

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 5<sup>th</sup> of April 1922 When handed in at Local Office 39416 Port of Rotterdam  
No. in Survey held at Rotterdam Date, First Survey 8<sup>th</sup> of March 1921 Last Survey 30<sup>th</sup> of March 1922  
Reg. Book. 66944 on the Wood, Iron or Steel SS. SCALA SHELL Master Speedonja

## TONNAGE:-

GROSS 3504.5UNDER DK. 5160.57NET 2091.27Built at DumbartonBy whom A. Mc. Millan & Co. Ltd. When 1902Owners Anglo Saxon Petroleum Co. Ltd. Port belonging to LondonOwners' Address London

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? both Name of Dock P.H. Pontoon Destined Voyage not decidedWB=CellDBorDBa ✓ feet; uE&B ✓ feet; f ✓ feet;  
total capacity tons. FPT tons; APT tons; MT feet tons.

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. 1117 Port P.N.Periodical Surveys, when held, must be reported in detail and seriatim 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. See date of letters painted on Ship and now verified

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

CHARACTER. H. for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned and expired.	Machinery and Boiler Survey (including date of S.B., if any).
<u>+100H1</u> <u>11.19</u> <u>S.S. B.N. No. 3-5.15</u> <u>S.S. P.N. No. 1-19</u>		<u>+SB 3.02</u> <u>S.B. 11.19</u>

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? ✓REPAIRS, OR EXAMINATION AS PER RULE, FOR Survey of repairs and conversion into an oil tanker, and 2<sup>nd</sup> Special Survey No. 3.

This vessel arrived at this port with a view to convert her into a twin screw tanksteamer. -  
for reference of which please see Secretary's letters dated H 23/12-1920; 3/1-1921; 18/1-1921; 25/1-1921; 26/1-1921; 29/1-1921; 1/2-1921; 10/3-1921; 2/6-1921; 22/6-1921; H 29/6-1921; 13/3-1922; 17/3-1922; and the approved plans are retained in London. -  
The vessel has been placed in drydock and the following repairs have been carried out. -

For equipment. See other side

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								

## PRESENT CONDITION OF THE

Decks <u>good</u>	State if Tanks have been examined inside <u>yes</u>	Dblg. Plates under Sounding Pipes <u>good</u>	Copper, or Y.M. of Wood Vessels <u>✓</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>yes and tight</u>	Engine Room Skylights <u>"</u>	(State if on Fell.)
Waterways <u>"</u>	Bulkheads <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	When put on, Month <u>"</u> Year <u>"</u>
Coamings <u>"</u>	Ceiling <u>in ceiling</u>	Scuppers <u>"</u>	Boats <u>good</u>
Beams & Fastenings <u>"</u>	Cement or Asphalt <u>"</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Rudder <u>good</u>	Hatches <u>"</u>	Condition, how ascertained <u>new mod</u>
Caulking of ditto <u>"</u>	Steering gear and its connections <u>"</u>	Planking of Wood Vessels <u>"</u>	(State if wedges removed) <u>✓</u>
Rivets <u>"</u>	Windlass <u>"</u>	Caulking ditto <u>"</u>	Sails <u>"</u>
Breasthooks & Crutches <u>"</u>	Have Pumps now been examined and found efficient? <u>yes as per plan</u>	Treemills ditto <u>"</u>	Equipment letter <u>U</u>
Transoms <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Breasthooks & Stemson ditto <u>"</u>	Anchors, No. of <u>3 B 15-1 K</u>
Frames <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>✓ No Doors</u>	Transoms, Pointers, & Crutches ditto <u>"</u>	Cables (State if now ranged) <u>yes</u>
Reverse Frames <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes and good</u>	Timbers of Frame at openings ditto <u>"</u>	" length <u>270</u> size <u>2 5/16</u>
Floors <u>"</u>		Ditto ditto at other places ditto <u>"</u>	" Rule length <u>270</u> size <u>1 5/16</u>
Keelsons <u>"</u>		Stringers, Clamps & Shells ditto <u>"</u>	Hawser & Warps <u>good</u>
Stringers <u>"</u>		Salting ditto <u>"</u>	Standing & Running Rigging <u>good</u>
Inner Bottom Plating <u>✓</u>		(State if examined.)	

## General Observations, Opinion as to Class, Recommendation, &amp;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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &amp;c."

This vessel has been repaired and converted into an oilcarrying vessel and she is in our opinion eligible to be classed with notation for vessel carrying Petroleum in bulk 100 H1 - record for Survey 3/22. and notation of S/S. 2<sup>nd</sup> No 3-3-22

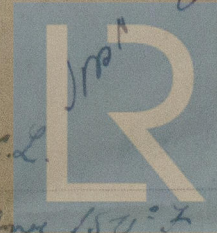
Survey Fee (per Section 25) Conversion 3000.00  
Special Damage or Repair Fee (if any) and 5/3 N.B.  
Travelling Expenses (if chargeable) 35.00  
Second Surveyor's Fee (if any) 2Fees applied for, 19Received by me, 2/4/22 P.M.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 100H1HULL CERTIFICATE  
WRITTEN 21/4/22

any oil tanker + 2 L.N.B. 3.22 2.D. C.L.  
+ 1/16 + 1/3 3.22  
S.S. 2<sup>nd</sup> No 3.22 tried for oil fuel 3.22 2.D. alone 150°F.  
timed out.



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Lloyd's Register  
Foundation



S.S. "Scala Shell"

On P.S. M shake plate N° 7 renewed.

N shake plate N° 7 renewed.

On S.B. M " " N° 11 renewed.

N " " N° 11 renewed.

on account of wear and tear.

On S.B. from stem frame D shake plate N° 2 renewed.

E shake plate N° 2 renewed, and F shake plate N° 2 renewed.

On P.S. D shake plate N° 2 renewed; E shake plate

N° 2 renewed; and F shake plate N° 2 renewed, all in connection with fitting of Prop. plates.

Propeller brackets fitted as per plan (Cast steel).

Tested as required by the rules, attached to the

hull as shown and amended on the plan.

In way of bridge house above trunk bulwark plates

renewed and deckplating as per plan.

Upper deck. Between the frame numbers 30 to 140

all stinger plates with stinger angle and deck plating

renewed. Stinger plates 50 x .52; stinger angle 6 x 6 x .56

deckplating .40 all edges double riveted.

Wood deck within poop partly renewed and

recaulked.

Deckbeams as in ship and alternately new extra

beams fitted. L 8 x 3 x .46; and in way of trunk

alternately L 6 x 3 x .40; In way of oil fuel bunkers

beams L 11 x 3 1/2 x .60; on every frame.

Coal hatches fitted above side bunkers 3'0" x .48 with

wood covers 3'.

An airtight hatch fitted above cargo hold

forward; Coaming 3'0" x .52 with steel cover screwed

down.

Two new masts fitted 72'0 long; 21" x .36; constructed

and riveted as per rules. (steel); On each mast

rigging 3 x 2 1/2" & 1 x 2 1/4" wire Stays 1 x 3 1/2" & 1 x 2 1/2" wire

Trunk side and trunk top plating .40 - .34 as per plan

with beams L 5 1/2 x 3 x .38 and oil hatches L 9 1/2 x 3 1/2 x .50 with

steel covers screwed down. riveting as per plan, and

further constructed as per plan.

Longitudinal bulkhead from frame 36 to 121.

Lower stoke .58 other stokes .44 - .42 - .40 - .36

Stiffeners L 10 x 3 1/2 x .64 at every frame.

One web plate in every tank 36/20 x .46 face bar L 7 x 5 x .60

and as per plan

Lower horizontal girder 28 x .46 with L 9 x 3 1/2 x .50

horizontal girder at lower deck L 10 x 3 1/2 x .64

" " at upper deck 26 x .40 flange; further

constructed as per plan

Equipment number 24560 Letter W. (see letter M25/1-1921)

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts. qrs. lbs.	Owts. qrs. lbs.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Tons.			
835	1st Bower	45	0	10	4	1	10	39	6	2	7	36	0	0	Comm. stock	2/15-21 C. H. B.
836	2nd "	44	3	0	4	0	25	39	1	3	14				"	C. H. B.
70792	3rd "	44	2	4	4	1	10	39	0	1	7				"	2/15-22 C. H. B.
	Collector Weight.	134	1	14							103	0	0			2/15-22 C. H. B.
34027	Stream	15	1	0	3	3	10	16	14	1	14	12	0	0	Comm. stock	2/15-22 C. H. B.
34026	Kedge	7	1	10	1	3	10	9	11	2	7				"	2/15-22 C. H. B.

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Stain- tory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
69251	135	2 5/8	96 1/2	134 3/4	365-0-17	511-1-14	270	1 5/8	Stud		2/15-22 C. H. B.
69252	15	2 5/16	96 1/2	134 3/4	40-1-24				"		2/15-22 C. H. B.
935	120	2 5/16	96 1/2	134 3/4	331-1-4				"		2/15-22 C. H. B.
From Stream Chain or Steel Wire.	90	4 1/2		33			90	4 1/2			2/15-22 C. H. B.

100 fathom 4" steel wire and 120 fathom 3"

manilla ropes 4 x 90 fathom 7"

" " 1 x 120 fathom 9"



# S. S. "Scala Shell"

Oiltight bulkheads on the frames 36-60-74-88-102-116  
and 121.-

plating .48-.44-.42-.38-.36. boundary bar 5x5x.50  
stiffeners L 10x3½x.64 spaced as per plan.

Two webframes as per plan 50/25 x.50 face bar L 7x3x.60  
three horizontal girders.

lower " " 24x.46 with L 9x3½x.50 ✓

middle " " 50x.44 " Acbar as in ship ✓

upper " " 50x.40 ✓ " L as in ship ✓

further constructed and riveted as per plan. ✓

Oiltight bulkheads on the frames 44-48 and 140

plating .48-.44-.42-.40-.38 boundary bar 5x5x.50 ✓

stiffeners L 7x3x.48 spaced as per plan. ✓

further constructed as per plan. ✓

On bulkhead on frame 44 in way of oilfuelbunker  
a extra webplate constructed as in tanks in  
way of washplate. ✓

Washplates in oilfuelbunkers. 44 ✓ with stiffeners L 6x3x.48 ✓

On frame 11 a watertight bulkhead fitted to main  
deck plating .50-.40-.38. boundary bar 5x5x.52

stiffeners L 12x3x.64; upper tween deck L 6x3x.49 spaced 24" ✓

On the frames 53-67-81-95 and 109 webframes  
fitted 36"x.44 with face bar L 9x3½x.50 ✓ and in  
way of these webs high floors built on original  
floors 36"x.46 with reverse frames 3½x3½x.50 ✓

In way of webframes strong beams fitted as per  
plan with constructed pillars as per plan  
pillars 11 9x3½x3½x.56 ✓ face plates 10"x.40"

webs in tanks 21x.40 ✓ further constructed as per plan.

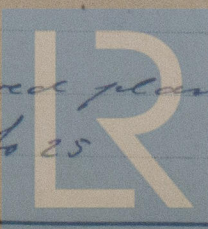
On the frames 18 and 36 <sup>26 Se ply</sup> two webframes fitted  
24"x.46 with face bar L 9x3½x.50 ✓

In engine and boilerspace on webframe 26 in  
way of tween deck a strong beam fitted L 12x3½  
x 3½x.56. and in way of upper deck 3 beams going  
through casing and plated. Strong beam supported  
by 5" pillars.

All further connections of sidestingers and  
tween decks to bulkheads as per approved plan.

Tween deck stringer plates abaft fr. 23 renewed and  
deck plates renewed. Beams actunably as originally  
in ship and new beams fitted between L 9x3x.46.  
from stern frame to frame 22.

Engine casing Constructed as per approved plan,  
high floors fitted on the frames 13 to 25



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W601-0281 3/4



## S.S. "Scala Shell"

constructed as per plan, longitudinal girders.  
constructed as on plan and topplates as given on  
plan.

wood deck on forecastle partly renewed and  
overhauled. wood chainlocker in forepeak  
renewed.

Casing constructed as per plan as given on freeboard  
report, also prop. front bulkhead.

Construction of deckhouse above trunk from  
frame 80 to 97 constructed as per plan sent  
to you with freeboard report.

4 new lifeboats fitted.

All new plating riveted as per rules for  
Sankvessels. The whole of the work carried  
out in accordance with the approved plans  
and Secretary's letters referred to above. ✓

She has been fitted for carrying and burning  
liquefied fuel and all requirements of Sec. 49  
of the Rules fully complied with. ✓

The workmanship has been found good, and all  
tanks, cofferdams and oilfuelbunkers have  
been tested as required by the rules, and found  
sound and tight. - ✓

2<sup>nd</sup> S.S. N<sup>o</sup> 3.

In connection with the extensive alterations  
carried out to this vessel as above described and all  
the old parts remaining in the vessel being  
thoroughly scaled, shellplating internally and externally  
scaled and all plating, beams, breasthooks, floors, frames,  
keelsons and keel stem and sternframe and rudder  
examined, steeringgear being found good completely  
overhauled and steamsteering arrangements being  
placed all as per Rules, she has been completely  
dealt with as per Rule requirements for Second S.S. N<sup>o</sup> 3.  
Shellplating drilled at various parts, far in excess  
of these requirements owing to so many holes having  
been drilled for new bulkhead frames to shell  
and it is not considered necessary to give particulars  
of these scantlings as they were all found to be  
still as per thicknesses given on the approved plan.

Cement in oiltanks removed. All parts have been properly  
coated including bottom. freeboard verified.

R. C. C. van der Burg. J. H. H. van der Burg.