

STEEL STEAMER OR MOTORSHIP.

10 DEC 1942

Received at London Office

State if Report has been sent on the Freeboard of the Vessel. No (DUTCH FREEBOARD)

State if Report is sent on the Machinery of the Vessel. YES

Date of completion of report. 4th December 1942 Port of DUNDEE No. 9339Survey held at DUNDEE Date First Survey 23rd October 1942 Last Survey 29th November 1942

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Steamer 'MARISO' EX 'BITTERFELD'

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) State Type of Erections Poop, Combined Bridge & Mast, 2 upper Masts

| | | | | | | | |
|--|-------|--|---|-------|--|-----------------------------------|--------------|
| TONNAGE under Tonnage Deck ... | 6450 | CLASS | State if with freeboard as condition of Class | No | Built at | Kiel | |
| 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) | FEET | L | 444.5 | Launched | Yard No. 504 |
| Total | 6450 | Breadth (greatest moulded) | B | 62.89 | Builders | Fried Knapp | |
| Gross Tonnage | 7659 | Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) | D | 32.03 | Owners | Stoomvaart Maatschappij Nederland | |
| Register Tonnage | 4482 | 1st Longitudinal Number (L x D) | | | Managers | Nederland Government | |
| REGISTERED DIMENSIONS. FEET | | 2nd Numeral L x (B + D) | | | (Where necessary to be entered in Reg. Book) | | |
| Length | 444.5 | Framing Depth "d," at middle of length. See Sec. 3 (1d) | | | Residence | Crosby Square, London | |
| Breadth | 63.2 | Proportions—Depth to Length—Uppermost continuous deck to top of keel | | | Port of Registry | Willemstad, Dutch West Indies | |
| Depth | 28.4 | Do. Long Bridge to top of keel | | | If surveyed while building, afloat, or in dry dock | afloat | |
| | | Draught Moulded | | | | | |

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 | 35 1/2 | ✓ | Bracket Floors, Frame | | ✓ |
| " " from 1/2 length amidships to Collision bulkhead | 24 1/2 | ✓ | " " Reversed Frame | | |
| " " in peaks | 23 1/2 | Intermediate frames in fore peak | " " Vertical Struts | | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 45 1/4 .55 | ✓ |
| Frame Amidships, Angle, E or F | 9 3 1/2 .43 | ✓ | " " top Angles | 3 1/2 3 1/2 .51 | ✓ |
| " " Extends up to | Superstructure Deck | ✓ | " " bottom Angles | 4 1/4 4 1/4 .59 | ✓ |
| Reversed Frame Amidships, Angle | 4 1/4 3 .39 | ✓ | Side Girders, No. each side and thickness | 2 .41 | |
| " " Extends up to | 2 nd Deck | ✓ | Margin Plate depth (excl. of flange) and thickness | 3 1/4 .55 | ✓ |
| Depth of Framing Girder | 9" | ✓ | " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem | 3 1/2 3 1/2 .45 | ✓ |
| Frames in Uppermost Continuous 'tween Decks, Angle, E or F | 9 3 1/2 .43 | ✓ | " " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area | 3 1/2 3 1/2 .45 | ✓ |
| " " Second 'tween Decks, Angle, E or F | 0° | ✓ | " " Gussets, spacing and scantling abaft 1/4 len. from stem | Continuous gusset .45 THK except in No. 1 Hold & No. 6 D.B. oil tank where 4 3/4 x 4 3/4 x .59 gusset angle is riveted to 6 1/4 x 5 3/4 x .45 T bar | |
| " " Third | | | " " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area | | |
| " " from 1/2 len. for'd. to 15% len. from Stem | 7 1/8 3 1/2 .43 | ✓ | Tank Side Brackets, height above base line at toe of Frame and thickness | 68 .49 | ✓ |
| " " in Peaks, Angle or F | 4 3/4 3 1/2 .39 | Intermediate frames in fore peak to 2 nd Deck | INNER BOTTOM PLATING. | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 86 602 | | Breadth and thickness of Middle Line Strake | 55 .51 | ✓ |
| State if Frame Joggled | No | | Thickness of remainder in Holds | .44 | ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? increased | Yes | (4 side stringers) | Are Rule requirements complied with regard to increasing of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room? increased | Yes | |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? increased | Yes | | BEAMS. | | |
| SINGLE BOTTOM. | | | Uppermost Continuous Deck, amidships in Wells, Angle, E or F | 9 7/8 3 1/2 .43 | ✓ |
| Floors, Depth and thickness at mid-line in Holds | ✓ | | " " in way of Bridge, Angle, E or F | | |
| Height of Brackets at side above base line at toe of frame | | | Spacing | 35 1/2 | ✓ |
| Middle Line Keelson, on Floors, Angles, E or F | | | upper Second Deck, amidships, Angle, E or F | 11 3 1/2 .47 | ✓ |
| " " Through Plate or Inter-costal Plate | | | Spacing | 35 1/2 | ✓ |
| " " Foundation Plate on Floors | | | 2 nd Third Deck, amidships, Angle, E or F | 11 3 1/2 .47 | ✓ |
| " " Flat Plate Keel Angles | | | Spacing | 35 1/2 | ✓ |
| Side Keelsons, No. each side | | | ORLOP DECK IN NO. 1 HOLD | | |
| " " thickness of Inter-costal Plate | | | Fourth Deck, amidships, Angle, E or F | 8 3 .40 | |
| " " Angles | | | Spacing | 24 1/2 | |
| DOUBLE BOTTOM. | | | Poop Deck, Angle, E or F | | |
| Solid Floors, thickness and spacing | 45 35 1/2 | ✓ | Spacing | | |
| " " Are Frame and Reversed Frame joggled? | No | ✓ | BOAT DECK | | |
| Bracket Floors, breadth and thickness at middle line | | | Bridge Deck, Angle, E or F | 8 3 .35 | |
| " " breadth and thickness at margin plate | | | Spacing | 54 | |
| | | | UPPER Forecastle Deck, Angle, E or F | 9 3 1/2 .43 | |
| | | | Spacing | 24 1/2 23 1/2 | |

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 | L ²⁰ . | | Stringer Plate, breadth and thickness in way of Bridge | ✓ | |
| " " UPPER in 'tween Decks, Size and Spacing | 6" dia at hatch corners | | Thickness of Plating abreast Deck openings in way of Wells | .39 | |
| " " " " " " | 10" | | Thickness of Plating abreast Deck openings in way of Bridge..... | | |
| " " in Holds " " " " | 18 x 20" dia at hatch Corners | | Thickness of Plating within line of openings.... | .35 | |
| " " " " " " | | | If Sheathed, material and thickness..... | N.O | |
| Centre Line Bulkhead, Stiffeners and Spacing | 7 1/2 2 3/4 30 BA L ²⁰ frame space in Nos. 1, 2 & 3 hold | | Third Deck. Stringer Plate, breadth and thickness..... | .33 | |
| Plating, thickness of | .28 | | If Plated, state thickness | .33 | |
| STRINGERS AND DECKS. | | | ORLOP Fourth Deck. IN N ^o 1 HOLD Stringer Plate, breadth and thickness..... | .35 | |
| Uppermost Continuous Deck. SUPERSTRUCTURE OR | | | If Plated, state thickness..... | .35 | |
| Stringer Plate, breadth and thickness in Wells | 64 .69 | | -Peep Deck. Stringer Plate, breadth and thickness..... | | |
| " " " " " " in way of Bridge | | | Plating, Sheathing, material and thickness ... | | |
| " " Angle in Wells | 5 1/8 5 1/8 .64 | | BOP Bridge-Deck. Stringer Plate, breadth and thickness..... | 29 .345 | |
| Thickness of Plating abreast Deck openings in way of Wells } | .59 | | Plating, Sheathing, material and thickness ... | .26 2 1/2 TEAK | |
| Thickness of Plating abreast Deck openings in way of Bridge.....} | | | UPPER Forecastle Deck. Stringer Plate, breadth and thickness..... | 42 .35 | |
| Thickness of Plating within line of openings... | .45 | | Plating, Sheathing, material and thickness... | .30 | |
| If Sheathed, material and thickness..... | N.O | | | | |
| UPPER Second-Deck. Stringer Plate, breadth and thickness in Wells | 54 .43 | | | | |

SHELL PLATING.

| STANTINGS. | | | | | RIVETING. | | | | | | | | |
|---|---------------|------------|------------|------------|--|------------------|-------------------|---------|--------------------|------------------------|---------|--------------------|---------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if forged? | SINGLE OR DOUBLE. | RIVETS. | | No. OF ROWS OF RIVETS. | RIVETS. | | STRAPPED OR LAPPED. |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | | Diam. | Spacing cr. to cr. | | Inches. | Spacing cr. to cr. | |
| | Inches. | Inches. | Inches. | Inches. | | | Inches. | Inches. | | Inches. | Inches. | | |
| Flat Plate Keel..... | 54 1/2 | 93 | 85 | 85 | | Double | 1 1/2 | 4 1/4 | Quadruple | 1 1/2 | 4 1/4 | Lapped | |
| " Dblg. (if any) | | | | | | | | | | | | | |
| Bottom Plating, No. of Strakes 4..... | | 75 | 66 | 5 1/2 85 | | Double | 98 | 3 93 | Quadruple | 98 | 3 93 | Lapped | |
| Bilge Plating, No. of Strakes 1..... | | 45 | 63 | 45 | | Double | 98 | 3 93 | Quadruple | 98 | 3 93 | Lapped | |
| Side Plating, No. of Strakes 5..... | | 73 | 66 | 45 | | Double | 98 | 3 93 | Quadruple | 98 | 3 93 | Lapped | |
| Upper Deck, Sheer-strake in Wells..... | | 73 | 43 | 40 | | Double | 98 | 3 93 | Quadruple | 98 | 3 93 | Lapped | |
| Upper Deck, Sheer-strake in Bridge ... | | | | | | | | | | | | | |
| Strake below Sheer-strake in Wells..... | | 43 | 45 | 40 | | Double | 98 | 3 93 | Quadruple | 98 | 3 93 | Lapped | |
| Strake below Sheer-strake in Bridge ... | | | | | | | | | | | | | |
| Poop Side Plating..... | | | | | | | | | | | | | |
| Bridge Side Plating..... | | | | | | | | | | | | | |
| Forecastle Side Plating | | 43 | | | | Single | 75 | 3 5 | Single | 75 | 3 5 | Lapped | |

WATERTIGHT BULKHEADS.

| | | | | | | | | | |
|--|--|--|--|--|--|--|-------------|---------------|--|
| Total No. of W.T. BULKHEADS in Vessel— | | | | | | FORGINGS AND CASTINGS. | | | |
| Extending to Upper Deck (Sec. 3 c) <i>Eight</i> | | | | | | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted. |
| Deck next below <i>Eight</i> | | | | | | KEEL, Bar | | | |
| As per Rule | | | | | | STEM | | | |
| | | | | | | STERN FRAME { Propeller Post Rudder " | | | |
| | | | | | | Speed of Vessel | | | |
| | | | | | | RUDDER—Type | | | |
| | | | | | | A × D..... | | | |
| | | | | | | Diam. of head <i>9.29" (236mm)</i> | | | |
| | | | | | | Mainpiece at top pintle | | | |
| | | | | | | heel | | | |
| | | | | | | how constructed <i>"Simpler" palm & streamline parts balanced.</i> | | | |
| | | | | | | double or single plate coupling, vertical or horizontal | | | |
| Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) | | | | | | | | | |
| STEEL. | | | | | | | | | |
| Has the Steel been tested as required by the Rules? <i>✓</i> | | | | | | | | | |

EQUIPMENT No.

LETTER.

ANCHORS.

[illegible]

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 Breaking Test of Steel Wire. | | | Length and Size per Table 53. | | | |
|---------------------------------------|---------------------------|-------|-----------------------|----------------|------------------------|-----------|-------------------------------|-------|--------------|-------------------|--|-----------------|--|------|----------|-------------------------------|-------|---------|------|
| | Length. | Diam. | Statu- tory. | Break- ing. | Supplied. | Per Rule. | Length. | Diam. | | | | | Fathoms. | Ins. | Fathoms. | Cir. | Tons. | Length. | Cir. |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | TOWLINE | 120 | 10 | manilla | | | | |
| | | | | | | | | | | | | HAWSERS & WARPS | 40 | 120 | 8 | manilla | | | |
| | | | | | | | | | | | | " | 60 | 120 | 3 | F.S.H. | | | |
| | | | | | | | | | | | | " | 20 | 120 | 5 | F.S.H. | | | |
| | | | | | | | | | | | | " | 40 | 120 | 4 1/2 | F.S.H. | | | |
| Jess Stream Silliman Steel Wire | 120 | 5" | | | | | | | Cir. | F.S.H. | | | | | | | | | |

Steering Gear, Type (Power ☒ hand) Electric by Alas werke Bremen Alternative Means of Steering By hand
 No 244939. 1930

Steering Chains (Size and Test) ✓ Windlass Electric, Alas werke Bremen Boats 5 lifeboats & 1 motor boat
 No 24195. 1929

Ceiling in Holds, thickness and material 2 1/2" N.W. (No ceiling in Nos 4 & 5 holds) ✓ Cargo Battens, thickness, material and spacing 6" x 2", 8" apart
Superstructural except in Nos 4 & 5 holds

Cargo Hatchways, (Upper Deck) Steel plates & angles Thickness of Hatches 2 3/4" N.W.

Size of Hatchways No. 1 (Fwd.) 25'-3" x 18'-0 1/2" No. 2 34'-5" x 18'-0 1/2" No. 3 32'-6" x 18'-0 1/2" No. 4 23'-8" x 18'-0 1/2" No. 5 20'-8" x 18'-0 1/2" No. 6 23'-7 1/4" x 19'-0 1/2"

Number of Shifting Beams } 3 @ No 1, 6 @ No 2, 5 @ No 3, 3 @ No 4, 3 @ No 5, 3 @ No 6.
 and for Fore and Afters }

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. *No*
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. *No* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

Report 8. This vessel is in good & efficient condition & eligible in my opinion to be classed 100A1 subject to completion of S.S. N°3 & to have the notation of DUN S.S. N°3, 11-42, on completion of the S.S. N°3. The vessel was classed with Bureau Veritas previous to arriving at this port. This vessel was built in Germany & received the highest class assigned by Germanischer Lloyd's 'G.L. 100 A (E)'. The scantlings have been checked on the vessel with those on the Midship Section (approved by G.L.) & found to agree. The materials & workmanship so far as could be ascertained appear to be good. In view of the condition of the vessel it was not considered necessary to drill the shell plating. Where rivets were removed they appeared to be of sound material & the work properly closed in way of same. Diesel oil is carried in N°6 D.B. tank for Diesel generator only.

The amount of Entry Fee..... £ : : } Fees applied for, _____
 _____ 19 _____
 Special Survey Fee..... £ 11/0 - - } Received by me, _____
 (+ 40 not applied for)
 Travelling Expenses, if any £ : : } _____ 19 _____

I am of opinion the Vessel should be Classed 100 A.1.
Subject to completion of S.S. No 3.

State whether the Vessel has been built under Special Survey..... No

Certificate to be sent to _____ Date of issue _____

Signature H. M. Queen.
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute. GLASGOW = 8 DEC 1942

Character assigned 100 A1

Class Antiquated

Pc No. 3.

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Lloyd's Re
Foundat

plan of midship section herewith

The insulation has been removed from nos. 4 & 5 hold & tween decks

To complete S.S. N^o 3 the following remains to be done

Docking, Rudder, Anchors & Cables, chain locker, all double bottom tanks & fore & after Peaks to test. all D.B. tanks & peaks to examine internally with exception of N^{os} 4, 5, 8 & fore peak tanks. Engine space below floors, tunnel & tunnel well Bankers (Lower & tween decks), Pumps, W. & Doors, Freeboard markings to verify, Test Bilge Suctions.

It is stated that the vessel is drydocking at Leith & the S.S. N^o 3 completed with exception of the Coal Bankers. The Leith Surveyors have been advised as to how the case stands & to supply the remaining items to complete this report.

PARTICULARS OF ELECTRIC WELDING (if employed) NONE

SPECIAL NOTATIONS :—Either as part of the vessel's class or for record in the Register Book Wireless & Direction Finding apparatus

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

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 38 ft., R.C.D. ft., Bridge and Forecastle 429 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated (Bridge & Forecastle joined)

Official No. Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 502'-0" (Circ. 1703)

No. and Material of Decks Two Decks steel & orlop deck in N^o 1 Hold

Parts of Bottom of Vessel coated with cement or approved composition D.B. tanks coated with cement & Portland cement on bottom

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST: (Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

| Where Fitted. | Length. | Water Capacity. | Where Fitted. | Length. | Water Capacity. |
|---|--------------|-----------------|---|------------|-----------------|
| Double bottom, aft, fr 13-62 | Feet. 144.96 | Tons. 316 | Fore peak tank, | Feet. 23.5 | Tons. 135 |
| Double bottom, under Engines and Boilers, off 62-3.65.6 | 5.91 | | After peak tank, | 24.25 | 18 |
| Double bottom, if under Engines only, fr 63-65 oil | 5.91 | | Deep tank, aft, | | |
| Double bottom, if under Boilers only, fr 66-75 oil | 26.62 | 340 | Deep tank, forward, | | |
| Double bottom, forward, 96-163 | 176.87 | 710 | Other tanks, if fitted, | | |
| Total length (if continuous) and Capacity | 422.39 | 1366 | (If necessary furnish further information by sketch.) | | |

Order for Special Survey No.

Date

Dates of Surveys held while building

Oct. 23, 25, 28, 29, 30, Nov 2, 3, 10, 16, 19, 24, 27, 28, 29



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Total No. of Visits 14