

COPY.

Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

5th July, 1921.

Dear Sirs,

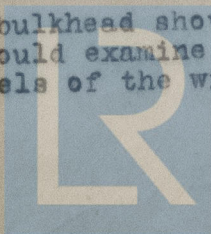
I am in receipt of Mr. Heron's letter of the 11th May enclosing his First Entry Report No. 6908 on the S.S. "MARELLA" ex "WAHHEHE", and with regard thereto I have to inform you that the scantlings and arrangements as indicated on the plans forwarded by you have been carefully looked into, and it is found that the framing and double bottom are in excess of the Rule Requirements, and that the beams are equivalent to the Rule Requirements. There is a deficiency in the shell plating from the strake next the flat plate keel to the shelter deck sheerstrake inclusive equivalent to .07" on each strake.

The scantlings of the top sides are below the Rule Requirements. The shelter deck sheerstrake, strake below and stringer average .03" on each strake below the Rules. The shelter deck plating and upper deck plating are .04" and .07" respectively below the Rule Requirements (these decks are both sheathed with teak). The upper deck stringer is .10" below the Rule Requirements.

It is noted that the superstructures have not shown up to the present any signs of straining, and that the vessel has made two voyages to Singapore and has been examined generally and in dry dock when everything was found to be in order.

In view of the deficiencies in the scantlings of the shell plating and top sides as indicated above, the vessel will on completion of the survey be eligible to be classed LOAII "Shelter Deck" in conjunction with a special freeboard to be assigned by the Committee.

The collision bulkhead should be extended to the shelter deck and you should examine the stiffening in the double bottom at the heels of the widely spaced pillars



Lloyd's Register
Foundation

015004-015004-0088 3

2.

in the No.1 hold to see if there are any signs of movement at this part, especially in view of the Owners' proposal to arrange the tween decks in Nos. 1 & 2 holds for insulated cargoes.

In this respect you should also state whether chilled meat suspended from the upper deck beams is proposed to be carried at the same time as ordinary cargo or meat is piled on the upper deck beams, as if this is intended to be done the upper deck beams and pillars and girders below the upper deck will require to be reinforced.

At the same time I have to request that you will be good enough to forward all the necessary measurements and particulars as detailed on Report Form 11b for freeboard assignment.

It is noted that it is the intention of the Owners to fit a Refrigerating Installation in the forward Nos. 1 & 2 tween decks at an early date, and that a machine of Ammonia type duplex is now being constructed under the survey of this Society and in accordance with the Rules at the Morts Dock and Engineering Works of your port. Also that the plant at present on board is principally for ship's stores and is of the direct expansion type and has not come under your survey.

I am, Dear Sirs,
Yours faithfully,

Secretary.

The Surveyors,

SYDNEY N.S.W.

P.S. The reports and plans of the Machinery of this vessel forwarded by you have been considered, and the engines and boilers are approved for a working pressure of 227 lbs per square inch. As, however, classification cannot be assigned until the points raised above have been satisfactorily

dealt with, I accordingly cabled to you as follows, which I now confirm, viz:-

MARELLA = Vessel's name
WESUS = vessel could be recommended for
WESYT = class
WETDE = 100A1
WHUGO = Shelter Deck
VIVUV = subject to
WHURT = compulsory freeboard
WIMWE = provided
WIVMO = collision bulkhead
extended
WOBYM = shelter deck
presume
WOEMF = double bottom
WUAJP = stiffening
under pillar feet
VEVXA = in order
WEJTI = forward complete measurements and particulars
as required on Form 11b.



© 2021

Lloyd's Register
Foundation