

13 MAR 1933

18 MAR 1933

Surveyors

Received from Chief Surveyors

NAME Steel s.s. "VINCAS" Report Cco. No. 548

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32.)

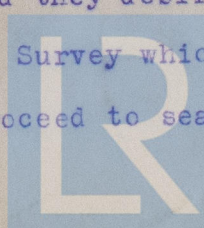
Survey Repairs re. When due2nd S.S. No. 3 due 3.33As due 9.32.(2nd due 4.33)

The class is subject to indented plating being dealt with at the Owners' convenience, 15 fathoms of chain cable being supplied and the weather decks, ventilators, hatch coamings, covers and supports being further examined and dealt with as found necessary on arrival in Australia via Curacao.

The Curacao Surveyors surveyed the vessel in September last afloat on account of leakage of gasoline from the cargo tanks into store spaces, tunnel and cofferdam. Temporary repairs were effected and the Surveyors recommended the main cargo tanks to be further examined and permanent repairs effected on completion of the then present voyage, which was to Melbourne.

In reply to enquiry the Melbourne Surveyor states that it would appear that the vessel is being used as a depot for discharging oil at Western Port, and is likely to remain there for some time. It is stated that the boilers are not being used, and that the vessel will not be moved except for periodical docking at Melbourne.

The Owners wish to retain the class, subject to periodical examination in dry dock, and they desire to defer the items mentioned above, and the Special Survey which becomes due next month, until the vessel should proceed to sea.



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From the reports on this vessel it is seen that when she was under survey at Genoa in June/July 1932 the Surveyors stated that it was found from an examination of the weather decks, ventilators, hatch coamings etc. that the maintenance had been somewhat neglected, and they recommended that, if it was the Owners' intention to continue the class, on discharge of the cargo which was to be loaded at Curacao, the weather decks should be further examined and dealt with as found necessary. Repairs were effected at that time to certain deck plates which were doubled where corroded and thin.

At Curacao the crew reported the leaks referred to above, and it was only after the Society's Surveyors had made an examination and given an interim certificate that the vessel was allowed to sail.

In view of this, and of the fact that the vessel is a tanker 24 years of age, and is being used as a store ship, it is a matter for consideration whether the Owners should not be informed that the 2nd S.S.No.3, which will become due at the end of this month, should be carried out when it becomes due, and they be asked to state what arrangements they propose to make for this to be carried out.

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