

Ept. 8.

(Received at London Office

31 AUG 1953

No. 19055

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20-8-1953 When handed in at Local Office 19

Port of Amsterdam

No. in Survey held at Amsterdam Date, First Survey 30-6-'53 Last Survey 17-7-1953

Reg. Book. 24476 on the Wood, Iron or Steel M/T "SKOTAFAS"

Tonnage: Built at Dundee By whom Calcutta S B & Co When 1931

GROSS 8190 Owners Skibs A/S Nansen Owners' Address (It not already recorded in Appendix to Register Book).

UNDER DK. 4529 Managers Grev Buggie Port belonging to Larvik

NET 4894 Surveyed Afloat or in Dry Dock? both Name of Dock N.D.S.M.V.O.F. Destined Voyage

Cell DBor DBa feet; uE & B. feet; f. f e } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

tal capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER. Date of last Survey and of Periodical Surveys.

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. 12373 Port MEL

Periodical Surveys, when held, must be reported in detail and serialism 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. Class (S) 13 May 1953 Ship 5th June 1953

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 Condition in drydock and strengthening.

Vessel has been placed in drydock, bottom and rudder cleaned, examined, found or made in good condition and recoated.

Rudder and rudder head have been removed to workshop, alignment has been checked and placed in order and also of rudderpost. Conical holes of rudder gudgeons have been machined and all pintles renewed. Gudgeons of rudderpost have been rebushed and new lignum vitae fitted. Coupling flanges of rudder and rudder head have been machined also, rudding quadrant skimmed up, upper bearing at poopdeck overhauled.

In order to improve steering capacity of the vessel wood has been fitted to rudder plating, thus streamlining the rudder. In addition a fair piece

SUMMARY OF DAMAGE REPAIRS: Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items: p.t.o.

Renewed ... Removed and Faird or Repaired ... Faird or Repaired in place ...

PRESENT CONDITION OF THE Bulkheads good Ceiling not ex. nd Cement or Asphalt good Rudder good Steering gear and its connections good Windlass Have pumps been examined and found efficient? not ex. nd Have Sluice Valves been examined and found efficient? not ex. nd Have Watertight Doors been examined and found efficient? not ex. nd Have Ventilators and their Coamings been examined and found efficient? good Air and Sounding Pipes on deck good Doubling Plates under Sounding Pipes not ex. nd

Engine Room Skylights good Coal Bunkers, Openings, Covers, &c. not ex. nd Oil Bunkers good Scuppers good Cargo Hatchways Hatches Planking Caulking Treenails Breasthooks & Stemson Transoms, Pointers & Crutches Timbers of Frame at openings at other places Stringers, Clamps & Shelves Salting State if examined

Copper, or Y.M. (State if on Felt.) When fitted, Month Year Boats not ex. nd Masts, Yards, &c. good Condition, how ascertained from deck (State if wedges removed.) Equipment letter ct Anchors, No. of complete Cables (State if now ranged) no length mean diamr. (on board.) Rule length size Chain Locker not ex. nd Hawsers & Warps sufficient Standing and Running Rigging efficient Sails

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 is in a good and efficient condition and in our opinion eligible to be continued as classed, with docking date 7, 53 (Ans.) - Vessel to be deleted from S.R.L. 127.

Survey Fee (per Section 23) Condition repairs and strengthening fl 200:- Fees applied for, 20 8 1953

Special Damage or Repair Fee (if any) (per Sec. 23) fl 18:- Received by me, 19

Travelling Expenses (if chargeable) Second Surveyor's Fee (if any)

Committee's Minute TUESDAY 22 SEP 1953

Character Assigned 753 Ans without spl can then DBS 753

004055-004061-0098

Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

SECTION

Fibre now fitted.

Strengthening:

The girders have been fitted 3350^m/_m and 7682^m/_m from centre line and are E-W. to the deck plating.

On completion N^{os} 1, 3, 4 & 6 Centre tanks and N^{os} 2 and 3 p & s wing tanks tested for passage of the girders now fitted.

S.R.L. 127: Vessel may be deleted.

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

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

CHAIN CABLES.

[illegible]