

S.S. "SAPINERO"

Built 1919-3rd month, by the International Shipbuilding Corporation, Hog Island, Pa.

The undersigned in company with Mr. Larg, the Society's Surveyor at Plymouth, examined the above vessel while afloat and in Devonport Dockyard Dry Dock for the purpose of ascertaining the cause of vessel putting in to Plymouth to discharge the cargo of grain. On examination of the decks, and shell plating, the caulking of some parts of the deck and gunwale angles in way of the scuppers was defective; caulking of shell seams in places, and at the short liners at the edge of a number of overlapped butts defective and leaking freely, notably on port side No.2 hold, and after part of the after hold. The shell riveting generally was found satisfactory, excepting in places, such as in port side Nos.1 & 2 holds, where it was found several of the rivets did not fill the countersink, and there was evidence of leakage in way of same. The ceiling on tank tops and bilges had not been properly fitted to receive a grain cargo, and at the bulkheads in way of the vertical stiffeners, open spaces were found, which allowed free passage of grain into the bilges and wells, which choked the suction.

It is evident from the log book that the vessel encountered exceptionally bad weather between the 18th and 28th March, shipped heavy seas and laboured excessively. The master decided to lay the vessel in the trough of the sea, thus causing her to roll and strain heavily; evidence of straining was discovered in a large number of rivets at the forward end of the break of bridge, through gunwale angle and upper edge of sheer strake, also at some of the overlapped butts and margin angle and heel of frames on port side in way of Nos.1 & 2 holds.

Other sundry deck damage was found, such as winch steam pipes and plate covers, also sounding pipe covers.

Arrangements were made to have the necessary repairs executed at Devonport Dockyard, but on examining the work in progress, it was found that considerable additional work was being done, which had not been recommended by us, nor do we

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think it was necessary. We enquired who had authorised the additional work, but the Master was unable to enlighten us. On speaking to Mr. Grimshaw, the Constructor in charge of the work, he stated he would take no interference from Lloyd's Surveyors, and further he did not recognize us in the case.

From entries in the log book, it would appear that the vessel had been seriously making water in the holds and fore peak during bad weather, as the soundings on the 21st March gave over 60" of water in No.1 hold. On our examination of the vessel after the cargo had been discharged, this statement was not borne out, because with the exception of some wet grain found adhering to the vessel's sides in way of a few web frames, and at two or three places principally on port side No.2 hold, and on both sides at after end of after hold, there was no evidence of there having been any such quantity of water in the holds, and in our opinion such soundings can only be accounted for as being due to the lower ends of the sounding pipes being choked with grain, and water filling the sounding pipes from the deck. As a result of our examination of the vessel, and after careful consideration of all facts in the case, we are decidedly of the opinion that the condition of the vessel did not warrant the course which was followed of jettisoning a considerable part of the cargo, bringing the vessel into port and discharging the remaining portion which could only have been done under a misapprehension of the nature and extent of the damage.



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