

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

Port of Rotterdam

No. 19996

Survey held at Rotterdam

Date First Survey 20th of March 1930 Last Survey 30th of December 1930

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

Steel twin screw motor vessel ANASTASIA

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

Full scanning

State Type of Erections Poor + Precarious

TONNAGE under } 2281.56
Tonnage Deck... }

CLASS *100 A1*

State if with freeboard } *no*
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) }

305

Launched 8/10-1930 Yard No. 123

Total

Breadth (*greatest moulded*) **B** 50

Builders *Burgerhout's Mach. fabriek*
& Scheepwerf.

Gross Tonnage 3028.86

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (c) D 19.25

Owners. Vcl. Ind. Tank Steamboat

Register Tonnage 1604.92

1st Longitudinal Number (L × D).....= 5841

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

REGISTERED DIMENSIONS.

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

Residence s' Gravenhage

Length 305.84

Proportions—Depth to Length—Uppermost continuous deck to top of keel } 1584

Port of Registry

Breadth 50.16

Do. Long Bridge to top of keel } 12.04

If surveyed while building, afloat, or in dry dock

Depth *19.33*

Draught Moulded $17' 2\frac{1}{4}"$

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	32"			Bracket Floors, Frame			
" " from $\frac{3}{8}$ length to Collision bulkhead.....}	27"			" " Reversed Frame			
" " in peaks.....	24"			" " Vertical Struts			
<i>For longitudinal framing in bottom and at each side separate slope.</i>				Centre Girder, depth and thickness amidships	3 $\frac{1}{2}$ "	40-44	
SIDE FRAMING.				" " top Angles	3	3	40
Frame Amidships, Angle, \square or Γ	7	3	40	" " bottom Angles	3 $\frac{1}{2}$	3 $\frac{1}{2}$	44
" " Extends up to	<i>Upper deck.</i>			Side Girders, No. each side and thickness	2		50
Reversed Frame Amidships, Angle				Margin Plate depth (excl. of flange) and thickness	44	<i>straight.</i>	
" " Extends up to				" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem			
Depth of Framing Girder				" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem			
Frames in Uppermost Continuous tween Decks, Angle, \square or Γ	8	3	36	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....}			
" " <i>Second tween Decks, Angle, \square or Γ</i>	10	3 $\frac{1}{2}$	44	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem.....}			
" " Third " " " " " "				Tank Side Brackets, height above base line at toe of Frame and thickness			
Framing in Peaks, Angle or \square	5 $\frac{1}{2}$	3	38	INNER BOTTOM PLATING, in motor space.			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4"	4 $\frac{1}{2}$ "	<i>and as approved.</i>	Breadth and thickness of Middle Line Strake ...	5 $\frac{1}{2}$ "	42	<i>(see plans)</i>
State if Frame Joggled	<i>yes.</i>			Thickness of remainder in Holds	<i>See approved plan</i>		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)	<i>Deep frames and panking stringers 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>in motor space.</i>		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double riveted frames with intercostals all as approved.</i>			BEAMS.			
SINGLE BOTTOM.	<i>forward.</i>			Uppermost Continuous Deck, amidships in Wells, Angle, \square or Γ	8	3	40
Floors, Depth and thickness at mid-line in Holds	30		46	" " <i>in way of Bridge, Angle, \square or Γ</i>	9 $\frac{1}{2}$	3 $\frac{1}{2}$	46
Height of Brackets at side above base line at toe of frame				Spacing	30"	27"	24"
Middle Line Keelson, on Floors, Angles, \square or Γ				Second Deck, amidships, Angle, \square or Γ			
" " " Through Plate or Intercostal Plate...	30		42	Spacing.....			
" " " Foundation Plate on Floors	36		46	Third Deck, amidships, Angle, \square or Γ			
" " " Flat Plate Keel Angles	4	4	50	Spacing.....			
Side Keelsons, No. each side	<i>two</i>			Fourth Deck, amidships, Angle, \square or Γ			
" " thickness of Intercostal Plate...			32	Spacing.....			
" " Angles	3	3	32	Poop Deck, Angle, \square or Γ	6 $\frac{1}{2}$	3	42
DOUBLE BOTTOM.				Spacing.....	30"	24"	
Solid Floors, thickness and spacing	42-40	30	"	Bridge Deck, Angle, \square or Γ			
" " Are Frame and Reversed Frame joggled?	<i>yes.</i>			Spacing.....			
Bracket Floors, breadth and thickness at middle line.....				Forecastle Deck, Angle, \square or Γ	8	3	40
" " breadth and thickness at margin plate.....				Spacing	54	48	

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.....	<i>steel bulk heads</i>										
.. in 'tween Decks, Size and Spacing.....	<i>poop and forecastle.</i>										
.. " " " " "											
.. in Holds <i>Cargo tanks</i>	<i>75 8 x 3 1/2 x 44/54</i>										
.. " " " " "											
<i>side</i> Centre Line Bulkhead.											
Stiffeners and Spacing.....	<i>L</i>	<i>8</i>	<i>3</i>	<i>36</i>	<i>32" dist.</i>						
Plating, thickness of	<i>.50</i>	<i>-</i>	<i>.40</i>	<i>.45 - .35</i>	<i>approved.</i>						
STRINGERS AND DECKS.	<i>horizontal girder 15 x 4 x 54 .64</i>										
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells	<i>51</i>			<i>.46</i>							
" " " " in way of Bridge											
" Angle in Wells	<i>6</i>	<i>6</i>		<i>.50</i>							
Thickness of Plating abreast Deck openings in way of Wells	<i>Doubling .50</i>										
Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>										
Thickness of Plating within line of openings...				<i>.46</i>							
If Sheathed, material and thickness	<i>✓</i>			<i>✓</i>							
Second Deck.											
Stringer Plate, breadth and thickness in Wells...	<i>✓</i>										
Stringer Plate, breadth and thickness in way of Bridge											
Thickness of Plating abreast Deck openings in way of Wells											
Thickness of Plating abreast Deck openings in way of Bridge											
Thickness of Plating within line of openings...											
If Sheathed, material and thickness	<i>✓</i>			<i>✓</i>							
Third Deck.											
Stringer Plate, breadth and thickness.....	<i>✓</i>										
If Plated, state thickness.....	<i>✓</i>										
Fourth Deck.											
Stringer Plate, breadth and thickness.....	<i>✓</i>										
If Plated, state thickness	<i>✓</i>										
Poop Deck.											
Stringer Plate, breadth and thickness	<i>49</i>			<i>.32</i>							
Plating, Sheathing, material and thickness	<i>steel</i>	<i>.64</i>	<i>.48</i>	<i>.32</i>							
Bridge Deck. <i>sunbath</i>											
Stringer Plate, breadth and thickness.....	<i>✓</i>			<i>.64</i>	<i>.34</i>						
Plating, Sheathing, material and thickness ...	<i>✓</i>										
Forecastle Deck.											
Stringer Plate, breadth and thickness.....	<i>63</i>	<i>x</i>		<i>.32</i>							
Plating, Sheathing, material and thickness	<i>steel</i>	<i>.32</i>		<i>Leak 2 1/2"</i>							

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>no</i>	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>77</i>	<i>.68</i>	<i>.54</i>	<i>.54</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>III</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes <i>3</i>	<i>79 1/2</i>	<i>.50</i>	<i>.44</i>	<i>.44</i>		<i>"</i>	<i>3/4</i>	<i>2 5/8</i>	<i>III</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
BILGE PLATING, No. of Strakes <i>1</i>	<i>77</i>	<i>.50</i>	<i>.44</i>	<i>.44</i>		<i>"</i>	<i>3/4</i>	<i>2 5/8</i>	<i>III</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>1</i>	<i>70</i>	<i>.50</i>	<i>.44</i>	<i>.44</i>		<i>"</i>	<i>3/4</i>	<i>2 5/8</i>	<i>III</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>70</i>	<i>.50</i>	<i>.44</i>	<i>.44</i>		<i>"</i>	<i>3/4</i>	<i>2 5/8</i>	<i>III</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...												
STRAKE BELOW Sheer-strake in Wells.....	<i>70</i>	<i>.50</i>	<i>.44</i>	<i>.44</i>		<i>"</i>	<i>3/4</i>	<i>2 5/8</i>	<i>III</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>at break</i>	<i>.60</i>										
POOP SIDE PLATING				<i>.42/.34</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>II</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
BRIDGE SIDE PLATING ...												
FORECASTLE SIDE PLATING			<i>.36</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>I</i>	<i>5/8</i>	<i>2 1/2</i>	<i>"</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	11 in all as per plan
Extending to Upper Deck (Sec. 3 c)	11
" Deck next below	✓
As per Rule	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat keel plate.			
STEM	Forged, 200 x 54 Builders.			
STERN FRAME {	Propeller Post			
Rudder	Forged, 203 x 67 Burgumhart forge			
RUDDER—A x D	373			
Speed of Vessel	10 1/2			
RUDDER mainpiece at head ...	Forged, 254			
" " heel ...	216			
" how constructed	Single plate arms thimble on to mainpiece			
" double or single plate	"			
" coupling, vertical or horizontal	horizontal			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
" " Second "					
" " Third "					
" " Holds .....	.46 + .43	18 x 3 x 40 30"	27 x 40 32"	16 x 3 x 42	
COLLISION " (in Hold) .....	.46	18 x 3 x 34 2 1/2"	27 x 40 32"	16 x 3 x 42	
AFTER PEAK " .....	.46	18 x 3 x 42	27 x 40 32"	16 x 3 x 42	

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	Siemens Martin
Process.	Mannesmann-Rohren Düsseldorf. Vereinigte Stahlwerke
Has the Steel been tested as required by the Rules?	Yes.

EQUIPMENT NO. 22615												LETTER	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.			
1533	1st Bower ...	45	1	23	shackles			39	11	0	0	42-0-0	Union Patent	K.N.G. Leiden	28/10-30 P.H. 4. West
1534	2nd „ ...	43	1	0	“			57	13	0	0		“	“	“ “ “
1535	3rd „ ...	35	2	15	“			32	17	0	0		“	“	“ “ “
	Collective weight.	124	1	10								119-2-0			
1524	Stream	11	1	24	2	3	14					11-0-0			24/9-30 “ “

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.	Tons.		Fathoms.	Ins.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
3066	270	2	72	100 ⁸ / ₁₀	556	-1	-1	425	1	14 ¹ / ₁₆	And	K.N.G. Leiden	7/9-30 P.H. 4. West	same	100	4	35.2	100	4

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

Boats *2 lifeboats* Steering Chains, Size and Test ☒ Windlass *Turn Steam Patent*

Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways.-(Upper Deck) *Alight steel hatches* 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 ☒

X BURGERHOUT'S MACHINEFABRIEK & SCHEEPSWERF N.V.

Builder's Signature *F. Uerit*

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 and Secretary's letters M 20/1; 4-7-28/2; 1-4-11-26/3; 1-10/4; 1930 and Rotterdam letters 5-22-27/2; 3-6-10-22-24-25/3; 7/4; 19-2/5; 1930 respecting this case and in general conformity with the Society's Rules.

Cargo tanks, wing tanks, fuel tanks, fore and after peak tanks and double bottom tanks, cofferdams and freshwater tanks have been tested with a head of water as required by the rules and found sound and tight.

Fireboard marking verified and cut in the vessel's sides.

Certificates of fittings enclosed herewith (steelframe, masts, shaft brackets)

The amount of Entry Fee *£ 24.00* Fees applied for, *9/1 19/11*

Special Survey Fee.... *£ 4076.00* Received by me, *14/2/31*

Travelling Expenses, if any *£ 66.00*

Freeboard 96.00

State whether the Vessel has been built under Special Survey *Yes* Signature *J. v. Heerwaarden*

Certificate to be sent to *Rotterdam* Date of issue *27/1/31* Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 27 JAN 1931

Character assigned *+ 100A1*

Carrying Petroleum in Bulk

Wijk Rotterdam

Lloyd's a.s.c., + Lmb. 12.30

oil Eng., Ch. 1500

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W1043-007043

PARTICULARS OF LONGITUDINAL FRAMING.

W1043-0070 3/3

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Ins.	Speng. Ins.	Number.		Diameter. Inches.	
Framing of L, [or C																	
Frames in Bridge 'tween Decks ...																	
Frames from Uppermost Continuous Deck No. 1																	
" 2																	
" 3																	
" 4																	
" 5																	
" 6																	
" 7																	
" 8																	
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Spacing of Longitudinal Frames																	
Amidships																	
At Ends																	
Double Bottoms																	
L, [or C																	
Top Longitudinals																	
Bottom "																	
Spacing of Longitudinals																	
Amidships																	
At Ends...																	
Transverses.																	
In Bridge 'tween Decks																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
In Upper 'tween Decks.																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
In Hold.																	
Depth and Thickness																	
Face Angles																	
Lugs to Shell*																	
" " Back Bars ...																	
Brackets																	
Spacing of Transverse Frames																	
* State if joggled or liners.																	
Longitudinal Beams of																	
Bridge Deck ...																	
Upper "																	
Second "																	
Third "																	

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.

Double bottom, under Engines and Boilers,
Double bottom, if under Engines only,

51.5

136

After peak tank,
Deep tank, aft, crossbunker

7

200

PARTICULARS OF LONGITUDINAL FRAMING.

W1048-0070 3/3

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Number.		Diameter.	
												Ins.	Ins.				
Framing of L, [or C																	
Frames in Bridge 'tween Decks ...																	
Frames from Uppermost Continuous Deck																	
No. 1																	
" 2																	
" 3																	

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

1st Bower 29 Cwt. - 1 Cr. 11 lbs N° 4814 L.R. Antwerp 26/9-30 H B Nogen
2nd " 29 Cwt. - 1 Cr. 7 lbs N° 4816 L.R. " " " " "
3rd " 24 Cwt. - 1 Cr. 16 lbs N° 4815 L.R. " " " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 25.66 ft., R.Q.D. — ft., Bridge — ft., Forecastle 49.75 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *mark 109*

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 *not in* if not give particulars of composition *Partly cement in peaks and bitumastic.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	19.8	68
Double bottom, under Engines and Boilers,			After peak tank,	16.5	68
Double bottom, if under Engines only,	51.5	136	Deep tank, aft, <i>cross bunker</i>	7	200
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	136	(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. *493*

Date *20/3-30*

Dates of Surveys held while building

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

Total No. of Visits *53*

Lloyd's Register Foundation