

21 SEP 1953

Chief Ship Surveyor

Received from Chief Ship Surveyor

NAME "SKOTAAS" REPORT Ams. No. 19055

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, 24/5/52.)

This is a transversely framed tanker over 400' in length.

Class is subject to two girders being fitted to the deck over half length amidships as soon as possible (before the Winter of 1952/3).

The ship was specially examined in drydock in September 1952 in accordance with Circular letter dated 28.5.52 regarding transversely framed tankers over 400' in length. Thicknesses of the shell, deck and longitudinal bulkhead plating were forwarded, examined by the Ship Research Dept. and in the light of same, it was recommended that two girders be fitted to the deck over the half length amidships (see letter 26.9.52) by the Winter.

In view of the extensive bottom shell repairs effected in 7,51 no bottom strengthening was considered necessary.

Postponement of deck stiffening until 9,53 was approved 20.2.53, provided the ship's trading was limited to Singapore - Sumatra - Borneo.

The OSLO Surveyors reported by letters 3,53, the ship was loading for Australia, and in view of this, class was suspended 1.4.53, with following notation "Class Suspended as ship reported outside approved trading limits", but this was rescinded 16.4.53, and class re-instated provided ship proceeded from Melbourne to Persian Gulf in ballast, thence loaded to U.K./Continent for stiffening, Circular No.1963 complied with and disposition of cargo approved by this Office.

The AMSTERDAM Surveyors now report, 7,53, this tanker examined in drydock, bottom coated and skeg piece fitted to sternframe.

One fractured shell plate part renewed, and 2 deck girders fitted (p & s) to upper deck in accordance with attached approved plan. //

IT IS THEREFORE SUBMITTED the record of docking 7,53 be assigned as recommended, without special conditions.

7,53 Ams. Without.

OFFICE NOTE.

Deck stiffened (2 girders (P & s)) - Ams. 7,53.

C.S.S. Records Dept.

to note. Deck stiffening.

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