120 - 1 1/16	Stud	J. Taylor & Sons	Lund. 30 June 94 J. Hartness	TOWLINE	75	5 1/2	1	75-5 1/2
										HAWSER	90	3	1	90-3
										WARP				
Iron Stream Chain } or Steel Wire. ... }	45	2	7	guaranteed by maker.		45-2	Steel Wire	Blackburn & Co. Ltd.	Gt. makers Certificate 28/1/95					

Boats Two life boats
Pumps, Number Three - 1 inch bore. 1 aft. 1 fore. Diameter of Barrel and Tail Pipe 3" x 1 1/2"
Windlass is a Steam winch with chain drums. 200 lbs. Capstan
Engine Room Skylights.—How constructed? Leak on iron casing 2ft above poop deck
What arrangements for deadlights in bad weather? Bulls eyes
Coal Bunker Openings.—How constructed? cast iron scuttles How are lids secured? Clutches Height above deck? Flush
Number of Scuppers, and number and dimensions of Freeing Ports, &c. Enclade. 1 scupper in well
Ceiling in Holds, thickness and material 2" Red pine Ceiling 'tween Decks, thickness and material 2 White Pine
Cargo Hatchways.—How formed? Plates & angles Hatches.—If strong and efficient? 2 1/2 Solid
State size No. 1 Hatch (Forward) 11' 8" x 8' 0" x 36 No. 2 Hatch 8' 4" x 6' 0" x 12 No. 3 Hatch No. 4 Hatch
Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch one wood fore & after
No. of Breasthooks Deep floors No. of Crutches Deep floors
Bulwarks, height above deck and description Steel plates 4' 2" Main Rail, material and size Double rope 2 1/2"
The above is a correct description.
Builder's Signature (here only) Mackie Thomas
Surveyor's Signature W. W. Cooper
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

M. 24/5/94

E. 16/6/94, 29/6/94, 5/7/94, 11/7/94, 23/1/95

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

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

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

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

Material and Workmanship good & efficient.

This steel screw steamer has been built in accordance with the approved midship section forwarded to London on the 23rd Jan. the accompanying plans (4 in number) the Secretary's letters of the above dates and in general conformity to the Rules for the Class contemplated. The steel has been tested as required by the Rules. The Collision and After Peak bulkheads have been tested with water as required and found satisfactory. The hand pumps have also been tested and are in good order.

This vessel has no shaft tunnel, the shafting in after hold is protected by a steel casing stiffened on top with wood sheathing and supported underneath. A permanent trunkway of steel is fitted in the hatchway for access to the shaft bearing.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *60* ft., R.Q.D. or Break ☒ ft., Bridge Dk. ☒ ft., F'castle *16* ft.
(in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

Long Poop or poop & bridge Dk combined

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

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside

Cement & Paint

Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *no double bottom*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Fore peak tank,	<i>9</i>	<i>12</i>
Double bottom, forward,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	After peak tank,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Midship deep tank,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, if under Engines only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Other tanks, if fitted,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	(If necessary, furnish further information by sketch.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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

Order for Special Survey No. *2488*

Date *30th May 1894*

Order for Ordinary Survey No.

Date

No. *92* 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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened and before the decks were laid
- 4th. When the ship was complete, and before the plating was finally coated or cemented
- 5th. After the ship was launched and equipped

1894. June 6, 12, 13, 15, 18, 21, 25, 29

July. 2, 3, 4, 6, 10

1895. Jan. 8, 15, 18, 21, 28, 31

Total No. of Visits *19*

The amount of Entry Fee £ *1 : 4 : 2*
Special £ *4 : 3 : 0*
Certificate £ *1 : 0 : 0*
Travelling Expenses, if any £ *0 : 0 : 0*

Fees applied for, *29/1/1895*

Received by me, *31/1/1895*

I am of opinion this Vessel should be Classed

100A1 Steel

With, or without Freeboard, as condition of Class

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

Committee's Minute

Character assigned

TUES. 5 FEB 1895

100A1 Steel

*a & c
+ Lmc 1,95*

1 Dk

Well 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 100A1 ('Steel') as recommended.

+ 100A1 ('Steel')

1 Dk 'Well Deck'

N.B. = F.P.T. 12 1/2

E.K. Conn

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GLS171-0216 (2/2)