

STEEL STEAMER or MOTORSHIP.

Received at London Office.

13 AUG 1931

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 *31st of July 1931*Port of *Amsterdam*No. *12375^a*Survey held at *Amsterdam*Date First Survey *8 April 1930*Last Survey *28 July*

1931

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Twin Screw Motor vessel "ANGELINA"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

State Type of Erections

Fore Castle, Trunk & Poop

TONNAGE under Tonnage Deck...

*1396.14*CLASS *100 A1*

State if with freeboard as condition of Class

Carrying Petroleum in bulk Longitudinal framing at bottom and at top of keel.

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 T.W.L. (See Sec. 3 (1a))

L *260*

Breadth (greatest moulded)

B *48*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. (See Sec. 3 (1c))

D *14.75*

Total

Gross Tonnage

2006.47

Register Tonnage

*1028.11*1st Longitudinal Number (L x D) = *3835*2nd Numeral L x (B + D) = *16315*

Framing Depth "d," at middle of length. (See Sec. 3 (1d))

14.75

Proportions—Depth to Length—Uppermost continuous deck to top of keel

Do. Long Bridge to top of keel

11.51

Draught Moulded

*13-7³/₄*Built at *Amsterdam*Launched *18 April 1931* Yard No. *38*Builders *N. V. Nederlandsche Dok Maats.*Owners *Nederlandsch-Indische*Managers *Tank Steam Boot Nt.*

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

Residence *s. Gravenhage*Port of Registry *s. Gravenhage*

If surveyed while building, afloat, or in dry dock

Whole Building

REGISTERED DIMENSIONS.

METRE FEET.

Length *79.31 = 260.21*Breadth *14.67 = 48.13*Depth *4.56 = 14.96*

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>660</i>		Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{3}{4}$ length to Collision bulkhead	<i>660</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>610</i>		" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>800 x 10</i>	<i>m/l</i>
Frame Amidships, Angle, [or]	<i>230 x 90 x 11</i>		" " top Angles	<i>75 x 75 x 9 1/2</i>	<i>m/l</i>
" " Extends up to	<i>upper deck</i>		" " bottom Angles	<i>90 x 90 x 10</i>	<i>m/l</i>
Bottom			Side Girders, No. each side and thickness	<i>three 11</i>	<i>m/l</i>
Reversed Frame Amidships, Angle	<i>180 x 75 x 10</i>		Margin Plate depth (excl. of flange) and thickness	<i>9</i>	<i>m/l horizontal</i>
" " Extends up to	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
Depth of Framing Girder	<i>all bulb angle frames</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
Frames in Uppermost Continuous Tween Decks, Angle, [or]	<i>150 x 75 x 9 1/2</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
" " Second Tween Decks, Angle, [or]	<i>✓</i>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
" " Third TRUNK SIDE, " 5 "	<i>150 x 75 x 8 1/2</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
Framing in Peaks, Angle or [<i>150 x 75 x 8</i>		INNER BOTTOM PLATING, IN MOTOR ROOM		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>115</i>		Breadth and thickness of Middle Line Strake	<i>1600 x 9</i>	<i>m/l</i>
State if Frame Joggled	<i>ordinary</i>		Thickness of remainder in Holds	<i>9</i>	<i>m/l</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>stringer and web-frames fitted as approved</i>		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?	<i>25</i>	<i>m/l in way motor sealing</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>double riveted bottom frames, and extra side keels</i>		BEAMS.		
SINGLE BOTTOM. FLOORS IN FORWARD HOLD	<i>Rules spaced as per Rule</i>		Uppermost Continuous Deck, amidships	<i>150 x 75 x 8</i>	<i>amidships</i>
Depth and thickness at mid-line in Holds	<i>790 x 10 in middle tanks</i>		" in Wells, Angle, [or]	<i>230 x 90 x 11</i>	<i>aft</i>
Height of Brackets at side above base line at toe of frame	<i>610 x 9 in wing tanks</i>		" in way of Bridge, Angle, [or]	<i>180 x 75 x 11</i>	<i>forward</i>
Middle Line Keelson, on Floors, Angles, [or]	<i>1245 m and as approved (side tanks)</i>		Spacing	<i>660</i>	<i>m/l</i>
" " Through Plate or Intercoastal Plate	<i>660 x 9 1/2</i>	<i>IN FORWARD hold</i>	Second Deck, amidships, Angle, [or]	<i>✓</i>	
" " Foundation Plate on Floors	<i>800 x 10</i>	<i>IN LANKS</i>	Spacing	<i>✓</i>	
" " Flat Plate Keel Angles	<i>180 x 90 x 14 1/2 double</i>		Third Deck, amidships, Angle, [or]	<i>✓</i>	
Side Keelsons, No. each side	<i>90 x 90 x 12 1/2 double</i>		Spacing	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>in forward hold two</i>		Fourth Deck, amidships, Angle, [or]	<i>✓</i>	
" " Angles	<i>9 m</i>		Spacing	<i>✓</i>	
DOUBLE BOTTOM. IN MOTOR ROOM.			Poop Deck, Angle, [or]	<i>150 x 75 x 9 1/2</i>	
Solid Floors, thickness and spacing	<i>8 m spaced 660 m</i>		Spacing	<i>660</i>	
" " Are Frame and Reversed Frame joggled?	<i>ordinary</i>		TRUNK		
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Bridge Deck, Angle, [or]	<i>see P.P.T. I</i>	<i>Longitudinal beams</i>
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>643</i>	<i>m</i>
			Forecastle Deck, Angle, [or]	<i>200 x 75 x 10 2</i>	<i>150 x 75 x 8</i>
			Spacing	<i>660 m & 610 m</i>	<i>m/l</i>

PILLARS AND DECKS.

	m/ 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.....	one space of 9 frames		Stringer Plate, breadth and thickness in way of Bridge	✓	
" in TANKS between Decks, Size and Spacing.....	240x85x13/16		Thickness of Plating abreast Deck openings in way of Wells	✓	
" " " " " "	plate 230x15 m		Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds " " " " " "	150x150x11 spaced + 6 frame spaces		Thickness of Plating within line of openings...	✓	
" " " " " "	240x85x13/16 in way of bottom transverses		If Sheathed, material and thickness	✓	
Longitudinal Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	230x90x11 spaced 660 m		Stringer Plate, breadth and thickness.....	✓	
	250x90x11		If Plated, state thickness.....	✓	
Plating, thickness of	10-12 m as approved		Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....	✓	
Uppermost Continuous Deck.			If Plated, state thickness	✓	
Stringer Plate, breadth and thickness in Wells	1350x10 1/2 m		Poop Deck.		
" " " " " in way of Bridge	✓		Stringer Plate, breadth and thickness	1250x7 1/2	
" Angle in Wells	130x130x12		Plating, Sheathing, material and thickness ...	4 1/2 m as approved	
Thickness of Plating abreast Deck openings in way of Wells	10 1/2		TRUNK		
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	✓		Stringer Plate, breadth and thickness.....	13 m	
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness ...	13 m, betw. hatchways 8 1/2 m	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	✓		Stringer Plate, breadth and thickness.....	1500x8 m	
			Plating, Sheathing, material and thickness ...	6 1/2, 7 1/2, 8 1/2 m as approved	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing.	
FLAT PLATE KEEL	1070	15 1/2	12 1/2	12 1/2		double	7/8 3 1/2	quadruple	7/8 3 1/2		lapped
" DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes ... 4.....	1640	10 3/4	10 3/4	10 3/4 - 9 1/2		double	3/4 2 5/8	treble	3/4 2 5/8		lapped
BILGE PLATING, No. of Strakes ... 4.....	1560	10 3/4	9 1/2	9 1/2		double	3/4 2 5/8	treble	3/4 2 5/8		lapped
SIDE PLATING, No. of Strakes ... 4.....	2000	10 3/4	9 1/2	9 1/2		double	3/4 2 5/8	treble	3/4 2 5/8		lapped
UPPER DECK, Sheer-strake in Wells.....	1085	10 3/4	9 1/2	9 1/2	at breaks 13 m	double	3/4 2 5/8	treble	3/4 2 5/8		lapped
UPPER DECK, Sheer-strake in Bridge ...					11 m (as let in)						
STRAKE BELOW SHEER-strake in Wells.....											
STRAKE BELOW SHEER-strake in Bridge ...											
POOP SIDE PLATING					10 1/2 to 8 m	single	3/4 3	double	5/8 2 5/8		lapped
TRUNK											
BRIDGE SIDE PLATING ...		10 1/2				double	3/4 2 5/8	treble	3/4 2 5/8		lapped
FORECASTLE SIDE PLATING			9 1/4	8 1/2 m		single	3/4 3	double	5/8 2 5/8		lapped

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)		9				
,, Deck next below		✓				
As per Rule						
		Plating Thickness. m/ in /m	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
			m/ in /m	m/ in /m		
MIDSHIP BULKH'D, Upper tween decks						
"	"	Second	"			
"	"	Third	"			
"	"	Holds Tanks.....	10 1/4	240 x 85 x 9 1/2 x 13	675	plate in line of 890 x 10 1/2 5 230 x 90 x 11 1/2 face to same box beam sp ± 4'-6" as approved
COLLISION	"	(in Hold)	9 to 12 m	200 x 75 x 9	610	
AFTER PEAK	"	"	12 to 4 1/2 m	230 x 90 x 11	610	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				flat plate keel
STEM				rolled 180x42 Dusseldorf
STERN FRAME { Propeller brackets forged as approved Werkspoor				
{ Rudder Post		180x55	Amsterdam	
RUDDER—A x D		272		
Speed of Vessel		10 knots		
RUDDER mainpiece at head ...		240	Werkspoor	
" heel ...		185	Amsterdam	
how constructed				arms shrunk upon 2 keyed to mainpiece
double or single plate coupling, vertical or horizontal				single plate horizontal

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Heart process*
Hannemann röhren-Werke Dusseldorf, David Colville & Sons Ltd Glasgow, Gute Hoffnungshütte Oberhausen
Dillinger Hüttenwerke, Skinningrove iron works Middlesbrough Vereinigte Stahlwerke Dusseldorf & Dortmund
 Has the Steel been tested as required by the Rules? *Yes*

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The Surveys are conducted not to write on or

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Lloyd's Register
Foundation

EQUIPMENT No. <i>17734</i>										LETTER <i>C</i>	ANCHORS.				
Number of Certificate.	Anchors.	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.			
<i>1545</i>	1st Bower ...	<i>30</i>	<i>0</i>	<i>22</i>	<i>stockless</i>			<i>34</i>	<i>13</i>	<i>0</i>	<i>0</i>	<i>35 1/2</i>	<i>stockless patent</i>	<i>Koninklyke</i>	<i>Rotterdam</i>
<i>1544</i>	2nd „ ...	<i>35</i>	<i>2</i>	<i>26</i>	<i>„ „ „</i>			<i>32</i>	<i>19</i>	<i>0</i>	<i>0</i>		<i>„ „ „</i>	<i>Nederlandsche</i>	<i>22-12-30</i>
<i>1542</i>	3rd „ <i>104</i>	<i>30</i>	<i>3</i>	<i>20</i>	<i>„ „ „</i>			<i>29</i>	<i>4</i>	<i>0</i>	<i>0</i>		<i>„ „ „</i>	<i>Groß Smedery</i>	<i>H. van der Weel</i>
	Collective weight.	<i>104</i>	<i>3</i>	<i>12</i>								<i>101</i>		<i>Roelen</i>	
<i>1525</i>	Stream	<i>10</i>	<i>0</i>	<i>0</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>12</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>9 1/4</i>	<i>Ordinary stock</i>	<i>„ „ „</i>	<i>Rotterdam 24/9-30</i> <i>H. van der Weel</i>

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.	Statury.	Break-ing.	Supplied.	Per Rule.			Length. Diam.					Length. Cir.	Tons.	Length. Cir.
	Fathoms. Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms. Ins.							Fathoms. Ins.		Fathoms. Ins.
<i>3110</i>	<i>240 1 3/4</i>	<i>558</i>	<i>778</i>	<i>396.2-14</i>	<i>370 1/2</i>	<i>240 1 3/4</i>	<i>Stud link</i>	<i>Koninklyke</i>	<i>Rotterdam</i>	<i>Nederlandsche</i>	<i>14-10-30</i>	<i>Steel wire</i>	<i>90 3 1/2</i>	<i>25.7</i>	<i>90 3 1/2</i>
								<i>Groß Smedery</i>	<i>Rotterdam</i>	<i>Heiden</i>		<i>HAWSERS & WARPS</i>	<i>2x90 2 1/4</i>	<i>10.8</i>	<i>2x90 2 1/4</i>
													<i>2x90 1 3/4</i>	<i>5.6</i>	<i>2x90 1 3/4</i>
<i>Iron Stream Chain or Steel Wire</i>	<i>75 4</i>	<i>33.2</i>				<i>75 4</i>	<i>Steel wire</i>								

Steering Gear, Steam *direct acting* Steering Gear, Hand *yes*

Boats *2 Life boats* Steering Chains, Size and Test *✓* Windlass *iron steam patent*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *All oil tight hatchways* Thickness of Hatches *steel covers*

Size of No. 1 Hatchway (Forward) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *✓*

Builder's Signature *J. B. NEDERLANDSCHE DOK Mij. N.V.*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *✓* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The workmanship was found good and the vessel has been built in accordance with the approved plans. Secretary's Letters, Rotterdam letters, and general conformity with the Society's Rules

Oil tanks, bunkers, cofferdams, peak tanks, and double bottom tanks have been tested with a head of water as required by the Rules and all parts found sound and tight

Treeboard verified, found correct, and marking out in vessels ends

The following certificates are sent herewith

one of Propeller brackets

one of Crosshead

one of Quadrant and teller

one of Sternframe and one of Rudder head, mainpiece & arms

The amount of Entry Fee *£42:-* Fees applied for, *amp*

Special Survey Fee.... *£322.8:-* Received by me, *31/8/31*

Treeboard *84-*

Travelling Expenses, if any *£25:-*

I am of opinion the Vessel should be Classed *+100A1*

Carrying Petroleum in Bulk

Longitudinal framing at bottom and at top of Tank

State whether the Vessel has been built under Special Survey *yes* Signature *R. P. Jones*

Certificate to be sent to *Amsterdam Surveyors* Date of issue *28/8/31*

Committee's Minute *TUE. 26 AUG 1931*

Character assigned *+100A1*

Carrying Petroleum in Bulk

Lloyd's arcl. + Linc. 7.31 Cl.

S.B. - 150th

My

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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.)

Sister Vessel: H.S. "Adelegonda" Messrs Smulder Werf Guite, Yard N° 652 Rotterdam
" " " " H.S. "Apollonia" N.V. Werf voorheen Ryke & C° Yard N° 202 Rotterdam

Rpt. 4b.

Date of writing

No. in
Reg. Book.

14007

Built at

Engines made

Rpt. 1*.

Framing of
Frames in B
Frames from
Deck

Spacing of
Longitudinal
Frames

Double
Bottoms
L or C

Spacing of Long

In Bridge

tween Decks

In Awning,
Shelter or
Upper Decks.

In Hold.

Spacing of Trans

* State if

Longitudinal
Beams of
L or C

The particular

2, 20.—T.

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

1st Bower Weight 24-3-1 Cwts, H.C. Rogers, Cert: N° 4872, Antwerp 29/10-30
2nd " Weight 24-1-10 Cwts, H.C. Rogers, Cert: N° 4873, Antwerp 29/10-30
3rd " Weight 21-1-10 Cwts, H.C. Rogers, Cert: N° 4874, Antwerp 29/10-30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 83.6 ft., R.Q.D. ☒ ft., ^{TRUNK} Bridge 129.9 ft., Forecastle 46.5 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop is joined to the Trunk*

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 *yes* if not give
particulars of composition *except in tanks used for oil*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	16	24
Double bottom, under Engines and Boilers, <i>WATER</i>	19.5	19	After peak tank,	18	10.4
Double bottom, if under Engines only, <i>oil</i>	28.2	61.8	Deep tank, aft, <i>in Poop space</i>		(19.3)
Double bottom, if under Boilers only,	57.7		Deep tank, forward, <i>movable tanks in motor room</i>		
Double bottom, forward,			Other tanks, if fitted,		
			(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. 154

Date *1st of July 1930*

Dates of Surveys
held while building

8-9-24/4, 1-3-19/5, 11-12-18-21-27-30/6, 9-10-12-16-24-31/7, 4-7/8
6-8-9-10-15-24-25-26-27/9, 1-3-6-7-8-14-20-22-23-30/10, 4-14-15-18-21-
22-27/11, 2-5-9-10-15-17-22/1930, 2-5-8-14-23-24-27-28-31/1, 2-7-13-17-18-
23-26/2, 3-6-9-12-13-19-30-31/3, 3-10-11-16-18-21/4, 8-15-29/5, 2-3-10-12-16-24-31/6
27-30/6, 1-6-7-9-14-18-21-25-28/7-1931

Total No. of Visits 108

PARTICULARS OF LONGITUDINAL FRAMING.

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 112-
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 856 7/8
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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.

W1042-0083