

STEEL STEAMER or MOTORSHIP.

Received at London Office 3 - NOV 1926

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 19<sup>th</sup> of October 1926 Port of Rotterdam No. 15762  
Survey held at Schiedam Date First Survey 15<sup>th</sup> of March 1926 Last Survey 13<sup>th</sup> of October 1926  
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) steel twin screw steamer "MATILDE" Machinery fitted aft.  
State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) State Type of Erections Forecastle, Trunk, Quarter deck.

TONNAGE under 1713.69  
Tonnage Deck...  
Do. of space/or spaces between Tonnage Dk. and Upper Dk.  
Total  
Gross Tonnage 2600.81  
Register Tonnage 1131.76

CLASS + 100A1 State if with freeboard as condition of Class Yes  
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 305  
Breadth (greatest moulded) B 50  
Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 15  
1st Longitudinal Number (L x D) = 4575  
2nd Numeral L x (B + D) = 19825  
Framing Depth "d," at middle of length. See Sec. 3 (1d)  
Proportions—Depth to Length—Uppermost continuous deck to top of keel 20.33  
Do. Long Bridge to top of keel  
Draught Moulded 11'-1 1/2"

Built at Schiedam.  
Launched 16-9-1916 Yard No. 140  
Builders Schipsbouw Maatschappij "Nieuwe Wahnweg".  
Owners Curacaosche Schipsvaart Maatschappij.  
Managers  
(Where necessary to be entered in Reg. Book.)  
Residence Willemstad (Curacao.)  
Port of Registry Willemstad.  
If surveyed while building, afloat, or in dry dock Building.

REGISTERED DIMENSIONS.  
FEET.  
Length 305.0  
Breadth 50.36  
Depth 15.15

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	25 1/2		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	24		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, E or C	8 1/2 3 42		" " top Angles		
" " Extends up to	upperdeck		" " bottom Angles		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness		
" " Extends up to	on floors only as per plan		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	all B. A frames		" " Vertical Angle to Tank side		
Frames in Uppermost Continuous tween Decks, Angle, E or C	9 3 40		" " Bracket abaft 1/2 len. from stem		
" " Second tween Decks, Angle, E or C	5 1/2 3 30		" " Vertical Angle to Tank side		
" " Third " " " "			" " Bracket forward 1/2 len. from stem		
Framing in Peaks, Angle or C	5 1/2 3 30		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 3/4		" " Gussets, spacing and scantling forward 1/2 len. from stem		
State if Frame Joggled	no		Tank Side Brackets, height above base line at toe of Frame and thickness		
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	no banking stringer 30 x 34 with beams at alternate frames.		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double w/ frames and longitudinal fore of 3/5 L side keelsons and webframes as per plan.		Breadth and thickness of Middle Line Strake		
DOUBLE BOTTOM.			Thickness of remainder in Holds		
Floors, Depth and thickness at mid-line in Holds	27 x 36		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?		
Height of Brackets at side above base line at toe of frame	48		BEAMS.		
Middle Line Keelson, on Floors, Angles, E or C	3 1/2 3 1/2 46		Uppermost Continuous Deck, amidships in Wells, Angle, E or C	7 3 40	
" " Through Plate or Intercoastal Plate	27 x 40		" " in way of Bridge, Angle, E or C		
" " Foundation Plate on Floors	36 x 46		Spacing	24	
" " Flat Plate Keel Angles	3 1/2 3 1/2 46		Second Deck, amidships, Angle, E or C		
Side Keelsons, No. each side	three		Spacing		
" " thickness of Intercoastal Plate	48 38 36		Third Deck, amidships, Angle, E or C		
" " B. Angles	9 3 49 50		Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, E or C		
Solid Floors, thickness and spacing			Spacing		
" " Are Frame and Reversed Frame joggled?			Poop Deck, Angle, E or C	8 3 48	
Bracket Floors, breadth and thickness at middle line			Spacing	24	
" " breadth and thickness at margin plate			Bridge Deck, Angle, E or C		
			Spacing		
			Forecastle Deck, Angle, E or C	7 3 40	
			Spacing	24	



## PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	<i>one</i>		Stringer Plate, breadth and thickness in way of Bridge .....		
<i>forecastle</i> in <del>between Decks</del> , Size and Spacing.....	<i>2 3/4 x 48</i>		Thickness of Plating abreast Deck openings in way of Wells .....		
<i>poop space</i> "      " <i>aft.</i> <i>2 7/8 x 48</i>			Thickness of Plating abreast Deck openings in way of Bridge .....		
in Holds      "      " <i>IC 8 x 3 1/2 x 3 1/2 x .50</i>			Thickness of Plating within line of openings...		
<i>in way of transverse.</i>			If Sheathed, material and thickness .....		
<i>Long. Side</i> <b>Centre-Line Bulkhead.</b>	<i>L 6 1/2 x 3 x .34</i>		<b>Third Deck.</b>		
Stiffeners and Spacing.....	<i>25 1/2 apart</i>		Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	<i>L 10 x 3 1/2 x .40</i>		If Plated, state thickness.....		
	<i>.36</i>				
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>96 x .48</i>		If Plated, state thickness .....		
"      "      "      in way of Bridge					
Angle in Wells .....	<i>5 5 .50</i>		<b>Poop Deck.</b>		
Thickness of Plating abreast Deck openings in way of Wells .....	<i>doubling plates</i>		Stringer Plate, breadth and thickness .....	<i>72</i>	<i>.46</i>
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>abreast openings.</i>		Plating, Sheathing, material and thickness .....	<i>heel .40</i>	<i>.30</i>
Thickness of Plating within line of openings...			<b>Bridge Deck.</b>		
If Sheathed, material and thickness .....			Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness .....		
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...			Stringer Plate, breadth and thickness.....	<i>36</i>	<i>.30</i>
			Plating, Sheathing, material and thickness .....	<i>24</i>	<i>heel 2 1/2</i>

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>ordinary</i>	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.	
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL .....	<i>66</i>	<i>.72</i> ✓	<i>.62</i> ✓	<i>.62</i> ✓		<i>Double</i>	<i>7/8</i>	<i>3 1/16</i>	<i>four to three</i>	<i>1 7/8</i>	<i>4 3/4</i> "	<i>Lapped.</i>	
„ DBLG. (if any)													
BOTTOM PLATING, No. } of Strakes ... <i>4</i> .....	<i>60.67</i>	<i>.50</i> ✓	<i>.42</i> ✓	<i>.42</i> ✓		<i>Double</i>	<i>7/8</i>	<i>3 1/16</i>	<i>three</i>	<i>7/8</i>	<i>3 1/16</i>	<i>Lapped</i>	
BILGE PLATING, No. } Strakes ..... <i>1</i> .....	<i>64</i>	<i>.52</i> ✓	<i>.40</i> ✓	<i>.40</i> ✓		<i>Double</i>	<i>7/8</i>	<i>3 1/16</i>	<i>three</i>	<i>7/8</i>	<i>3 1/16</i>	<i>Lapped</i>	
SIDE PLATING, No. } Strakes ..... <i>1</i> .....	<i>82</i>	<i>.52</i> ✓	<i>.40</i> ✓	<i>.40</i> ✓		<i>Double</i>	<i>7/8</i>	<i>3 1/16</i>	<i>three</i>	<i>7/8</i>	<i>3 1/16</i>	<i>Lapped.</i>	
UPPER DECK, Sheer- strake in Wells ..... <i>at break</i>	<i>79</i>			<i>.80</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/16</i>	<i>four</i>	<i>1</i>	<i>4</i>	<i>Lapped.</i>	
UPPER DECK, Sheer- strake in Bridge ...	<i>79</i>	<i>.52</i>	<i>.40</i>	<i>.40</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/16</i>	<i>three</i>	<i>7/8</i>	<i>3 1/16</i>	<i>Lapped.</i>	
STRAKE BELOW Sheer- strake in Wells.....													
STRAKE BELOW Sheer- strake in Bridge ...				<i>.52</i> ✓ <i>.42</i>									
POOP SIDE PLATING .....									<i>three</i>	<i>7/8</i>	<i>3 1/16</i>	<i>Lapped</i>	
BRIDGE SIDE PLATING ...													
FORECASTLE SIDE PLATING			<i>.38</i>			<i>Single</i>	<i>5/8</i>	<i>2 1/2</i>	<i>two</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped.</i>	

## WATERTIGHT BULKHEADS.

Total No. of <b>W.T. BULKHEADS</b> in Vessel—					
Extending to Upper Deck (Sec. 3 c)		11.			
" Deck next below		(9 to side see letter)			
As per Rule					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKH'D,</b> Upper between decks	.34	4 x 3 x .36 L	24 x 40	1 1/2 x 3 1/2 x .44	44
" <i>37-41</i>	.34	6 x 3 x .36 L	24 x 40	1 1/2 x 3 1/2 x .44	44
" <i>Second</i>	.34	10 1/2 x 3 1/2 x .50 L	24 x 40	1 1/2 x 3 1/2 x .44	44
" <i>45-60-90</i>	.34	9 x 3 1/2 x .46 L	24 x 40	1 1/2 x 3 1/2 x .44	44
" <i>Third</i>	.34	10 1/2 x 3 1/2 x .50 L	24 x 40	1 1/2 x 3 1/2 x .44	44
" <i>120-122</i>	.34	9 x 3 1/2 x .46 L	24 x 40	1 1/2 x 3 1/2 x .44	44
" <i>Holds</i>	.34	10 1/2 x 3 1/2 x .50 L	24 x 40	1 1/2 x 3 1/2 x .44	44
" <i>75-105</i>	.36	5 1/2 x 3 x .32 L	24 x 40	1 1/2 x 3 1/2 x .44	44
<b>COLLISION</b> (in Hold)	.34	4 x 3 x .30 L	24 x 40	1 1/2 x 3 1/2 x .44	44
<b>AFTER PEAK</b>	.60	8 x 3 x .42 L	24 x 40	1 1/2 x 3 1/2 x .44	44
" " "	.30	5 x 3 x .34 L	24 x 40	1 1/2 x 3 1/2 x .44	44

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....				<i>Flat keel plate.</i>
<b>STEM</b> .....	<i>forging</i>	<i>7 1/2 x 2</i>	<i>Builden</i>	
<b>STERN FRAME</b> { Propeller Post .....				
{ Rudder .....	<i>forging</i>	<i>7 1/4 x 2 1/2</i>	<i>The Darlington Forge Co.</i>	
<b>RUDDER—A x D</b> .....		<i>as per plan 400</i>		
<b>Speed of Vessel</b> .....		<i>10 knots</i>		
<b>RUDDER</b> mainpiece at head ...	<i>forging</i>	<i>10</i>	<i>The Darlington</i>	
"      "      heel ...		<i>7 1/2</i>	<i>Forge Co.</i>	
"      how constructed .....		<i>single plate as per plan.</i>		
"      double or single plate		<i>1.00</i>		
"      coupling, vertical or horizontal .....		<i>horizontal 25" dia.</i>		

## STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Sumner-Murphy process*  
*Cargo Field Iron Co.; Dorman Long & Co. Ltd.; South Durham Steel & Iron Co. Ltd.; Peninsular Steelworks.*

Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel Works.*



EQUIPMENT No. <i>2519</i>										LETTER <i>t</i>	ANCHORS.	
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	
29516	1st Bower	42	0	0	42	0	0	37	2	2	0	Byers Improved Steel. unknown
29533	2nd "	42	0	0	"	"	"	37	2	2	0	" " " "
29534	3rd "	35	2	0	"	"	"	32	15	0	0	" " " "
	Collective weight	119	2	0								" " " "
1013	Stream	12	2	24	3	0	20	14	10	2	14	Common steel. Ned. Anker & Kettingfabriek Rotterdam 19. 9. 15. K. Kuyp.

CHAIN CABLES.											HAWSERS AND WARPS.							
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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Ins.	Length.		Ins.	
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1299	240	1 7/8	63 1/4	88 5/10	434.1-8		425.1-0		240	1 7/8	Steel	N.V. Ned. Ketting & Ankerfabriek Rotterdam 24. 8. 16 K. Kuyp.	TOWLINE ...	100	4	33	100	4
Iron Stream Chain or Steel Wire													HAWSERS & WARPS }	2x90	7		2x90	7
	75	4 1/4	35						75	4 1/4			"	2x90	6		2x90	6
													"					

Steering Gear, Steam *Yes, direct acting* Steering Gear, Hand *Yes, screw gear.*

Boats *2 lifeboats.* Steering Chains, Size and Test *✓* Windlass *Iron steam patent.*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *tilt tight steel hatches.* Thickness of Hatches *steel covers . 50*

Size of No. 1 Hatchway (Forward) *6'0" x 10'0" No. 2 6'0" x 4'0" No. 3 6'0" x 4'0" No. 4 6'0" x 4'0" No. 5 6'0" x 4'0" No. 6 6'0" x 4'0"*

Number of Shifting Beams and/or Fore and Afters *✓*

*Emb.*  
*W. H.*

Builder's Signature *Knapen*

GENERAL DECLARATION *The workmanship was found good and the vessel has been built to the approved plans, copies of which are being retained in the London Office for record and in agreement with the instructions issued in the case of the sister vessels Yard numbers 93-94-95-96-97-102 and 103 built at the Rot. Droogdok Machts, No 587 built at Werf Gusto, Firma A. F. Smulders and Secretary's Letters M 17/3; 24/9; 29/9 and 30/9-1926 respecting this case and in general conformity with the Society's Rules.—*

*Cargo tanks, fuel bunker, wing tanks, copperdam and fore and after peaks have been tested with a head of water as required by the Rules and found sound and tight. Freeboard marking verified and found properly cut in on the vessel's sides.*

*Sister vessels: Martina; Marcella; Manuela; Mariana; Marya; Martica; Maximina; Felipe Rotterdam Reports No 13523; 13601; 13796; 14213; 14287; 14415; 14605; 14622;*

*Freeboard fee* *96*  
The amount of Entry Fee ..... *72.00* Fees applied for, *19*

Special Survey Fee.... *3690.00* Received by me, *1/11 1926*

Travelling Expenses, if any *54.00*

I am of opinion the Vessel should be Classed *+100 A1*  
*Carrying Petroleum in bulk. with freeboard.*

State whether the Vessel has been built under Special Survey *Yes.* Signature *Greenwoudburg*  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Rotterdam Surveyors.* Date of issue *5/11/26.*

Committee's Minute *FRI. 5 NOV 1926*

Character assigned *100 A1 Carrying Petroleum in Bulk. with Freeboard*  
*Lloyd's A & C. P. + L.M.C. 10:26 F.D. C.L.*

*Wise R.* *Filed for Oil Fuel 10:26 L.P. above 150°F*



## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Number.	Diameter.
Framing of L, L or C .....	<i>Steel Twin Screw Steamer</i>																
Frames in Bridge 'tween Decks ...	<i>"MATILDE"</i>																
Frames from Uppermost Continuous Deck No. 1																	
" 2																	
" 3																	
" 4																	
" 5																	
" 6																	
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Spacing of Longitudinal Frames	Amidships .....			At Ends .....													
Double Bottoms	Tank Top Longitudinals			Bottom			Amidships			At Ends...			Rivets in Lugs to Shell Diam. Speng.				
L, L or C	11	3 1/2	.475	11	3 1/2	.475	9	3 1/2	.575	9	3 1/2	.575	7/8	4 3/8	Double shell Attachment forward of 1/5 L		
Spacing of Longitudinals	24			24			24			24							
Transverses.																	
In Bridge 'tween Decks	Depth and Thickness			Face Angles .....			Lugs to Shell* .....										
In Upper 'tween Decks.	Depth and Thickness			Face Angles .....			Lugs to Shell* .....										
In Hold.	Depth and Thickness			Face Angles .....			Lugs to Shell* .....										
Spacing of Transverse Frames	10' 4 1/2			10' 7 1/2													
* State if joggled or liners.																	
Longitudinal Beams of L, L or E	R.O. Bridge Deck ...	Upper	Second	Third													
	7	3	.40	5 1/2	3	.30	7	3	.40	5 1/2	3	.30	24				
	Transverse Beams.																
	In Ships. As approved.																
	Plate. Angles. Plate. Angles.																
	[15 x 4 x .4 1/2] 15 x 4 x .4 1/2																
	[15 x 4 x .4 1/2] 15 x 4 x .4 1/2																
	[15 x 4 x .4 1/2] 15 x 4 x .4 1/2																

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower *27 Cwts. 0 qrs. 14 lbs; K.H. - Dusseldorf 3906 - 31-5-26.*  
2nd „ *26 Cwts. 2 qrs. 0 lbs; K.H. - Dusseldorf 3905 - 31-5-26.*  
3rd „ *22 Cwts. 0 qrs. 7 lbs; K.H. - Dusseldorf 4000 - 11-6-26.*

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop ☒ ft., R.Q.D. *86.6* ft., Bridge ☒ ft., Forecastle *28.5* ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *One M. Sk.*

Official No. \_\_\_\_\_; Signal Letters \_\_\_\_\_ Is bottom of Vessel coated with cement \_\_\_\_\_ if not give particulars of composition *Bitumastic in Eng. & Boilerspace, cement in peaks and forehold.*

**PARTICULARS OF WATER BALLAST.—**

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, <i>Dry tank.</i>	<i>28.5</i>	—
Double bottom, under Engines and Boilers,			After peak tank,	<i>18.</i>	<i>80.5</i>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks. *Oil fuel bunker as per plan.*

Order for Special Survey No. *707*

Date *15-3-1926.*

Dates of Surveys held while building

*15/3; 1-13-15-20-21-26/4; 4-6-11-13-20-21-25-26-21/5; 1-3-7-10-15-17-18-24/6;  
1-14-15-16-19-21-23-28-29-30/7; 14-17-21-26-27/8; 4-6-7-8-10-11-13-14-16/9;  
11-22-23-27-28-29/9; 1-2-6-7-13/10-1926.*

Total No. of Visits *59*