

STEEL STEAMER or MOTORSHIP.

Received at London Office

25 MAY 1928

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 23/5/28Port of NEWCASTLE-ON-TYNENo. 82790Survey held at HEBBURN-ON-TYNE Date First Survey 12th Dec 1927 Last Survey 17th May 1928On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) TWIN SCREW STEAMER "CARONI" MACHINERY AFT.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling, Oil carrier, Long Framing Bracketless System State Type of Erections Popo, Bridge, Forecastle, continuous trunk from popo to bridge & bridge to fore-castleTONNAGE under Tonnage Deck 2298.29CLASS 100A1 carrying petroleum in bulk State if with freeboard as condition of Class without FEET.Built at HEBBURN-ON-TYNEDo. 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 325.0Launched 3-5-1928 Yard No. 983

Total

Breadth (greatest moulded) B 55.0Builders PALMERS S.B. & IRON CO LTDGross Tonnage 3131.81Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 16.5Owners VENEZUELA GULF OIL CO INC (final)
Palmers S.B. & Co Ltd (provisional for voyage out)Register Tonnage 1671.441st Longitudinal Number (L x D) 325 x 16.5 = 5362.5

Managers

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

2nd Numeral L x (B + D) 325 x (55.0 + 16.5) = 23049

Residence

REGISTERED DIMENSIONS.

FEET.

Length

325.0Framing Depth "d," at middle of length. See Sec. 3 (1d) 19.70

Breadth

55.2Proportions—Depth to Length—Uppermost continuous deck to top of keel 19.70

Depth

16.45Draft—Moulded Full Summer 7.6d 14-4 1/4Port of Registry MARACAIBO (final)
NEWCASTLE (provisional)

If surveyed while building, afloat, or in dry dock

Building & Afloat.

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			Bracket Floors, Frame		
" " from 1/4 length to Collision bulkhead	<u>Longitudinal Framing</u>		" " Reversed Frame		
" " in peaks	<u>24"</u>		" " Vertical Struts		
IDE FRAMING.			Centre Girder, depth and thickness amidships	<u>BR 38 1/2 x 54</u>	
Frame Amidships, Angle, [or [.....			" " top Angles	<u>ER 38 x 36</u>	<u>40 ER 30 BR</u>
" " Extends up to			" " bottom Angles	<u>2 3 1/2 3 1/2 42</u>	
Reversed Frame Amidships, Angle	<u>Longitudinal Framing</u>		Side Girders, No. each side and thickness	<u>3 ER 32 1/2 42</u>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<u>26 48 BR 42 ER</u>	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<u>5 5 38</u>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [.....			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" " Second 'tween Decks, Angle, [or [.....			" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem		
Framing in Peaks, Angle or [.....	<u>5 1/2 3 30</u>		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>Longitudinal Framing</u>		INNER BOTTOM PLATING.	<u>BR 48</u>	<u>48 1/2 40</u>
State if Frame Joggled			Breadth and thickness of Middle Line Strake	<u>ER</u>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<u>Longitudinal Framing as approved</u>		Thickness of remainder in Holds		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>Bottom long fitted with beam bars, double shell bars to bottom transverse. Bottom plating midship thickness.</u>		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?	<u>yes</u>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [or [.....		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or [.....		
Middle Line Keelson, on Floors, Angles, DOCKING GIRDER [or [.....			Spacing		
" " Through Plate or Intercoastal Plate	<u>36 40</u>		Second Deck, amidships, Angle, [or [.....		
" " <u>Long. Bar on top of deck</u>	<u>5 3 40</u>		Spacing		
" " <u>Foundation Plate on Floors</u>	<u>4 4 49</u>	<u>double</u>	Third Deck, amidships, Angle, [or [.....		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or [.....		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Poop Deck, Angle, [or [.....		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	<u>38 x 34</u>		Bridge Deck, Angle, [or [.....		
" " Are Frame and Reversed Frame joggled?	<u>yes</u>		Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, [or [.....		
" " breadth and thickness at margin plate			Spacing		

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>ford</i> in 'tween Decks, Size and Spacing....	3"	@	6'-6" + 10'	/					
" " " " "									
" <i>ford</i> in Holds 2 rows 10'-0" x 6'-0"	built pillars		as plan	/					
<i>Long wing</i> " " "									
Centre-Line Bulkheads									
Stiffeners and Spacing... <i>BA 12 x 3 1/2 x .45 G</i>	9 x 3 1/2 x .40		<i>Space 2'0" to 2'6"</i>						
<i>Trunk side BA</i>	8 1/2 x 3 x .45		<i>2'8"</i>						
Plating, thickness of <i>BKOS</i>	.45 G		.38 /						
<i>Trunk side</i>	.42		/						
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	77"	x	.44	/					
" " " " in way of Bridge	.54		/						
" Angle in Wells	5	5	.45	/					
Thickness of Plating abreast Deck openings } in way of Wells									
Thickness of Plating abreast Deck openings } in way of Bridge .....	.42		/						
Thickness of Plating within line of openings...									
If Sheathed, material and thickness	No		/						
<i>TRUNK TOP</i> Centre & Side	.56		/						
Second Deck. intermediate	.40		/						
Stringer Plate, breadth and thickness in Wells...									
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									
Third Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness.....									
Fourth Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness	50	32	/						
Plating, Sheathing, material and thickness ...	.38 -	.30	/						
Bridge Deck.									
Stringer Plate, breadth and thickness.....	40 3/4	.38	/						
Plating, Sheathing, material and thickness ...	.30		/						
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	31	.32	/						
Plating, Sheathing, material and thickness ...	.31		/						

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	43 1/2	.68	.53	.53	/	double	7/8	3 1/2	four	7/8	3 1/2	lapped
„ DELG. (if any) as BLKHDs.		.47	.47	.47	/	„						
BOTTOM PLATING, No. of Strakes .....4.....		.47	.47	.41	/	„	3/4	2 5/8	three	3/4	2 5/8	„
BILGE PLATING, No. of Strakes .....1.....		.47	.41	.41	/	„	„	„	„	3/4	2 5/8	„
SIDE PLATING, No. of Strakes .....2.....		.45	.39	.39	plating in way of stem frame increases as per rule	„	„	„	„	3/4	2 5/8	„
UPPER DECK, Sheer- strake in Wells.....		.45	.39	.39	/				„	3/4	2 5/8	„
UPPER DECK, Sheer- strake in Bridge ...		.54			/		7/8	3 1/2	„	7/8	3 1/8	„
STRAKE BELOW Sheer- strake in Wells.....		.45	.39	.39	/	„	3/4	2 5/8	„	3/4	2 5/8	„
STRAKE BELOW Sheer- strake in Bridge ...		.45			/	„	7/8	3 1/2	„	3/4	2 5/8	„
POOP SIDE PLATING .....				.35	/	„	-	-	two	3/4	3	„
BRIDGE SIDE PLATING ...		.38			/	„	-	-	two	3/4	3	„
FOREC'TLE SIDE PLATING			.38		/	„	-	-	two	3/4	3	„

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—
Extending to Upper Deck (Sec. 3 c) 3 complete (side to side) ✓
3 partial (centre tank only) ✓
Deck next below _____
As per Rule approved as above. ✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Plate	Keel	/	
STEM	Roller	$7\frac{1}{2} \times 2\frac{1}{4}$	Colville	
STERN FRAME { A Brackets Propeller Post Rudder "	Casting forged steel	as plan $8 \times 3\frac{1}{2}$	Springfield Steel & Glass Sunderland Forge	
RUDDER—A x D				4.25
Speed of Vessel				$9\frac{1}{2}$
RUDDER mainpiece at head	Forged steel	$10\frac{1}{4}$	Sunderland Forge	
" " heel		$7\frac{3}{4}$		
" how constructed		arms skewed	keyed	
" double or single plate		single plate	1.00	
" coupling, vertical or horizontal		horizontal		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) South Durham
Dorman Long, Steel Co of Scotland, Consett, Pease & Partners, Bolekows Vaughan, Cargo Fleet
Lyddards. Open Hearth Process.
Has the Steel been tested as required by the Rules? Yes.

For equipment specially approved see Sec. 1 letter to Sir J. Isherwood & Co 14/12/27.

EQUIPMENT No. 24978										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.				
31017	1st Bower ...	45	0	14				39	6	2	7	45	Byers Impd		5th 1.5.28 Butler
31018	2nd " ...	45	0	14				39	6	2	7	45	" "		" 2.5.28 "
31027	3rd " ...	38	1	0				34	13	0	14	38	" "		" 3.5.28 "
	Collective weight.	128	2	0								128			
17353	Stream	12	0	0	3	0	0	13	8	0	0	12	Common		Off 2.4.28 Jones

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.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
31722	256	2"	72	1008	509-0-7			511 1/2 ✓	255	2"	Stud	Kendrick Mide	Off 22.5.28 Jones	TOWLINE...	120	4"	33	120	4
Iron Stream Chain or Steel Wire								rule	270	1 1/2"				HAWSERS & WARPS					
	90	4 1/2"		39					90	4 1/2"				"	4290	2 1/2"	12 1/2	4-90	2 1/2
														"					

Steering Gear, Steam Donkin & Co

Steering Gear, Hand Larkles to winch

Boats 2 life boats 24' 1 dinghy 16' Steering Chains, Size and Test 1 3/8" Windlass Steam, Blake Chapman

Ceiling in Holds, thickness and material 2 1/2" W.P. in fore hold Cargo Battens, thickness, material and spacing none

Cargo Hatchways. (Upper Deck) on trunk top oil tight 4' x 2' 6". Oil tight manholes to wing tanks on U.D.K. Thickness of Hatches

Size of No. 1 Hatchway (Forward) Trunk Top 7' x 10' 2" No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters 30 steel covers with 3 - 5" angle stiffeners

Palmer's Shipbuilding & Iron Co., Ltd.

Builder's Signature

Ab Jenkins

Shipyard Manager.

GENERAL DECLARATION This vessel has been built in accordance with the approved plans, the Society's Rules and the Committee's instructions. The workmanship and material are good and to my satisfaction. All oil cargo tanks, wing peak and double bottom water tanks and oil fuel bunkers have been filled and tested to rule requirements (the oil cargo tanks have been filled and tested with a head of 5' 0" above top of tanks as specially approved for all previous vessels of this type by same builders for same owners). All bulkheads have been tested under pressure as part of above test. Weather decks where not tested as above under pressure have been tested by flooding with hose. The assigned freeboards have been marked on vessels sides, verified and cut in.

The flash point of oil fuel (for the carriage and burning of which the vessel is fitted) is above 150°F.

The vessel is framed longitudinally on the "bracketless" system.

The approved plans and form of sections as built are in the London office with reports on sister vessels "CATATUMBO" and "APURE"

The amount of Entry Fee £ 7 : 0 : 0 Fees applied for, 24 MAY 1928
Special Survey Fee.... £ 349 : 16 : -0 Received by me, 26.6.28
F'dd
Travelling Expenses, if any £ 8 : 5 : 0

I am of opinion the Vessel should be Classed 100 A1 carrying Petroleum in bulk.

State whether the Vessel has been built under Special Survey 413

Signature

Ch Brown

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Newcastle Date of issue 27/6/28.

Committee's Minute WED. 30 MAY 1928

Character assigned + 100 A1 Carrying Petroleum in Bulk

Lloyd's Assoc

+ L.M.O. 5.28 C1

Fitted for Oil Fuel 5.28, F.P. above 150°F

My



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Lloyd's Register Foundation

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.)

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

1st Bower	26-0-16	with pin	28-2-7	K.H. Düsseldorf	13-4-28	No 5245
2nd "	26-0-1	"	28-1-21	K.H. "	13-4-28	5246
3rd "	23-0-8	"	25-1-21	K.H. "	13-4-28	5230

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 73 ft., R.Q.D. — ft., Bridge 22 ft., Forecastle 40 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated
Continuous trunk from poop to bridge 30' wide

No. and Material of Decks (this information is to be given as it should appear in the Register Book)

Official No. 149471 ; Signal Letters

Is bottom of Vessel coated with cement *gls* if not give
except in oil compartments

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,	50	149	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft, <i>deep wing tanks at sides of centre line cargo tanks</i>	180	2118
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		149	(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. 5253

Date

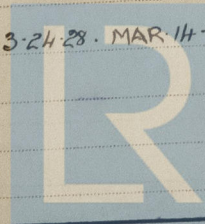
19-1-28

Dates of Surveys held while building

1927. DEC. 12-13-16-20.

1928

JAN. 26-31. FEB. 1-3-24-28. MAR. 14-19-27. APR. 2-11-12-16-19-20-21-23-24-25-26-27-30. MAY. 2-3-10-14-15-17.



Lloyd's Register Foundation
Total No. of Visits 32

"CARONI" New Report No 82790

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.		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.	Speng.	Inches.	Inches.	Number.	Diameter.	
of ∇ , L or ∇							POOP $6 \times 3 \times 32$														
in Bridge 'tween Decks ...				6	3	.32	KEEL $6 \times 3 \times 32$								$3/4$	$4\frac{1}{2}$					
from Uppermost Continuous No. 1				9	$3\frac{1}{2}$	.40	A $6 \times 3 \times 32$									"				
" 2				$9\frac{1}{2}$	$3\frac{1}{2}$	.42	F $6 \times 3 \times 32$									"				
" 3				$10\frac{1}{2}$	$3\frac{1}{2}$	.44	A $6 \times 3 \times 32$									"				
" 4				11	$3\frac{1}{2}$	.46	F $6 \times 3 \times 32$									"				
" 5				12	$3\frac{1}{2}$	.45	A $7 \times 3 \times 34$									"				
channel " 6				$12 \times 53 \times 3\frac{1}{2} \times 50$			F $7 \times 3 \times 34$									"					
" " 7				$15 \times 41 \times 4 \times 62$			A $8 \times 3 \times 38$									"					
" " 8				"	"	"	F $8 \times 3 \times 38$									"					
" " 9				"	"	"	A $8 \times 3 \times 40$									"					
" " 10				"	"	"	F $9 \times 3 \times 40$									"					
" " 11				Long ∇ Bkd			F " " "									"					
" " 12				$15 \times 41 \times 4 \times 62$			F " " "									"					
" " 13				"	"	"	F " " "									"					
" " 14				"	"	"	F " " "									"					
" " 15				"	"	"	F " " "									"					
" " 16				"	"	"	F " " "									"					
of Amidships				30"																	
At Ends				30" - 21" at collision Bkd.																	
ER ROOM																					
Tank Top Longitudinals							$6 \times 3 \times 40$ BA								$3/4$	$4\frac{1}{2}$			$3\frac{3}{4}$ for 4 rivets each side transverse & BHDs		
Bottom "							$6 \times 3 \times 40$ BA							$3/4$	$4\frac{1}{2}$				$2\frac{5}{8}$ for 8 rivets each side transverse & BHDs, 3" through shell doublings		
Longitudinals { Amidships							2'-6"														
At Ends...																					
Transverses.																					
Depth and Thickness				CHANNEL $12 \times 34 \times 3\frac{1}{2} \times 50$																	
Face Angles																					
Lugs to Shell*																					
Depth and Thickness				27×38																	
Face Angles				$6 \times 3\frac{1}{2} \times 44$ angle																	
Lugs to Shell*				5 5 40																	
Depth and Thickness				$24\frac{1}{2} \times 38$																	
Face Angles				5 \times 3 \times 38 angle																	
Lugs to Shell*				5 5 40																	
Back Bars ...																					
Brackets																					
Transverse Frames				Middle span 12'-6"																	
End " 8'-9"																					
207																					
126																					
2118																					
POOP																					
BRIDGE																					
TRUNK TOP																					
Upper (NINE) "																					
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.