

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey *Rotterdam*Date of Survey *Building*Name of Surveyor *J. v. H. van den*Ship's Name. *Twin Screw Steamer.***MARIANA**

Number in Register Book

Port of Registry and Nationality. *Dutch*Official Number. *96*Gross Tonnage. *?*Date of Build. *24/1925*

Particulars of Classification.

*100 A, Contemplated with freeboard*

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>305' 0"</i>	<i>50.29</i>	<i>15.146</i>	<i>1798.62</i>
Length on LOADLINE.	<i>305' 0"</i>	Frame Depth <i>10</i> Rule <i>5</i> <i>= -1.83</i> <i>as per plan</i> <i>No Sparring +1.38</i>	Ceiling <i>+2.20</i> Sheer <i>-2.74</i> <i>fitted</i>	Peak <i>included</i> Tanks <i>Ord. Floors forward raft +28 Tons</i>
CORRECTED DIMENSIONS.	<i>305.0</i>	<i>49.79</i>	<i>14.406</i>	<i>1826.62</i>

Co-efficient of fineness..... *.83*  
Any modification necessary {  
[Para. 4 (a) to (e)]\* }  
Co-efficient as corrected ..... *.82 Highest in Tables.*

Sheer { Stem..... *24* } *38* ÷ 2 = *19.0* Mean  
at { Sternpost *14* }  
Sheer at  $\frac{1}{2}$  of the length from { Stem *5\frac{1}{2}* } *3.75* ÷ 2 = *1.87* Mean  
Sternpost *1\frac{1}{4}* } *÷ .55 = 3.41*  
Gradual mean Sheer ..... *Plotted 6.62*  
Standard mean Sheer [Table, Para. 18] ..... *40.50* Correction  
Difference..... *33.88* ÷ 4 = *8.47*  
§ If limited as Para. 18 (f) ..... *+ 8\frac{1}{2}"*

*from frame 20 to 120 straight.*  
Rise in Sheer { At front of bridge house.....  
from amidships {  
[Para. 18 (e)] { At after end of forecastle *✓*.....

¶ Fall in Sheer {  
Para. 18 (d) } ÷ 2 = *✓*  
Length uncovered ..... ✓ Correction

## ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *0' 7\frac{1}{2}"*  
Correction for Length, if required (Para. 12, 13, and 14) .....  
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) } *3' 3\frac{1}{2}"*  
Difference ..... *2' 8"*  
Percentage as below..... *51.9%*  
*16.60*

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) ✓  
Allowance for Deck Erections ..... *- 1' 4\frac{1}{2}"*

	Length.	Length allowed.	Height.
Forecastle.....	<i>28' 6\frac{1}{2}"</i>	<i>34' 13"</i>	<i>28.52</i>
Bridge House <i>Turret</i> .....	<i>189' 21"</i>	<i>50' 0"</i>	<i>8.102.70</i>
† Raised Qr. Dk.....	<i>88' 27"</i>	<i>88' 27"</i>	<i>6' 3\frac{1}{2}"</i>
Poop.....	<i>✓</i>	<i>✓</i>	<i>✓</i>
Total .....		<i>219.49</i>	<i>= .719</i>
Length of Ship .....		<i>305.0</i>	

Corresponding percentage {  
(Para. 12, 13, or 14) } *51.9%*

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ~~Wood~~ (Steel) Deck:—

Fresh Water Line	above centre of Disc	...
Indian Summer Line	" " "	...
Winter Line	below " "	...
Winter North Atlantic Line	" " "	...

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§ If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.  
† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.  
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

Moulded Depth as measured..... *15' 0"*Addition for Keel below base line for draught record. *1.22* inches.*Keel plate + A stake*

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

## CORRECTION FOR LENGTH.

Length of Ship on Loadline..... *305' 0"*  
Length in Table ..... *180.0*  
Difference ..... *125.0*  
Correction for 10ft., Table A. .... *1.0* Table C.  
× Difference divided by 10 ..... *12.5* (if required.)  
If  $\frac{1}{10}$ ths length covered divide by 2 *6.25 + 6\frac{1}{4}"*

## CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered ..... *✓*  
Thickness of usual wood deck, less stringer ..... *3\frac{1}{2}" - 3\frac{1}{2}"*

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *50.0*  
Round of Beam ..... *12\frac{1}{2}"*  
Normal round..... *12\frac{1}{2}"*  
Difference ..... *✓* ÷ 2 = .....  
Proportion of Deck uncovered (Para. 19) ..... ✓

NOTE.—The round of beam should be reported on the full breadth of vessel at the gunwale.

Freeboard, Table A ..... *2' 7"*  
Correction for Sheer ..... *+ 8\frac{1}{2}"*  
*3' 3\frac{1}{2}"*  
Correction for Length ..... *+ 6\frac{1}{4}"*  
*3' 9\frac{3}{4}"*  
Allowance for Deck Erections ..... *- 1' 4\frac{1}{2}"*  
*2' 5\frac{1}{4}"*  
Correction for Round of Beam..... ✓  
Correction for fall in Sheer (if any)..... ✓  
Correction for Steel Deck (if required) ..... *- 3\frac{1}{2}"*  
*2' 13\frac{1}{4}"*  
Additions for non-compliance with provisions of {  
Para. 11 (d) and (e) † }  
Other Corrections (if any) *Addition for Scantlings and to correspond to approved moulded draught of 11' 0"* } *+ 2' 0"*  
*4' 13\frac{1}{4}"*

Winter Freeboard ..... *4' 13\frac{1}{4}"*  
Summer Freeboard ..... *1\frac{1}{2}"* *4' 0\frac{1}{4}"*  
~~Indian Summer Freeboard~~ .....  
~~N.A. Winter Freeboard~~ .....

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the ~~wood~~ steel deck with side. *+ 1\frac{3}{4}"*

Winter Freeboard from deck line ..... *4' 3\frac{1}{2}"*  
Summer " " " ..... *4' 2"*  
~~Indian Summer~~ " " " .....  
~~N.A. Winter~~ " " " .....

Winter Freeboard from deck line ..... *4' 2"*  
Summer " " " ..... *3'*

Winter Freeboard from deck line ..... *1\frac{1}{2}"*  
Summer " " " .....  
N.A. Winter " " " .....

† State dimensions of freeing port area on back of this form.

§ The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft, should be reported.

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Do all the Frames extend to the top height in the Poop? ☒ Yes Raised Quarter Deck? Yes Bridge House? ☒ Forecastle? Yes as per plan

To what height do the Reverse Frames extend? ☒ Yes

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? Yes as per plan

Give particulars of the means for closing the openings in Bulkhead ☒ Yes

Is the Poop or Raised Quarter Deck connected with the Bridge House? ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒

Give particulars of the means for closing the openings in Bulkhead ☒

What is the thickness of the Bridge Front plating? ☒ and Coaming plate? ☒

Give scantlings and spacing of the Stiffeners ☒

Are bracket plates fitted at each end of the Stiffeners? ☒ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? ☒

Has the Bridge House an efficient Iron Bulkhead at the after end? ☒

How are the openings closed? ☒

Is the Forecastle at least as high as the main or top-gallant rail? Yes Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? Yes as per plan

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? Yes, and enclosed by a strong casing and deck houses at side

If the openings are not so protected are the exposed parts of the Casings efficiently constructed? Yes

Give thickness of plating; scantlings and spacing of Stiffeners .50 Stiffeners 3x3x.30 2'-6" apart

What is the height of the exposed Casings? 7'-6" Are suitable means provided for closing all openings in them in bad weather? Steel doors

Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:— all hatches steel above oil compartment and above forehold and closed with steel screw covers.

Position and Size.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING										
Height above top of DECK										
Thickness										
SHIFTING BEAMS OR WEB PLATES										
Number										
Section and Scantlings										
Material										
* FORE AND AFTERS										
Number										
Section and Scantlings										
Material										
HATCHES Thickness										
Remarks										

Sheer

F. 24.0 x 1 24.0

1/8 L 3.5 x 4 14.0

1/4 L - x 2

3/8 L - x 4

1/2 L - x 2

3/4 L - x 4

1/4 L - x 2

1/8 L .25 x 4 1.0

A 14.0 x 1 14.0

8 153.0

mean End Sheer 6.62

Trunk

15.58 x 42.0 = 654.4

152.63 x 34.0 = 5190.0

20.0 x 29.0 = 580.0

188.21

mean Breadth = 34.13

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Trunk

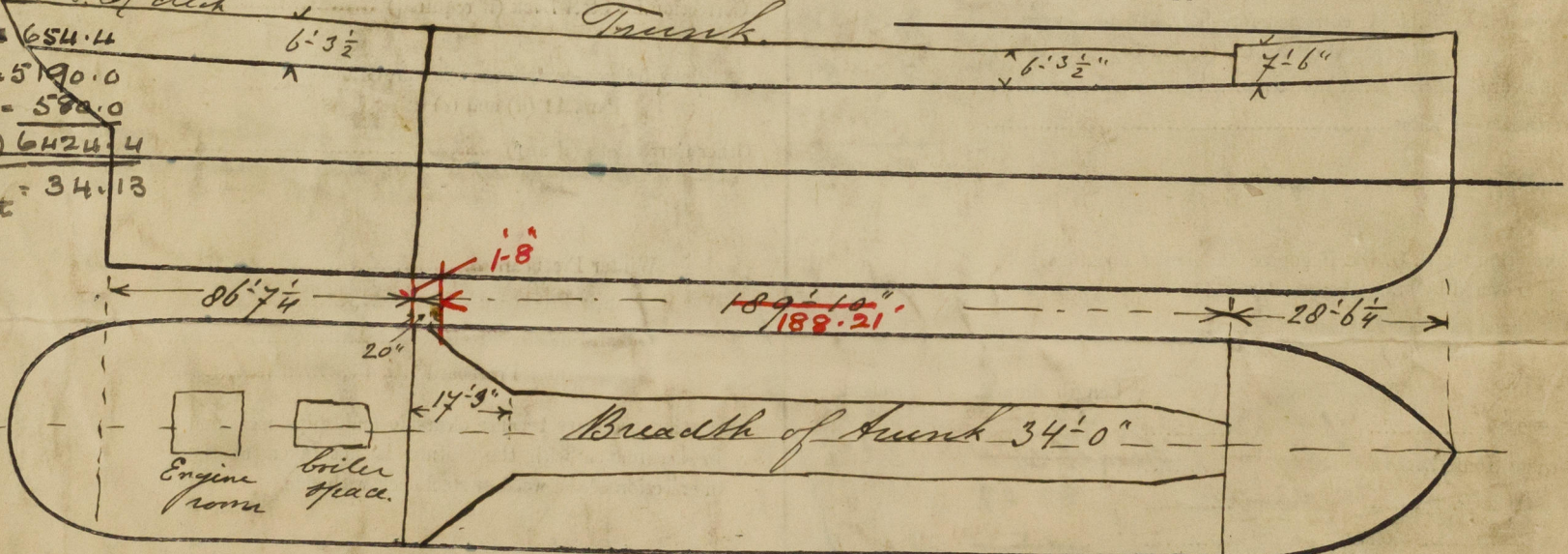
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152.63 x 34.0 = 5190.0

20.0 x 29.0 = 580.0

188.21

mean Breadth = 34.13



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

The vessel has been built in accordance with the approved plans which are retained in your office.

State any special features in the construction of the Vessel

Builder's name and yard number Rotterdam Drydock Comp. Yard N: 96

Names of sister vessels Martina; Marsella; Manuella; Juliana; etc.

Owners Curacaoische Scheepvaart Maatschappij.

Address Willemstad.

Fee of 96.00 : will be received by me

See L.C. Rpt.

Application form sent herewith