

new **LAPAD** **IRON OR STEEL STEAMER.**

No. 12330.

MUN 17 APL 1899

Port of *Glasgow* Date of completion of Report *14th April 1899* Received at London Office
 Survey held at *Port Glasgow* Date, First Survey *25th May 1898* Last Survey *11th April 1899*
 On the *Steel screw steamer* **Rečina** Rig *Schooner*

TONNAGE under Tonnage Deck... *2374.84*
Do. between Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.
Total under Upper Dk. *2374.84*
Do. of Poop
Do. of Bridge House
Do. of Forecastle Side House *48.26*
Do. of Houses on Deck *35.23*
Do. of excess of Hatchways *30.58*
Do. above Crown of Engine Room
Gross Tonnage *2488.91*
Less Crew Space *56.58*
Less above Crown of Engine Room
TONNAGE FOR FEES... *2432.33*
Less Engine Room *796.45*
Less Navigation Spaces *36.13*

SPAR, *AWNING OR PART AWNING-DECKED VESSEL,*
or a Vessel having a continuous Shade Deck.

CLASS ∇ 100-A-1-*Spar Deck.*

Master *J. Hianich*

Year of Appointment

Built at *Port Glasgow*

When built *1899* Launched

By whom built *A. Rodger & Co.*

Owners *Sigismondo Copaitich & Co.*

Managers

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

Residence *Fiume Hungary*

Port belonging to *Fiume*

Destined Voyage *Fiume*

Surveyed while Building, Afloat, or in Dry Dock

LENGTH on Deck	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
as per Rule...	312	4	Moulded	43	8 1/2	Do.	20	9 1/2	249	249	ONE	TWO
Dimensions of Ship per Register, Length <i>314.5</i> breadth <i>43.9</i> depth <i>20.7</i> Spar or Awn. Dk. Moulded depth, ft. <i>23</i> ins. <i>3</i> To Main Dk. Round up of Beam, Main Dk. <i>10 1/2</i> ins.												

FRAMING.

	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	20ths in Ship.	Inches per Rule Or as Approved.
FRAME , Angles, or <i>1 1/2</i> Bars, for $\frac{1}{2}$ length amidships	5	3 1/2	9	5	3 1/2	9	5	3 1/2
Do. for $\frac{1}{2}$ at each end	5	3 1/2	8	5	3 1/2	8	5	3 1/2
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	8	3 1/2	3 1/2	8	3 1/2	3 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24			24	
REVERSED FRAME , Angles, or <i>1 1/2</i> Bars, for $\frac{1}{2}$ length amidships	6 3/4	3 1/2	9	6 3/4	3 1/2	9	6 3/4	3 1/2
DEEP FRAMING , depth of girder	24			24			24	
FLOORS , depth and thickness of Floor Plate at mid line for $\frac{1}{2}$ length amidships	40	7		40	7		40	7
in way of Engines and Boilers	24			24			24	
thickness at the ends of vessel	40	10		40	10		40	10
depth at $\frac{1}{2}$ the half bath, as per Rule	4 1/2	4 1/2	10	4 1/2	4 1/2	10	4 1/2	4 1/2
height extended at the Bilges	ONE FLANGED 8	ONE	8	ONE	8		ONE	8
FLOORS & BRACKETS , in Cell Dble Bottoms Distance apart	3 1/2	3 1/2	9	3 1/2	3 1/2	9	3 1/2	3 1/2
CENTRE GIRDER , in Double bottom, depth and thickness	30	8		30	8		30	8
Angles, Top	3 1/2	3 1/2	8	3 1/2	3 1/2	8	3 1/2	3 1/2
Angles, Bottom	4 1/2	4 1/2	10	4 1/2	4 1/2	10	4 1/2	4 1/2
SIDE GIRDERS , number and thickness	ONE FLANGED 8	ONE	8	ONE	8		ONE	8
Angles	3 1/2	3 1/2	9	3 1/2	3 1/2	9	3 1/2	3 1/2
MARGIN PLATE , depth (exclusive of flange) and thickness	30	8		30	8		30	8
Angles	3 1/2	3 1/2	8	3 1/2	3 1/2	8	3 1/2	3 1/2
INNER BOTTOM PLATING , breadth and thickness of Middle Line Strake	as per approved plan			as per approved plan			as per approved plan	
thickness in Engine and Boiler space	7/16	9/16		7/16	9/16		7/16	9/16
BEAMS , Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	5 1/2	9	9	5 1/2	9	9	5 1/2
Angles on upper edge								
Average space	48			48			48	
BEAMS , Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	12	6 1/2	12	12	6 1/2	12	12	6 1/2
Angles on upper edge	9	12		9	12		9	12
Average space	as per approved plan			as per approved plan			as per approved plan	
BEAMS , Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb								
Angles on upper edge								
Average space								
BEAMS , Hold, or Orlop, Plate or Tee Bulb	6	3	8	5 1/2	3	7	6	3
Angles on upper edge								
Average space	24			24			24	
BEAMS , Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	6	3	8	6	3	8	6	3
Angles on upper edge								
Average space	24			24			24	
BEAMS , Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	3	9	8	3	9	8	3
Angles on upper edge								
Average space	48			48			48	
PILLARS , in tween Deck, size and spacing	2 1/2	48		2 1/2	48		2 1/2	48
Hold	3 1/2	48		3 1/2	48		3 1/2	48
Quarter, tween Dks.	4	48		4	48		4	48
WEB FRAMES , in Fore Body, No. and spacing	Two			Two			Two	
breadth & thickness	18	8		18	8		18	8
WEB FRAMES , in E. & B. Space, No. and spacing	Two			Two			Two	
breadth & thickness	18	8		18	8		18	8
WEB FRAMES , in After Body, No. and spacing	Two			Two			Two	
breadth & thickness	18	8		18	8		18	8
BRACKET PLATES , to Stringers between Web Frames, depth and thickness	3 1/2	3 1/2	8	3 1/2	3 1/2	8	3 1/2	3 1/2

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule Or as Approved.
KEEL , Bar or Side Plates, depth and thickness	10 x 2 1/2	10 x 2 1/2
STEM , moulding and thickness	10 x 5 1/2	10 x 5 1/2
STERN-POST for Rudder do. do.	10 x 5 1/2	10 x 5 1/2
" for Propeller	8	8
MAIN PIECE of Rudder, diameter at head	6 1/2	6 1/2
do. at heel		
RUDDER , how constructed <i>Built iron frame, and single plate 20/20</i>		
Can the Rudder be unshipped afloat?	Yes	
KEELSONS AND STRINGERS.		
CENTRE LINE KEELSON , Vertical Plate above floors, Through Plate, or Intercoastal Plate		
Rider Plate		
Bulb Plate to Intercoastal Keelson		
Horizontal Plates on Floors		
Angles		
SIDE KEELSON , Angles		
Bulb or Plate above floors, for lng.		
Intercoastal Plate, for length		
Attached to outside plating with Angle		
BILGE KEELSON , Angles		
Bulb or Plate above floors, for lng.		
Intercoastal Plate, for length		
Attached to outside plating with Angle		
BILGE STRINGER Angles (Bulb)	8	3
Bulb Plate, for length	11	8
Intercoastal Plate, for whole length	10	8
Attached to outside plating with Angle	3 1/2	3 1/2
SIDE STRINGER Angles (Bulb)	8	3
Bulb or Intercoastal Plate, for lng.	11	8
Attached to outside plating with Angle		

Spar, or Awning Deck Stringer Plates , breadth and thickness	4 1/2	10	4 1/2	10
Angle on ditto	4 x 4	10	4 x 4	10
Tie Plates, fore and aft, outside Hatchways				
Diagonal Tie Plates, No. of prs.				
Deck, Iron or Steel, for whole lng.	7/16	6/16	7/16	6/16
Wood Deck, Material & thickness				
Main Deck Stringer Plate , breadth & thickness	5 1/2	10	5 1/2	10
Angles on ditto, No. <i>Two</i>	4 x 4	9	4 x 4	9
Tie Plates, outside Hatchways <i>See bulb</i>	10 1/2	10	10 1/2	10
Diagonal Tie Plates, No. of prs. <i>angle</i>	3 x 3	8	3 x 3	8
Deck, Iron or Steel, for lng.				
Wood Deck, Material & thickness				
Lower Deck Stringer Plates , breadth & thickness				
Angles on ditto, No.				
Tie Plates, outside Hatchways				
Deck, Material and thickness				
Hold, or Orlop Stringer Plate , breadth & thickness				
Angles on ditto, No.				
Tie Plates, outside Hatchways				
Deck, Material and thickness				
Poop Deck Stringer Plate , breadth & thickness	30	6	30	6
Angles on ditto	3 x 3	6	3 x 3	6
Tie Plates				
Deck, Material and thickness				
Bridge Deck Stringer Plate , breadth & thickness	40	8	40	8
Angle on ditto	3 1/2 x 3 1/2	10	3 1/2 x 3 1/2	10
Tie Plates <i>head dk in way of cabin p.p.</i>	3		3	
Deck, Material and thickness				
Forecastle Deck Stringer Plate , breadth & thickness	30	6	30	6
Angle on ditto	3 x 3	6	3 x 3	6
Tie Plates <i>head dk in way of cabin p.p.</i>	10	6	10	6
Deck, Material and thickness				

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.

	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
	In Vessel.	Per Rule.	Horizontal.	Vertical.	Spacing.
W. T. BULKHEADS	5	5	7/16 x 3 x 8	4 1/2 x 3 x 8	48
PARTITION			and plates		30
LONGITUDINAL			beams		10

Are the outside Plates doubled two spaces of Frames in length?

GRK345-0125(12)

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.	16th or 20ths	16th or 20ths	16th or 20ths	Inches.	16th or 20ths			Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Inches.	Feet.	
FLAT PLATE KEEL	36	16	12	12	36	16	Double	6	1	4	Treble whole	1-7/8	3 1/2-3 1/2			10 1/2-9	whole	
(If Bar Keel, state Riveting)																		
GARBOARD OR A Strake ...	54	12	11	11	54	12	"	6-3/4	1-7/8	4-3/8	do	7/8	3 1/8			9	"	
State actual thickness in way of Double Bottom.	B	60	10	9	9	60	10	"	6 1/2	7/8	3 1/2	Quadruple	"	3 1/2			10 1/2	"
	C	54	10	9	9	54	10	"	"	"	"	"	"			"	"	
	D	60	11	9	9	60	11	"	"	"	"	"	"			"	"	
	E	54	11	9	9	54	11	"	"	"	"	"	"			"	"	
	F	60	11	9	9	60	11	"	"	"	"	"	"			"	"	
	G	54	11	9	9	54	11	"	"	"	"	"	"			"	"	
	H	60	11	9	9	60	11	"	"	"	"	"	"			"	"	
	J	52	12	9	9	52	12	"	5 1/2	7/8	1 3/4	"	"			"	"	
Keel Strake	K	42	15	10	10	42	15	"	6	1	4	Treble W.	1-7/8	3 1/2-3 3/8		10 1/2-9	"	
	L																	
	M																	
	N																	
	O																	
	P																	
	Q																	
The after lengths of plating connected to the stern frame, are of the thickness required for the same strakes amidships, except the cross plates, which are 1/2" thicker																		
DOUBLING of Flat Plate Keel																		
Length and thickness of	{ of Bilges																	
	{ of Sheerstrakes. Increased 3/20 in thickness for 3/4" length, and doubled for 20ft at each end of bridge																	
	{ of Strake below " 1/20 " " 1/2 " "																	
POOP SIDES																		
BRIDGE SIDES																		
FORECASTLE SIDES																		
Plates 20ft long																		

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. ? *Simons Martin process, from Lanarkshire, Glasgow, Dabell, Halliwell, Palmers Parkhead, Stockton, Clydesdale, Downall, & Illinois*

Iron from Consett

Spar or Awning Butts, treble riveted for *3/4"* length amidship.
Stringer Plate Straps, single, double or overlapped for *whole* 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 ? *Treble & Double*
Inner Bottom Plating, riveting of Edges *Double & Single* Butts *Double & Single*
Centre Girder Butts, *Treble* riveted **Keelson Butts**, *Treble* riveted.
Frames, riveted through Plates with *7/8* in. Rivets, about *6/8* apart.
Rivets, state whether Iron or Steel *Iron*

FRAMES extend in one length from *middle line* to *margin plate*, thence to *gunwale*
REVERSED FRAMES on floors and frames extend from *middle line* to *margin plate*, *margin plate* to *Spar or Forecastle* and *Spar deck* alternately: *double from margin plate to margin plate in engine and boiler space*

MASTS, SPARS, &c.										RIVETING.			
LOWER MASTS....	Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		Seams.	Butts.		
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.				
Fore	<i>Steel</i>	<i>62</i>	<i>17 x 6 1/2</i>	<i>13 1/2 x 7 1/2</i>	<i>14 x 7 1/2</i>	<i>14 x 7 1/2</i>	<i>Two</i>	<i>✓</i>	<i>✓</i>	<i>Single</i>	<i>Treble & Double</i>	<i>do</i>	<i>do</i>
Main	<i>do</i>	<i>54-8</i>	<i>17 x 6 1/2</i>	<i>13 1/2 x 7 1/2</i>	<i>14 x 7 1/2</i>	<i>14 x 7 1/2</i>	<i>Two</i>	<i>✓</i>	<i>✓</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>
Mizen													

Bowsprit
Topmasts, Yards and Remainder of Spars *Pitch Pine*
Rigging, Material and Size, Shrouds *3" Galvanized steel wire*
Sails. *one* Suit of *Sails*, and the following spare sails

EQUIPMENT No. 28932 - LETTER t .										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.					
624	1st Bower	42	3	20	Stockless	37	15	2	14	42	2	0	Taylor's Patent Swivel	S. Taylor Sons	Glasgow	12/99	S. Leith House Supt		
625	2nd "	42	2	16	do	37	11	3	14	42	2	0	do	do	do	12/99	do		
626	3rd "	36	0	20	do	33	4	0	7	36	1	0	do	do	do	12/99	do		
	Collective weight	121	3	0						121	1	0							
558	Stream	10	3	10	2	2	22	12	15	1	7	10	3	0	Common	do	do	2/4/98	do
530	Kedge	5	2	3	1	1	10	7	16	1	0	5	2	0	do	do	do	3/8/98	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.										
<i>2351</i>	<i>120</i>	<i>1 7/8</i>	<i>88 1/2</i>	<i>212-2-3</i>	<i>425-1-0</i>	<i>240-1 7/8</i>	<i>Stud</i>	<i>S. Taylor Sons</i>	<i>10/98 S. Leith House</i>	<i>TOWLINE</i>	<i>100</i>	<i>1 1/2</i>	<i>33</i>	<i>100-4</i>	
<i>2352</i>	<i>120</i>	<i>1 7/8</i>	<i>63 1/2</i>	<i>24-0-6</i>			<i>Link</i>	<i>do</i>	<i>20/98 do</i>	<i>HAWSER</i>	<i>90</i>	<i>3/4</i>	<i>22</i>	<i>90-3 1/4</i>	
				<i>426-2-9</i>						<i>WARP</i>	<i>90</i>	<i>3/4</i>	<i>22</i>	<i>90-3 1/4</i>	
<i>Iron Stream</i>	<i>75</i>	<i>4 1/4</i>	<i>35</i>			<i>75-4 1/4</i>	<i>Stud</i>	<i>Webster & Co</i>							

Boats *Four*
Pumps, Number *Six* in *Holds*, one in *fore peak* Diameter of Barrel and Tail Pipe *6 x 3 Hold 4 x 2 1/2 Peak*
Windlass is *Emerson, Walker & Thompson Bros.* Capstan *Four steam lammers*
Engine Room Skylights.—How constructed? *of oak on steel coamings*
What arrangements for deadlights in bad weather? *Strong oak shutters, fitted with bulls eyes*
Coal Bunker Openings.—How constructed? *of steel* How are lids secured? *2 1/2 halts, battens, what* Height above deck? *15"*
Number of **Scuppers**, and number and dimensions of **Freeing Ports**, &c. *Six scuppers each side, Seven freeing ports each side 4-2-6 x 1-10 3-2-3 x 10*
Ceiling in Holds, thickness and material *2 1/2 Red white pine* Ceiling 'tween Decks, thickness and material *2 White pine*
Cargo Hatchways.—How formed? *of steel plates and angles* Hatches, If strong and efficient? *Yes. Solid 3"*
State size No. 1 Hatch (Forward) *24-0 x 16-0 x 30* No. 2 Hatch *24-0 x 16-0 x 30* No. 3 Hatch *24-0 x 16-0 x 30* No. 4 Hatch *20-0 x 16-0 x 30*
Number of **Web Plates**, **Shifting Beams** and **Fore and Afters** to each Hatch *Two web plates in No 1, 2 & 3 hatchways. One web plate in No 4*
Three wood fore and after in each hatchway No. of Breasthooks *5* No. of Crutches *deep floors*
Bulwarks, height above deck and description *48 x 7 1/2, Bulk stop 7 x 1/2* Main Rail, material and size *5 1/2 x 3 x 7 1/2 B.A.*
The above is a correct description.
Builder's Signature (here only) *J.A. Rodgers* Surveyor's Signature *J. French*
Samuel Thompson Surveyor to Lloyd's Register of British & Foreign Shipping.

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

N. 18/2/98

E. 17/3/98

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

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 plating? *a few*

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

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the Rules, and approved tracings. Midship section sent to London on the 8th instant for preparation of certificate*

The steel used in the construction of this vessel, has been tested as required by the Rules, and found to be of good quality

Iron plates are embedded in the cement under each sounding pipe

The workmanship is of good quality

The hand pumps and watertight doors found in good working order

The weather decks flooded, and found satisfactory

The keel has been built with a camber of 3/4"

Two forging reports attached

This is a sister vessel to the S.S. Normanton "Greenock First Entry Report No 12278"

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *29* ft., R.O.D. or Break *1* ft., Bridge Dk. *79* ft., F'castle *29.5* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

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 deep framing*

Official No. ; Signal Letters

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

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

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>102</i>	<i>246</i>	Fore peak tank,		
Double bottom, forward,	<i>130</i>	<i>337</i>	After peak tank,		
Double bottom, under Engines and Boilers,			Midship deep tank,		<i>34</i>
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,		<i>58.3</i>	(If necessary, furnish further information by sketch.)		

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

For Special Survey No. *1930*

Date *9th Dec 1897*

For Ordinary Survey No. *340*

Date *1899*

340 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 *Built under Special Survey and Surveyped 1898 May 25.*
- 2nd. On the plating during the process of riveting *June 15. 21. 23. 29. July 20. 21. 25. Aug 5. 11. 15. 19. 23. 26. 29. Sept 5. 9. 13*
- 3rd. When the beams were in and fastened, and before the decks were laid *15. 20. 26. Oct 3. 5. 10. 15. 19. 24. 26. Nov 1. 9. 12. 18. 24. 30. Dec 3. 6. 8. 12. 14. 19. 22. 26*
- 4th. When the ship was complete, and before the plating was finally coated or cemented *1899. Jan 4. 11. 16. 19. 23. 27. 30. Feb 2. 6. 9. 14. 15. 21. 25. 27. March 1. 2. 3. 6. 7*
- 5th. After the ship was launched and equipped *8. 10. 11. 20. 27. 31. April 4. 11.*

Total No. of Visits *69.*

Amount of Entry Fee £ *5* : " : "
Special Survey Fee £ *85* : *16* : "
Travelling Expenses, if any £ " : " : "
Fees applied for, *12. 4. 1899*
Received by me, *13. 4. 1899*
Shk.

Certificate to be sent to *Greenock*

Of opinion this Vessel should be Classed *100 A. 1. Steel Shell DK*
Freeboard, as condition of Class

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

Committee's Minute
Character assigned

FRI. 21 APR 1899

*100 A. 1. Steel,
Spar deck with freeboard 3. 11 1/2*

L. A. S. C.

+ L. M. B. 4. 99

Wm. Shk.



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Lloyd's Register Foundation

GRK345-0125 (2/2)