

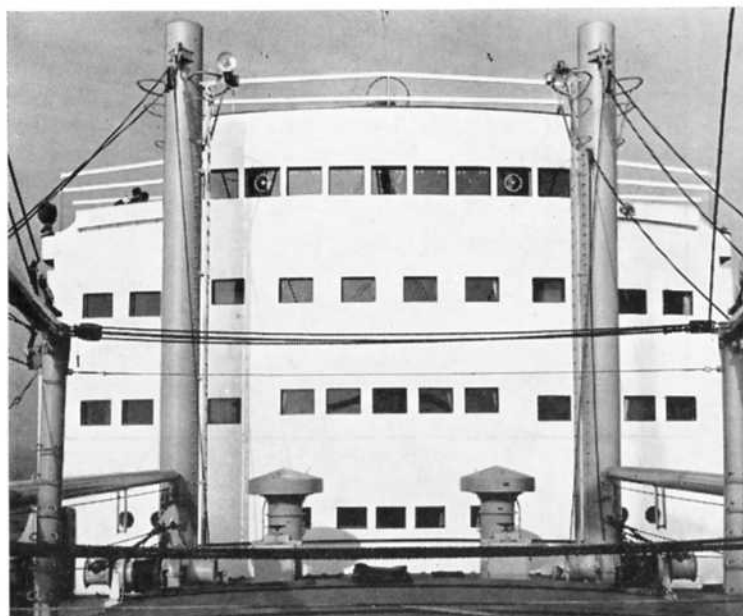
# m.v. "Mary Nübel"



Breadth moulded	16.00 m.	52 ft. 6 in.
Depth to tweendeck	7.25 m.	23 ft. 9 <sup>1</sup> / <sub>2</sub> in.
Depth to weatherdeck	9.75 m.	32 ft.
Draught	7.638 m.	25 ft. 3 <sup>3</sup> / <sub>4</sub> in.
Deadweight (fulldecker)	7,614 tons	
Draught (shelterdecker)	6.733 m.	22 ft. 1 in.
Deadweight (shelterdecker)	6,244 tons	
Gross tonnage (fulldecker)	4760.47 R.T.	
Gross tonnage (shelterdecker)	3311.14 R.T.	
Net tonnage (fulldecker)	2632.45 R.T.	

The cargo motor vessel *Mary Nübel*, built by Scheepswerf "De Beer" N.V., Zaandam, for the Emdener Dampfercompagnie A.G., Emden, Germany, has entered the services of her owners. Her principal characteristics are as follows:

Length overall	117.45 m.	385 ft. 4 in.
Length b.p.	108.90 m.	357 ft. 3 <sup>1</sup> / <sub>4</sub> in.



Net tonnage (shelterdecker)	1722.03	R.T.
Grain capacity	338,671	cu.ft.
Bale capacity	306,752	cu.ft.
Ballast capacity	1159	cu.m.
Fuel capacity	499.50	cu.m.
Fresh water capacity	74.3	cu.m.

Main propulsion machinery:  
Twin M.A.N. diesel engines, each of 1900 h.p. at 275 r.p.m.

Speed (fulldecker)	abt. 13.5 knots
Speed (shelterdecker)	abt. 14 knots
Total fuel consumption	12 tons/day

The ship has been constructed to Germanischer Lloyd + 100 A 4 (E) with strengthening for the carriage of heavy cargo. The general arrangement is as shown on the accompanying plans. There are four cargo holds, two of which are placed forward and two aft of the bridgedeckhouse. The hatchways which give access to the various cargo spaces have the following dimensions:

	Weatherdeck	Shelterdeck
No. 1	10.880 x 6.590 m.	10.880 x 8.210 m.
No. 2	16.320 x 6.590 m.	16.320 x 8.210 m.
No. 3	10.880 x 6.590 m.	10.880 x 8.210 m.
No. 4	10.880 x 6.590 m.	10.880 x 8.210 m.

The ship is arranged for the carriage of bulk grain cargoes in accordance with the latest requirements, with centre line bulkheads, feeders and bins. For the removable wooden grain line bulkheads, and components of the feeders and bins use has been made of light-alloy stanchions. The cargo holds are mechanically ventilated by means of Kennemer axial-flow ventilators, the system enabling 10 changes of air per hour. The cargo holds are connected to a Walther CO<sub>2</sub> fire-fighting plant and a smoke detector with audible and optical alarm.

Cargo is handled by means of derricks which are attached to two self-supporting masts and one pair of derrick posts which is placed forward of the bridge-deckhouse. There are ten 3(5)-ton derricks, each with a length of 14.50 m., one 15-ton derrick having a length of 14.00 m., and one 25-ton derrick with a length of 14.00 m. The 25-ton derrick is fitted to the foremast to serve No. 2 hold, and the 15-ton derrick is attached to the aftermast to serve No. 3 hold.

The derricks are served by electrically-operated Thrige cargo winches, namely eight with a pull of 3 tons at a speed of 30 m./min. and two with a lifting capacity of 5 tons at a hoisting speed of 20 m./min. The windlass

and the two capstans are also of Thrige manufacture, the latter having a pull of 5 tons. The windlass handles two 2-in. stud-link chain cables, each of 18 x 15 fathoms. The ship is equipped with three Spek-anchors, each of 3010 kg. and one Hogezaand-anchor of 980 kg.

Two lifeboats are carried, one of these seating 40 persons and the other 42 persons. One of the boats is a motor boat and is powered by a one-cyl. air cooled four-stroke Coventry Victor diesel engine of 7-9 h.p. at 1500-2000 r.p.m. driving the screw through an O.K. reverse reduction gear with 2 : 1 reduction. The engine is capable of running without difficulty in arduous tropical conditions and has been approved for operation in a tropical ambient temperature of 138 deg. F. The deck equipment includes two aluminium-alloy accommodation ladders.

*Navigational Aids.* The navigational aids of the ship include an "Anschütz" gyro compass installation and automatic steering equipment. The master compass of the type "Standard IV" is of small dimensions and is placed in the wheelhouse next to the steering stand. By this arrangement the master compass offers an additional possibility of reading off the course, while it is always under the supervision of the ship's officers. In addition, a special gyro room is saved by this arrangement which simplifies the cable work. Two bearing repeaters are placed on a pelorous stand in the wing of the navigation bridge and the equipment is completed by the stabilisation arrangement for the direction finder. The Anschütz automatic steering equipment is arranged as a top plate on the Siemens bridge console which contains the manual controls for the electrically operated steering engine. The course can be read off from the repeater compass incorporated in the automatic steering equipment.

