

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th Feb. 1942 When handed in at Local Office 28th Feb. 1942 Port of GALVESTON
 No. in Survey held at Galveston, Texas Date, First Survey 23/1/42 Last Survey 18/2/1942
 Reg. Book. S/S "VINELAND" (No. of Visits 8)

14 TONNAGE:— Built at Hog Island, Pa. By whom American International S.B. Corp When 1919 - 3
 GROSS 5587 Owners Cia Sotica de Vapores S.A. Owners' Address Panama
 UNDER DK. 4513 Managers ✓ Port belonging to Panama
 NET 3424

Surveyed Afloat or in Dry Dock? Both Name of Dock Pier 14 and Todd Cal. S.D. Destined Voyage ✓
 Cell D B o D B a feet; u E & B feet; f feet } Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 3836. Port HFX.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 See Dam. Rpts

issued (2), copy herewith.

Was a damage report made by anyone else? if so, by whom See Capt. Whipple, for cargo

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING and DAMAGE.

(1) Damage stated due to encountering very heavy weather from the 8th to 11th (incl.) January 1942, during a loaded voyage from Bolivwood, Newfoundland to Galveston, Tex., also consequential part flooding of No. 1 Cargo hold.

The bottom shell riveting at the forward end of No. 1 double bottom tank was started and disturbed, and the drain plug in port side loosened and displaced thereby putting a pressure head on the tank top. Leakage of the tank top plating at the forward water tight floor end of the tank (see Cofferdam) permitted water to gain access to the lower No. 1 Cargo hold.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	✓							See Contin.
Removed and Fair'd or Repaired	✓							Shell & tank top riveting overlaid in way No. 1 D.B.T. All ceiling renewed No. 1 hold. Also minor repairs at fore aft.
Fair'd or Repaired in place	✓							

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Fett.)
Decks <u>Good</u>	✓	<u>Good</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Caulking of Decks <u>"</u>	✓	<u>✓</u>	Boats <u>Good</u>
Coamings <u>"</u>	<u>Good per rpt</u>	<u>✓</u>	Masts, Yards, &c. <u>from OK</u>
Beams & Fastenings <u>"</u>	<u>Good</u>	<u>Good</u>	Condition, how ascertained (State if wedges removed.) <u>Z</u>
Outside Plating <u>"</u>	<u>"</u>	<u>"</u>	Equipment letter <u>3 B, 15.</u>
Frames <u>per rpt Good</u>	<u>"</u>	<u>"</u>	Anchors, No. of <u>3 B, 15.</u>
Reverse Frames <u>"</u>	<u>"</u>	<u>"</u>	Cables (State if now ranged) <u>Yes</u>
Longitudinals <u>"</u>	<u>"</u>	<u>"</u>	length <u>2 1/2 ft</u> mean diam <u>2 1/4"</u>
Transverses <u>per rpt Good</u>	<u>"</u>	<u>"</u>	(on board) <u>2 1/2 ft</u> size <u>2 1/4"</u>
Floors <u>per rpt Good</u>	<u>"</u>	<u>"</u>	Rule length <u>2 1/2 ft</u>
Keelsons <u>"</u>	<u>"</u>	<u>"</u>	Chain Locker <u>Good</u>
Stringers <u>"</u>	<u>"</u>	<u>"</u>	Hawsers & Warps <u>Sufficient</u>
Inner Bottom Plating <u>per rpt Good</u>	<u>"</u>	<u>"</u>	Standing and Running Rigging <u>Good</u>
Have the Tanks been examined internally <u>No. 1 D.B.T.</u>	<u>"</u>	<u>"</u>	Sails <u>✓</u>
Have the Tanks been tested? <u>"</u>	<u>"</u>	<u>"</u>	

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel, so far as now seen is in a good & efficient condition & eligible in our opinion to remain as classed with fresh record of Survey 2.42.

Survey Fee (per Section 20)	£ 25.00	Fees applied for, <u>28/2/1942 WK.</u>
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 115.00	Received by me, <u>✓</u>
Travelling Expenses (if chargeable)	£ 25.00	19 <u>✓</u>
Second Surveyor's Fee (if any)	£ 7.50	

Committee's Minute

Character Assigned 100A1

B. S. 2, 42. T. S. 2, 42.

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W132-0203(1/3)

Ss. VINELAND.

For full details please refer to damage report.

Now Done:- vessel placed in dry dock, bottom & rudder cleaned, examined & recoated. Side plating in way of N.1 cargo hold hoisted.

N.1 DBT, port & starb., generally examined internally, afterwards tested under water pressure, made tight, & all tank top ceiling renewed.

Also generally examined weather decks & casings, hatchways, hatches, ventilators & casings, etc.

Low annex account - Anchors & chain cables ranged and examined, Chain locker cleaned.

The following damage repairs effected.

H.W. damage repairs.

N.3 Keel plate - (locally set up) heated &

fired in place - - - - - (1)

Approx 200 shell rivets renewed.

Port Side in way of forward end of N.1 DBT, (drain plug missing) - hole retapped & new plug fitted.

Forward water tight floor of N.1 DBT (i.e. forming cofferdam bilge) shell angle riveting started & caulked & welded.

Port Side in way of Engine room - Approx 25 shell rivets caulked & welded in bilge strake top beam.

N.1 DBT. top plating P+S - tested & approx. 150 rivets & 15 ft. of seam caulked & or welded.

Deck piping & fittings - 3 sections of piping, 2 guards, & about 30 pipe stools or clips renewed.

Scupper pipes - 2 from navigating bridge renewed.

Superstructure bulkhead - 6 W.T. doors fired, dogs overhauled, rubber gaskets renewed.

Starboard after lifeboat (metallic) two local indentations fired in place.

Also minor repairs to electrical fittings.

Flooding damage repairs

N.1 Lower cargo hold.

Tank top plating & bilge cofferdam cleaned & recoated. All tank top ceiling, timbers, ground battens, & pipe casings renewed completely.

Scupper pipe from forward tween deck to lower hold renewed. One bilge sounding pipe cleared.

Bilge suction pipe from forward cofferdam renewed. Cofferdam bilge struts cleaned, cleared & tested in good order.

Hold ladder repaired.

(See Contin)

"Ss. VINELAND."

After leaving the drydock the following casualties were sustained.

- (2) Damage alleged sustained about 2.50 pm, 13th February 1942 whilst berthing the "Ss. Cardonia," it being stated that her port side fouled the stern of the "Ss. VINELAND," which latter vessel at the time of the casualty was moored at Lee Head, Pier 14, Galveston.

Upon examination found.

Stern. At lower edge of poop deck sheer strake, at port side of stern, about 5 ft. from centre line - paintwork scrubbed over a length of about 3 ft.; but no structural damage sustained.

Rudder examined afloat from a small boat & no evidence observed of rudder having been fouled.

The steering gear, rudder stock & quadrant generally examined, tried & tested under working

conditions & all found in good order.

No damage sustained in consequence of this casualty.

Repairs (W & T).

12 mushroom type ventilator caps supplied.

A number of wood hatch covers & 8 hatch batten bars renewed.

Port No. 5 DBT sounding pipe part renewed.

Also other minor repairs.

Vessel also equipped & fitted out at this time with Defense items in accordance with the British Ministry of War Transport requirements.

Note: It is stated that the vessel will shortly be transferred to Canadian Registration, and at the request of the Owners a *Special Condition Survey report of the parts now examined has been prepared for transmission to "Chairman of Board Steamship Inspection, Ottawa, Canada."

* A copy of this report forwarded herewith also copy of Interim Cert B & Rpt 10, (two reports).

W.K.



© 2019

Lloyd's Register
Foundation