

(Received at London Office 23 DEC 1931)

No. 8676

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19-12-31

When handed in at Local Office 20-12-31

Port of Copenhagen

No. in Reg. Book

Survey held at

Copenhagen

Date, First Survey

9-12-31 Last Survey 19-12-1931

33716

on the Wood, Iron or Steel

SCANDIA

TONNAGE:-

GROSS 8548

UNDER DEK 8103

NET 6504

Built at Newport News

Owners Det. Dauske Petroleum Akt.

Managers C. Holm

By whom Newport News S.B. & D.D. Co.

Owners' Address

Port belonging to

When 1918

MONTH 12

Nyborg

The Gulf

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

Ats Burmeister & Wain's Maskin & Skibsbyggeri

Destined Voyage

WB=CellDBorDBa

total capacity

tons. FPT

tons; APT

tons; MT

feet

feet

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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.

Port

(Periodical Surveys, when held, must be reported in detail and serialim 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

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

Society's Freeboard (if assigned) as painted on Ship and now verified 2962 mm

| CHARACTER. | Years Assigned | Years Expired | Machinery and Boiler Surveys (including date of N.B., if any) |
|--------------------------------|----------------|---------------|---|
| 100. A. 1. | | | LMC 2,30. |
| Shelterdk. w. freeboard. | | | BS 9,31. |
| 9,31. | | | Tail shaft CL. |
| ss. N.Ns. N° 3 - 2,30. | | | New 9,31. |
| Carrying petroleum in bulk. | | | |
| Fitted for oil fuel 12,18 F.P. | | | |
| above 150° F. | | | |

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Alterations for Convention Freeboard.

The following alterations have been carried out:- Casing Front. The present stiffeners 4x3x34 spaced 24" apart has been reinforced by 5x3x40 reverse angles forming a 6" girder. Intermediate stiffeners 7x3x48 with 3x3x48 reverse bars bracketed at top & carried below deck has been fitted.

6 feet from sides of Casing a steelhouse has been built having 44" plates and stiffeners 10x3x48 spaced 30 inches apart and bracketed top & bottom.

Front of Sidehouses renewed, plating 44" stiff. 10x3x48 sp. 30" apart bracketed top & bottom.

Three companionways (3/8" plating) riveted to the top of deckhouse aft. has been fitted.

A wood bulkhead (athwartships) in crew's quarter has been fitted with a wood door (cap of being made up fr. both sides).

The sills of the doors of all the companionways have been increased to 24 inches.

The alterations have been carried out in accordance with the Secretary's letters, plan as approved and P.T.O.

| SUMMARY OF DAMAGE REPAIRS:- | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | DE. Plates. | Other Items:- |
|--------------------------------|---------------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed | | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | | | | | | | | |

PRESENT CONDITION OF THE

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

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 ptND24, &c."

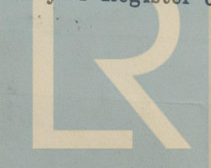
This vessel is eligible in my opinion to remain as classed without fresh record of survey, subject to rivets in shell plating, especially in F. and G. strakes on p.s. abaft amids. to specially examine next docking. Convention Freeboard 2962 mm and corresponding draught 27'11" to be inserted in the Register Book.

| | | | |
|---|-----------|------------------|------------|
| Survey Fee (per Section 20) | Kr. 75.00 | Fees applied for | 21.12.1931 |
| Special Damage or Repair Fee (if any) (per Sec. 20) | £ | Received by me. | 19 |
| Travelling Expenses (if chargeable) | £ | | |
| Second Surveyor's Fee (if any) | £ | | |

Committee's Minute

Character Assigned

M. Deth Lydersen
Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002205 002214 0144

S/S "SCANDIA"

to my satisfaction.

The Convention-Freeboard has been marked on the ship's sides, verified and cut in. - Verification form & Amended Freeboard Report (C11) is forwarded herewith.

26. 7. 2.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much jammed as to spread the ink, or to cause it to show through to the other side.

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 ... | | | | | | | | | | | | | | | If Patent state name of Patentee. | | |
| 2nd " | | | | | | | | | | | | | | | | | |
| 3rd " | | | | | | | | | | | | | | | | | |
| Collective Weight. | | | | | | | | | | | | | | | | | |
| Stream | | | | | | | | | | | | | | | | | |
| Kedge..... | | | | | | | | | | | | | | | | | |

*Stocks, state Mechanical Tests

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.