

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th Nov 1940 When handed in at Local Office 30th Nov 1940 Port of GALVESTON, TEXAS.No. in Survey held at Galveston, Texas. Date, First Survey 20/10/ Last Survey 21/10/ 1940
Reg. Book. SKANDINAVIA (No. of Visits two)83569 on the WATERLOO STEEL Jw. Sc. N/V "Scandinavia"

TONNAGE:-

GROSS 10044UNDER DEK. 8921NET 5786Built at HamburgBy whom Deutsche Werft A.G.When 1940Owners The Texas Company (Norway 1/3)Owners' Address Bet. Finkenwerder.

Managers

Port belonging to OsloSurveyed Afloat or in Dry Dock? Drydock Name of Dock Todd Galv. D.D. Inc. Destined Voyage -Cell/Dor/Dba feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

CHARACTER.
X for Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B., in any)."100 A1 carrying Petroleum
in Bulk",
(Class Contemplated).

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. - Port -

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

Society's Freeboard (if assigned) as
painted on Ship and now verified - ft. - ins.Was a damage report made by anyone else? If so, by whom? -REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING SURVEY. (By acting Luv. J. Gleave)

Now Done:- Vessel placed on Dry dock. Bottom & rudder cleaned, examined & recoated, and all found or now placed in good condition.

Generally examined weather decks & casings, hatchways, latches, ventilators & coamings, general equipment. Several cargo tanks generally examined internally & so far as seen all found in good condition.

Underwater parts checked & found in accordance with draft first entry reports (Please see accompanying letter). Repairs w & T. Slightly leaking rivets in top landing of E & F Stakes, P & S side respectively of engine room (total 100 rivets & 140 ft seam each side, caulked, welded & made tight).

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:-

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

Cert B issued, Copies herewith (two)

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>per rpt Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. <u>-</u> (State if on felt.)
Caulking of Decks <u>"</u>	Celling <u>-</u>	Coal Bunkers, Openings, Covers, &c. <u>-</u>	When fitted, Month <u>-</u> Year <u>-</u>
Coamings <u>"</u>	Cement or Asphalt <u>-</u>	Oil Bunkers <u>-</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>	Masts, Yards, &c. <u>-</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>from DR</u> (State if wedges removed)
" " in way of sidelights <u>-</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>-</u>
Frames <u>-</u>	Have pumps been examined and found efficient? <u>-</u>	Planking <u>-</u>	Anchors, No. of <u>3 B, 1 S, 1 R</u>
Reverse Frames <u>-</u>	Have Sluice Valves been examined and found efficient? <u>-</u>	Caulking <u>-</u>	Cables (State if now ranged) <u>no</u>
Longitudinals <u>per rpt Good</u>	Have Watertight Doors been examined and found efficient? <u>-</u>	Trenails <u>-</u>	" length <u>Stated</u> mean diamr. <u>-</u> (on board)
Transverses <u>-</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stimson <u>-</u>	" Rule length <u>Complete</u>
Floors <u>-</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches <u>-</u>	Chain Locker <u>Different</u>
Keelsons <u>-</u>	Doubling Plates under Sounding Pipes <u>-</u>	Timbers of Frame at openings <u>-</u>	Hawsers & Warps <u>Good</u>
Stringers <u>-</u>		" " at other places <u>-</u>	Standing and Running Rigging <u>Good</u>
Inner Bottom Plating <u>partly seen</u>		Stringers, Clamps & Shelves <u>-</u>	Sails <u>-</u>
Have the Tanks been examined internally? <u>no</u>		Salting <u>-</u> (State if examined.)	
Have the Tanks been tested? <u>no</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 my opinion to remain as classed with fresh record of survey 9, 40.

TOTAL Survey Fee (per Section 29) 25.00Special Damage or Repair Fee (if any) -Travelling Expenses (if chargeable) 2.00Gleave. H & M. Curney, included 20.00Second Surveyor's Fee (if any) -CTING. total

Fees applied for,

24/10/1940 WR

Received by me,

8/11/1940

Committee's Minute

Character Assigned A2 NW

NEW YORK JAN 2- 1941

TUE 25 FEB 1941

Examined 19.40
(100 A1 &c Gal)
10.40 Gal
Mark WR

Lloyd's Register
Foundation