In the name of Bibliotheca Alexandrina

The Bibliotheca Alexandrina dedicates this Catalogue to the Egyptian Navy Commanders, Officers and Soldiers

Dr Ismail Serageldin
Director of the Bibliotheca Alexandrina
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Introduction

Mahroussa (guarded by God’s blessing) narrates the history of modern Egypt. Within its walls, it embraces uncountable memories and great events. Hence was my preoccupation to complete such a Catalogue covering the history of Mahroussa Yacht, one of the world’s rarest naval pieces to-date.

The history of royal yachts, which dates back to the oldest times, reached its golden age in the second half of the nineteenth century and the onset of the twentieth century. Later on when the number of monarchies in Europe shrunk following World War I, republican and presidential regimes scarcely attempted building yachts for presidents; one of the rare examples is President John Kennedy’s yacht.

All European royal yachts are owned by the State, controlled by the Navy, and assigned to monarchs as long as they are reigning. Such is the case in Britain, Denmark, the Netherlands, and other countries. When Egypt became a Republic, the State retained the Royal Yacht Mahroussa which became an integral part of the history of Egypt.

Mahroussa was the very first ship leading the procession through the Suez Canal inauguration in 1869. It was one of the largest royal vessels in the second half of the nineteenth century—the golden age of royal yachts. It had two significant alterations, its length was extended by 12 meters in 1872, with a further 5 meters added in 1905, and was refitted in 1950. It is currently berthed in Alexandria as a training ship for the Egyptian Navy, and is a historic site for notable State guests.

It is noteworthy that Mahroussa is the world’s oldest floating yacht that is still in use, and one of the largest as well. In 2013, in spite of its age, it ranked seventh in the world’s list of the largest ten yachts—it first sailed nearly 150 years ago.

For a century and a half, Mahroussa has been an integral part of the history of Egypt; thus the Bibliotheca Alexandrina had to document this history and narrate the story of Mahroussa.

Khedive Ismail sought to support the Navy with an outstanding royal piece, and hence ordered the construction of a personal yacht.

In 1865, the Samuda Brothers of London completed the building of the vessel in the Arsenal of London, and it was named Mahroussa. It first sailed in August of the same year from the London Port to Astana, where the Khedive was staying at the time, and then home to Alexandria.

In the Egyptian waters, Mahroussa witnessed and recorded visits and journeys which are not only significant but, more often than not, changed the course of the history of modern Egypt.

The Royal Yacht first gained fame when it joined in the Suez Canal Inauguration Ceremony in November 1869; it accompanied Khedive Ismail in his journey to invite Europe’s monarchs.
Mahroussa was also the first ship leading the procession through the Suez Canal—a turning point in the Egyptian maritime navigation—in its inauguration on the morning of 17 November 1869, with Khedive Ismail, Empress Eugenie, the Prince and Princess of the Netherland, Franz Joseph I; Emperor of Austria-Hungary, and Prince Fredric Germany’s Crown Prince on board.

In 1879, Khedive Ismail boarded Mahroussa to Italy after being overthrown from power, and Tawfiq Pasha, his son, was his successor. In 1899, Mahroussa sailed from Alexandria to Port Said with Khedive Abbas Hilmi II on board to unveil the statue of Ferdinand de Lesseps, the French Engineer who supervised the construction of the Suez Canal.

On 12 July 1914, Mahroussa took Khedive Abbas Hilmi II to Turkey, but he was denied return by orders of the British Forces. Due to the outbreak of World War I, it was anchored in Astana port until 3 January 1919.

Mahroussa was assigned to carry kings, princes and presidents of sister and friendly countries during their visits to Egypt, such as King Abdul Aziz Al-Saud of Saudi Arabia, King Paul of Greece, President Tito of Yugoslavia, Russian President Khrushchev, Iraqi President Abd El-Salam Aref, Algerian President Ahmed Ben Bella, and Sultan Qaboos of Oman.

One of Mahroussa’s famous journeys is when it sailed to Italy with King Farouk on board following his abdication upon the 1952 Revolution, following the steps of his ancestor Khedive Ismail.

By a presidential decree from President Gamal Abdel Nasser on 18 July 1956, the Yacht’s name was changed from Mahroussa to Horria (Freedom).

The name was kept during the reign of President Mohamed Anwar El-Sadat and participated in numerous occasions, including the United States Bicentennial when it visited the ports of New York, Washington, Philadelphia and Charleston. This was also its longest journey—12700 miles, and it was very well-received by the American people. The US First Lady Betty Ford, as well as other 10,000 guests visited the Yacht. Horria sailed to Arish to commemorate raising the Egyptian flag to celebrate the liberation of Sinai on 25 April 1979. On 4 September of the same year, Sadat boarded Horria on an official visit to Israel during the bilateral peace negotiations.

President Mubarak visited Horria on 10 September 2000, and issued a decree to retain the Yacht’s original name, Mahroussa.
This Catalogue complements the BA mission of preserving different aspects of Egyptian national heritage. The Royal Yacht Mahroussa is among the first naval works that The Memory of Modern Egypt series sought to document.

The Catalogue also highlights the cooperation between the Egyptian Navy Forces and the Bibliotheca Alexandriona, and recognizes the role of the Egyptian Navy in protecting the nation’s coastlines and the heroic achievements of the Navy throughout Egyptian history. To this end, I can only offer my deep gratitude to the Navy Commander in Chief Vice Admiral Osama El-Gendy for his cooperation to overcome all obstacles hindering the process to produce this Catalogue to meet up with the expectations of the Egyptian Navy and the BA.

I also offer my thanks to the team behind this work, and invite all to sail in the pages of this Catalogue.

Dr Ismail Serageldin
Librarian of Alexandria
Director of the Bibliotheca Alexandrina
A Journey in the Royal Yacht
In front of Ras El-Tin Palace in Alexandria, Mahroussa berths after long journeys in the seas of history, carrying memories and a rich record of happy and sad moments in the history of modern Egypt. When King Farouk ordered the refitting of Mahrousa, he seldom knew it would take him to the same destiny of his grandfather—Khedive Ismail.

Mahroussa is a floating royal palace with all its possessions, furniture, jewelry, and other valuable items that record three centuries of history.
The Yacht was built during the reign of Khedive Ismail for his personal use after offering the Royal Yacht Fayed Gehad to the Ottoman Khedive Abdul Aziz Khan on the occasion of his visit to Egypt to congratulate Khedive Ismail on the reign of Egypt. The Samuda Brothers started the construction of the iron-hulled yacht in 1863.

The Yacht was launched in 1865 and was named Mahroussa. It was delivered to a commissioning crew of Egyptians who specifically travelled to London to bring it to Alexandria in August 1865.

At the time, Mahroussa was 411 feet (125 meters) long and its width was 12 meters with 3417 gross tonnes. Steam turbines provided power. Its maximum speed reached 16 knots. It had two smokestacks (funnels) and was armed with eight Armstrong cannons. These served as yacht decoration, as well as to defend the Yacht in case of any maritime attack.

Given its incomparable grandeur and unprecedented size, Mahroussa is considered a true legend.

The Yacht is composed of five levels:
- The Basement includes the machines, yacht boilers and fuel tanks.
- The Ground (Main) Level includes the living rooms, kitchens, warehouses, the Winter Suite and the Pharaonic Hall, in addition to the princes and princesses suites.
- The First Level houses the bow of the yacht, the anchorage and the load cranes, besides the Dining Room and the Smoking Room.
- The Second Level contains the artillery, winter and summer gardens, the Summer Suite and the Blue Room.
- The Third Level is occupied by the passage (esplanade) and the lifeboats. The Yacht has four elevators including one solely for the Royal Suite. It also includes the garage of His Majesty’s red car.

In 1867, Mahroussa led the 10-vessels fleet that transported the expedition to suppress the revolution in Crete.

At end-1867, Khedive Ismail travelled on board the Yacht to Paris to attend the art exhibitions there.

In 1868, Mahroussa sailed with Khedive Ismail to Marseille to invite European presidents, kings and princes to the Suez Canal inaugural ceremony.

On 17 November 1869, the Yacht participated in the inauguration of the Suez Canal, and led the procession with several eminent personalities on board including Empress Eugenie of France, wife of Napoleon III. On this occasion, the Empress granted an antique piano built especially for her in Stuttgart, Germany, in 1868. It is still on board the Yacht intact.

The length of Mahroussa was extended by 40 feet in 1872 in London, thus became 451 feet (137.5 meters) long.
In 1879, Khedive Ismail boarded Mahroussa to Italy to reside there after he was ousted from the throne of Egypt. His son, Tawfiq, was his successor.

In 1894, the Yacht boilers were changed at Hassabo Bek Mohamed Arsenal in Alexandria, where it also underwent some repairs.

In 1899, Mahroussa left Alexandria to Port Said with Khedive Abbas Hilmi II on board to unveil the statue of Ferdinand de Lesseps, the French Engineer who supervised the construction of the Suez Canal.

In January 1905, the Yacht was sent to the Glasgow Arsenal, Scotland, to replace its engines with three turbines. Mahroussa was then the second ship in the world with this kind of motorization. It could, therefore, work efficiently with a single funnel (smokestack) instead of two. The Yacht also underwent some repairs, and its side wheels (paddle
steamers) were replaced by three propellers at the stern.

In 1912, wireless telegraph was installed on the Yacht for the first time.

On 27 February 1912, Mahroussa transferred Turkish immigrants from Turkey to Alexandria after the onset of the Turkish revolution led by Mustafa Kemal Atatürk.

On 12 July 1914, Mahroussa sailed with Khedive Abbas Hilmi II to Turkey, who was denied return by orders of British Forces. Due to the outbreak of World War I, it was anchored in Astana Port until 3 January 1919.

In June 1919, Mahroussa was sent to Portsmouth, England, where the shape of its stern was changed and its length increased by 27 feet (8 meters), making it 478 feet (146 meters) long. The fuel used was changed from coal to Mazut (fuel oil). Necessary restorations were also made, in addition to changing the furniture. The Yacht was painted black as well.

In 1925, it regained its white color.

On 27 September 1930, King Fuad I sailed to Tawfiq Port in Suez on board the Mahroussa to inaugurate the new Petrol Port.

From 16 to 21 February 1946, King Abdul Aziz Al-Saud boarded the Yacht from Saudi Arabia to visit Egypt, and returned also on board. King Farouk received him with a ceremonial military parade.

From 4 May to 12 July 1946, Mahroussa was anchored in Lake Timsah, close to the Suez Canal, due to the outbreak of World War II.

On 8 October 1949, Mahroussa sailed from Alexandria to La Spezia Port, Italy, for a complete maritime refurbish carried out by Ansaldo Company. The machinery were replaced with two steam turbines, and two propellers replaced the previous three. Its total power reached 7500 hp, its tonnage 4760 tons, load of Mazut 422 tons and its draft 17.48 feet (5.3 meters). The refurbishing process lasted until 23 February 1952. The wharf (dock) in La Spezia Port on which Mahroussa was berthed was named after the Yacht, and still carries this name to-date.

On 26 July 1952, and upon stepping down from monarchy after the 1952 Revolution, King Farouk boarded Mahroussa to Italy, following the steps of his grandfather— Khedive Ismail.

In 1954, the Yacht sailed towards Port Sudan to carry the venerable El-Mirghani to Egypt, then return him to Sudan.

From 21 April to 9 June 1955, Mahroussa sailed to Gibraltar, Lisbon, Brest, Rotterdam, Aarhus and Stockholm, on a training journey for the Egyptian Naval Academy students.

During 1955, the Yacht carried the Egyptian pilgrimage delegation to and from Saudi Arabia.
From 11 to 19 April 1956, Mahroussa sailed from Alexandria to Damascus, and back, with military academy students on board to participate in a military parade.

From 24 to 30 April 1956, the Egyptian Naval Academy students sailed on a training journey on board the Yacht to the Ports of Rhodes, Crete and Salloum, and returned to Alexandria.

Press coverage of King Abdul Aziz Al-Saud’s voyage on board Mahroussa (1946).

King Farouk observes the Yacht’s refurbishing in La Spezia, Italy (1949–1952).

King Farouk, in the center, between Major General Galal Allouba and Admiral Ahmed Badr.
On 18 July 1956, by a presidential decree from President Gamal Abdel Nasser, the Yacht’s name was changed from Mahroussa to Horria (Freedom).

From 16 May to 9 June 1958, Horria sailed to Cartagena, Genoa, and Pula on a training journey for the Egyptian Naval Academy students and returned to Alexandria.

From 28 June to 19 July 1958, President Nasser boarded Horria to the ports of Dubrovnik, Split, Pula and Brindisi on a visit to Yugoslavia and Italy.

From 21 September to 19 November 1958, the Yacht sailed to Hodeidah to carry Imam Ahmed of Yemen.

From 2 to 30 May 1959, Horria sailed to Hodeidah, Port Sudan, Port Said, Latakia and Tripoli, then returned to Alexandria on a training journey for the Egyptian Naval Academy students.

From 12 to 18 February 1960, Nasser boarded Horria to Syria, the Northern Region of the United Arab Republic. The President then visited the Northern Region again 3–18 March, also on board the Yacht.

From 5 to 18 June 1960, the Yacht sailed to Piraeus Port, Greece, with Nasser on board to meet King Paul Fredrika of Greece on an official visit during which Nasser also visited the Greek arsenals and maritime companies.

From 28 June to 14 September 1960, Horria sailed from Alexandria to Genoa, Italy, for machine refurbishing carried out by Mariotti Company.
From 13 to 20 October 1960, Horria took Nasser to the Northern Region of the United Arab Republic one more time.

From 13 to 26 December 1960, the Yacht sailed in the Red Sea on a training journey with the Yugoslav Vice-President on board.

From 19 February to 8 March 1961, Horria sailed to Latakia for a fourth time with Nasser on board to visit the Northern Region.

From 28 December 1961 until 13 January 1962, Horria carried Nasser to Casablanca, Morocco, to attend the Casablanca Conference.

From 8 to 14 February 1962, the Yacht sailed with President Nasser, accompanied by Yugoslav President Marshal Tito, on board on a visit to the Red Sea ports of Bernice and Hurghada.

From 30 April to 16 May 1963, Nasser boarded the Yacht to Algeria, then Yugoslavia.

In 1963, Horria sailed from Alexandria to Port Said with President Nasser on board to welcome the troops returning from Yemen.

On 12 April 1964, the Yacht received the Egyptian Assembly members to attend the Naval maneuvers.

From 9 to 19 May 1964, Horria sailed to the Red Sea to accompany the ship Syria which boarded President Nasser, Russian President Khrushchev, Iraqi President Abd El-Salam Aref, and Algerian President Ahmed Ben Bella.

From 17 to 27 August 1965, Nasser boarded the Yacht to Jeddah in a visit to the Kingdom of Saudi Arabia.

From 4 to 10 December 1965, the Russian delegation headed by Marshal Grechko; the Russian Deputy Defense Minister, boarded Horria on a trip to the Red Sea.

During the reign of late President Anwar Sadat, the Yacht made around five important journeys, if not its most important ones.

In 1974, Horria participated in the Naval maneuvers, with Sadat and late King Faisal of Saudi Arabia on board.

On 6 June 1975, the Yacht took part in the re-inauguration of the Suez Canal, also boarding President Sadat.

From 7 June to 26 August 1976, Horria participated in the United States Bicentennial and visited the ports of New York, Washington, Philadelphia and Charleston. This was also the Yacht’s longest journey—12700 miles, and it was very well-received by Americans. The US First Lady Betty Ford, as well as 10,000 guests visited the Yacht.
On 25 April 1979, Horria was anchored in Arish Port to commemorate raising the Egyptian flag, celebrating the liberation of Sinai.

On 4 September 1979, Sadat boarded Horria to Haifa seaport on an official visit to Israel during the bilateral peace negotiations.

On 10 December 1980, Sadat inaugurated the New Eastern Branch of the Suez Canal on board the Yacht.

Between 1984 and 1986, Horria underwent a revamping process carried out by the Naval Shipbuilding Workshops. The Alexandria Naval Arsenal Company took care of the hull and machinery. Professor Sabry Abd El-Rahman, Professor of Décor, Faculty of Fine Arts, Alexandria University, contributed to the renovation of the Yacht’s interior.

On 10 September 2000, former President Mubarak visited Horria and issued a decree to retain the Yacht’s original name, Mahroussa.
The Cabinet’s visit to Mahroussa after being refurbished (1952).
Photo Archive of Monarchs and Leaders on Board Mahroussa
The Yacht’s arrival to Alexandria Port with Iranian Crown Prince Mohammad Reza Pahlavi (3 March 1939).
King Farouk receives a foreign delegation on board Mahroussa.
King Farouk and Queen Nariman on board Mahroussa.
King Abdul Aziz Al-Saud’s visit to Egypt (1946).
King Farouk receives King Abdul Aziz (1946).
Royal Decree number 65 for the year 1952: King Farouk abdicates the throne in favor of his son Crown Prince Ahmed Fuad (26 July 1952).

Major General Mohamed Naguib bids farewell to King Farouk on his departure from Egypt (26 July 1952).
The Yacht with its new name Horria (18 June 1956).
Visit of Sheikh Abdullah Al-Mubarak Al-Sabah, Deputy Ruler of Kuwait, accompanied by Mr. Mohamed Anwar Sadat (1956).
Gamal Abdel Nasser and Yugoslav President Josip Broz Tito on board Horria Yacht in Yugoslavia (10 July 1958).

Tahia Kazem, Nasser’s wife, on board Horria in Yugoslavia (11 July 1958).
Nasser and Josip Broz Tito, Yugoslav President, on a voyage in the Red Sea (2 July 1962).
Nasser’s departure from Alexandria Port on board Horria towards Algeria (30 April 1963).
Nasser on board the Yacht heading from Algeria to Yugoslavia (12 May 1963).
Visit of King Faisal bin Abdul Aziz Al-Saud and his meeting with President Sadat (1975).
Sadat on board Horria during the re-inauguration of the Suez Canal (1975).
Sadat receiving Sultan Qaboos on board Horria (May 1977).
Yacht Mahroussa during the celebration of the United States Bicentennial with Betty Ford, US First Lady, on board (1976).
A Tour on board the Yacht
The Ground (Main) Level

The Pharoanic Hall
Mural in the Pharaonic Lobby showing Ramses III riding a chariot.
The King’s Winter bedroom.
The King’s Winter Office.
The Queen’s Winter Office.
The Queen’s Winter Office.
The Queen’s Winter bedroom equipped with two gyroscope chairs.
The Main Dining Room with its large table made from a single piece of wood. It can accommodate up to 30 chairs.

The First Level
The initials of the Royal Couple “Farouk and Farida” engraved on one of the mirrors in the Dining Room.
A glass showcase (vitrine) containing silverware and crystals used in serving food.

One of the Yacht’s clocks, all adjusted with the principal clock.
The Smoking Room.
Stairs leading to the First Level.
Dashboard indicating time, sea state, temperature, and atmospheric pressure.

Stairs leading to the Hall containing Empress Eugenie’s piano.
The Piano offered by Empress Eugénie, wife of Napoleon III, on the occasion of the Suez Canal Inauguration. Made in Germany, in 1867, it is considered the world’s oldest and most expensive piano.
Lighting units of various shapes.
The Second Level
The Main Hall
The King’s Summer Office.
A three-dimension oil painting by French Painter Leonardo Rio depicting the Yacht’s seagoing capabilities.

The King’s Summer Office.
The Queen’s Summer Office.
Silver-plated lighting unit in the King’s Summer bedroom.

The King’s Summer bedroom.
The Queen’s Summer bedroom.
The Winter garden.

The Captain’s Cockpit.
A 1950 silver model of the Yacht by Ansaldo, the Italian Company, before finalizing the refurbishment process, with the Yacht’s name Mahroussa and the Royal Wedding Emblem engraved in pure gold.
The Stern of the Yacht.

The Bow of the Yacht.
Aerial photograph of the Royal Yacht in Luxor, photograph courtesy of the Army Air Force, Department of the Aerial Photography.
Document Archive
مازال هناك أعمال كثيرة بقلمة بالمالية، ونرى أن العمل الأخير فيها جميعاً
لقد أنتهى تقريباً مهندس ERR اللامكت في الشركة المشتركة.
هذا الإجراء من تركيب آلة اللامكي، ويكون المنحلة جاهزة للتسليم اعتباراً
من 10 يناير. في اليوم التالي، دخول الله التمثيل بسفر هذا
الнемد سط على اليوت في يوم 2 من أبرياء إلى الإسكندرية، حيث نحن مهندس
اللامكي المذكورين للحث. فإن هذه الآلة؟ هي مسألة في نوعها وحالة
الحتمية غير كافحة.

أرسلني أن تسلم اليوت لن تكون قبل اخري وياพวกเขา
ولكن الشركة تحذر أن الإفتاء ستتم في 10 يناير.
وسيقوم طاقم اليوت حوالي 7 يناير من الإسكندرية ليعمل بهم.
هنا حيث أنه لا يوجد حل من هذه ال نحو جميعها.

 meilleures

نعم

المؤرخ: 1951/1/12/24

إيبل
لمکف‌هنا

للعرض الشیرین

اخترف بأن أمير على هبوب ملوى أمير الله تَجَبَّية النجيبة الأولى لماکف الملك

مراجع

قام الهاجم صبح يوم 1951/12/1 الساعة الثامنة صباحًا بظهر البحر وقاد المحمولة في الهاجم على مدارها 1100 من نفس الابواب. وقد ظهرت عدة ملاحظات في ماکفه تقدم الشركة بأجرائها الآن. وحتى تتم هذه الأفعال، سيتم التاريخ لأجيرا التجاري

الأخیرین

كانت حملة الهاجم وتهجيه النجيبة 400 طن. وقد أجريت تجربة البرمجة على ساحة المهاجم على لغات مختلفة وكانت آخر سرية قبالتها هي 1748 طن. وبعد ذلك 144 لغة في البداية تم زره سرية ماکفه إلى 104 لغة. وقد ردت هذه الفئة سرية 188 عدة (العدد يمسرط 18 عدة) إلا أنها لم تمس تطبيق ساحة الملاكيات 160 لغة. بعد ضبطه وتحريره

من هذا 16 عدة

دالات أثبات النجيبة أن صوت ماکفه الزاوية من سبع بالعرض الملكي السفلى وينظر أن يخف هذا الحفر عند كتلة تورب الطاقة الحاسلة للنار وبدقة وفقا

كما دالات أهتزاز في الأصل بعض الأفعال بالبيغل عند السير سريعة

Critical Speed 124 لغة أي 15 عدة. وقد تبين أن هذه السرعة أوقتًا بخمسة لغات

وقد زال هذا الاهتزاز عما دون هذه السرعة أوقتًا بخمسة لغات

بعده
ذكرى

للصليب الشمالي

أشرف بإحاطة حفظه الله بأنه قد أطلق علي شركة إسادة
بتاريخ 30 جوان 1952، وله ضبط التأمينات الرئيسية، وعمل الإصلاحات
الخيرية للجانب، ثم أننا أرسلناه، وصبرنا هذه السرقة.
حوالي الشهر.

وأشتن بعضاً بالخادم، ليستخرج منه في أول سبتمبر

لإجراء الإصلاحات، و

1. وضع التأمينات الرئيسية.
2. قوة عدد الشعوبي بالمؤثر.
3. تنفيذ الإصلاحات.
4. زيادة فتحات اماكن الجيب.
5. نية الطائرات القادمة والمذكرة لسحب كلما بدلاً من تلك.
6. نية الإدارات التي لم عمل للآن.
7. درس موضوع المخنض.
8. درس موضوع نظام الجسور، وعمل رسم للعديد.

حتى يكون الجسر على وليس كما هو الآن.

سماحة
1. عمل أو تنفيذ بلوغ بخار الضمان.
2. تأكد من منحة هذا قيود لدى مولى ساحلي الترجمات الكويتية.

والطيب، وبعده.

تحمز
1952/8/1
ضيوف الوصلي

حضرت سمو الملك، يا يا آدم الرحمي
نور الله ينور كنونه

فإن الله ينور كنونه

السيد الرئيس

ينقل حضرت حضرة الإمام الراحل الملك فاروق إلى خارج البلاد بعد منازله عن العرش، والمغرب

فإن الله ينور كنونه

معالي السيد

مصطفى بن

السيدة

السيدة

1954

۱۹۵۴
كتبت

بيت النحاس الذي دين رأينوا الملك السابق على رأس البيت الملكي محروسة

واعدا بالبحث للإسطوانة

طالbis كردي
حومي محمس
أليه جوبيتل
يراهم عليت-

(عيسا)

محمدرحمون حسین
الهيب الحسسبي
محمد كرداً الدين
محمد علي
محمد حسین
ملازوم أرول
حسین حسین حسین

تحميلاً براً. راين في
١٤٣٣/٨/٤٣