

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

IRON OR STEEL STEAMER.

1115
No. 3375

State if Report is also sent on the Machinery of the Vessel *Yes from Sld.* Received at London Office *13 JUN 1902*
Date of completion of Report *12 June 1902.* Port of *Middlebrough-on-Tees*
Survey held at *Middlebrough-on-Tees* Date, First Survey *19 September 01* Last Survey *26 May 1902.*
On the *steel screw steamer "Marie Elisabeth" (Yra No. 158).* Rig *Schooner.*

TONNAGE under
Tonnage Deck... *1101.35.*
Do. of Poop *20.89.*
Do. of Raised Quarter Deck... *46.29.*
Do. of Bridge House *39.50.*
Do. of Hatchways *39.37.*
Do. of Room... *1247.40.*
Do. of Space... *42.08.*
Do. of Room... *1205.32.*
Do. of Room... *399.17.*
Do. of Spaces... *18.00.*
Tonnage... *488.15.*

ONE OR TWO DECKED VESSEL.
CLASS *100A.1. Steel.*

Master *Durand.*
Year of appointment *02.*
Built at *Middlebrough.*
When built *1902.* Launched *4th May 1902.*
By whom built *Lo. Harkeas & Son.*
Owners *Société de Navigation d'Aquitaine.*
Managers *(Where necessary to be entered in Reg. Book).*
Residence *Bordeaux.*
Port belonging to *Bordeaux.*

Feet. Inches. BREADTH—Feet. Inches. DEPTH—Feet. Inches. No. of Decks with Flat laid
on Deck as *223 8 1/2* Moulded *34 9* Top of Keel to top of Main Deck Beams *14 4 1/2* No. of Tiers of Beams *One & a half*
of Ship per Register, Length, *225'0* breadth, *35'1* depth, *17'8 1/2* Moulded Depth, *16* ft. *6 1/2* ins. Round of Beam, Actual *8 1/2* ins.

| FRAMING. | | | | | | FORGINGS AND CASTINGS. | | | | | | Inches in Ship. | | Inches per Rule. Or as Approved. | |
|---|-------|-------|--------|-------|-------|------------------------|---|--|-----------------|-----------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|--|
| Angles, L.E. or L. Bars, for 1/2 length amidships | 4 1/2 | 3 | 9 | 4 1/2 | 3 | 9 | KEEL, Bar or Side Plates depth and thickness | 4 1/2 x 2 3/8 | 4 1/2 x 2 3/8 | 4 1/2 x 2 3/8 | 4 1/2 x 2 3/8 | 4 1/2 x 2 3/8 | 4 1/2 x 2 3/8 | 4 1/2 x 2 3/8 | |
| 1/4 at each end | 4 1/2 | 3 | 8 | 4 1/2 | 3 | 8 | STEM, moulding and thickness | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | |
| way of Double Bottoms at Solid Floors | 4 | 3 | 7 | 4 | 3 | 7 | STERN-POST for Rudder do. do. | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | |
| Frames from centre to centre | 4 | 3 | 6 | 4 | 3 | 6 | for Propeller | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | 8 x 4 3/4 | |
| ED FRAME, Angles in Bulkheads | 23 | — | 23 | — | 23 | — | MAIN PIECE of Rudder, diameter at head | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | |
| FRAMING, depth of girder | 4 1/2 | — | 4 1/2 | — | 4 1/2 | — | do. at heel | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| depth and thickness of Floor Plate | 20 | — | 8 | 20 | — | 8 | RUDDER, how constructed | Can the Rudder be unshipped afloat? Yes. | | | | | | | |
| at mid-line for 1/2 length amidships | — | — | 9 x 10 | — | — | 9 x 10 | KEELSONS AND STRINGERS. | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule. Or as Approved. | Inches per Rule. Or as Approved. | Inches per Rule. Or as Approved. | Inches per Rule. Or as Approved. | |
| way of Engines and Boilers | — | — | 4 | — | — | 4 | CENTRE LINE KEELSON, Vertical Plates above floors, Through Plate, or Intercoastal Plate | 3 1/2 | 3 1/2 | 4 | 3 1/2 | 3 1/2 | 7 | 7 | |
| thickness at the ends of vessel | — | — | — | — | — | — | do. Bulb Plate to Intercoastal Keelson | — | — | — | — | — | — | — | |
| th at 1/2 the half breadth, as per Rule | — | — | — | — | — | — | do. Horizontal Plates on Floors | 5 | 3 1/2 | 8 | 5 | 3 1/2 | 8 | 8 | |
| ght extended at the Bilges | 50 | — | 50 | — | 50 | — | do. Angles on lower edge of Keelson | 5 | 3 1/2 | 8 | 5 | 3 1/2 | 8 | 8 | |
| & BRACKETS, in Cell Dble Bottoms | — | — | — | — | — | — | SIDE KEELSON, Angles | — | — | — | — | — | — | — | |
| state if flanged (top & bottom) | — | — | — | — | — | — | do. Bulb or Plate above floors for | — | — | — | — | — | — | — | |
| Spacing | — | — | — | — | — | — | do. Intercoastal Plate for | — | — | — | — | — | — | — | |
| GIRDER, in Double Bottom, depth | — | — | — | — | — | — | do. Attached to outside plating with Angle | — | — | — | — | — | — | — | |
| and thickness | — | — | — | — | — | — | BULGE KEELSON, Angles | — | — | — | — | — | — | — | |
| Angles, Top | — | — | — | — | — | — | do. Bulb or Plate above floors for | — | — | — | — | — | — | — | |
| Bottom | — | — | — | — | — | — | do. Intercoastal Plate for | — | — | — | — | — | — | — | |
| BERS, number on each side & thickness | — | — | — | — | — | — | do. Attached to outside plating with Angle | — | — | — | — | — | — | — | |
| state if flanged (top & bottom) | — | — | — | — | — | — | SIDE STRINGERS, Angles | 5 | 4 | 10 | 5 | 4 | 10 | 10 | |
| angles | 3 | 3 | 4 | 3 | 3 | 4 | do. Bulb Plate for | — | — | — | — | — | — | — | |
| PLATE, depth (exclusive of flange) | 3 1/2 | 3 1/2 | 7 | 3 1/2 | 3 1/2 | 7 | do. Intercoastal Plate for | 17 | — | 8 | 17 | — | 8 | 8 | |
| and thickness | 3 1/2 | 3 1/2 | 7 | 3 1/2 | 3 1/2 | 7 | do. Attached to outside plating with Angle | 3 | 3 | 4 | 3 | 3 | 4 | 4 | |
| angles to Outside Plating | 3 | 3 | 4 | 3 | 3 | 4 | do. Angles | 5 1/2 | 4 | 11-10 | 5 1/2 | 4 | 11-10 | 11-10 | |
| Floors | 14 | — | 14 | — | 14 | — | do. Bulb or Intercoastal Plate for | 18 | — | 8-7 | 18 | — | 8-7 | 8-7 | |
| eight of Floors at the Bilges | 3 1/2 | — | 8-7 | 3 1/2 | — | 8-7 | do. Attached to outside plating with Angle | 3 | 3 | 7 | 3 | 3 | 7 | 7 | |
| TTOM PLATING, breadth and | — | — | — | — | — | — | Main and Raised Quarter Deck Stringer | 3 1/2 | 10 | 3 1/2 | 10 | 3 1/2 | 10 | 10 | |
| thickness of Middle Line Strake | — | — | — | — | — | — | do. Plate, breadth and thickness | 4 x 4 | 8 | 4 x 4 | 8 | 4 x 4 | 8 | 8 | |
| thickness in Engine and Boiler space | — | — | — | — | — | — | do. Angle on ditto | — | — | — | — | — | — | — | |
| Remainder in Holds | 5 1/2 | 3 | 8-7 | 5 1/2 | 3 | 8-7 | do. Tie Plates, outside Hatchways | — | — | — | — | — | — | — | |
| ain and Raised Quarter Deck | — | — | — | — | — | — | do. Diagonal Tie Plates on Bms., No. of Pairs | — | — | — | — | — | — | — | |
| Angle, Bulb Angle, Plate or Tee Bulb | 23 | — | 23 | — | 23 | — | do. Main Dk. Iron or Steel for | 6 | — | 6 | 6 | — | 6 | 6 | |
| es on Upper Edge | — | — | — | — | — | — | do. R.Q. Dks. Iron or Steel for | 5/6 | — | 5/6 | 5/6 | — | 5/6 | 5/6 | |
| ng | — | — | — | — | — | — | do. Wood Deck, Material & thickness | — | — | — | — | — | — | — | |
| ower Deck, Single Angle, Bulb | — | — | — | — | — | — | Lower Deck Stringer Plate, breadth and | 21 | 10 | — | — | — | — | — | |
| gle, Plate or Tee Bulb | — | — | — | — | — | — | do. thickness | — | — | — | — | — | — | — | |
| gles on Upper Edge | — | — | — | — | — | — | do. Angles on ditto, No. | 5 x 4 | 8 | — | — | — | — | — | |
| icing | — | — | — | — | — | — | do. Tie Plates, outside Hatchways | 5 x 4 | 10 | — | — | — | — | — | |
| ld, Plate or Tee Bulb | 4 1/2 | 3 | 6 | 4 1/2 | 3 | 6 | do. Deck Material and thickness | — | — | — | — | — | — | — | |
| gles on Upper Edge | — | — | — | — | — | — | Hold Stringer Plate | — | — | — | — | — | — | — | |
| cing | — | — | — | — | — | — | do. Angles on ditto, No. | — | — | — | — | — | — | — | |
| p Deck, Angle, Bulb Angle, Plate | 4 1/2 | 3 | 6 | 4 1/2 | 3 | 6 | do. Poop Deck Stringer Plate, breadth & thickness | 22 | 6 | 22 | 6 | 22 | 6 | 6 | |
| ee Bulb | — | — | — | — | — | — | do. Angle on ditto | 3 x 3 | 7 | 3 x 3 | 7 | 3 x 3 | 7 | 7 | |
| les on Upper Edge | — | — | — | — | — | — | do. Tie Plates | — | — | — | — | — | — | — | |
| ing | — | — | — | — | — | — | do. Deck, Material and thickness | — | — | — | — | — | — | — | |
| idge or Pt. Awng. Deck, Angle, | 4 1/2 | 3 | 6 | 4 1/2 | 3 | 6 | do. Bridge or Pt. Awning Deck Stringer Plate, | 24 | 4 | 24 | 4 | 24 | 4 | 4 | |
| ub Angle Plate, or Tee Bulb | — | — | — | — | — | — | do. breadth and thickness | 3 x 3 | 4 | 3 x 3 | 4 | 3 x 3 | 4 | 4 | |
| gles on Upper Edge | — | — | — | — | — | — | do. Angle on ditto | — | — | — | — | — | — | — | |
| cing | — | — | — | — | — | — | do. Tie Plates | — | — | — | — | — | — | — | |
| ecastle Deck, Angle, Bulb Angle, | 4 1/2 | 3 | 6 | 4 1/2 | 3 | 6 | do. Deck, Material and thickness | — | — | — | — | — | — | — | |
| re or Tee Bulb | — | — | — | — | — | — | Forecastle Deck Stringer Plate, brdth & thcknss | 20 | 6 | 20 | 6 | 20 | 6 | 6 | |
| les on Upper Edge | — | — | — | — | — | — | do. Angle on ditto | 3 x 3 | 6 | 3 x 3 | 6 | 3 x 3 | 6 | 6 | |
| acing | — | — | — | — | — | — | do. Tie Plates | — | — | — | — | — | — | — | |
| In 'tween Decks, Size and Spacing | 2 1/2 | 4 1/2 | — | 2 1/2 | 4 1/2 | — | do. Deck, Material and thickness | — | — | — | — | — | — | — | |
| Hold | 3 1/2 | 4 1/2 | — | 3 1/2 | 4 1/2 | — | | | | | | | | | |
| Quarter, 'tween Dks., | — | — | — | — | — | — | | | | | | | | | |
| in Hold | — | — | — | — | — | — | | | | | | | | | |
| IES, In Fore Body, No. and Spacing | — | — | — | — | — | — | | | | | | | | | |
| Brdth. & Thickness | — | — | — | — | — | — | | | | | | | | | |
| No. of Side Stringers | — | — | — | — | — | — | | | | | | | | | |
| WEB FRAMES, In E. & B. Space, No. & Spacing | — | — | — | — | — | — | | | | | | | | | |
| Brdth. & Thickness | — | — | — | — | — | — | | | | | | | | | |
| WEB FRAMES, In After Body, No. and Spacing | — | — | — | — | — | — | | | | | | | | | |
| Brdth. & Thickness | — | — | — | — | — | — | | | | | | | | | |
| No. of Side Stringers | — | — | — | — | — | — | | | | | | | | | |
| Size of Angles on Tee Bars to Web Frames | 3 | 3 | 4 | 3 | 3 | 4 | | | | | | | | | |
| ET PLATES to Stringers between | — | — | — | — | — | — | | | | | | | | | |
| Web Frames, Depth and Thickness | — | — | — | — | — | — | | | | | | | | | |

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|-----------------------|------------------------|------------------|-----------------------------|------------------------|-------------------|---|------|--|---------------------------|------------------------|------------------------|---|-----------------------------|------------------------|-------------------|---|-----------|--|---------|---|--------|--------|------|-------|------|------|-------|--------|----------|--------|-----------|------|-----|-----|----|---|--------|----------|--------|--------|------|---------------|--------|-------|----|--------|----------|--------|--------|------|-----|-----|----|---|--|--------|-------|----|---|----|----|---|---|----|----|---|---|---|--------|-------------------|----|---|---|----|---|---|----|---|---|---|---|--------|--------|---|---|----|---|----|---|---|---|---|---|----------|--------|-------|---|---|---|---|----|---|----|---|---|---|--------|---|--|--|--|--|--|--|--|--|--|------------------------|---------------------------|-----------------------|------------------------|--|-----------------------------|--------------|-------------------|---|-----------|-----------|--------|----------|--------|--------|------|------|-----|-----|----|--------|----------|--------|--------|------|-----|-----|----|---|--------|----------|--------|--------|------|-----|-----|----|---|--------|----------|--------|--------|------|-----|-----|----|---|
| AS IN SHIP. | | | | | PER RULE OR AS APPROVED. | | | | | LAME EDGES. | | | | | BUTTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRAKES. | | | | | AMIDSHIP. | | | | | Single or Double. | | | | | RIVETS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Breadth. | | | | | Thickness. | | | | | Breadth. | | | | | Diam. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FLAT PLATE KEEL 12 14 12 12 25 14 <i>(If Bar Keel, state Riveting)</i> GARBOARD OR A STRAKE 40 11 10 11 11 11 <i>State actual thickness in way of Double Bottom.</i> C 54 9 8 8 10 10 D 54 10 9 9 10 10 E 39 10 8 8 10 10 F 52 10 8 8 10 10 G 44 10 8 8 10 10 H 52 9 8 8 10 10 J 44 11 8 8 11 11 K 38 11 13 10 9 38 11 13 L 45 8 8 M N O P | | | | | | | | | | DOUBLE OF FLAT PLATE KEEL <i>Length and thickness of Bilges</i> <i>of Sheerstrakes</i> <i>of Strake below</i> POOP SIDES 6 6 RAISED QUARTER DECK SIDES BRIDGE SIDES FORECASTLE SIDES LENGTHS OF PLATING Twelve Eight Spaces. | | | | | | | | | | Main Stringer Plate Butts, treble riveted for half length amidship. Butts of Bilge & Side Stringers, and Tie Plates , treble or double riveted? Double Inner Bottom Plating , riveting of Edges Single Butts Single. Centre Girder Butts , treble riveted. Keelson Butts, 68" riveted. Frames , riveted through Plates with 16 in. Rivets, about 68" apart. Rivets , state whether of Iron or Steel Iron. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FRAMES extend in one length from Middle Line to Tank Top, where Main Keel is state if ordinary or joggled Ordinary. REVERSED FRAMES on floors and frames extend from Middle Line to Tank Top, state if ordinary or joggled Ordinary. <i>(Double angle sup framing outside double bottom).</i> | | | | | | | | | | MASTS, SPARS, &c. LOWER MASTS Topmasts, Yards and Remainder of Spars Rigging, Material and Size, Shrouds Galva wire Manila, Shrouds 3" Stays 3 1/4". Sails One Complete Suit of foremast Sails and the following spare sails. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Equipment No. 16418 Letter N ANCHORS <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Anchors.</th> <th colspan="2">WEIGHT, EX STOCK.</th> <th colspan="2">WEIGHT OF STOCK.</th> <th colspan="2">TEST, PER CERTIFICATE.</th> <th colspan="2">WEIGHT REQUIRED BY TABLE 22.</th> <th rowspan="2">Description of Anchor.</th> <th rowspan="2">Makers.</th> <th rowspan="2">Where and when tested and Superintendent.</th> </tr> <tr> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> <th>Cwts.</th> <th>qrs.</th> <th>lbs.</th> </tr> </thead> <tbody> <tr> <td>12 1/2</td> <td>1st Bower</td> <td>26</td> <td>2</td> <td>14</td> <td>26</td> <td>1</td> <td>3</td> <td>14</td> <td>26</td> <td>1</td> <td>0</td> <td>Rogers Patent</td> </tr> <tr> <td>14 1/2</td> <td>2nd "</td> <td>26</td> <td>1</td> <td>14</td> <td>25</td> <td>1</td> <td>0</td> <td>14</td> <td>26</td> <td>1</td> <td>0</td> <td>"</td> </tr> <tr> <td>12 3/4</td> <td>3rd "</td> <td>22</td> <td>2</td> <td>14</td> <td>22</td> <td>1</td> <td>0</td> <td>14</td> <td>22</td> <td>2</td> <td>0</td> <td>"</td> </tr> <tr> <td>46 1/2</td> <td>Collective weight</td> <td>45</td> <td>2</td> <td>4</td> <td>45</td> <td>0</td> <td>0</td> <td>45</td> <td>0</td> <td>0</td> <td>0</td> <td>"</td> </tr> <tr> <td>46 1/2</td> <td>Stream</td> <td>7</td> <td>1</td> <td>23</td> <td>9</td> <td>13</td> <td>3</td> <td>0</td> <td>7</td> <td>1</td> <td>0</td> <td>Ordinary</td> </tr> <tr> <td>23 1/2</td> <td>Kedge</td> <td>3</td> <td>2</td> <td>0</td> <td>3</td> <td>14</td> <td>5</td> <td>18</td> <td>3</td> <td>0</td> <td>0</td> <td>Rogers</td> </tr> </tbody> </table> | | | | | | | | | | Number of Certificate. | Anchors. | WEIGHT, EX STOCK. | | WEIGHT OF STOCK. | | TEST, PER CERTIFICATE. | | WEIGHT REQUIRED BY TABLE 22. | | Description of Anchor. | Makers. | Where and when tested and Superintendent. | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | 12 1/2 | 1st Bower | 26 | 2 | 14 | 26 | 1 | 3 | 14 | 26 | 1 | 0 | Rogers Patent | 14 1/2 | 2nd " | 26 | 1 | 14 | 25 | 1 | 0 | 14 | 26 | 1 | 0 | " | 12 3/4 | 3rd " | 22 | 2 | 14 | 22 | 1 | 0 | 14 | 22 | 2 | 0 | " | 46 1/2 | Collective weight | 45 | 2 | 4 | 45 | 0 | 0 | 45 | 0 | 0 | 0 | " | 46 1/2 | Stream | 7 | 1 | 23 | 9 | 13 | 3 | 0 | 7 | 1 | 0 | Ordinary | 23 1/2 | Kedge | 3 | 2 | 0 | 3 | 14 | 5 | 18 | 3 | 0 | 0 | Rogers | CHAIN CABLES. <table border="1"> <thead> <tr> <th rowspan="2">Number of Certificate.</th> <th rowspan="2">Length and size supplied.</th> <th rowspan="2">Test per Certificate.</th> <th colspan="2">WEIGHT OF CHAIN CABLE.</th> <th rowspan="2">Length & Size per Table 22.</th> <th rowspan="2">Description.</th> <th rowspan="2">Makers of Cables.</th> <th rowspan="2">When and where tested and Superintendent.</th> </tr> <tr> <th>Supplied.</th> <th>Table 22.</th> </tr> </thead> <tbody> <tr> <td>336 10</td> <td>60 1 1/2</td> <td>58 1/2</td> <td>40 1/2</td> <td>71.3</td> <td>0.22</td> <td>0.5</td> <td>210</td> <td>12</td> </tr> <tr> <td>336 11</td> <td>15 1 1/2</td> <td>58 1/2</td> <td>40 1/2</td> <td>17.2</td> <td>1.1</td> <td>2.1</td> <td>25</td> <td>5</td> </tr> <tr> <td>336 12</td> <td>14 1 1/2</td> <td>58 1/2</td> <td>40 1/2</td> <td>17.2</td> <td>2.2</td> <td>2.2</td> <td>25</td> <td>5</td> </tr> <tr> <td>336 13</td> <td>12 1 1/2</td> <td>58 1/2</td> <td>40 1/2</td> <td>13.7</td> <td>1.7</td> <td>1.7</td> <td>25</td> <td>5</td> </tr> </tbody> </table> | | | | | | | | | | Number of Certificate. | Length and size supplied. | Test per Certificate. | WEIGHT OF CHAIN CABLE. | | Length & Size per Table 22. | Description. | Makers of Cables. | When and where tested and Superintendent. | Supplied. | Table 22. | 336 10 | 60 1 1/2 | 58 1/2 | 40 1/2 | 71.3 | 0.22 | 0.5 | 210 | 12 | 336 11 | 15 1 1/2 | 58 1/2 | 40 1/2 | 17.2 | 1.1 | 2.1 | 25 | 5 | 336 12 | 14 1 1/2 | 58 1/2 | 40 1/2 | 17.2 | 2.2 | 2.2 | 25 | 5 | 336 13 | 12 1 1/2 | 58 1/2 | 40 1/2 | 13.7 | 1.7 | 1.7 | 25 | 5 |
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| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 1/2 | 1st Bower | 26 | 2 | 14 | 26 | 1 | 3 | 14 | 26 | 1 | 0 | Rogers Patent | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 1/2 | 2nd " | 26 | 1 | 14 | 25 | 1 | 0 | 14 | 26 | 1 | 0 | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 3/4 | 3rd " | 22 | 2 | 14 | 22 | 1 | 0 | 14 | 22 | 2 | 0 | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 1/2 | Collective weight | 45 | 2 | 4 | 45 | 0 | 0 | 45 | 0 | 0 | 0 | " | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 1/2 | Stream | 7 | 1 | 23 | 9 | 13 | 3 | 0 | 7 | 1 | 0 | Ordinary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 1/2 | Kedge | 3 | 2 | 0 | 3 | 14 | 5 | 18 | 3 | 0 | 0 | Rogers | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 336 10 | 60 1 1/2 | 58 1/2 | 40 1/2 | 71.3 | 0.22 | 0.5 | 210 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 336 11 | 15 1 1/2 | 58 1/2 | 40 1/2 | 17.2 | 1.1 | 2.1 | 25 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)
 13th December 1900 (M), 17th June (M), 20th June (M) + 9th March (E) 1901.

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.

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes.

Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Yes.

Do any rivets break into or through the seams or butts of the plating? A few, at butts only.

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

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? Yes.

State results of tests Satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? Yes.

State results of tests Satisfactory.

General Remarks (State quality of workmanship, &c.) This steel screw steamer which is a duplicate of the 40 Anna Hermani. Mtd Report No 3342 has been built in accordance with the approved plans of Midship section and profile as amended, the Secretary's letters of the above mentioned dates bearing upon the case, and in other respects as required by the Rules and Circulars for the Class contemplated.

The workmanship is good throughout.

She has a bilge keel formed of bulb plate 1/2" x 3/4" and one angle 5" x 3" x 1/2" fitted for a length of about ninety feet amidships.

To complete the survey, the following items require to be done, viz:—

Yarnel plating, coal bunker sides, strong beams in Engine & Boiler Space, and top of basings to complete rivetting. Tunnel plating, where now incomplete to be hose tested on completion. Fly wheel hand pump to be seen working satisfactorily from the ends of the vessel. The old surveyors have been advised accordingly.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 15.33 ft., R.Q.D. 16.29 ft., Bridge Dk. 55.58 ft., F'castle 21.41 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 Poop.

Raised Quarter Deck, Bridge and Raised Fore Deck joined.

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) 1st (top) iron plate and deck framing.

Official No. 158; Signal Letters; State if Machinery is fitted aft. ho.

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 or with girders on floors Girders on floors.

| Where fitted. | *Length. Feet. | Water Capacity. Tons. | Where fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|----------------|-----------------------|-------------------------|----------------|-----------------------|
| Double bottom, aft, and 1 | 78.58 | 158.81 | Fore peak tank, | ✓ | ✓ |
| Double bottom, under Engines and Boilers. | ✓ | ✓ | After peak tank, | 11.5 | 24.12 |
| Double bottom, if under Engines only, | ✓ | ✓ | Deep tank, aft, | ✓ | ✓ |
| Double bottom, if under Boilers only, | 15.33 | 30.70 | Deep tank, forward | ✓ | ✓ |
| Double bottom, forward, | 92.00 | 161.54 | Other tanks, if fitted, | ✓ | ✓ |

* The wells are not to be included in the lengths of the tanks.

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

Order for Special Survey No. 563

Date 30.8.01

No. 158. in builder's yard.

1901 Sept. 19.24 Oct. 1.7.12 14.16 22.30.31 Nov. 4.6.14 22.26 Dec. 2.4.5.6.12.18.20.

1902 Jan. 7.15.16.21.23.28 Feb. 3.4.25. Mar. 5.13.17.25.27. Apr. 9.10.14.22.28.

May 2.5.9.13.15.23.26

Total No. of Visits 48

The amount of Entry Fee £ 4 : 0 : 0

Special £ 55 : 3 : 0

Travelling Expenses, if any £ : : :

Fees applied for, 10.6.1902

Received by me, 11.6.1902

State whether the Vessel has been built under Special Survey Yes.

I am of opinion this Vessel should be Classed 100 A.1. Steel.

With, or without Freeboard, as condition of Class ✓

Committee's Minute TUES. 17 JUN 1902

Character assigned 100 A.1. Steel

Octavius Harbath.

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