

STEEL STEAMER or MOTORSHIP.

-6 JUN 1934

Received at London-Office

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *To be sent from Hamburg.*

Date of completion of report

24th May 1934 Port of **DANZIG & GDYNIA** No. **1309**Survey held at *Memel*Date First Survey *8th January 1930*Last Survey *10th May* 1934

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

Single Screw Motorship 'PRESIDENTE MONTT' now named 'CARIBITEÑO'

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

Special Type for Chilean Coasting Service without Tonnage Openings State Type of Erections *Forecastle*TONNAGE under Tonnage Deck... *265*CLASS *+100A1*

State if with freeboard (With freeboard as condition of Class)

Built at *Memel*

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)

L *46.00*Launched *10th December 1930* Yard No. *53*Builders *Schiffswerft Memel Lindenau & Co. Memel.*Owners *Standard Oil Co. of Venezuela*

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

Residence *Caripito Venezuela*Port of Registry *Cristobal Colon*

If surveyed while building, afloat, or in dry dock

*While building & afloat*Breadth (greatest moulded) B *7.60*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D *3.60*1st Longitudinal Number (L x D) = *165.60*2nd Numeral L x (B + D) = *515.20*Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.80*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.80*

Do. Long Bridge to top of keel

Draught Moulded (mean) *2.8 metres = 9.2 ft.* Please see provisional freeboard assignment letter M. 12th February 1930

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm in INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		mm in INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Spacing amidships	<i>545</i>		Bracket Floors, Frame	<i>100x 45x 9</i>	
" from $\frac{3}{4}$ length to Collision bulkhead	<i>"</i>		" " Reversed Frame	<i>100x 45x 9</i>	
" in peaks <i>after peak</i>	<i>440</i>		" " Vertical Struts	<i>Flanges 65</i>	
MINING.			Centre Girder, depth and thickness amidships	<i>1210x 9</i>	
Amidships, Angle, <i>E or F</i>	<i>130x 45x 9</i>		" " top Angles <i>double</i>	<i>65x 65x 8</i>	
" Extends up to	<i>Upper deck</i>		" " bottom Angles <i>double</i>	<i>45x 45x 10</i>	
Frame Amidships, Angle	<i>65x 65x 4</i>		Side Girders, No. each side and thickness	<i>✓</i>	
" Extends up to	<i>on sgl. bolt. floors</i>		Margin Plate (depth (excl. of flange) and thickness	<i>585x 7.5</i>	
Framing Girder	<i>130</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>65x 65x 8</i>	
in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>	<i>✓</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
Second 'tween Decks, Angle, <i>E or F</i>	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
Third " " " "	<i>100x 45x 9</i>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
in Peaks, Angle <i>or E or F</i> <i>after peak</i>	<i>130x 45x 9 & 100x 45x 9</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1900x 8</i>	
and Spacing of Rivets through Frame and Shell Plating amidships	<i>16 dia. spaced 115</i>		INNER BOTTOM PLATING.		
Frame Joggled	<i>No</i>		Breadth and thickness of Middle Line Strake	<i>1010x 8</i>	
ARRANGEMENTS (Sec. 7), state system and particulars	<i>Side Struts as approved. Frames 150x 45x 115 from 11 to 14. Arrangements as approved & per Rule</i>		Thickness of remainder in Holds	<i>✓</i>	
FINING OF BOTTOM FOR-	<i>Bottom frames doubled from 3/5 L and 6/5 Col. Bulkhead. Additional intercostal side girder fitted & as per Rule</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>Yes</i>	
State Particulars	<i>Forward 600x 4 24 450x 4</i>		BEAMS.		
BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or F</i>	<i>90x 45x 10</i>	
Depth and thickness at mid-line in Holds	<i>✓</i>		" " in way of Bridge, Angle, <i>E or F</i>	<i>✓</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		Spacing	<i>545</i>	
Keelson, on Floors, Angles, <i>E or F</i>	<i>100x 45x 9 dbl.</i>		Second Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
" Through Plate or Intercostal Plate	<i>9</i>		Spacing	<i>✓</i>	
" Foundation Plate on Floors	<i>✓</i>		Third Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
" Flat Plate Keel Angles	<i>45x 45x 9 dbl.</i>		Spacing	<i>✓</i>	
ons, No. each side	<i>One</i>		Fourth Deck, amidships, Angle, <i>E or F</i>	<i>✓</i>	
thickness of Intercostal Plate...	<i>✓</i>		Spacing	<i>✓</i>	
Angles	<i>110x 45x 4 dbl.</i>		Poop Deck, Angle, <i>E or F</i>	<i>✓</i>	
BOTTOM. (Forward)			Spacing	<i>✓</i>	
rs, thickness and spacing	<i>4 spaced 1090</i>		Bridge Deck, Angle, <i>E or F</i>	<i>✓</i>	
Are Frame and Reversed Frame joggled?	<i>No</i>		Spacing	<i>✓</i>	
Floors, breadth and thickness at middle line	<i>510x 7.5</i>		Forecastle Deck, Angle, <i>E or F</i>	<i>90x 45x 8</i>	
" breadth and thickness at margin plate	<i>350x 7.5</i>		Spacing	<i>545</i>	

PILLARS AND DECKS.

Solid drawn 10mm chain pipes on frame 49. Steel bulkheads on frames 74 & 82.		mm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	mm INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....	Two				
FORECASTLE on frs 66, 70, in 'tween Decks, Size and Spacing.....	2 solid @ 80 dia.				
IN DECK HOUSE on fr 31	2 solid @ 80 dia.				
" " " " " "	Please see back of Rpt.				
IN MACH. SPACE					
in Hold forward on frs 58, 62, 66, 70, 73, 76: " " " " " " 24, 28, 32	2 solid @ 80 dia.				
" " " " " " 10 x 14:	2 solid @ 80 dia.				
" " " " " " on fr. 4	2 " @ 53 dia.				
Centre Line Bulkhead.					
Stiffeners and Spacing.....					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	756 x 1/2				
" " " " " " in way of Bulkhead (frs 58 to 65)					
" " " " " " in way of Bridge					
" Angle in Wells	75 x 75 x 9				
Thickness of Plating abreast Deck openings in way of Wells	7				
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings...	7				
If Sheathed, material and thickness	65 Fir				
Second Deck.					
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					
Plating, Sheathing, material and thickness ...					
Bridge Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					
Forecastle Deck.					
Stringer Plate, breadth and thickness.....	890 x 7/8				
Plating, Sheathing, material and thickness ...	SHEATHED 65mm FIR OVER ACCOM. 80mm OAK UND. WINDL.				

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No</i>		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS. Diam. Spacing or to cr.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. mm	Thickness. mm	Thickness. mm	Thickness. mm					Diam. mm	Spacing or to cr. mm	
FLAT PLATE KEEL	1020	10	9	9	✓	double	19 7/8	3	19	65	Lapped
" DBLG. (if any)	✓	✓	✓	✓							
BOTTOM PLATING, No. of Strakes .. A	1000	8	8	8	✓	single	16 65	2	16	55	Lapped
BOTTOM PLATING, No. of Strakes .. B	995	8	8	8	✓	"	" "	"	"	"	"
SIDE PLATING, No. of Strakes .. C	995	8	8	8	✓	"	" "	"	"	"	"
SIDE PLATING Upper Deck, Sheer strake in Wells D...	1050	8	8	8	✓	"	" "	"	"	"	"
SIDE PLATING Upper Deck, Sheer strake in Bridge E...	1000	9	8	8	✓	"	19 7/8	"	"	"	"
UPPER DECK Strake below Sheer- strake in Wells.....	1090	10	4.5	4.5	✓			3	19	65	"
STRAKE BELOW Sheer- strake in Bridge ...	doubled by 4mm plate i. way of fore castle and stow plates 54 1/2 to 65 1/2										
POOP SIDE PLATING											
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING			6			single	16 65	2	16	55	Lapped

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	4
" Deck next below	✓
As per Rule.....	4

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.		Spacing.		Scantlings.		Spacing.	
		mm	mm	mm	mm	mm	mm	mm	mm
MIDSHIP BULKHEAD , Upper tween decks									
" " Second "									
" " Third "									
" " Holds frs 35 to 54...	8 1/2	7	5	140 x 65 x 9	760	✓	✓	✓	✓
COLLISION " (in Hold) frame 78	8 1/2	7	5	150 x 70 x 9	610	✓	✓	✓	✓
AFTER PEAK " " " " 18	10 1/2	7	5	150 x 70 x 9	760	✓	✓	✓	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	mm		
STEM	Rolled	150 x 32	Vereinigte Stahlwerke AG Hoerder Verein Kloekner werke AG Osnabrück	✓
STERN FRAME { Propeller Post	Casting	To plan		✓
{ Rudder BEARING	"	"		✓
RUDDER—A x D	✓	✓	✓	
Speed of Vessel		13 knots		
RUDDER mainpiece at head ...	Forged	200mm dia. m. b. H. Elling	J. Schickau	
" " " heel ...	"	90mm dia. - do -		
" how constructed		balanced rudder, main piece head & frame forged together.		
" double or single plate	double	6.5		
" coupling, vertical or horizontal	✓	✓		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Vereinigte Stahlwerke Aktien-
gesellschaft, Dortmund, Duisburg & Hoerde - Fried. Krupp'sche Werke, Altona i. W. - Klockner-Werke A.-G., Osnabrück -
J. Schickau & Co. b. H., Elling - Mannesmannröhren-Werke, Düsseldorf - Rath - Material made by Siemens-Martin process.
Has the Steel been tested as required by the Rules? *yes*

EQUIPMENT No. ✓										LETTER <i>g</i>		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.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts. KG			
2453	1st Bower ...	10	2	23	Stockless			12	13	0	14	520	Brunson stockless	Otto Brunson & Co Magdeburg	Magdeburg, 13.5.31, M. Derg.
2452	2nd „ ...	10	2	14			“	12	13	0	14	520	“	“	“ “ “ “ “
2454	3rd „ ...	10	2	15			“	12	13	0	14	445	“	“	“ “ “ “ “
	Collective weight.											1485			
3024	Stream	3	2	25	0	3	24	6	3	0	14	180	Admiralty	Hansa Kettenfabrik Dortmund	Dortmund, 6.7.31, J. Quast

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.	
	METRES.	mm.							METRES.	mm.						Kg.			
855	164 1/2	3 1/4	1 1/16	20 3/16	30 3/16	101.0.26	95 1/4		300	2 1/4	Mild Steel Stud Link	Hansa Kettenfabrik, Dortmund	Dortmund 26.6.31 Jul. Coast.	TOWLINE...	135	65	19500	135	64
														HAWSERS & WARPS	165	51	13000	165	51
Mild Steel Chain (see Stream) 859	60 fms	1 1/16	5 5/8	11 1/4	18.0.24	15 3/4		60 fms	1 1/16	Mild Steel Stud Link	- " -	Dortmund 6.7.31 Jul. Coast.	"						

Steering Gear, Steam *✓* Steering Gear, Hand *with controlling shafts made by Lindenan & Co. Made by H. Meier & Co., Hamm Westf. driven by el. motor made by cons. elektr. Anlagen. Altona.*

Boats 2 life boats for oak Steering Chains, Size and Test *✓* Windlass

Ceiling in Holds, thickness and material 50 mm Lin Cargo Battens, thickness, material and spacing *not fitted*

(FORECASTLE DECK) No 1: Coamings 10 mm, ends 9 mm, 800 ab. st. dk. Thickness of Hatches 62 mm

Cargo Hatchways.—(Upper Deck) No 1: Coamings 10 mm, 75 mm ab. st. dk. No 2: Coamings 10 mm, 80 mm ab. dk.

ON FORECASTLE: 12' 5 1/2" x 8' 1 1/2" No. 1 Hatchway (Forward) 14' 2 1/2" x 8' 1 1/2" No. 2 8' 10 1/2" x 8' 1 1/2" No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Size of No. 1 Hatchway (ON UPPER DECK)

Number of Shifting Beams and/or Fore and Afters 2 steel shifting beams in No. 1 hatchways and 1 steel shifting beam in No. 2 hatchway

SCHIFFSWERFT MEMMEL
Lindenan & Co.
Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel (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 vessel is fitted for the carriage and burning of oil used as fuel which is carried in the port & starboard deep tanks aft. The flash point of the oil fuel to be above 150°F. The requirements of section 20 of the Rules for carrying and burning of oil used as fuel have been complied with.

The workmanship is of good quality. The vessel has been constructed in accordance with the approved plans (which are retained at this Office until completion of the sister vessel No. 54) The compartments intended for oil fuel and waterballast have been tested as required by the Rules and found tight. The fore peak was filled with water and found tight. The decks & watertight bulkheads have been hose tested and found tight. The vessel has proceeded from Memmel to Hamburg where she is to be dry docked with a view to examination of her bottom for condition and repairs to some indented shell plating on her starboard side. The vessel was examined throughout inside except in way of the oil fuel tanks and found well coated in a good state of preservation on the 9th May 1934. A date of build to be assigned by the Committee on receipt of a Report from the Hamburg Surveyors with notations "Fitted for oil fuel (with date) FP above 150°F", "Cargo ballers not fitted",

P.T.O

The amount of Entry Fee £ 4 : 16 : 0 Fees applied for, 24.5. 1934

Special Survey Fee.... £ 46 : 12 : 0 Received by me, 11/8/34

Travelling Expenses, if any £ ~~XX~~ : ~~XX~~ : 0 66.13/8

I am of opinion the Vessel should be Classed *+100A1*

"For Coasting Service" with limits to be assigned by the Committee and with date of build to be assigned by the Committee

State whether the Vessel has been built under Special Survey Vessel built under Sp. Survey Signature James C. Dykes

Certificate to be sent to *the Builders* Date of issue 29/6/34 Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 29 JUN 1934* *FRI. 12 JUL 1935*

Character assigned *+100A1 subject on Ham 21161 with freeboard For Venezuelan Coasting Service cargo ballers not fitted + L.M.C. 5,34*

The Surveyors are requested not to write on or below the Committee's Minute.

Maile Dykes
" Ham
" wife

Lloyd's A & CP
Date of build 1934-5 mo.

Rpt. 8.

Steel Bulkheads acting as supports in Mch Space:

Steel bulkheads in large Deck House
Forward acting as supports.

Port: Transverse bld on frame 50
 " : Longl. bld from 54 to 50
 Starb: Transverse blds on frames 36 & 40
 " : Longl. bld from frames 36 to 40.

TRANSVERSE PORT: 49, 53 & 54
" STARB: " " 48, 50, 53 & 54
LONG. PORT: 49 & 49 & 53 & 54
" CENTRE: 49 & 50
" STARB: 49 & 48, 50 & 52, 53 & 54

The Builders stated that she is to proceed from Hamburg to Venezuela after the necessary preparations for that voyage have been made.

NOTE: The registered depth, official number and signal letters are not available
J.C.D.

Sister vessel No 54 on stocks in Builders' yard. Plated.
For sale. Work suspended.

1st Bower Head: $\overline{4.0.12}$, M. Dwg., 9161, 12.5.31. Shank: $\overline{2.3.23}$, M. Dwg., 59, 12.5.31.
2nd " " : $\overline{4.0.16}$, " " , 9160, " " " " : $\overline{2.3.10}$, " " 458, " " "
3rd " " : $\overline{4.0.10}$, " " , 9162, " " " " : $\overline{2.3.23}$, " " 460, " " "

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *(2k) (Stk)*

Official No. _____; Signal Letters _____ Is bottom of Vessel coated with cement in way of D.B. & P. if not give particulars of composition it is stated that the bottom will be recoated at Hamburg where she is being dry docked.

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,	12.5	14.76*
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	10.75	9.58	Other tanks, if fitted,		
	Total capacity of double bottom	9.58	(If necessary, furnish further information by sketch.)		

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

* together bent & starboard

Date 4th Nov. 1929

Dates of Surveys held while building

1930: Jan. 8; Mar. 5, 6; Apr. 11, 12; May 16; June 18; July 23; Aug. 30; Oct. 10; Dec. 3, 4, 9, 10
1931: Jan. 29; May 5; Oct. 8, 9; 1934 May 8, 9, 10.

Total No. of Visits 21