

STEEL STEAMER or MOTORSHIP.

Received at London Office 25 JUL 1925

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*

Date of completion of report *18th of July 1925* Port of *Rotterdam* No. *14415*
 Survey held at *Rotterdam* Date First Survey *4th of February 1925* Last Survey *18th of July 1925*
 On the *(Machinery fitted Aft)* *Twin Screw Steamer "MARTICA" 39974*

State Type *(Full Scantling, Complete Superstructure)* *✓*State Type of Erections *✓*TONNAGE under *1798.60*
Tonnage Deck *✓*CLASS *100 A1*State if with freeboard *Yes*
as condition of Class *FEET.*Built at *Rotterdam*Do. 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) *L 305*Launched *4/7-1925* Yard No. *102*

Total

Breadth (greatest moulded) *B 50*Builders *Rotterdamsche Droogdok*Gross Tonnage *2678.95*Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) *D 15*Owners *Curaçoesche Scheepvaart*Register Tonnage *1471.00*1st Longitudinal Number (L × D) *4575*Managers *"*2nd Numeral L × (B + D) *19825*

(Where necessary to be entered in Reg. Book.)

Residence *Curaçoa*REGISTERED DIMENSIONS.
FEET.Length *305.0*Framing Depth "d," at middle of length. See
Sec. 3 (1d) *20.33*Port of Registry *Willemstad*Breadth *50.29*Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel *13.99*

If surveyed while building, afloat, or in dry dock

Depth *15.146*Do. Long Bridge to top
of keel *11' 1 1/2"**Building.*

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	<i>25 1/2</i>	<i>✓</i>	Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead.....	<i>24</i>	<i>✓</i>	" " Reversed Frame		
" " in peaks.....	<i>24</i>	<i>✓</i>	" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, <i>E or C</i>	<i>0 3 .36</i>	<i>✓</i>	" " top Angles		
" " Extends up to	<i>Upper deck</i>	<i>✓</i>	" " bottom Angles		
Reversed Frame Amidships, Angle	<i>✓</i>	<i>✓</i>	Side Girders, No. each side and thickness		
" " Extends up to	<i>on floors only as per plan</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder.....	<i>all B.R. frames</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
<i>Machinery space</i> Frames in Uppermost continuous tween Decks, Angle, <i>E or C</i>	<i>9 3 .40</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
<i>Stowage space</i> Second tween Decks, Angle, <i>E or C</i>	<i>5 1/2 3 .30</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....		
" " Third " " " "	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem.....		
Framing in Peaks, Angle or <i>C</i>	<i>5 1/2 3 .30</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>7/8-3/4</i> <i>5/8 and as per rules</i>	<i>✓</i>	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>no</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake ...		
PAINTING ARRANGEMENTS (Sec. 7), state system and particulars)	<i>no painting of keels with beams at alternate frames double keels, frames and longitudinals from 1st side keels with web frames and sidestings.</i>	<i>✓</i>	Thickness of remainder in Holds		
TRENGTHENING OF BOTTOM FOR- WARD. State Particulars			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?.....		
INGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....	<i>27 .36</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or C</i>	<i>7 3 .40</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame	<i>48</i>	<i>✓</i>	" " in way of Bridge, Angle, <i>C or C</i>	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, <i>E or C</i>	<i>3 1/2 3 1/2 .46</i>	<i>✓</i>	Spacing.....	<i>24</i>	<i>✓</i>
" " Through Plate or Intercoastal Plate....	<i>27 x .40</i>	<i>✓</i>	Second Deck, amidships, Angle, <i>C or C</i>	<i>✓</i>	
" " Foundation Plate on Floors	<i>36 .46</i>	<i>✓</i>	Spacing.....		
" " Flat Plate Keel Angles	<i>3 1/2 3 1/2 .46</i>	<i>✓</i>	Third Deck, amidships, Angle, <i>C or C</i>	<i>✓</i>	
Side Keelsons, No. each side	<i>3</i>	<i>✓</i>	Spacing.....		
" " thickness of Intercoastal Plate....	<i>48 .38 .36</i>	<i>✓</i>	Fourth Deck, amidships, Angle, <i>C or C</i>	<i>✓</i>	
" " Angles	<i>9 3 .40</i>	<i>✓</i>	Spacing.....		
DOUBLE BOTTOM.			Poop Deck, Angle, <i>E or C</i>	<i>8 3 .40</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>✓</i>	<i>✓</i>	Spacing.....	<i>24</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?.....	<i>✓</i>	<i>✓</i>	Bridge Deck, Angle, <i>C or C</i>	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line.....	<i>✓</i>	<i>✓</i>	Spacing.....		
" " breadth and thickness at margin plate.....	<i>✓</i>	<i>✓</i>	Forecastle Deck, Angle, <i>E or C</i>	<i>7 3 .40</i>	<i>✓</i>
			Spacing.....	<i>24</i>	<i>✓</i>

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EQUIPMENT NO. 21519										LETTER t		ANCHORS.			
Number of Certificate.	Anchor.	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.	Cwts.			
8933	1st Bower ...	42	2	7	Stockless			37	11	3	14	42-0-0	Bygonn appurage	red line	Sunderland 23/6-25
8900	2nd „ ...	42	1	14	„			37	0	0	14		„ Stockless	„	J.H. Butler 28/5-25
8936	3rd „ ...	35	2	0	„			52	15	0	0		„	„	„ J.H. Butler 28/5-25
	Collective weight.	120	1	21								119-2-0	„	„	„ J.H. Butler 28/5-25
8424	Stream	11	1	7	3	2	7	13	5	0	0	11-0-0	Comm. Stock		„ J.H. Butler 28/5-25

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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1138	240	1 3/8	63 1/2	88 1/2	443	3	12	425	1	0	240	1 3/8	steel	N.V. Ketting Rotterdam 28/5-25	wire TOWLINE ... 100	4	33	100	4
on Stream Chain or Steel Wire)	75	4 1/4	35						75	4 1/4	wire rope works	M. P. Jonker	HAWSERS & WARPS	2x90	7			2x90	7
											wire rope works		"	2x90	6			2x90	6

Steering Gear, Steam *Yes direct acting* Steering Gear, Hand *Yes screw gear*
 Boats *2 lifeboats* Steering Chains, Size and Test *✓* Windlass *Iron steam pump*
 Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *Ciltight steel hatches* Thickness of Hatches *Steel covers .50*
 Size of No. 1 Hatchway (Forward) *6'0" x 10'0" No. 2 6'0" x 4'0" No. 3 6'0" x 4'0" No. 4 6'0" x 4'0" No. 5 6'0" x 4'0" No. 6 6'0" x 4'0"*
 Number of Shifting Beams and/or Fore and Afters *✓*

Wm. P. Smith Builder's Signature *J. A. Nape* Rotterdamse Droogdok Maatschappij Under-Directeur.

GENERAL DECLARATION *The workmanship has been found good, and the vessel has been built to the approved plans, copies of which are being retained in the London office for record in agreement with the instructions issued in the case of the sister vessels 93-94-95-96-97 and Secretary's letter M15/1-1925 respecting this case and in general conformity with the Society's Rules.*
Cargo tanks, fuel bunkers, wing tanks and peaks have been tested with a head of water as required by the Rules, and found sound and tight. Decks tested by hose and found tight. Freeboard verified and freeboard marks cut in on the vessels side. Sister vessels: Martina Rep. N° 13523; Marsella N° 13601; Mamella N° 13796; Mariana N° 14213; Maruya N° 14287;

Freeboard 9' 6"
 The amount of Entry Fee *42.00* Fees applied for, *24/7 1925*
 Special Survey Fee... *376.10* Received by me, *28/7 25*
 Travelling Expenses, if any *22.00*
 State whether the Vessel has been built under Special Survey *Yes* I am of opinion the Vessel should be Classed *100 A1*
 Carrying petroleum in bulk with freeboard.
 Signature *J. V. Heuvelman* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Rotterdam* Date of issue *28/7/25*
 Committee's Minute *TUES. 23 JUL 1925*
 Character assigned *100 A1 with freeboard*
Carrying petroleum in bulk
Lloyd's A & B. P. Limit for oil fuel 7.25
F.P. above 150°F
Wm. P. Smith
Inty

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.)

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STEEL.

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

1st Bower 25 Cwt. 3 Qrs - 21 lbs. N: 2391 M.B. *Husseldarf* 1/4-1925
2nd " 25 Cwt. 3 Qrs - 0 lbs N: 3338 K.H. " 18/2-1925
3rd " 21 Cwt - 2 Qrs - 14 lbs N: 2469 M.B. " 26/5-1925

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 86.65 ft., Bridge ☒ ft., Forecastle 28.5
(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 if not gi
particulars of composition *Bitumastic Engine and Boiler space, cement in peaks and forebolts*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap. Tons.
Double bottom, aft,			Fore peak tank, <i>Dry tank</i>	28.5	<input checked="" type="checkbox"/>
Double bottom, under Engines and Boilers,			After peak tank,	18	80.
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted, <i>Oil fuel bunkers as per plan</i>		
Total capacity of double bottom			(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. 685

Date 10/2-1925

Dates of Surveys
held while building

4-23/2; 4-6-9-16/3; 6-20-21-24-28/4;
4-15-16-20-27-29/5; 11-16-18-19-23-24-29-30/
3-4-6-9-11-14-15-16/7; 1925

Lloyd's Register
Foundation

Rpt. 4.

Date of writing

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Reg. Book.

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NOTE.—The words which do not apply should be deleted.

PARTICULARS OF LONGITUDINAL FRAMING.

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. Number. Diameter.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Framing of L, C or C																			
Frames in Bridge 'tween Decks ...																			
Frames from Uppermost Continuous Deck																			
Framing from Awning, Shelter or Upper Deck to Margin Plate.																			
No. 1																			
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Spacing of Longitudinal Frames		Amidships			At Ends														
Double Bottoms		Tank Top Longitudinals			Bottom														
" 1 or C		11 3 1/2 47 5/8			9 3 1/2 30 5/8			11 3 1/2 44 5/8			9 3 1/2 30 5/8			7/8 4 3/8		Double shell attachment forward of 3/5 L.			
Spacing of Longitudinals		24			24			24			24								
Transverses.																			
In Bridge 'tween Decks		Depth and Thickness			Face Angles			Lugs to Shell*											
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness			Face Angles			Lugs to Shell*											
In Hold.		Depth and Thickness			Face Angles			Lugs to Shell*											
Spacing of Transverse Frames		10 3 1/2 40 5/8			10 3 1/2 40 5/8			10 3 1/2 40 5/8			10 3 1/2 40 5/8			7/8 5 1/4					
* State if joggled or liners.																			
Longitudinal Beams of		Bridge Deck ...			Upper			Second			Third			Spacing.		In Ships.		As approved.	
L or C		5 1/2 3.30			5 1/2 3.30			5 1/2 3.30			5 1/2 3.30			24"		15x4x 42/62		15x4x 42/62	
" 1 or C		7 3.40			7 3.40			7 3.40			7 3.40			24"		15x4x 42/62		15x4x 42/62	
" 2 or C		7 3.40			7 3.40			7 3.40			7 3.40			24"		15x4x 42/62		15x4x 42/62	
" 3 or C		7 3.40			7 3.40			7 3.40			7 3.40			24"		15x4x 42/62		15x4x 42/62	

The 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.

00884-002193-013 33

request that the *Steel Twin Screw Steamer* Steam Vessel Building
for *Caracache Schapraand Nij* by *Loth. Drogdok*