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S.S. "VINCAS".

In pursuance of the attached telegram, the Undersigned travelled from Peterhead, Aberdeenshire, to London for guidance in this matter, and herewith begs to submit the circumstances regarding the survey held at Bullen Bay, Curacao, D.W.I., and the nature of the temporary repairs effected there.

At about 8 p.m., September 2nd. 1932, I was requested by telephone to meet the British Vice Consul, Mr. B. Maduro, who ~~stated~~, who stated, in the presence of the Master, Captain T.A. de Cartaret, that several members of the crew of the above mentioned vessel, refused to sail, due it was stated to the leaky condition of the vessel, unless a "Seaworthy" certificate was issued by a Lloyd's Surveyor.

Early on Saturday morning, September 3rd. 1932, I proceeded to Bullen Bay and with the Master, also one delegate from the firemen and another from the sailors, proceeded to check the ullages of the main cargo tanks and examine the store spaces adjacent to the summer tanks, the tunnel, and to sound the peaks and cofferdams throughout.

On Saturday, 3rd September 1932 the ullages of the main cargo tanks were as follow :-

	<u>Port.</u>	<u>Starboard.</u>
No. 1	5'-7 $\frac{1}{2}$ "	5'-11 $\frac{1}{2}$ "
No. 2	5'-7 $\frac{1}{2}$ "	4'-8 $\frac{1}{2}$ "
No. 3	3'-10"	4'-7 $\frac{1}{2}$ "
No. 4	5'-0 $\frac{1}{2}$ "	4'-4"
No. 5	4'-9 $\frac{1}{2}$ "	4'-6"
No. 6	4'-4 $\frac{1}{2}$ "	4'-5"
No. 7	5'-3"	4'-3"
No. 8	4'-8 $\frac{1}{2}$ "	4'-7"

Ullages of summer tanks, same date.

No. 1	4'-7 $\frac{1}{2}$ "	5'-3"
No. 2	5'-2"	4'-6 $\frac{1}{2}$ "
No. 3	4'-10"	4'-11"
No. 4	4'-8 $\frac{1}{2}$ "	5'-6"



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The presence of gasoline was noted amongst the stores, &c. in the spare coal bunkers, in way of port and starboard Nos. 1 and 2, also Nos. 7 & 8 main cargo tanks.

Gasoline was also leaking into the tunnel space from apparently No. 8 main cargo tank.

The cofferdams, counting from forward, were sounded as follows, at 10 a.m.

No. 1	2'-6"	Apparently gasoline.
No. 2	6"	" " "
No. 3	4"	" " "
No. 4	0"	Gas fumes noted.

On Sunday, the 4th, while awaiting the arrival of the attached cable from the Owners, I discussed the nature of temporary repairs with Capt. Cartaret, who reported that the cofferdams were still making gasoline; meanwhile I had recommended that the cofferdam (No.2) immediately forward of the coal bunkers be flooded with water, and the cofferdam immediately aft of the engine room be flooded to a height well above the intermediate shafting and bulkhead glands for same.

On Monday, 5th September 1932, the cofferdams were sounded as follows :-

No. 1	3'-0"	
No. 2	Port 0'-1 $\frac{1}{2}$ "	Starboard 0'-5"
No. 3 (common)	0'-6"	
No. 4	0'-0"	

On Tuesday, 6th September 1932, the cofferdams were again sounded as follows :-

No. 1	9'-9"	
No. 2	Port 0'-1 $\frac{1}{2}$ "	Starboard 0'-7.1/8"
No. 3	0'-5"	
No. 4	0'-0"	

The ullages on this date read as follows :-

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	<u>Port.</u>	<u>Starboard.</u>
No. 1	5'-10"	7'-4"
No. 2	5'-11"	4'-10 $\frac{1}{2}$ "
No. 3	4'-6 $\frac{1}{2}$ "	4'-7 $\frac{1}{2}$ "
No. 4	5'-1"	4'-4 $\frac{1}{2}$ "
No. 5	4'-10 $\frac{1}{2}$ "	4'-8 $\frac{1}{2}$ "
No. 6	4'-6"	4'-4"
No. 7	6'-3"	4'-3"
No. 8	4'-9"	4'-7"

On Tuesday, the 6th September 1932 the ullages of the summer tanks read as follows:-

	<u>Port.</u>	<u>Starboard.</u>
No. 1	4'-5"	5'-2 $\frac{1}{2}$ "
No. 2	5'-1"	4'-6"
No. 3	4'-7"	4'-8 $\frac{1}{2}$ "
No. 4	4'-9 $\frac{1}{2}$ "	4'-8 $\frac{1}{2}$ "

Depth of gasoline in after part of store was 1'-8".

On Wednesday, the 7th September 1932 the depth of gasoline, apparently, in the cofferdams was as follows :-

No. 1	10'-3"		
No. 2	Port	2"	Starboard 7"
No. 3		5"	
No. 4		0"	

The recommended temporary repairs had been proceeded with as per damage report, and found satisfactory and nearing completion.

On Friday, the port after store began to leak badly, the height of gasoline rose to about 4 feet and was badly discoloured. All tools, ropes, angle irons were removed by the crew from all four stores, port and starboard.

On Saturday, 10th September, all the temporary repairs had been effected, recommended fittings supplied, and all closed up in order. No. 2 cofferdam filled up, and No. 3 cofferdam flooded to a suitable height.