

7 OCT 1932

WILLEMSTAD, CURACAO, D.W.I.

September 10th 1932.

Alexander Connon,

seven British members of the crew who lodged a petition for survey before the British Vice Consul, Willemstad, Curacao, D.W.I. and with the consent of the Master, Captain T.A. de Cartaret, acting upon cabled instructions from the Agents, Messrs. Kilgour London, who authorized disbursements through Messrs. Curacaosche Petroleum Industrie Maatschappij, local agents of the vessel, did attend on board the S.S. "VINCAS", 4963 gross tons, of Genoa, in order to ascertain and determine as to the nature and extent of the leakages of the cargo of gasoline into non cargo spaces.

For further information see Log Book and Protest.

On the 3rd September 1932, the vessel then moored alongside the loading jetty, Bullen Bay, Curacao, D.W.I. and loaded with a cargo of gasoline, the Undersigned made examination and:

FOUND:

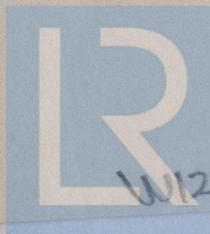
1. The presence of gasoline in the Port and Starboard store spaces fore and aft adjacent to the summer tanks.
2. The presence of gasoline fumes in the tunnel.
3. The cast iron casing of the master suction valve for pumping out the after pump

RECOMMENDED:

All the four hatches of same be made gas tight and from each hatch a two inch air vent of steel piping (controlled by a screw valve on each hatch) be led fifty feet up the masts and all suitably secured.

That in case of emergency provision be made to permit all the tunnel bearings be oiled from the main deck, through suitable copper piping also a steaming out line be fitted in the tunnel and controlled, at the after pump room entrance and a gas ejector fitted in the escape ventilator at the aft end of the tunnel and controlled from the poop deck.

A suitable cement box be fitted round valve.



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room, holed at the bottom of same.

4. The presence of gasoline in the forward cofferdam.

The packing of the covers of both hatches be renewed, the starboard air pipe plugged, and a two inch steel pipe air vent be led up the fore mast from the port air pipe of this number one cofferdam.

The ullages and soundings were taken throughout the vessel and later checked and it was recommended that number two cofferdam from forward be filled with water to the deck and number three cofferdam be flooded to height of gland for intermediate shafting. The soundings of the fore and aft peaks were checked from the 3rd September till 10th September 1932 and found in order. Minor electrical repairs were effected.

The draught of this vessel on leaving was 23 foot 3 inches forward and 24 feet 3 inches aft.

The foregoing repairs were effected to the satisfaction of the Undersigned and the aforementioned seven British members of the crew.

Fee & Exp. Fls. 215.00

Alexander Connor.
Surveyor to Lloyd's Register
Curacao, D.W.I.



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