

No. 46 Survey held at Lussins Date, first Survey 15 March 1876 Last Survey 31 July 1876
on the Austro-Hungarian Frigate "Maratona" Master A. Vidulich
Tonnage under Tonnage Deck 243 Built at Lussino When built 1876 Launched 15 July 1876
Ditto of Spar Deck, or Awaiting Deck
Ditto of Poop, or Raised Gr. Dk. 15
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 258 By whom built A. Martinovich Owners A. Martinovich & Co
Gross Space, as per Rule
Register Tonnage, out on Beam 258 Port belonging to Lussins Destined Voyage Mediterranean Atlantic
Engine Room
Register Tonnage, as a Steamer, out on the Beam

Length as per section 39.....	Feet. 38	Inches.	Extreme Breadth Outside	Feet. 25	Inches.	Depth of Hold	Feet. 12	Inches. 11	Number of Decks	One
Length of Keel	38									
Scantlings of Timber.										
TIMBER AND SPACE										
Floors	18									
1 st Foothooks	7	10	9	7 3/4	7 3/4	7 3/4				
2 nd Ditto	6 1/2	8	6 1/2	7 1/4	7 1/4	6 1/4				
3 rd Ditto	6 1/2			7		6 1/2				
Top Timbers	6	6	6							
Deck } N ^o 27	Average } 2 1/2	Space } 10 1/4	9	7	7	8 1/2	8 1/2	7		
Beams }										
Deck Beams, length amidships	24									
Hold } N ^o 6	Average } 10 1/4	Space } 12	11	11	10 3/4	10 3/4	10 3/4			
Beams }										
Hold Beams, length amidships	24									
Keel	12	11	11	10 3/4	10 3/4	10 3/4				
Scarp of Ditto	12	11	11	10 3/4	10 3/4	10 3/4				
Keelsons	12	11	11	10 3/4	10 3/4	10 3/4				
Scarp of Ditto	12	11	11	10 3/4	10 3/4	10 3/4				

(Depth from limber-strakes to under side of lower deck beam	6 1/4 inches)
Outside Plank.	
Garboard Strakes...	4 1/2
Garboard to Bilge ..	3
Bilge Planks	3
Bilge to Wales	3
Wales	4
Topsides	4
Sheer Strakes	4
Plank Sheers	4
Water } Upper Deck	10/9
Ways } Lower Deck	—
Ditto, faying surface	0
against Timbers ...	—
Upper Deck.....	6

Dimensions of Ship per Register,	
length	breadth
depth	
Inside Plank.	
Limber Strakes	5
Bilge Planks	3 3/4
Ceiling in Flat	4
Ditto Bilge to Clamp	2 1/2
two strakes	2 1/4
Hold Beam Clamps	5
two strakes	3 1/2
Deck Beam Ditto ..	5
	2 1/2
Ceiling 'twixt Decks	3 1/2
	2
Hold Beam Shelves ..	—
Deck Beam Ditto....	7

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.												
	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule			Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft		1 1/4	3/8	Transoms and throats of Hooks	1 1/8	3/8	3/8	Hold Beam	{ Waterway ..		1 1/8	
Scarphs of Keel, N°. 7	1			Arms of Hooks.....	1 3/16	3/4	3/4	Bolts in	{ Knees			
Keelson Bolts through Keel	—	1 1/4	3/8	Thro' Bilge and Limber Strakes	1 1/16	1/16	1/16		{ Shelf or Clamp			
at each Floor				Thickstuff over Double Floors ..	1 1/16	1/16	1/16	Deck Beam	{ Waterway ..		1 1/16	
Bolts thro' Heels of Timbers	1 1/8		1/16	Butt End Bolts.....	1 1/16	1 3/16	1 1/16	Bolts in	{ Knees			
against Deadwood				Short Bolts in Ceiling	3/16				{ Shelf or Clamp		1 5/16	
Frame Bolts.....		3/4		Pintles of the Rudder	2 3/8	—	2 3/8	Nails or Bolts in Flat of Deck			7 long	
								TreenailsInches	1"			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is nothing Inches. The Space between the Top-Timbers is nothing Inches.

The Floors consist of Adriatic Oak The First Foothooks of Adriatic Oak

The Second Foothooks of Adriatic Oak The Third Foothooks and Top Timbers of Adriatic Oak

The Main Keelson is Adriatic Oak and is free from all defects. The Shifts of the First and Second Foothooks are not less than four feet

The Transoms, Knightheads, Hawse Timbers, & Aprons of Adriatic Oak N.B. When less than prescribed by the Rule, state how many.

Deadwood, of Adriatic Oak and is ditto. The rest of the Shifts of the Frame are sufficient

The Stem, and Stern Post of Adriatic Oak ditto. The Frame is well squared from First Foothook Heads upwards,

The Deck and Hold Beams of Larch and is free from sap, and from thence downwards, the frame is the same

The Breasthooks of Adriatic Oak The double Frames are thru' bolted together to the Gunwale.

The Knees of Iron & Adriatic Oak The Keel of Beech N.B. If not, state how bolted

The Main piece of Rudder of Adriatic Oak of Windlass of Adriatic Oak The Butts of the Timbers are well close together; their thickness not

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is of Beech less than that of the entire moulding at that place.

From the above named Height to the Light Water Mark Adriatic Oak The Frame is checked with Butt at each end of the chock.

From the Light Water Mark to the Wales Adriatic Oak

The Wales and Black-strakes Adriatic Oak The Topsides & Sheer-strakes Adriatic Oak

The Spirketting and Plank-sheers Adriatic Oak The Water-ways { Upper Deck Larch

The Decks Yellow Pine State of new Lower Deck

The Shifts of the Planking are not less than 5 Feet Inches. N.B. If less than prescribed by the Rule, state whether general or

partial, and if partial, in what part of the Ship. The Planking is wrought thru' between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are

The Ceiling, Lower Hold, and between Decks Adriatic Oak & Larch Shelf Pieces and Clamps Larch

Fastenings.—To Hold Beams doetailled into Clamps and bolted, fitted for to be

easily removed

Deck Beams Lodging Wood Knees, vertical Iron Knees, doetailled into

Shelf & Waterways. Inner Waterways.

Number of Breasthooks 5 Pointers 2 pair Crutches 3

Butt End Bolts are of Yellow metal in the Bottom two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Hard Wood How Made Curved

Thickstuff over Double Floors is bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature _____ Surveyor's Signature E. P. P. P.

2000 (11/11/70)

TR1153-0179

Lloyd's Register Foundation

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W't req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	195	1 1/2		1 1/2		Bowers	2	15	10	10	
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	90	1 1/2				(State Machine where Tested, and name of Superintendent).	1	9	5 1/2	5 1/2	
	Fore Topmast Stay Sails,	Hempen Stream Cable	80	5 1/2				Stream	4 3/4	4 3/4	4 3/4	4 3/4	
	Main Sails,	Hawser	80	5 1/2				Kedges	2	2 1/2	1 1/2	1 1/2	
	Main Top Sails,	Towlines	80	5 1/2									
	and others	Warp	180	4 1/2									
		All of <u>good</u> quality											

Her Standing and Running Rigging are sufficient in size and good in quality. She has one Long Boat and two

The present state of the Windlass is good Capstan good and Rudder good Pumps good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?
Ports and shifting boards

Cargo Hatchways.—How formed? with coverings State size ordinary

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? strong & efficient Main Hatchways.—State size ordinary size

Order for Special Survey, No. 46 Date March 1876 DATES of Surveys held while building, as per Section 35. { 1st. When the Frame is completed Surveyed every week 2nd. When the Beams are put in, &c. till finishing 3rd. { When completed, and before the plank be painted or payed }

Order for Ordinary Survey, No. _____ Date _____

General Remarks.

The Frame well squared and free from Sap, the Workmanship good, additional fastening, and completed according the Sketch of Midship Section Submitted to the Committee and approved on the 10th of May last, We consider this Vessel to be eligible for classification as bellow recommended Under the mixed Material Rule

Built under Special Survey

Present condition of Caulking of Bottom good Deck, good and Waterways good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yellow metalled over felt When last done July 1876

I am of opinion this Vessel should be Classed 10 Tons & 1

The Amount of the Entry Fee.....£ : 3 : — : is received by us Travelling Expenses, Special.....£ : 12 : 18 : (if any) £ : Certificate..... : 5 :

Committee's Minute 15th August 1876

Character assigned A 1 pr 10 yrs
not a 10
9 + 12 yrs

J. H. Osio Lod Moffin

