

Declaration of Inspection of the Venezuelan Steamship
 "Itinerote" of the Carenno Railway Navigation Co
 — Capitaine, Montero —

Principal Dimensions.

Name of Builder	Scott & Co.
Yard & year of construction	The Clyde 1890
Class at Lloyd's	—
Length of ship	35 metres 38
Breadth	6 " 71
Depth	2 " 59
Tonnage of the hold	from 100 to 130 tons
N ^o of passengers	20 1 st class
"	20 2 nd "
System of Machinery	2 double acting Engines.
Consumption of coal	4 tons a day
Kind of Boiler	(Boiler) with Pipes.
Maximum pressure	6 K 325
Diameter of the cylinders	
Small Cylinder	300 m/m 8
Large "	584 m/m 20
Usual length of the stroke of the steam pistons	4.57 m/m 20 }
Number of feeding engines	2
One winch machine to work the steam windlass	
Speed	9 to 10 Knots
Net Tonnage	31 (2131) Gross 170 (Freight only)



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Survey

On 27th August we the undersigned

Saguenand - Captain of the Port of St Pierre

Charles - Engineer of the Compagnie Générale Transatlantique

Cappa - Mechanical Engineer

being experts appointed by Lloyds Agent to examine the condition of the hull, engine & boiler of the Venezuelan Steamship "Hijerote"; the vessel being stranded in the harbour of Radoub we descended to the gravel bed - The hull being well scraped we could examine the condition outside, we then went inside, then into the engine room - The cylinders, pumps, condenser & boiler being open we were able to inspect them - We summarise the result of our inspection.

Keel, Stem & Sternpost. The keel is straight firmly fixed to the iron plates - The stem is in good condition, ~~also~~ the stern post (there is no frame, the ship has two screws) There is no break or crack in these parts of the ship. The hull is in good condition. There is no deformation or sign of strain. Edging, end, Rivets - The edges are firmly fixed to the ends, the ends are good, the rivets are good. In the hull 13 rivets have shifted.

Helm, Pinth, Steering gear. The helm is in very good condition firmly held by good pins. The supports are good. There are two steering gears. A teller & a gear worked from the bridge. The trusses are good. The whole is in good condition.

Ribs, Joints. The ribs & joints are firm & in good state of maintenance. The cement is perfectly fast, no break. Bridge. The bridge is made of wood. The part over the boiler is made of iron plate. The whole is in good condition. The calking is good.

Watertight Compartments (two in number) are in good state of maintenance & possess the required strength.

The Windlass is in good condition. The anchor, the anchor & chains in sufficient quantity, are all in good state of preservation.

Shoreboats. There is only one boat which is not enough. There is room to put two at least.

Masts: The mast (1 fore mast) is in good condition & strong. The rigging is made of wire & strong.

Lamps. There are the regulation lamps & spare lanterns.

Hand pump for the hold. There are two hand pumps for emptying the hold. They can be used also in case of fire.

Machinery. The ship has two screws, each worked by a machine & axle compound system.

Steam cylinders, steam piston & valves. The cylinders are in a very good state of repair, also the pistons & valves. There is no break or crack.

Condenser & Pumps. The condenser is a surface condenser in very good condition. The tubes are well looked after.

The air pumps, circulating, feeding pumps & hold pumps are in a very good condition & strong, so are their parts.

The additional pipes & the system of feeding by the two auxiliary engines have been added by the Compagnie Generale Transatlantique Carpenters.

Water Receivers inspected at the dry dock are in good condition.

The winches, shafts are in good condition firmly supported by good pedestals. There is no trace of defect.

Stempost Tubes are in very good condition, the frame work is solid.

has shifted, the screws have been shifted. The ends of the shaft are solid. The is good.

Big Boiler. The boiler is cylindrical, tubular & returns the flame (2 furnaces). The exterior condition is good, well looked after. The roofs of the furnace show no strain, no crack, no deformation. The seams are good. The tubes are good. They are firmly fixed to the plates. These latter are solid without break. The parts of the boiler are sufficient & perfectly well kept.

Small Boiler. The small boiler, vertical with a boiler tube

is in good condition. I have shifted 3 plate screws. Its
is in good condition.

After the inspection wishing to make sure of
the working of the engine of the boiler we ordered a trial
as soon as the repairs were finished.

On 9th Sept. summoned by the Captain we went on board
the steamer. The boiler being under pressure & the engines
ready to work we got under weigh at 10.30.

Speed. We were North & South of the buoy in the roadstead
of Flamando at 10.40 & arrived at S. Pierre at 12.5.

$$\text{Speed} = \frac{12^{\text{thousand}} \times 8 \times 60}{85} = 9 \text{ Knots } .03$$

Return - left at 12.20 - arrived at 1.50

$$\text{Speed} = \frac{12^{\text{thousand}} \times 8 \times 60}{90} = 8.53 \text{ Knots}$$

Working of the Engines. The engines work very well, without
shock or vibration, no leakage of the boiler, nor loss of steam.
Notes taken during the course of the trip.

Hour	Pressure on boiler	Temperature of Condenser	Nº of turns (revolutions)
10.50	5 K. 150	0 K. 794	104 ^r . 5
11.50	5 K. 271	0 . 801	106 . 5

The vessel responds to the rudder well, the motions of the
engine are sure & very easy.

In faith of which we have drawn up this
declaration, day & month as under

Port de France 9th September 1895

(signed) Charles

Cappa

Maquenaud



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Lloyds Agency at Martinique.

N^o Pierre, 10th Sept 1895.

The undersigned, Lloyds agent certifies that the preceding report is an exact copy of the report handed in by the Experts mentioned at the foot appointed by the undersigned to examine the Venezuelan Steamship "Higuerote" of the Carenara Railway & Navigation Co. Captain Montoro at whose request the present survey has been made on account of the proper party & to whom has been sent, also on his request a similar copy of the original report of the experts named at foot, which report is deposited among the records of this Agency.

The undersigned attests moreover that the annexed afc of remuneration of the Experts is in accordance with custom & the tariffs of this port.

Lloyds Agent
(Signed) W^m Lawless



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Copy Translation of Survey
of S S "Nigero"

Dated 9th Sept 1895



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