

| 1                   |                                                                                                                                           | 2                           |  | 3                    |                                    | 4       |                    | 5                  |                                                                         | 6                                                                    |                     | 7               |                                                          | 8        |                    | 9            |                                               | 10 |                                                                     | 11 |                                                                     | 12 |                                                                     | 13 |                                                                     | 14 |  |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|--|----------------------|------------------------------------|---------|--------------------|--------------------|-------------------------------------------------------------------------|----------------------------------------------------------------------|---------------------|-----------------|----------------------------------------------------------|----------|--------------------|--------------|-----------------------------------------------|----|---------------------------------------------------------------------|----|---------------------------------------------------------------------|----|---------------------------------------------------------------------|----|---------------------------------------------------------------------|----|--|
| Numero<br>d'Ordre.  | Nom du Navire. Matricule, Gréement, etc.                                                                                                  | Ex-nom, s'il y a lieu.      |  | Passage<br>Officiel. | Détails de la Classi-<br>fication. |         | Cote.              |                    | Construit.                                                              |                                                                      | Armateurs.          |                 | Dimensions d'après<br>le Donné.<br>Superstructures, etc. |          | Port<br>d'Armement |              | Machines.                                     |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    |  |
| Numero<br>Officiel. | Matricule, Gréement, etc.                                                                                                                 | Ex-nom, s'il y a lieu.      |  | Passage<br>Officiel. | Total<br>Sans le<br>Port.          | Cote.   | Port de<br>Visite. | Port de<br>Visite. | Quant.<br>Navire.                                                       | Par qui.                                                             | Armateurs.          |                 | Longueur.                                                | Largeur. | Craux.             | Pavillon.    | Machines.                                     |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    |  |
| Signature           | Matricule, Gréement, etc.                                                                                                                 | Ex-nom, s'il y a lieu.      |  | Passage<br>Officiel. | Total<br>Sans le<br>Port.          | Cote.   | Port de<br>Visite. | Port de<br>Visite. | Quant.<br>Navire.                                                       | Par qui.                                                             | Armateurs.          |                 | Longueur.                                                | Largeur. | Craux.             | Pavillon.    | Machines.                                     |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    | No. & Dts. des Cylin-<br>dres. — Courbe<br>Première des Chaudières. |    |  |
| 80685               | Maréchal Lyautey (P) TwinSc<br>D.F. E.S.D.<br>F.N.H.N. Cruiser Stern                                                                      | Fitted for oil fuel<br>8Dks |  | 8256<br>4162         | 3772                               | 100A1   | Syd                | OL                 | 1924                                                                    | Forg. & Ch.<br>de la Médit.<br>La Seyne                              | Cie. de Nav. Paquet |                 | 428-0'56-8'33-8                                          | 80'194'  | 83-8               | Marseille    | T. 6Cy. 27 1/2", 44 1/2", 74 1/2"             |    | 750HP                                                               |    | Forg. & Ch. de la Médit. Mal.                                       |    | 26 1/2                                                              |    | 11 1/2                                                              |    |  |
| 80686               | Mareeba (ex Echuca)<br>ss Syd. No. 3-1, 84<br>1 Dk (Stl) & Shelter dk (Stl)<br>Longitudinal framing & Web frames                          |                             |  | 3772<br>3017<br>1999 | 100A1                              | Syd     | OL                 | 1921               | Walkers,<br>Ld.<br>Maryboro'<br>Queensland<br>A&CP                      | Australasian<br>United Steam Nav.<br>Co. Ld.                         |                     | 382-7'47-1'27-1 | 83-2                                                     | 47-1     | 27-1               | Melbourne    | T. 8Cy. 25", 41", 68"-45" (s)                 |    | 520HP                                                               |    | 3 Water Tube Boilers                                                |    | 26 1/2                                                              |    | 11 1/2                                                              |    |  |
| 80687               | Marella (P) (ex Wahehe, TwinSc<br>ex Hilda Woermann)<br>ss Syd. No. 8-7, 88<br>2 Dks (Stl-Uteaks)<br>Ref. Mchy. & Shelter dk (Stl-teak s) |                             |  | 7476<br>6818<br>4840 | 100A1                              | Mel     | OL                 | 1914               | Reiherst'g<br>Schiffsw.<br>Hamburg<br>AP                                | Burns, Philip & Co.<br>Ld.                                           |                     | 426-0'55-8'35-2 | 42-6                                                     | 55-8     | 35-2               | London       | T. 8Cy. 22 1/2", 38 1/2", 49 1/2"             |    | 1111HP                                                              |    | 3DB, 18cf, 68805, 8815408                                           |    | 26 1/2                                                              |    | 11 1/2                                                              |    |  |
| 80688               | Marena<br>ss Fal. 2nd No. 3-7, 84<br>Mchy. Aft<br>Well deck                                                                               |                             |  | 303<br>258<br>111    | 100A1                              | Off     | CL                 | 1908               | Scott &<br>Sons<br>Bowling<br>Lloyd's A&CP                              | County of Cornwall<br>Shipping Co. Ld.<br>(J. Hampton, Mgr)          |                     | 440-3'24-1'10-8 | 44-0                                                     | 3-24     | 1-10-8             | Liverpool    | T. 8Cy. 17", 28"-24" (s)                      |    | 817HP                                                               |    | 1SB, 3pf, 6846, 881488                                              |    | 11 1/2                                                              |    | 6 1/2                                                               |    |  |
| 80689               | Marengo<br>ss Hul. No. 3-9, 22<br>ss Hul. No. 2-30<br>Ref. Mchy. 2 Dks (Stl) & Shelter dk (Stl)<br>Tonnage opening closed 1917            |                             |  | 6302<br>4236<br>4100 | 100A1                              | Hul     | OL                 | 1910               | Nthmblnd<br>S.B. Co. Ld.<br>Newcastle<br>Lloyd's A&CP                   | Thorn & Wilson<br>S.B. Co. Ld.<br>Newcastle                          |                     | 410-0'52-0'27-8 | 41-0                                                     | 52-0     | 27-8               | Italian      | T. 8Cy. 28", 46 1/2", 78"-54" (s)             |    | 582HP                                                               |    | 3SB, 9cf, 68189, 887926                                             |    | 28 1/2                                                              |    | 0 1/2                                                               |    |  |
| 80690               | Maret (ex Llangorse, ex Boverton)<br>ss Off. No. 3-6, 28<br>ss Tin. No. 2-32<br>1 Dk (Iron)<br>Cargo battens not fitted                   |                             |  | 3025<br>2677<br>1794 | 100A1                              | Rot     | CL                 | 1910               | J. Blumer<br>& Co.<br>Sunderland<br>Lloyd's A&CP                        | Tallinn Shipping<br>Co. Ld.                                          |                     | 315-5'46-5'21-5 | 31-5                                                     | 46-5     | 21-5               | Tallinn      | T. 8Cy. 28", 38", 62 1/2"-42" (s)             |    | 267HP                                                               |    | 2SB, 6cf, 68118, 884008                                             |    | 23 1/2                                                              |    | 4 1/2                                                               |    |  |
| 80691               | Marga (ex Spind, ex Rex)<br>1 Dk                                                                                                          |                             |  | 1386<br>1132<br>709  | 100A1                              | Rot     | CL                 | 1917               | J. & A. van<br>der Schuyt<br>Papendrecht<br>(Mgr.)                      | A/S Manxking<br>(T. Wilhelms,<br>Mgr.)                               |                     | 239-9'36-7'15-8 | 23-9                                                     | 36-7     | 15-8               | Frédrikstad  | T. 8Cy. 17 1/2", 29", 46"-38" (s)             |    | 127HP                                                               |    | WB J. & A. van der Schuyt, Ppn.                                     |    | 23 1/2                                                              |    | 2 1/2                                                               |    |  |
| 80692               | Marga<br>1 Dk                                                                                                                             |                             |  | 1583<br>1374<br>984  | 100A1                              | Nylands | OL                 | 1925               | Nylands<br>Verksted<br>Oslo                                             | A/S Bruunsgaard                                                      |                     | 254-2'39-2'17-0 | 25-4                                                     | 39-2     | 17-0               | Drammen      | T. 8Cy. 19", 31", 51 1/2"-88" (s)             |    | 152HP                                                               |    | WB Nylands Verksted, Oslo                                           |    | 19 1/2                                                              |    | 8 1/2                                                               |    |  |
| 80693               | Margalan<br>ss Gls. No. 2-34<br>2 Dks (Stl)                                                                                               |                             |  | 4541<br>4303<br>2886 | 100A1                              | Nwc     | OL                 | 1926               | Lithgows<br>Gls<br>Ld. Glasgow<br>Lloyd's A&CP                          | Walmars S.S. Co. Ld.<br>(Kaye, Son & Co.<br>Ld. Mgrs.)               |                     | 385-0'52-0'26-6 | 38-5                                                     | 52-0     | 26-6               | London       | T. 3Cy. 26", 42", 70"-48" (s)                 |    | 484HP                                                               |    | 5SB, 9cf, 687263                                                    |    | 28 1/2                                                              |    | 0 1/2                                                               |    |  |
| 80694               | Margam Abbey<br>ss Hul. No. 1-33<br>1 Dk (Stl)                                                                                            |                             |  | 2384<br>2281<br>1467 | 100A1                              | Hpl     | OL                 | 1930               | W. Gray &<br>Co. Ld.<br>W. Hartlepool<br>Lloyd's A&CP                   | Melrose Abbey<br>Shipping Co. Ld.<br>(F. Jones & Co.<br>Mgrs.)       |                     | 305-2'44-0'20-6 | 30-5                                                     | 44-0     | 20-6               | Cardiff      | T. 3Cy. 21 1/2", 36", 60"-39" (s)             |    | 275HP                                                               |    | 2SB, 6cf, 68105, 884670                                             |    | 23 1/2                                                              |    | 2 1/2                                                               |    |  |
| 80695               | Margara (ex Noto, ex Agnetapark)<br>Wireless<br>2 Dks                                                                                     |                             |  | 1487<br>1316<br>878  | 100A1                              | Bal     | OL                 | 1920               | Bremer<br>Vulkan<br>Vegesack                                            | Torres & Ward Lda.                                                   |                     | 238-8'31-2'19-5 | 23-8                                                     | 31-2     | 19-5               | Valparaiso   | T. 8Cy. 16 1/2", 26 1/2", 44 1/2"-29" (s)     |    | 106HP                                                               |    | WB Bremer Vulkan, Vegesack                                          |    | 23 1/2                                                              |    | 2 1/2                                                               |    |  |
| 80696               | Margaret<br>ss N.Yk. No. 3-8, 28<br>ss Bal. No. 1-82<br>Sub. Sig.<br>1 Dk (Stl) & Web frames<br>Longitudinal framing                      |                             |  | 3352<br>2753<br>2125 | 100A1                              | Bal     | OL                 | 1916               | Maryland<br>Steel Co. of<br>Baltimore<br>Sparrow Pt. Md.<br>50° F. A&CP | A.H. Bull Steam-<br>ship Co. Inc.<br>(A.H. Bull & Co. Inc.<br>Mgrs.) |                     | 327-2'46-2'22-9 | 32-7                                                     | 46-2     | 22-9               | New York     | T. 8Cy. 22 1/2", 37 1/2", 60"-42" (s)         |    | 298HP                                                               |    | 2SB, 6cf, 68144, 884933                                             |    | 25 1/2                                                              |    | 6 1/2                                                               |    |  |
| 80697               | —<br>ss San Cosme,<br>ex Columbia River)<br>2 Dks                                                                                         |                             |  | 432<br>240           | 100A1                              | Got     | OL                 | 1892               | Boole Bros.<br>San Francisco<br>Cal.                                    | Red Salmon<br>Canning Co. Inc.                                       |                     | 134-0'26-9'19-3 | 13-4                                                     | 26-9     | 19-3               | S. Francisco | T. 8Cy. 12", 12"-12" (s)                      |    | 85HP                                                                |    | Standard Gas Eng. Co.<br>Oakland, Cal.                              |    | 12 1/2                                                              |    | 3 1/2                                                               |    |  |
| 80698               | Margaret Dollar (ex Celestial)<br>Fitted for oil fuel<br>8 Dks                                                                            |                             |  | 7030<br>4361         | 100A1                              | Got     | OL                 | 1921               | Kiangnan<br>Dk & Eng Wks<br>Shanghai                                    | Dollar S.S. Lines<br>Terminal S.S. Co.                               |                     | 429-0'55-2'26-6 | 42-9                                                     | 55-2     | 26-6               | S. Francisco | T. 8Cy. 26 1/2", 44", 74"-48" (s)             |    | 277HP                                                               |    | Kiangnan Dk. & Eng. Wrks.                                           |    | 23 1/2                                                              |    | 2 1/2                                                               |    |  |
| 80699               | Margaret Elisabeth<br>(ex Herzogin Elisabeth)<br>2 Dks                                                                                    |                             |  | 548<br>381<br>149    | 100A1                              | Got     | OL                 | 1902               | J.L. Meyer<br>Papenburg                                                 | French Govern-<br>ment (Colonial<br>Department)                      |                     | 178-6'27-8'14-1 | 17-8                                                     | 6-27     | 8-14-1             | Duala        | T. 6Cy. 11 1/2", 19 1/2", 30 1/2"-23 1/2" (s) |    | 90HP                                                                |    | J.L. Meyer, Papenburg                                               |    | 12 1/2                                                              |    | 3 1/2                                                               |    |  |
| 80700               | Margaret Johnson (P) TwinSc<br>Oil Eng.<br>ss Got. No. 1-53<br>2 Dks (Stl) & Shelter dk (Stl)<br>Ref. Mchy.                               |                             |  | 5148<br>4087<br>2929 | 100A1                              | Got     | OL                 | 1928               | A.B. Göta-<br>verken<br>Gothenburg<br>Lloyd's A&CP                      | Rederiaktieb.<br>Nordstjernan<br>(A.A. Johnson,<br>Mgr.)             |                     | 407-3'54-1'23-7 | 40-7                                                     | 54-1     | 23-7               | Stockholm    | T. 8Cy. 24 1/2", 51 1/2", 708HP               |    | 708HP                                                               |    | 12Cy. 24 1/2", 51 1/2", 708HP                                       |    | 28 1/2                                                              |    | 0 1/2                                                               |    |  |
| 80701               | Margaret Lockington 3Msta<br>ss Bkn. No. 3-12, 82<br>1 Dk (Stl) & Web frames                                                              |                             |  | 460<br>308<br>179    | 100A1                              | Bkn     | OL                 | 1921               | Cochrane<br>& Sons, Ld.<br>Selby<br>Lloyd's A&CP                        | S. Lockington & Co.<br>Ld.                                           |                     | 152-0'25-1'11-0 | 15-2                                                     | 25-1     | 11-0               | Dundalk      | T. 8Cy. 14 1/2", 24", 40"-27" (s)             |    | 112HP                                                               |    | 1SB, 3pf, 6856, 881940                                              |    | 12 1/2                                                              |    | 3 1/2                                                               |    |  |
| 80702               | Margaret Lykes (ex Moshico)<br>Fitted for oil fuel<br>2 Dks                                                                               |                             |  | 3537<br>2868<br>2200 | 100A1                              | Bkn     | OL                 | 1919               | Mobile<br>S.B. Co.<br>Mobile, Ala.                                      | Lykes Bros. S.S. Co.<br>Inc.                                         |                     | 324-5'46-0'27-6 | 32-4                                                     | 5-46     | 0-27-6             | Houston      | T. 8Cy. 19", 32", 56"-36" (s)                 |    | 188HP                                                               |    | NB29 188HP                                                          |    | 12 1/2                                                              |    | 3 1/2                                                               |    |  |