

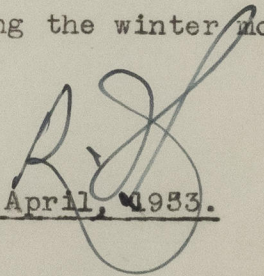
"SKOTAAS"

When considering this case today the Committee asked for more technical information on the question of the trading limits imposed not only for this tanker but for other transversely framed tankers, and would like the Chief Ship Surveyor's comments on Mr. Iver Bugge's new proposal by Friday next.

I informed them that so far as I understood it was not intended when trading limits had been suggested that these should be considered by the Committee as being hard and fast, and that if the Owners submitted other trading limits as alternatives they would be considered in general relation to their zonal liability to heavy weather damage.

These remarks apply also in some measure to the motor tanker "SIREFJELL" in which it was agreed that stiffening might be deferred until August 1953 subject to the ship continuing to trade in the Mediterranean.

I informed the Committee that in my view the Mediterranean trade would include trips to the Persian Gulf as a source of oil, and that the return of this ship to North European ports was not so vital a factor as it might have been during the winter months.

  
14th April, 1953.