

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12 Sept 32 When handed in at Local Office ✓ Port of *Williamstad Curacao, D.W.G.*
 No. in Reg. Book. Survey held at *Bullen Bay Curacao D.W.G.* Date, First Survey 3rd Sept Last Survey 10th Sept 1932
 74108 on the *Wood* *Steel* *3/5 VINCAS* (No. of Vists 8)

TONNAGE: GROSS 4963 Built at *Newcastle* By whom *Armstrong Whitworth, Co. Ltd.* When 1908-9
 UNDER DEK 4653 Owners *PACIFIC OIL COY INC. NEW YORK* Owners' Address *349 Elizabeth St. Melbourne.*
 NET 3013 Managers *Proprietary Ltd.* Port belonging to *London* *PROVISIONAL CERTIFICATE GRANTED*

Surveyed Afloat *in Dry Dock?* *Geo* Name of Dock *✓* Destined Voyage *Melbourne Aus.*

WB=CellDBorDBa feet: uE&B feet: f 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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 12546 Port *Gen*

(Periodical Surveys, when held, must be reported in detail and seriatim 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 the back of this form. State also the dates and initials of any letters respecting this case.

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 *Copy herewith*

Was a damage report made by anyone else? If so, by whom? *✓*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Leakage of gasoline from main cargo tanks into non cargo spaces*
Upon completion of loading this vessel with gasoline on the 2nd Sept 1932, seven British members of the crew reported sundry leaks of gasoline into store spaces & shaft alley & forward cofferdam, also number two cofferdam from forward, to the Master Captain T.A. de Cartenet; afterwards these seven seamen appeared before the British Vice Consul here & lodged a petition for a survey to be held as regards these leaks and also, it is stated, asked for a further Lloyd's certificate of seaworthiness before they would leave port in the vessel. The Agents Messrs Kilgour London were informed of the situation & in due course the Captain was authorized to permit the survey & approve of disbursements as found necessary.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested	Engine Room Skylights	(State if on Felt). When put on, Month Year
Caulking of Decks	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
Coamings	Ceiling	Scuppers	Masts, Yards, &c.
Beams & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
Outside Plating	Rudder	Hatches	Sails
Breasthooks	Steering gear and its connections	Planking of Wood Vessels	Equipment letter
Transoms	Windlass	Caulking ditto	Anchors, No. of
Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Cables (State if now ranged)
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	„ length (on board) size
Longitudinals	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	„ Rule length size
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	Hawser & Warps
Floors		Ditto ditto at other places ditto	Standing and Running Rigging
Keelsons		Stringers, Clamps & Shelves ditto	
Stringers		Salting ditto (State if examined)	
Inner Bottom Plating			

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, 1,24,” or “to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptnd 24, &c.”

This vessel, so far as seen, is now in efficient condition & eligible in my opinion to remain as classed, without fresh record of survey, subject to further examination of the main cargo tanks & permanent repairs being effected at the completion of the present voyage

Survey Fee (per Section 20)	£	Fees applied for,	19
Special Damage or Repair Fee (if any)	£	Received by me,	19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute TUE. 18 OCT 1932

Character Assigned *As now* *Deferred* *Lloyd's Register*

Foundation

1254-0073

fore and aft adjacent to the stowage tanks

(2) The presence of gasoline fumes in the tunnel.

(2) The presence of gasoline fumes in the tunnel.
(3) The cast iron casing of the master valve (suction) for pumping out the after pump room, held at bottom of same.

(4) The presence of gasoline in the forward cofferdam.

RECOMMENDED:-

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(1) All the four hatches of same be made gas tight & 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 & all suitably secured.

(2) 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 & controlled at the after pump room entrance & a gas ejector fitted in the escape ventilator at the aft end of the tunnel & controlled from the pump room. A full amount line be fitted round same.

(3) A suitable cement can be fitted round same.

(4) The packing of the covers of both hatches be removed, 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 & soundings were taken throughout the vessel & later checked & it was recommended that number two cofferdam from forward

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ..																
	2nd "																
	3rd "																
	Collective Weight. .																
	Stream																
	Kedge.....																

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

CHAIN CABLES.

[illegible]

Iron Stream Chain }
or Steel Wire.... }

be filled with water to the dyck and number three cofferdam be flooded to height of gland for intermediate shafting. The soundings of the fore & aft peaks were checked from the 3rd Sept. till 15th Sept 1932 & found in order. Minor electrical repairs were effected. The draught of this vessel on leaving was 23' 3" fore and 24' 3" aft. The foregoing repairs were effected to the satisfaction of the undersigned and the aforementioned seven British members of the crew. (All Australians).

Alexander Common.

the conformed will

If Stockless, state Mechanical Tests

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

General Committee
Thursday 15th June 1933
Decision of Classing
Committee confirmed

WITHDRAWN CLASS
1901
TUE. 13 JUN 1933
Dorothy Owen

TUE. 13 JUN 1933