

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2nd August 1921 When handed in at Local Office 1921 Port of Bremen
No. in Survey held at Hrimerhaven Date, First Survey 24th March Last Survey 4th August 1921
g. Book 278 on the Wood, Iron or Steel Twin VENEZUELA Master O. L. Fick - 21
278 (Ex WESTMINSTER ARBEY & ADOLF WOERMANN)

TONNAGE:-
GROSS 6276 Built at Hamburg By whom Ruhensky Schiffer When 1906
UNDER DECK 4813 Owners David J. L. Co. Ltd. Port belonging to London
NET 4210 Owners' Address
(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? both Name of Dock Kaierdock Destined Voyage Amsterdam

WB=CellDBorDBa feet; uE&B feet; f feet; f
Total capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, ladders, and of the inner bottom plating, especially in the boiler space.
Last Report, No. 74025 Port Newcastle-on-Tyne
74025A

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on Society's Freeboard (if assigned) as {
the back of this form. State also the dates and initials of any letters respecting this case. M. 22/1/21, 21/4/21, painted on Ship and now verified 5 ft. 11 1/2 ins.
M. 2/2/21. P.M.C 29/4/21, 2/8/21, 22/4/21, 18/5/21, 8/7/21, 29/7/21.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined? Report attached Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of S.S. 2nd No 3 for First Entry of Class Structural Alterations, Damage, Freeboard, Equipment.

S.S. 2nd No 3:- The vessel placed in dry dock examined her outside plating, stem and stem frame and found now in good condition and the bottom now recoated.

The rudder steering gear and connections examined and found in order.

The holds and peaks cleared all ceiling throughout the vessel removed from the tank top and at bilges, the linings in crew space and other berths entirely removed, in way of accommodations (see Secretary's Letter dated the 21st April 1921) and in way of the insulated provision chambers see continuation

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Dblng. Plates under Sounding Pipes	Copper, or V.M. of Wood Vessels (State if on Felt.)
Good	Good	Good	Good
Inner Bottom Plating	Good	Good	Good
State if Tanks have been examined inside	Good	Good	Good
State if Tanks now tested	Good	Good	Good
Bulkheads	Good	Good	Good
Ceiling	Good	Good	Good
Cement or Asphalt (State which.)	Good	Good	Good
Rudder	Good	Good	Good
Steering gear and its connections	Good	Good	Good
Windlass	Good	Good	Good
Have Pumps now been examined and found efficient?	Good	Good	Good
Have Sluice Valves now been examined and found efficient?	Good	Good	Good
Have Watertight Doors now been examined and found efficient?	Good	Good	Good
Engng. Room Skylights	Good	Good	Good
Bunkers, Open'gs, Lids, &c.	Good	Good	Good
Scuppers	Good	Good	Good
Cargo Hatchways	Good	Good	Good
Hatches	Good	Good	Good
Planking of Wood Vessels	Good	Good	Good
Caulking	Good	Good	Good
Treenails	Good	Good	Good
Breasthooks & Stems	Good	Good	Good
Transoms, Pointers, & Crutches	Good	Good	Good
Timbers of Frame at openings	Good	Good	Good
Ditto ditto at other places	Good	Good	Good
Stringers, Clamps & Shells	Good	Good	Good
Caulking	Good	Good	Good
Boats	Good	Good	Good
Masts, Yards, &c.	Good	Good	Good
Condition, how ascertained	Good	Good	Good
Sails	Good	Good	Good
Equipment letter	Good	Good	Good
Anchors, No. of	Good	Good	Good
Cables (State if now ranged)	Good	Good	Good
length	Good	Good	Good
Rule length	Good	Good	Good
Hawser & Warps	Good	Good	Good
Standing & Running Rigging	Good	Good	Good

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."
This vessel now appears to be in a sound and efficient condition eligible in my opinion for the class 100 FT 1 with record of survey 1,21 and the notations of S.S. 2nd No 3 (with date) Fitted for oil fuel F.P. above 150° F.

Survey Fee (per Section 28) £ : : Fees applied for, 18.2.1921
Special Damage or Repair Fee (if any) (per Sec. 29) £ 5 : 0 : 0 Received by me, 20.2.1921
Travelling Expenses (if chargeable) £ 0 : 10 : 0
Local Fee arranged in London £ 72 : : :
Committee's Minute
Character Assigned
Lloyd's at CP
S.S. 2nd No 3 - 8.21
2/9/21. R.W.L.
Surveyor to Lloyd's Register of Shipping.
FRI. 10 SEP. 1921
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Lloyd's Register Foundation
L.M.C 8.21 20
Fitted for oil fuel 8.21 F.P. above 150° F.

W510-00921/3

The Surveyor

STEEL TWIN "VENEZUELA"

partly removed examined framing, decks, beams & knees, bulkhead plating & stiffeners, stringers in hold, tank top plating, margin plate, frame brackets, freed from rust where required and recoated all now in good condition.

The existing structure of the bunker and deep tanks now forming the boundaries of the oil fuel tanks now fitted here from rust examined recoated now in good condition.

Engine and boiler space - cleared free from rust
examined recoated now satisfactory.

The double bottom Tank-in hold and in Engine and Boiler spaces opened out cleared examined inside. The cement in bottom tested by beating and found sound and adhering satisfactorily, a portion of the cement removed at various places and found blating, frames and rivets under it in satisfactory condition. The Tank cleaned and cement washed now in good condition.

All double bottom ballast tanks filled tested and found tight.

The deck examined wood deck repaired and recaulked
places now satisfactory.

Hatchways, coanings, web plate, fore and after and hatch in place examined renewed or repaired & found now good

ventilators and their coverings renewed or repaired
and in good condition.

The anchors examined and found in order. Anchors and
able compared with Form. Lloyd Certificate (particular given
first sheet) as per Bremen letter P.M. & dated 6th June 1921. Windlass
remained now good. Flawer examined and found good,
particulars stated on first sheet of Report.

Mast spar & rigging examined, mast wedging removed
& deck cleaned and recoated in way of frame all now in good
condition.

Steam and hand steering gear examined as well as their connections and quadrant found in order.

Both Tounfen pumps overhauled, watertight doors, is and sounding pipes and doubting under sounding pipes examined and found in order and complying with the rules.

Heavy Repair: - The entire ceiling in holds and part
also bottom renewed, a number of hold stanchions and
saddles failed, wood deck repaired in places and recaulked.
Bottom partly renewed.

Damage Repairs:- (Collision on the Tyne) On port side
abreast of Fore Mast 1 plate in upper deck sheer strake and
bulwark plating above failed in place.

see continuation

J. H. C. Kamm

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Lloyd's Register
Foundation

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificates	Anchor.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested at Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.					
<i>Form. Lloyd</i> 57305	1st Bower ...	68	3	12				53	5	0	0	<i>Hall's (Cast Steel Head)</i>	<i>W. Kingly & Son Ld.</i>	<i>Netterton 25th June 1906</i>		
57192	2nd "	67	2	4	<i>Stockholder</i>			52	10	0	0					
57191	3rd "	66	1	8				51	16	1	0					
	Collective Weight.	202	2	24							145				3	0
57320	Stream	17	2	18	4	0	20	18	14	1	14	17	2	0	<i>Iron Stake</i>	<i>Thomas Gwyn Llanymyneir Form. Lloyd</i>
57310	Kedge	9	1	16	2	1	10	11	11	1	0	7	2	0		

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

Hawes & Warps

Towline Hemp:- 270 fathoms 8" Cir.

" " :- 180 " 9 " "

Steel wire :- 120 " 5 "

" " :- 120 " $5\frac{1}{2}$ "

4 " :- 90 6'

4 4 :- 12a 4 3"

" " $\therefore 2 \times 120$ " $2\frac{3}{4}$

Г. К. В. К. К. К.

STEEL TWIN "VENEZUELA"

Damage Through Collision when vessel left Palermo dry dock at return o/T on the 20th January 1921 (see Report attached) In way of after end of No 2 hold brice keel on port side and connecting bar renewed for a length of about 20 feet.

Structural Alterations:— The cellular double bottom under the boiler Frames Nos 79-96 and under the oil bunkers Frame Nos 96-123 has been arranged for carrying liquid fuel as required by the Rules and a cofferdam has been fitted in the double bottom between the fore and after ends of these tanks. 4 oil fuel bunkers and settling tanks have been fitted in accordance with the approved plans and the Secretary's letter and in all other respects in conformity with Section 49 of the Rules. These double bottom tanks, oil bunkers and settling tanks have been tested as required by the Rules and found tight.

Trunk hatchways have been fitted at fore hatchway from main deck to upper deck and at No 3 hatchway from upper deck to Poop deck.

Freeboard:— A new Freeboard has been assigned, marked on the Ship's side and verified. The dimensions of the freeing ports are now:— 3 freeing ports 36" x 18" and 2 freeing ports 18" x 18" on each side of the Vessel.

Plans:— The following plans are being forwarded under separate cover:— Approved Midship Section & Profile plan made by the Newcastle o/T Surveyors, original Midship Section, Profile, General Arrangement and Double bottom plan. Copies of all other approved plans have been retained in London Office.

G. H. C. Ham