

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen, London

Telephone: ROYal 3551 (6 Lines)

Closures

16th April, 1953.

Dear Sir,

Motorship "SKOTAAAS"

With reference to your telephone calls to Mr. Ladden on the 14th instant, he was informed yesterday by your London Agents, Messrs. S.L.A. Ltd., that the charterers would only offer two alternatives, i.e., stiffening of the vessel in Australia, or a voyage in ballast to the Persian Gulf to load a cargo of crude oil to this side, and the case has today been reviewed in the light of these facts.

I am authorised to inform you that, on the understanding that the necessary strengthening will be fitted on the vessel's arrival in the U.K. the Committee will be prepared to agree to her making the following voyages as a classed ship, subject to the conditions set out below, viz:

In ballast from Melbourne to the Persian Gulf and thence, with a crude oil cargo, to the United Kingdom/Continent, provided:

1. For the ballast condition the scheme of ballasting follows that laid down in the memorandum issued from this Office in July 1951, regarding the Loading and Ballasting of Tankers, a copy of which is enclosed.
2. For the voyage from the Persian Gulf to U.K./Continent the disposition of the cargo also to be in accordance with suggestions in the memorandum and to be submitted to this Office for approval before loading.

This decision means that on receipt of your assurance ^{that} these requirements will receive the necessary attention, the suspension of class will be lifted.

I have cabled you today as per copy herewith, and

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have also thought it well to cable to the Society's Surveyors at Melbourne with whom it is suggested your Master confers in regard to the ballasting when the vessel leaves that port.

Yours faithfully,

Assistant Clerk to
the Classification Committee

Iver Bugge, Esq.,
Larvik,
Norway.



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