

STEEL STEAMER or MOTORSHIP.

Received at London Office 18 NOV 1935

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *8th November 1935* Port of *Hamburg* No. *21702*
Survey held at *Hamburg* Date First Survey *9th Jan. 1935* Last Survey *30th October 1935*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Self Single Screw Oil Tanker "MARINA" Machinery fitted aft*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling vessel* State Type of Erections and Poop *Forecastle*TONNAGE under Tonnage Deck... *9190* CLASS *+100A1* State if with freeboard as condition of Class *no* Built at *Hamburg, Beh. Finkenwerder*Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 483.465* Launched *10th Aug. 1935* Yard No. *164*Total Breadth (greatest moulded) *B 65.75* Builders *Deutsche Werft, A.G.*Gross Tonnage *9898* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35.917* Owners *Therwald Burg*Register Tonnage *5903* 1st Longitudinal Number (L x D) *= 17365* Managers *-*REGISTERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) *= 49152* (Where necessary to be entered in Reg. Book.) Residence *Tinsburg*Length *492.9* Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.46* Port of Registry *Tinsburg*Breadth *66.1* Proportions—Depth to Length—Uppermost continuous deck to top of keel Do. Long Bridge to top of keel *28' 17"* If surveyed while building, afloat, or in dry dockDepth *36.4* Draught Moulded *28' 17"* Surveyed in *dry dock and afloat.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>760</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>685</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>640</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.	<i>250 90 13</i>		Centre Girder, depth and thickness amidships	<i>1580-22-125</i>	<i>✓</i>
Frame Amidships, <i>250/14/14</i>	<i>280 90 12</i>	<i>See letter</i>	" " top Angles	<i>90 90 13-14</i>	<i>✓</i>
" " Extends up to	<i>upper deck</i>		" " bottom Angles	<i>130 130 14-15</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>2 - 14</i>	<i>✓</i>
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>1050 - 14</i>	<i>✓</i>
Depth of Framing Girder	<i>250</i>	<i>See letter</i>	" " Vertical Angle to Tank side	<i>160/160/14</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>✓</i>		" " Bracket <i>250/14/14</i>	<i>160/160/14</i>	<i>✓</i>
" " Second 'tween Decks, Angle, [or]	<i>✓</i>		" " Vertical Angle to Tank side	<i>✓</i>	
" " Third " " "	<i>✓</i>		" " Bracket forward $\frac{1}{4}$ len. from stem	<i>continuous</i>	<i>✓</i>
Framing in Peaks, <i>250/14/14</i>	<i>230 90 12</i>	<i>✓</i>	" " Gussets, spacing and scantling	<i>550 - 11</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>22 120</i>	<i>✓</i>	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
State if Frame Joggled	<i>no</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>2300 - 14</i>	<i>✓</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Shoring and web frames</i>		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>3 bottom strakes of increased thickness in side girders</i>		Breadth and thickness of Middle Line Strake	<i>1420 - 13.5</i>	<i>✓</i>
SINGLE BOTTOM.			Thickness of remainder in <i>ENGINE ROOM</i>	<i>30 - 13.5</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds	<i>1350 - 11 - 12</i>	<i>✓</i>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>yes</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>✓</i>		BEAMS.		
Middle Line Keelson, <i>250/14/14</i>	<i>300 90 16</i>	<i>✓</i>	Uppermost Continuous Deck, amidships	<i>200 90 10</i>	<i>✓</i>
FACE BAR <i>250/14/14</i>	<i>1920 - 15</i>	<i>✓</i>	" " in way of Bridge, Angle, [or]	<i>230 90 11</i>	<i>✓</i>
" " Through Plate <i>250/14/14</i>	<i>✓</i>		" " Spacing	<i>every frame</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>✓</i>		I. STRINGER		
" " Flat Plate Keel Angles	<i>150/150/15</i>	<i>✓</i>	<i>250/14/14</i> , amidships, Angle, <i>250/14/14</i>	<i>200 90 10</i>	<i>✓</i>
Side Keelsons, No. each side	<i>2</i>	<i>✓</i>	Spacing	<i>every frame</i>	<i>✓</i>
" " thickness of <i>250/14/14</i> Plate	<i>11.5</i>	<i>✓</i>	II. STRINGER		
" " FACE BAR <i>250/14/14</i>	<i>200 90 10</i>	<i>✓</i>	<i>250/14/14</i> , amidships, Angle, <i>250/14/14</i>	<i>200 90 10</i>	<i>✓</i>
" " Angles <i>250/14/14</i>	<i>90 90 11.5</i>	<i>✓</i>	Spacing	<i>every frame</i>	<i>✓</i>
DOUBLE BOTTOM. AFT			III. STRINGER		
Solid Floors, thickness and spacing	<i>12 760</i>	<i>✓</i>	<i>250/14/14</i> , amidships, Angle, <i>250/14/14</i>	<i>200 90 10</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Spacing	<i>every frame</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Poop Deck, <i>250/14/14</i>	<i>230 90 10</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>every frame</i>	<i>✓</i>
			Bridge Deck, Angle, [or]	<i>230 90 11</i>	<i>✓</i>
			Spacing	<i>every frame</i>	<i>✓</i>
			Forecastle Deck, <i>250/14/14</i>	<i>200 90 10</i>	<i>✓</i>
			Spacing	<i>every frame</i>	<i>✓</i>

PILLARS AND DECKS.

PILLARS, No. of Rows.....	IN SHIP.				Any Departure from Approved Plans to be Noted.		IN SHIP.				Any Departure from Approved Plans to be Noted.
	IN SHIP.	IN SHIP.	IN SHIP.	IN SHIP.			IN SHIP.	IN SHIP.	IN SHIP.	IN SHIP.	
Stringer Plate, breadth and thickness in way of Bridge	-	-	-	-			-	-	-	-	
Thickness of Plating abreast Deck openings in way of Wells	-	-	-	-			-	-	-	-	
Thickness of Plating abreast Deck openings in way of Bridge	-	-	-	-			-	-	-	-	
Thickness of Plating within line of openings...	-	-	-	-			-	-	-	-	
If Sheathed, material and thickness	-	-	-	-			-	-	-	-	
Third Deck.											
Stringer Plate, breadth and thickness.....	-	-	-	-			-	-	-	-	
If Plated, state thickness.....	-	-	-	-			-	-	-	-	
Fourth Deck.											
Stringer Plate, breadth and thickness.....	-	-	-	-			-	-	-	-	
If Plated, state thickness	-	-	-	-			-	-	-	-	
Poop Deck.											
Stringer Plate, breadth and thickness	-	-	-	-			-	-	-	-	
Plating, Sheathing, material and thickness ..	-	-	-	-			-	-	-	-	
Bridge Deck.											
Stringer Plate, breadth and thickness.....	-	-	-	-			-	-	-	-	
Plating, Sheathing, material and thickness ..	-	-	-	-			-	-	-	-	
Forecastle Deck.											
Stringer Plate, breadth and thickness.....	-	-	-	-			-	-	-	-	
Plating, Sheathing, material and thickness ..	-	-	-	-			-	-	-	-	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	1400	26,5	20,5	20,5	✓	Double	28	110	5	28	100	Lapped	
„ DBLG. (if any)	✓	✓	✓	✓	(18)	✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes	2300	18	19,5	13,5	✓	Double	22	85	5	22	99	Lapped	
BILGE PLATING, No. of Strakes	1850	18	16	13,5	✓	„	22	85	5	22	99	„	
SIDE PLATING, No. of Strakes	1750	17	12,5	12,5	✓	„	22	85	4	22	88	„	
UPPER DECK, Sheer-strake	2150	25	12,5	12,5	✓	„	28	110	5	28	126	„	
UPPER DECK, Sheer-strake in Bridge	✓	✓	✓	✓	✓	Double	25	95	5	25	110	Lapped	
STRAKE BELOW Sheer-strake	2250	21	12,5	12,5	✓	„	✓	✓	✓	✓	✓	✓	
STRAKE BELOW Sheer-strake in Bridge	✓	✓	22	11	✓	Double	22	85	3	22	77	Lapped	
POOP SIDE PLATING	✓	✓	✓	✓	✓	„	✓	✓	✓	✓	✓	✓	
BRIDGE SIDE PLATING	✓	✓	✓	✓	✓	„	✓	✓	✓	✓	✓	✓	
FORE'C'TLE SIDE PLATING	✓	✓	✓	✓	✓	„	✓	✓	✓	✓	✓	✓	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	16
Extending to Upper Deck (Sec. 3 c)	16
" Deck next below	✓
As per Rule	yes

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDDLE TANKS		2250.1520	8-13,2	2300.1550.75.75	11,5
MIDSHIP BULKHEAD, SIDE TANKS		250.11,5	8-13	250.90.11,5	670
" " Third "		-	-	-	-
" " Holds		5150.75.9	-	-	-
" " (in Hold)		65-13.230.90.11	600	280.90.12	600
AFTER PEAK		75-13.165.75.10	600	250.90.11	600

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat plate Keel			✓
STEM	Plate to built up			✓
STERN FRAME	Propeller Post			✓
INTERM. Rudder SHAFT	Forging 2700			✓
Speed of Vessel	12 Kts.			✓
RUDDER—Type	Simplex Balance.			✓
" A x D				✓
" Diam. of head	2800		J. Schichau	✓
" Mainpiece at top pintle				✓
" " heel ...	Electric welded		Deutsche Werft	✓
" how constructed	Simplex Balance			✓
" double or single plate	double plate			✓
" coupling, vertical or horizontal	horizontal			✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Process.*
Gutehoffnungshütte, Oberhausen. August Thyssen Hütte, Hamborn & Rhein.
Dortmund-Essen Hütte, Essen, Hörde.
 Has the Steel been tested as required by the Rules? *yes*

EQUIPMENT No. 50760												LETTER No. 100			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
2709	1st Bower ...	82	0	11	✓	✓	✓	60	0	0	0	✓	Stockless	O. Spencer & Co.	Magdeburg, 23.5.35
2710	2nd " ...	82	0	11	✓	✓	✓	60	0	0	0	✓	" "	" "	" 23.5.35 "
2711	3rd " ...	81	3	6	✓	✓	✓	59	10	0	0	✓	" "	" "	" 23.5.35 "
	Collective weight.	246	0	0								244 1/2			
2712	Stream	25	0	0	6	1	10	24	15	0	0	25 cwt. ex. stock	Ordinary	" "	" 23.5.35 "
TAWSELS AND WARPS.															

CHAIN CABLES.

CHAIN CABLES.																		
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.		
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Fathoms.	Ins.
1101	301	2 7/8	14 7/8	163 1/8	1054.0:0	989	300	2 7/8	Stud Link	Toho Works Yokohama	Düsseldorf 14.6.35 F. Schnell	SPECIAL TWISTED TOWLINE...	130	5 1/2	93.2	130	5 1/2	
												HAWSERS & WARPS	24' 100	2 3/4	21.3	100	2 3/4	
													24' 100	3	29.0	100	2 3/4	
Sp. Rivets										Gutchoff length 24.								
Riv Stream Bridges for Steel Wire	120	4 3/4	68.3				120	4 3/4		Gutchenbach Düsseldorf	18.6.35 F. Schnell							

HAWSERS AND WARPS.

Steering Gear, ~~Steam~~ *Electric*; efficient *Deulin Works, Kiel* Steering Gear, Hand *yes, efficient*

Boats *2 lifeboats 14' x 9'* Steering Chains, Size and Test *no chains* Windlass *chain, efficient.*

Ceiling in Holds, ^{FORW.} thickness and material *65 mm. pine* Cargo Battens, thickness, material and spacing *none fitted.*

Cargo Hatchways.—(Upper Deck) *Steel plates and angles* Thickness of Hatches *Steel covers 14 mm thick.*

Size of No. 1 Hatchway *- 19* ~~(BUNKER)~~ *2180 x 1545* No. 2 *-* No. 3 *-* No. 4 *-* No. 5 *-* No. 6 *-*

Number of Shifting Beams and/or Fore and Afters *none*

DEUTSCHE WERKE

**DEUTSCHE WERFT
AKTIENGESELLSCHAFT.**

Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel yes
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo oil tanker The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Oil fuel flash point above 150°F .

This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters, and in all other respects in conformity with the Rules and Society's Requirements for "Carrying Petroleum in Bulk."
The workmanship is of the best description for this Type of vessels, all parts conforming well with each other, without use of any patching, and efficiently riveted together.
The peak tanks, double bottom tanks, deep tanks, oil cargo tanks and coffer dams have been filled and tested as required by the Rules and were found perfectly tight.
The air and sounding pipes of all tanks comply with the Rules. The patching arrangement and strengthening of the bottom forward have been carried out as approved.
The steel material used in the construction of this vessel has been made at works approved by the Committee and tested by the Society's Surveyors. Anchors & cables

The amount of Entry Fee *Rm. 220.-*) Fees applied for, *11 Nov 1911*

Fees applied for,

Special Survey Fee... *13,423.50*

Freibord RM. 400.-

Travelling Expenses, if any *£* 123.-

Received by me,

Rm. 10, 108-1

Rm. 4058

(Special notations, where part of class, to be stated.)

✓ In opinion the Vessel should be Classed +100 A 1

"Carrying Petroleum in bulk."

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

Signature *W. H. Crockett*

~~Survivor to Lloyd's Register of Shipping~~

Certificate to be sent to Hamburg

Date of issue 5/12/58

TUE. 26 NOV 1935

TUE. 18 FEB 1936

FRI. 13 MAR 1936

Committee's Minute

Character assigned

Carrying petroleum in bulk

Rudder Electrically welded

Lloyd's Ave

4 June 10.35

2 DB-170A

Wente

1704

Oct 5, 2021

Lloyd's Register
Foundation

0288

