

Rpt.

(Received at London Office)

27 APR 1931

HULL BOX

M. 73 Top

No. 6676

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Mar. 26th. 31. When handed in at Local Office Mar. 26th. 31. Port of Hong Kong
o. in Survey held at Hong Kong. Date, First Survey Mar. 7th. Last Survey Mar. 25th. 1931.
g. Book. on the Wood, Iron or Steel Twin Sc. "SCALA SHELL" (No. of Visits 10)TONNAGE:— Built at Dumbarton By whom A. McMillan & Son Ltd. When 1902 YEAR. MONTH. 3
GROSS 3585 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address -
UNDER DE. 3161 Managers - (if not already recorded in Appendix to Register Book,
NET 2092 Port belonging to LondonSurveyed Afloat or in Dry Dock? Afloat Name of Dock Kowloon Destined Voyage -
WB=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. 6417 Port Hong Kong Sig(Periodical Surveys, when held, must be reported in detail and serially 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 summarized 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. H 25-9-30In 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 -

CHARACTER.	Year assigned	Machinery and Boiler Survey (including date of N.B., if any).
* for Special Survey. Date of last Survey and of Periodical Surveys.		
<u>*100A1</u>	<u>1.30</u>	<u>M.M.C. 5.26</u>
<u>ssRet.2nd.No.3-3,22</u>		<u>M.E.&B 3.22</u>
<u>ssEng.No.1-26</u>		<u>B.S. 1.30</u>
		<u>T.S.CL 5.29</u>
Carrying Petroleum in bulk.		
Fitted for oil fuel <u>3.22 F.P.</u>		
above <u>150°F.</u>		
Society's Freeboard (if assigned) as painted on Ship and now verified <u>5</u> ft. <u>1 1/2</u> ins.		

Was a damage report made by anyone else? If so, by whom? -REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey Third No.2.Vessel placed in dry dock, bottom, rudder, keel, stem, stern frame, & propeller brackets, cleaned, examined and placed in good condition and recoated.All cargo tanks, forward cofferdam, fore hold, pump room, bunkers, fore peak, peak & bridge spaces and chain locker, cleared, all oxidation removed and steel work examined & placed in good condition.All cargo tanks, forward cofferdam and bunkers tested to rule requirements.NOTE:- This vessel has no fore peak tank or fore deep tanks.Decks examined and drilled and gauged where necessary.Plating in way of sidelights examined and found satisfactory.Hatches, in position at the hatchway, steering gear and its connections, rudder quadrant & tiller, windlass, pumps, and air & sounding pipes examined & found or placed in good condition.

(Continued on sheet No.2)

SUMMARY OF DAMAGE REPAIRS:—	Shell 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 I.M. of Wood Vessels <u>-</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>Yes</u>	Engine Room Skylights <u>"</u>	(State if on Felt).
Coamings <u>"</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	When put on, Month <u>-</u> Year <u>-</u>
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Scuppers <u>"</u>	Boats <u>Good</u>
Outside Plating <u>"</u>	Cement or Asphalt <u>Cement</u>	Cargo Hatchways <u>"</u>	Masts, Yards, &c. <u>"</u>
Breasthooks <u>"</u>	Rudder <u>"</u>	Hatches <u>"</u>	Condition, how ascertained <u>From deck</u>
Transoms <u>"</u>	Steering gear and its connections <u>"</u>	Planking of Wood Vessels <u>-</u>	(State if wedges removed) <u>No</u>
Frames <u>"</u>	Windlass <u>"</u>	Caulking ditto <u>-</u>	Sails <u>-</u>
Reverse Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Treemails ditto <u>-</u>	Equipment letter <u>Y</u>
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>No</u>	Breasthooks & Stems ditto <u>-</u>	Anchors, No. of <u>3B 1S 1K</u>
Transverses <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>No</u>	Transoms, Pointers, & Crutches ditto <u>-</u>	Cables (State if now ranged) <u>No</u>
Floors <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>-</u>	" length (on board) <u>270</u> size <u>2.3/16</u>
Keelsons <u>"</u>		Ditto ditto at other places ditto <u>-</u>	" Rule length <u>270</u> size <u>2.3/16</u>
Stringers <u>"</u>		Stringers, Clamps & Shelves ditto <u>-</u>	Hawser & Warps <u>Good</u>
Inner Bottom Plating <u>"</u>		Salting (State if examined.) ditto <u>-</u>	Standing and Running Rigging <u>"</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 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 now in good and efficient condition and eligible, in my opinion, to remain as classed and to have record of survey 3,31. and the notation of 3rd.SSNo.2-3,31.

Survey Fee (per Section 28)	<u>\$1010.00.</u>	Fees applied for, <u>25/3/1931</u>
Special Damage or Repair Fee (if any) (per Sec. 28)	<u>\$ 300.00.</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable)	<u>\$ 60.00.</u>	
Second Surveyor's Fee (if any)	<u>£</u>	

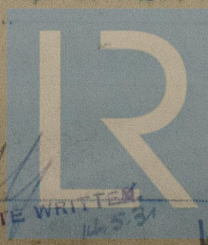
Committee's Minute/

FRI. 8 MAY 1931

Character Assigned

1000 Carr. Pet. in bulk
Fitted for oil fuel 3.22 F.P.
+ Linc. ins. 8-30 B.S. 3.31

Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation

WB01-0262

HULL OF TWIN S.S. "SCALA SHELL"

Ventilators and their coamings examined and placed in good condition.
Freeboard verified and found cut in.

REPAIRS:-Wear & Tear.

About 22 feet of stem shoe fitted.

SHELL PLATING NUMBERS FROM FORWARD

PORT SIDE :- C/1, D/2, E/2 & E/3. renewed.
One forecastle side plate cropped and part renewed.

STARBOARD SIDE :- C/1, D/2, E/2 & E/3. renewed.

CARGO TANKS NUMBERS FROM AFT

TANK No.1 :- Two plates on top strake of centre line bulkhead renewed.
Two plates on top strake of forward transverse bulkhead renewed.
(between Nos.1 & 2 tanks).
Eleven beam knees and angles renewed.

TANK No.2 :- Two plates on top strake of centre line bulkhead renewed.
Four plates on top strake of forward transverse bulkhead renewed.
(between Nos.2 & 3 tanks).
Fourteen trunk deck beams, beam knees & angles renewed each side.
Twelve trunk side stiffeners and brackets renewed each side.
Four stiffener brackets renewed on forward transverse bulkhead.

TANK No.3 :- Two plates on top strake of centre line bulkhead renewed.
Four plates on top strake of forward transverse bulkhead renewed.
(between Nos.3 & 4 tanks).
Fourteen trunk deck beams, beam knees and angles renewed each side.
Twelve trunk side stiffeners and brackets renewed each side.

TANK No.4 :- Two plates on top strake of centre line bulkhead renewed.
Four plates on top strake of forward transverse bulkhead renewed.
(between Nos.4 & 5 tanks)
Fourteen trunk deck beams, beam knees & angles renewed each side.
Twelve trunk side stiffeners and brackets renewed each side.

TANK No.5 :- Two plates on top strake of centre line bulkhead renewed.
Eleven trunk deck beams, beam knees & angles renewed each side.
Nine trunk side stiffeners & brackets renewed each side and
twelve renewed on forward side.

DECKS

UPPER DECK :- Two stringer plates, waterway angles and nine deck plates renewed forward, house coaming plates & angles partly renewed. Wood sheathing and boundary angles under windlass renewed. One deck plate renewed on Port side amidships. Two deck plates on Port side & two on Starboard side renewed in way of bunker hatches, aft. Wood deck aft recaulked.

TRUNK DECK :- Fifteen deck plates renewed.

TRUNK DECK :- Fifteen deck plates renewed.

FORECASTLE DECK :- All stringer plates, waterway angles & tie plates renewed.
All wood deck, anchor chokes, hatch coaming & hatch cover renewed.

(Continued on sheet No.3)

Inventor.	Makers.	Where and when tested and Superintendent.
If Patent state name of Patentee.		

[illegible]

Rpt. of
Port of

Hong Kong

Continuation of Report No. 6676 dated Mar. 26th. 1931. on the

HULL OF TWIN S.S. "SCALA SHELL"

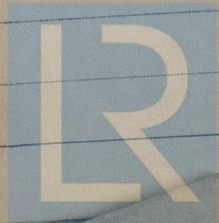
- BRIDGE DECK :- Margin plank and wood deck at aft end of lower bridge deck renewed, remainder caulked and payed.
- POOP :- Part wood deck renewed and remainder recaulked, chokes for steering gear fairleads renewed.
- FIDLEY DECK :- Three plates renewed and three cropped and part renewed, storm covers over gratings renewed.
- GENERAL :- Deck planking over wheel house & chart room renewed.
About 60 feet channel bar stiffener on Port bulwark and about 40 feet on Starboard bulwark renewed.
Five ventilators and their coamings renewed.
Port and Starboard gas tight doors renewed at Pump room entrance.
Fore & aft gangway partly renewed and partly repaired.
Windlass overhauled and repaired.
Hand pumps overhauled and repaired.
Several new planks fitted in two lifeboats.
Sundry minor repairs effected.

SPECIAL REASONS LIST.

Third Special Survey No.2 now completed as noted above.

NOTE:-

This vessel has been carrying spirit for some years.

J. J. Morrison

© 2020
Lloyd's Register
Foundation

W607-02632