

With or Without Disconnected Erections.

STEEL STEAMER.

VENEZUELA EX

WED. FEB. 2 1921

Received at London Office

State if Report is also sent on the Machinery of the Vessel

Date of completion of report

Survey held at *Hellam on Tyne*

Port of *NEWCASTLE-ON-TYNE*

Date, First Survey *5 January 1921*

Last Survey

No. *74075*

1921

the (State if Single, Twin, or Triple Screw)

Turn *Se. Steamer*

ADOLPH WOERMANN

Rig *Schooner*

CLASS *100A1*

FEET.

Master

Year of appointment

(1) As Master in service of owner of present vessel:—19
(2) As Master of this vessel:—19

Built at

Hamburg

When built

Launched

By whom built

Reichert & Schiffs w.

Owners

David S S Co.

Managers

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

Residence

Port belonging to

London

Destined Voyage *Amsterdam*

If Surveyed while Building, Afloat, or in Dry Dock

Dry Dock

LENGTH on Deck as per Rule

Feet. *412* Inches. *0*

BREADTH—Moulded

Feet. *50* Inches. *6*

DEPTH, ACTUAL

Do. do. do.

Top of Floors to top of Upper Dk. Beams

Feet. *28* Inches. *8*

No. of Decks with flat laid

two

No. of Tiers of Beams

two

Dimensions of Ship per Register, Length *411.4* breadth *50.4* depth *28.8*

Moulded depth, ft. *39* ins. *6*

To Bridge Dk.

Round of Upper

12 ins.

Moulded depth, ft. *31* ins. *7*

To Upper Dk.

Dk. Beam, Actual

12 ins.

FRAMING.

Channel	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or Bars amidships	<i>7 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
Do. in peaks	<i>6 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
Do. in way of Double Bottoms at Solid Floors	<i>4 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
" " at intermdt. Bkts.	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
acing of Frames from centre to centre amidships	<i>27"</i>	<i>27"</i>	<i>27"</i>	<i>27"</i>	<i>27"</i>	<i>27"</i>	<i>27"</i>
" " length to Collision bulkhead	<i>17 1/2"</i>	<i>17 1/2"</i>	<i>17 1/2"</i>	<i>17 1/2"</i>	<i>17 1/2"</i>	<i>17 1/2"</i>	<i>17 1/2"</i>
" " in peaks	<i>4</i>	<i>4</i>	<i>4</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
EVERSED FRAME, Angles	<i>4</i>	<i>4</i>	<i>4</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
Do. in way of Double Bottoms at Solid Floors	<i>flanged</i>	<i>flanged</i>	<i>flanged</i>	<i>flanged</i>	<i>flanged</i>	<i>flanged</i>	<i>flanged</i>
" " at intermdt. Bkts.	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
AMING, depth of girder	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>
DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	<i>46</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
" in way of Engine and Boiler Spaces	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
" thickness at the ends of vessel	<i>6</i>	<i>4</i>	<i>4</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
" depth at 1/2 the half breadth, as per Rule	<i>15"</i>	<i>15"</i>	<i>15"</i>	<i>15"</i>	<i>15"</i>	<i>15"</i>	<i>15"</i>
" height extended at the Bilges	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>
DOORS in Cell. Double Bottoms	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>
state if flanged (top & bottom)	<i>top</i>	<i>top</i>	<i>top</i>	<i>top</i>	<i>top</i>	<i>top</i>	<i>top</i>
Spacing of Solid floors	<i>27"</i>	<i>27"</i>	<i>27"</i>	<i>27"</i>	<i>27"</i>	<i>27"</i>	<i>27"</i>
NTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	<i>46</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
" " Angles, Top	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
" " Bottom	<i>6</i>	<i>4</i>	<i>4</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
" " to Floors	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Brackets at intermdt. frmg., wdth & thcknss	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
4E GIRDERS, number on each side & thickness	<i>2 @</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
" state if flanged (top and bottom)	<i>top</i>	<i>top</i>	<i>top</i>	<i>top</i>	<i>top</i>	<i>top</i>	<i>top</i>
" Angles (top and bottom)	<i>flanged</i>	<i>flanged</i>	<i>flanged</i>	<i>flanged</i>	<i>flanged</i>	<i>flanged</i>	<i>flanged</i>
" to Floors	<i>35</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
RGIN PLATE, depth (exclusive of flange) and thickness	<i>4</i>	<i>4</i>	<i>4</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
" Angle to Outside Plating	<i>4</i>	<i>4</i>	<i>4</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
" Floors	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
Brackets at intermdt. frmg., wdth & thcknss	<i>15"</i>	<i>15"</i>	<i>15"</i>	<i>15"</i>	<i>15"</i>	<i>15"</i>	<i>15"</i>
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>41</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
" in Engine and Boiler space	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>	<i>9/20</i>
" Remainder in Holds	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
MS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
In way of Long Bridge	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>
Spacing	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>
MS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
Spacing	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>
MS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
Angles on upper edge	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>
Spacing	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>
MS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
Angles on upper edge	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>
Spacing	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>
MS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
Angles on upper edge	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>
Spacing	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>
MS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>
Angles on upper edge	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>
Spacing	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>	<i>54"</i>

PILLARS.

PILLARS	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
In 'tween Deck, size and spacing	<i>39</i>	<i>39</i>	<i>39</i>	<i>39</i>	<i>39</i>	<i>39</i>	<i>39</i>
" " Hold	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>
" " Quarter 'tween Dks.	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>
" " in Hold	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>	<i>31</i>

KEELSONS & STRINGERS.

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WEB FRAMES. In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. & spacing. WEB-FRAMES, In After Body, No. and spacing. BRACKET PLATES to Stringers between Web Frames, depth and thickness. BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION. LONGITUDINAL. FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A&D Table 22. Speed. Main-Piece, diameter at head. RUDDER, how constructed. PLATING. STRAKES. PLATE PLATE KEEL. GARBOARD OF A Strake. SHEER. THICKNESS OF SHEERSTRAKE. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DBLG. of Flat Plate Keel. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES. RIVETING. EDGES. BUTTS. MASTS, SPARS, &c. LOWER MASTS. BOYSRIT. TOPMASTS, YARDS and Remainder of SPARS. RIGGING, Material and Size, SHROUDS. SAILS.

ANCHORS. TONNAGE U. D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam. Steering Gear, Hand. Windlass. Engine Room Skylights. Coal Bunker Openings. Ceiling in Holds, thickness and material. Cargo Hatchways. No. of Breasthooks. No. of Crutches. Correspondence. Workmanship. Are the butts of plating planed or otherwise fitted? Are the rivets work properly closed? Are the liners between the frames and plates solid single pieces? Are the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Do any rivets break into or through the seams or butts of the plating? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? State results of tests. Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? State results of tests. General Remarks. The amount of Entry Fee. Special Survey Fee. Travelling Expenses. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Lloyd's Register Foundation.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. joined ft., Bridge 263 ft., Forecastle 59.5
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given, should appear in the Register Book) 2 dks all U. vs. 25 B.
Official No. _____; Signal Letters _____ State if Machinery is fitted aft no
How are the surfaces preserved from oxidation? Inside clean paint Outside paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

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,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
	Total capacity of double bottom				

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules.

Order for Special Survey No. _____

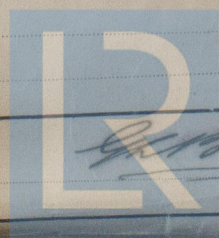
Date _____

No. _____ in builder's yard.

DATES of Surveys
held while building

Surveyor's Signature _____

Total No. of Visits _____



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Foundation