

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor 20 APR 1921

VESSEL'S NAME Stl. S/S "SCALA SHELL" Report Rot. No. 12231

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey Alterations & 2nd S.S. No. 3.

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

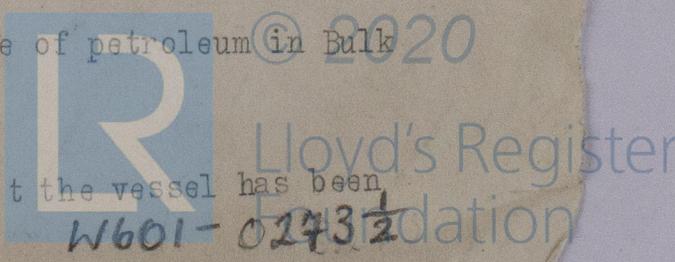
The thicknesses are in 20^{th} of an inch.

STRAKE.	AMIDSHIP.					*FORWARD.					*AFT.					REMARKS.
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
SPAR SHEER STRAKE																
Strake below.....																
MAIN SHEER STRAKE	13	13	13			10	10	10			10	10	10			
1st Strake below.....	12	12	12			11	11	11			9	9	9			
2nd " "	13	13	13			9	9	8	1		9	9	9			
3rd " "	12	12	12			11	11	10	1		9	9	9			
4th " "	13	12	12	1	1	10	10	10			10	9	10	1		
5th " "	13	13	13			12	11	12	1		10	10	10			
6th " "	13	12	13	1		10	10	9	1		10	9	9	1	1	
7th " "	13	12	12	1	1	12	12	11	1		10	9	10	1		
8th " "	13	13	12		1	10	9	10	1		10	10	10			
9th " "	13	13	12		1	11	11	10	1		10	10	9		1	
<small>* The thicknesses given in these columns should indicate the actual thicknesses at not less than one fourth the vessel's length from each end.</small>																
10 $\frac{1}{2}$ " " "	12	11	11	1	1	9	9	9			9	8	9	1		
11 $\frac{1}{2}$ " " "	12	11	11	1	1	11	10	10	1	1	9	9	9			
12 $\frac{1}{2}$ " " "	12	12	12			9	9	8	1		9	9	9			
Garb ^d strake.	13	13	13			12	12	12			12	12	12			

The class is subject to stream and kedge anchors being examined and the marks on same being compared with the certificates of test and found in order.

The vessel, originally a sailing Barque, was built by Messrs. A. McMillan & Son in 1902 and was classed 100 A1 in the Sailing Ship Register. Plans shewing proposed alterations with a view to converting the vessel for the carriage of petroleum ^{into a steamer} in Bulk were approved in January, 1921.

The Rotterdam Surveyors now report that the vessel has been



placed in dry dock and alterations carried out as shewn on approved plans. The Equipment has been made equivalent to the requirements of the Rules.

A 2nd Special Survey No. 3 has also been held and 4 shell plates renewed on account of wear and tear.

The shell plating has been drilled with results as shewn above which are considered satisfactory.

It is submitted the vessel appears worthy to be classed 100 A1 "Carrying petroleum in bulk" with record of Survey 3.22 and notation of S.S. Rot 2nd No. 3-3.22 without special condition as recommended.

100 A-1. (Steel) Carrying petroleum in bulk }
1 Dk. (Steel) 2 trs beams and web frames. } Without, Etc.,

FK. 12 B.H. pt Cem A & C.P. P47' F32. Mchy aft.

3.22 Rot.

S.S. Rot 2nd. No. 3-3.22

M.

[Signature]

[Signature]

21-4-22

It is concluded that the record of "pt Cem" should be made in this case ^{& that ceiling is fitted in the forward hold.} but the Surveyors should be requested to state if this is so.

JAN

M.



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Foundation
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