

Report of Survey for Repairs, &c., of Engines and Boilers.

No. 4234.

Date of writing Report 28th Feb. 1942 When handed in at Local Office 28th Feb. 1942 Port of Galveston
Survey held at Galveston, Texas Date, First Survey 4/2/42 Last Survey 18/2/1942
(No. of Visits 8)
on the Machinery of the Wood Iron Steel S/S "VINELAND" Year. Month.

Gross 5587 Vessel built at Hog Island, Pa. By whom American International When 1919-3
Net 3424 Engines made at Schenectady, N.Y. By whom General Electric Co. When 1919-3
Boilers, when made (Main) 1919 (Donkey) ✓
Owners Cia Petrol de Vapores S.A. Owners' Address Port Panama Voyage —
If Surveyed Afloat or in Dry Dock Both - Pier 14 Particulars of Classification (which must be inserted
(State name of Dock.) and Todd Galveston Dry Dock precisely as in Register Book & Supplements).

Report No. — Port DOCK, T.S.
Particulars of Examination and Repairs (if any) B.S.
Periodical Surveys, when held, must be reported in detail and serialism in the terms of the Rules. State clearly 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 why they were declined ✓
a damage report made by anyone else? If so, by whom? ✓
the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " ✓
was not done, state for what reasons? ✓
what parts of the Boilers could not be thus thoroughly examined? ✓
what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Hyd. Press of 250 lbs. sq in. also applied.
latest date of internal examination of each boiler P.S. 7/2/42, Centre 13/2/42 Present condition of funnel(s) ✓

the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs. sq in.
the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? ✓
the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boilers? ✓
the Surveyor examine all the mountings of the Main Boilers? not opened up at this time, and of the Donkey Boilers? ✓
screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

shaft now been changed? no If so, state reasons ✓
the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes
date of examination of Screw Shaft 5/2/42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓
did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓
the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓
e Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

now done: Docking & T.S. Examined propeller, stern bush, lower half renewed, Screw Shaft (C.L), all sea connections & overboard discharges (opened up) & their fastenings. All found or now placed in order.

Rope guard renewed. One overboard discharge valve test renewed one Strainer plate, Starb side, renewed.
B.S. (due 6.42 & now fully held in anticipation).
the three W.T. boilers and Superheaters examined under a hydrostatic pressure of 250 lbs sq in., afterwards opened up and examined internally together with doors & fastenings. All main boiler safety valves (See Contin).

General Observations, Opinion, and Recommendation:— This vessels machinery so far as now seen, is in order & eligible in our opinion to remain as classed with fresh record of B.S. 2.42 now, and Screw Shaft (C.L) seen 2.42.
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B&M.S. 9.11, *L.M.C. 9.11, or *L.M.C. 140 lb., P.D., &c.)
CS 3.34,

Survey Fee (per Section 29) B.S. & T.S. £ 70.00 Fees applied for 28/2/42
Special Damage or Repair Fee (if any) £ :
(per Section 29.)
Travelling expenses (if chargeable) £ 2.00 Received by me, Wm Rennie & M Dickson
NEW YORK MAR 11 1942 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute As above
Assigned B.S. 2.42. T.S. 2.42.

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent

S/S. VINELAND.

Now done for B.S. (Contd.).

opened up, overhauled, examined, and afterwards adjusted under steam to W.P. of 200 lbs sq in.

All found in order.

As per Chief Engineer's log book entry for December 11th & 12th, 1941, all boiler stop valves, checks & blow down valves were opened up & overhauled by the ship's personnel.

Mountings now carefully examined under hydrostatic pressure & under steam & so far as seen found in order & tight.

Oil burning installation tested under working conditions, fuel tank valves & deck control gear found in good working order, oil discharge pipes found in good condition, accessible, visible, well lighted & found light.

Note All underwater sea valves now reinforced & fitted with strong backs as a defence measure. Cert B1 issued, also report 10, for transmission to Chairman of Board Steamship Inspection, Ottawa, Canada.

WR.



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