

COPY.

Lloyd's Register of Shipping.



Port..... Galveston, Texas.

February 27, 1942.

This is to Certify that

.....
WILLIAM RENNIE AND MALCOLM DICKSON

the undersigned Surveyor to this Society did at the request of
the Owners, Survey the Steel Screw,

S/S "VINELAND", 5587 tons gross of Panama,

afloat and on drydock at Galveston, Texas, from the 23rd January to 18th February, 1942, on account of damage stated due to encountering heavy weather from the 8th to 11th January, 1942, during a loaded voyage Botwood, Newfoundland to Galveston, Texas, and consequential part flooding of No.1 cargo hold; alleged fouling the vessel's stern by the S.S. "Cardonia", at Galveston on the 13th February, 1942. Also Docking Survey, Annual Boiler Survey, Owners repairs, etc.

The Owners representative stated that they contemplated transferring this vessel to Canadian Registration at an early date, in connection with which a telegram had been received from:

F. A. Willsher, Esq.,
Chairman of Board Steamship Inspection,
Department of Transport,
Ottawa, Canada.

intimating that he was unable to have an inspector at Galveston for the drydock inspection but would accept Survey by Lloyd's if detailed report submitted showing what parts were examined and condition found.

At the request of the Owners, this report is accordingly submitted and we beg to report as follows:

1. Damage repairs due to encountering heavy weather 8th to 11th January, 1942, and consequential part flooding of No.1 cargo hold.

For convenience a copy of our damage Report dated 27th February, 1942, is attached herewith, giving details of the examination made and damage repairs effected, briefly, viz:-

No.1 port and starboard double bottom tank tested under pressure shell and tank top plating and transverse cofferdam bilges in way of No.1 cargo hold made sound and tight. All tank top (continued). *uk*

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

S/S "Vineland"

ceiling, ground battens, limbers, pipe casings etc., in No.1 lower cargo hold renewed. Bilge suction piping, sounding pipes etc., placed in good order.

2. Damage alleged sustained, 15th February, 1942, at Galveston when the S/S "Cardonia", fouled the stern of the S/S "Vineland", with her port side. A copy of our Damage report dated 27th February, 1942, is attached herewith from which it will be seen that no damage was sustained in consequence of this casualty.

In addition to the foregoing inspection and repairs on account of damage the following classification Surveys have now been carried out at this time.

Note: This vessel (ex: "Sapinero") was built in 1919 to Lloyd's Register classification by American International S.B. Corporation, Hog Island, Pa., but the class withdrawn in 1920 at the Owners request.

Upon change of Ownership about 1940, the vessel was reclassified with Lloyd's Register and we were advised by our New York Office that the Boston Surveyors had reported completion of Special Survey 2nd No.3 in June, 1941, and recommended vessel for the following notations viz:-

*100A1

Special Survey 2nd No.3-4,40

*LMC3,40

B.S.- 6,41

TS (CL) seen 3,40.

The class being subject to the shell plating being drilled and gauged when twenty-four years old or at the next Special Survey thereafter.

Now Done:

Docking Survey - Bottom

Vessel placed in drydock. Bottom, rudder and keel, cleaned, examined, recoated, and all found in good condition. Shell riveting good, a few rivets points in scattered locations being caulked and spot welded (additional to damage repairs). The rudder pintles and bushes found good, rudder drained out and drain plug refitted.

Anchors and chain cables.

Ranged, examined, found complete and in good condition. (270 fathoms, 2 $\frac{1}{2}$ " original diameter chain cable, 3 bower anchors and one stream anchor).

Screw Shaft, etc.

Screw Shaft drawn in, examined together with stern bush and propeller, and all found or placed in good order.

Lower half of stern bush rewooded.

Stern gland repacked.

Rope guard renewed.

Sea suction and overboard discharges.

All now opened up, cleaned, recoated, overhauled, examined and found or now placed in good order.

One overboard discharge valve seat renewed.

One strainer plate on starboard side renewed.

Note: All underwater sea valves now reinforced and fitted with strong backs as a defense measure.

Boiler Survey. (Three W.T. type boilers).

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Foundation

W132-0204(213)

S/S "Vineland"

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Boiler Survey (Contd.)

Note:- The boilers were last Surveyed at Boston in June, 1941, at which time all diagonal tubes of the three boilers were renewed, casings etc., part renewed, all furnace brickwork renewed and other repairs carried out.

The boilers were not therefore due for inspection at this time, but whilst opened up for cleaning the Owners decided to submit same for Survey.

As per Chief Engineers log book entry for December 11th & 12th, 1941, all boiler stops checks and blow down valves were opened up and overhauled, by the ship's personnel and were not re-opened at this time.

The three W.T. boilers and superheaters examined under a hydrostatic pressure of 250 lbs.sq.in., afterwards opened up, examined steam and mud drums internally, with approximately 5% of tube inspection covers removed, and all found clean and in good condition.

All main boiler safety valves opened up, ground in, overhauled, examined and afterwards adjusted under steam to working pressure of 200 lbs.sq.in. The remainder of boiler mountings were carefully examined externally under the hydrostatic pressure also under steam and so far as seen found in order and tight.

Furnace brickwork and casings good.

Oil Burning Installation tested under working conditions, fuel tank valves and deck control gear found in good working order, oil discharge pipes found in good condition, accessible, visible, well lighted and joints tight.

General

Generally examined weather decks and casings, hatchways, hatches, ventilators and coamings boats, etc., and so far as seen all found in good condition.

12 mushroom type ventilator caps supplied.

A number of new wood hatch covers renewed and 8 hatch batten bars supplied.

Port No.5 double bottom tank sounding pipe part renewed.
And other minor repairs.

This vessel has also been equipped and fitted out at this time with Defense items in accordance with the British Ministry of Shipping War Transport requirements.

A report has been forwarded to the Committee of Lloyd's Register recommending that the vessel be continued as classed, viz. +100A1, with fresh record of Survey 2,42, also to have fresh machinery notations of B.S.-2,42 (Boilers Surveyed, February, 1942,) and Screw Shaft (CL) seen 2,42.

Leni Rennie & M. Dickson

Surveyors to Lloyd's Register of Shipping



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W132-0204313