

Do. of Houses  
Do. of excess 0)

T.S.S. "MARELLA" ex "WAHEHE" EX "HILDA WOERMANN" NO. 80580  
IN THE SUPPLEMENT

---

Owners:- Messrs. Burns Philip & Co., Sydney, N.S.W.

---

Rule dimensions:- 426 x 55.6 x 30.02 to Upper Deck  
x 38.06 to Shelter Deck

Scantling Nos:- 85.66 and 36491

Proportions:- Length = 11.2 depths to Shelter Deck

---

This ex-German Steamer was built by Messrs. Reiherstieg S.B. Co., Hamburg in 1914 and was classed 100 <sup>A</sup> with the Germanischer Lloyd.

The vessel has been under survey at Sydney with a view to classification, and plans of midship section and profile and general arrangement, together with a First Entry Report, have been received from Mr. Heron.

The vessel was previously of the shade deck type, but the opening in the top sides forward has now been closed in so that the vessel becomes one of the shelter deck type without tonnage opening.

Three steel decks are fitted but the 2nd deck amidships is almost entirely cut away in way of the boiler space.

There are three tiers of erections (not extending to the ship's sides) above the shelter deck).

The scantlings and arrangements as indicated on the plans have been examined and it is found that the framing and double bottom are in excess of the rule requirements. The beams are equivalent to the Rule Requirements. There is a deficiency on 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 averaging ~~the~~ .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 ~~in~~ in dry dock when everything was found in order.

In view of the deficiencies in the scantlings of the shell plating and top sides as indicated above it is submitted the class of the vessel might be 100A1 "Shelter Deck" in conjunction with a special freeboard to be assigned.

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

With regard to this the Surveyor should also state whether chilled meat suspended from the upper deck beams is proposed to be carried at the same time as ~~other~~ <sup>other ordinary</sup> 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 <sup>will</sup> ~~is~~ require to be reinforced.

The Surveyor should forward full particulars on 116 form for freeboard assignment.

Dr 11.5.21  
dated 5/7/21

2574

SEPT 1921 RE.  
MAINTENANCE & PUMPING  
ARRANGEMENTS.

21/100