

PARTICULARS OF LONGITUDINAL FRAMING.

25 OCT. 1926

LONGITUDINAL FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.		
	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.			Number.	Diameter. Inches.	
Between Decks ...																	
Permost Continuous No. 1																	
" 2																	
" 3																	
" 4																	
" 5																	
" 6																	
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Amidships																	
At Ends																	
Top Longitudinals	✓																
Bottom																	
Longitudinals { Amidships	15"	4"	4 1/2"				15"	4"	4 1/2"				7/8"	5 1/4"	4	16	7/8"
At Ends...	30"						30"										
Transverses.																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
Depth and Thickness																	
Face Angles	15"	4"	4 1/2"				15"	4"	4 1/2"				7/8"	5 1/4"			
Lugs to Shell*																	
Brackets																	
Transverse Frames																	
Logged or liners.																	
Bridge Deck ...				26	3	34				26	3	34	36			12x3 1/2x5/8	same
Upper				9	3 1/2	48	7	3	34	9	3 1/2	48	4	3	54	30x4 1/2x3 1/2x5/8	same
Second																	
Third				5 1/2	3	34				5 1/2	3	34	36			12x4x4 1/2x5/8	same

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.

010466-10477-0024 1/3

J. W. Hemmick

Lloyd's Register
Foundation

DISCLOSED
SECTION
No. 792

STEEL STEAMER or MOTORSHIP.

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*

Received at London Office 25 OCT 1926

DISCLOSED
SECTION
No. 792

No. 15718

Date of completion of report *14th of October 1926* Port of *Rotterdam*

Survey held at *Rotterdam* Date First Survey *24th of May 1924* Last Survey *17th of September 1926*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Motorvessel "MARPESSA"*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantlings*

State Type of Erections *Prop, bridge +*

TONNAGE under Tonnage Deck *6461.22*

CLASS *100 A1* State if with freeboard as condition of Class *no*

Built at *Rotterdam*

No. of space or spaces between Tonnage Dk. and Upper Dk. *1*

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 440.0*

Launched *12/6-1926* Yard No. *98*

Total Gross Tonnage

Breadth (greatest moulded) *B 59.0*

Builders *Rotterdamse Droogdok Maatschappij*

Register Tonnage

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 32.75*

Owners *Petroleum Maatschappij*

REGISTERED DIMENSIONS.

Length *440.16*

1st Longitudinal Number (L x D) *= 14410*

Managers *Nederlandisch-Indische Tanksteendorp Maatschappij*

Breadth *59.38*

2nd Numeral L x (B + D) *= 40370*

Residence *S'Gravenhage*

Depth *32.75*

Framing Depth "d" at middle of length. See Sec. 3 (1d) *28.166*

Port of Registry *S'Gravenhage*

Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.44*

If surveyed while building, afloat, or in dry dock *Building*

Do. Long Bridge to top of keel *✓*

Draught Moulded *25'4 1/2"*

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.
AMES, Spacing amidships	27 1/2		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness	5 1/2 x .56	
Frame Amidships, Angle, E or F	23 1/2 .40		" " top Angles	4 4 .54	3 1/2 x 3 1/2 x .54
" " Extends up to			" " bottom Angles	6 6 .50	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	2 .50	.44
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	69 x .52	
Depth of Framing Girder	all built angle frames		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	1 6 x 6 .44	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	9 3 1/2 .44		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
" " Second 'tween Decks, Angle, E or F	8 3 1/2 .46		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle or F	8 3 1/2 .46		Tank Side Brackets, height above base line at toe of Frame and thickness	36 x .44	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5/4		INNER BOTTOM PLATING.		
State if Frame Joggled	yes		Breadth and thickness of Middle Line Strake	84 1.00	
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	3 plankings with beams at alternate frames and web frames		Thickness of remainder in Holds		
LENGTHENING OF BOTTOM FORWARD. State Particulars	double riveted frames, tie keels on all as per plan.		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?	1.00 + .52	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	36 .40		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	8 3 .42	
Height of Brackets at side above base line at toe of frame	5'6"		" " in way of Bridge, Angle, E or F		
Middle Line Keelson, on Floors, Angles, E or F	3 1/2 3 1/2 .44		Spacing	27 + 48	
" " Through Plate or Intercostal Plate	55 x .46		Second Deck, amidships, Angle, E or F	9 1/2 3 1/2 .46	
" " Foundation Plate on Floors	12 x .60		Spacing	27 1/2	
" " Flat Plate Keel Angles	4 4 .50		Third Deck, amidships, Angle, E or F		
Keelsons, No. each side	44		Spacing		
" " thickness of Intercostal Plate	44		Fourth Deck, amidships, Angle, E or F		
" " Angles	6 6 .44		Spacing		
DOUBLE BOTTOM. in Motorvessel			Poop Deck, Angle, E or F		
Mid Floors, thickness and spacing	40-.38 27 1/2		Spacing		
" " Are Frame and Reversed Frame joggled?	no		Bridge Deck, Angle, E or F	6 1/2 x 3 x .40	
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, E or F		
			Spacing		

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.
PILLARS, No. of Rows.....	<i>mc</i>									
" in <i>Forecastle</i> Decks, Size and Spacing.....	<i>3 3/4 x 2 1/2</i>									
" " <i>aft</i> " <i>II</i> <i>12x3 1/2x 50/375</i>										
" in Holds <i>Cargo tanks I 10x8x 40/1785</i>					<i>see letter 7/10-1924</i>					
" " " " " " <i>N. 1 tank 8 1/2 x 3 x 38</i>										
Centre Line Bulkhead.										
Stiffeners and Spacing.....	<i>2 7/8 x 3 x 38</i>									
3 horizontal girders all as per plan										
Plating, thickness of <i>vertically</i>	<i>.42</i>									
STRINGERS AND DECKS.										
Uppermost Continuous Deck.										
Stringer Plate, breadth and thickness in Wells	<i>72 x .66</i>									
" " " " in way of Bridge	<i>72 x 1.00</i>									
" Angle in Wells	<i>6 6 .58</i>									
Thickness of Plating abreast Deck openings in way of Wells	<i>.66 - .48</i>									
Thickness of Plating abreast Deck openings in way of Bridge	<i>.52 - .50</i>									
Thickness of Plating within line of openings.....	<i>.52 - .50</i>									
If Sheathed, material and thickness	<i>✓</i>									
Second Deck. <i>forward</i>										
Stringer Plate, breadth and thickness in Wells.....	<i>37 .44</i>									
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.....	<i>✓</i>									
If Plated, state thickness.....										
Fourth Deck.										
Stringer Plate, breadth and thickness.....	<i>✓</i>									
If Plated, state thickness										
Poop Deck.										
Stringer Plate, breadth and thickness	<i>48 x .40</i>									
Plating, Sheathing, material and thickness	<i>.40</i>									
Bridge Deck.										
Stringer Plate, breadth and thickness.....	<i>41 x .42</i>									
Plating, Sheathing, material and thickness	<i>.26 keel 2 1/2"</i>									
Forecastle Deck.										
Stringer Plate, breadth and thickness.....	<i>37 x .36</i>									
Plating, Sheathing, material and thickness	<i>.28 keel 3"</i>									

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	State if jogged? <i>no</i>	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.			Inches.	Inches.			Inches.	Inches.	
FLAT PLATE KEEL	<i>49 1/2</i>	<i>1.04</i>	<i>.76</i>	<i>.76</i>		<i>Double</i>	<i>1</i>	<i>3 1/2</i>	<i>III</i>	<i>III</i>	<i>1 1/2</i>	<i>5</i>	<i>Lapped</i>
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes <i>4</i>	<i>82</i> <i>66</i>	<i>1 1/16</i>	<i>.50</i>	<i>.50</i>		<i>"</i>	<i>1</i>	<i>3 1/2</i>	<i>III / III</i>	<i>III</i>	<i>1</i>	<i>4</i>	<i>"</i>
BILGE PLATING, No. of Strakes <i>2</i>	<i>61</i> <i>84</i>	<i>.66</i>	<i>.50</i>	<i>.50</i>		<i>"</i>	<i>1</i>	<i>3 1/2</i>	<i>III / III</i>	<i>III</i>	<i>1</i>	<i>4</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>3</i>	<i>79</i>	<i>.64</i>	<i>.46</i>	<i>.46</i>		<i>"</i>	<i>7/8</i>	<i>3 1/6</i>	<i>III</i>	<i>III</i>	<i>7/8</i>	<i>3 1/6</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>57</i>	<i>1.00</i>	<i>.40</i>	<i>.40</i>		<i>"</i>	<i>1 1/2</i>	<i>4</i>	<i>III / III</i>	<i>III</i>	<i>1 1/2</i>	<i>5</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge.....	<i>62</i>	<i>1.26</i>				<i>"</i>	<i>1 1/2</i>	<i>4</i>	<i>III</i>	<i>III</i>	<i>1 1/4</i>	<i>5 1/4</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>62</i>	<i>.89</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>1</i>	<i>3 1/2</i>	<i>III / III</i>	<i>III</i>	<i>1 1/2</i>	<i>5</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge...													
POOP SIDE PLATING			<i>.40</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>II</i>	<i>II</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
BRIDGE SIDE PLATING ...	<i>.50</i>					<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>II</i>	<i>II</i>	<i>7/8</i>	<i>3 1/16</i>	<i>"</i>
FOREC'TLE SIDE PLATING			<i>.42</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>II</i>	<i>II</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	<i>15 as on plan</i>
" Deck next below.....	<i>✓</i>
As per Rule.....	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings, Spacing.	Scantlings, Spacing.	Scantlings, Spacing.	Scantlings, Spacing.
MIDSHIP BULKH'D, Upper tween decks	<i>.46</i>	<i>28x3x.40</i>	<i>15x.40</i>	<i>28x3x.40</i>	<i>15x.40</i>
" " Second "	<i>.44</i>	<i>28x3x.40</i>	<i>18x.40</i>	<i>28x3x.40</i>	<i>21x.40</i>
" " Third "		<i>28x3x.40</i>	<i>21x.40</i>	<i>28x3x.40</i>	<i>21x.40</i>
" " Holds		<i>28x3x.40</i>	<i>21x.40</i>	<i>28x3x.40</i>	<i>21x.40</i>
COLLISION " (in Hold)	<i>.50</i>	<i>28x3x.40</i>	<i>21x.40</i>	<i>28x3x.40</i>	<i>21x.40</i>
AFTER PEAK " "	<i>.50</i>	<i>28x3x.40</i>	<i>21x.40</i>	<i>28x3x.40</i>	<i>21x.40</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Plat</i>	<i>keel plate</i>		
STEM	<i>forged</i>	<i>10 1/2 x 2 7/8</i>		
STERN FRAME { Propeller Post.....	<i>forged</i>	<i>10 1/2 x 8 1/2</i>	<i>Robertlicher</i>	
{ Rudder	<i>"</i>	<i>9 x 8 1/2</i>	<i>Hallmark</i>	
RUDDER—A x D.....	<i>10 1/2</i>	<i>as per plan</i>		
Speed of Vessel.....		<i>11.9 knots</i>		
RUDDER mainpiece at head.....	<i>forged</i>	<i>13 1/2</i>	<i>Datamander</i>	
" " heel		<i>10 1/4</i>	<i>Union</i>	
" how constructed		<i>Single plate as per plan</i>		
" double or single plate.....		<i>Single plate</i>		
" coupling, vertical or horizontal.....		<i>horizontal</i>		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin*
Process, Cargo fleet, Iron Comp Ltd Middlesbrough, Dorman Long & Co
Britannic Works, David Colville & Sons Ltd Glasgow
 Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 41950 LETTER 87 ANCHORS. 25 OCT 326

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.				
29107	1st Bower	80	1	0	80	1	0	59	0	0	0	42-2-0	Regina Improved		27/10-25 J. H. Butler
29106	2nd "	69	1	0				53	7	2	0		"		"
29105	3rd "	65	3	0				51	7	2	0		"		"
	Collective weight	215	1	0								207-0-0			
16322	Stream	21	1	14	5	1	21	21	18	0	0	20-2-0	Madge Anchor	Taylor & Son	24/10-25

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.	Stations.	Break.	Supplied.	Per Rule.	Length.	Diam.	Fathoms.					Ins.	Fathoms.		Ins.	Length.
29174	300	2 1/2	112 1/2	15 7/8	955-2-0	844-1-0	300	2 1/2	300	2 1/2	Taylor & Son	Cardiff 4/10-25	TOWLINE					
													HAWSERS & WARPS					

Steering Gear, Steam Electric direct acting Steering Gear, Hand J. on winch
Boats 4 lifeboats Steering Chains, Size and Test Windlass Iron steam
Ceiling in Holds, thickness and material Cargo Battens, thickness, material and spacing
Cargo Hatchways.-(Upper Deck) Rillight hatches Thickness of Hatches steel covers
Size of No. 1 Hatchway (Forward) No. 2 No. 3 No. 4 No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters

Builder's Signature

GENERAL DECLARATION The workmanship has been found good and the vessel has been built in accordance with the approved plans and Secretary's Letters H 26/9; 2/10; 7/10; 13/10; 14/10; 5-9/12; 1924. 2-20/1; 26/1; 4-25-26/2; 3-4-10/3; 27/8; 21/9; 16/9; 1925. 14-17/6; 1926 respecting this case and in general conformity with the Society's Rules. Cargo tanks, wing tanks, fuel tank, oil tank and peak tanks, settling tanks have been tested with a head of water as required by the Rules and found sound and tight. Freeboard verified and freeboard marks cut in on the vessel's side. Vessel towed to New Castle to be engine and the following require to be dealt with for completion. Engine skylight and equipment hawsers and warps to be used with.

The amount of Entry Fee £120 Fees applied for, 1927
Special Survey Fee £46.00 Received by me
Travelling Expenses, if any £

State whether the Vessel has been built under Special Survey Yes
Certificate to be sent to Mr. H. H. H. Date of issue 31/3/27
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 4 MAR 1927
Character assigned See NWC 41 to 81050

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	51 Cwt - 2 Qrs - 0 lbs. N ^o 2510 M Berg Dunsland	25/6-1925
2nd "	43 Cwt - 0 Qrs - 0 lbs N ^o 2552 "	24/7-1925
3rd "	39 Cwt - 3 Qrs - 21 lbs N ^o 2406 "	4/4-1925

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.5 ft., R.Q.D. ✓ ft., Bridge 54.0 ft., Forecastle 58.23 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 steel deck

Official No. ; Signal Letters Is bottom of Vessel coated with cement Yes if not give particulars of composition and further coated. Only outside

PARTICULARS OF WATER BALLAST.—

Where Fitted.	•Length. Feet.	Water Capacity. Tons.	Where Fitted.	•Length. Feet.	Water Capacity. Tons.
Double bottom, aft, in way of motor space	68.75	205	Fore peak tank,	23	162
Double bottom, under Engines and Boilers,			After peak tank,	14	67
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	31.5	204
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		205	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 681

Date 14/10 - 1924

Dates of Surveys held while building

24-28/11; 8-30/12; 1924. 2-12-13-16-27/2; 2-4-6-9-16-26/5; 22-26/4;
6-15-19-20-27/5; 23/6; 16-22-29/7; 3-20-27/8; 3-15-21/9; 1-12-21-22-27-30/10
11-16-25/11; 2-14-22-23-29/12; 1925. 15-21-23/1; 4-10-13-18-22-26/2;
16-19-30/3; 1-6-9-10-13-14-19-26/4; 1-7-11-15-19-22-27-29/5;
1-2-8-9-10-22-23-25/6; 7/7; 17/9; 1926

Total No. of Visits 84