

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)

20th February, 1953.

Sirs,

I duly received your letter of the 11th instant regarding a translation of a letter received by you from the Owner of the transversely framed tankers "SKOTAAS" and "KARAAS".

Referring to the "SKOTAAS" please point out to him that an investigation into the thicknesses of deck, shell and longitudinal bulkhead plating forwarded by the Amsterdam Surveyors in September last showed that deterioration of the structure was such that the section modulus had been reduced about 12% at deck and keel.

This figure, however, did not take into account the renewed strakes of plating and it was for this reason that in my letter of the 26th September we only asked for early deck strengthening.

The Owner's remarks that the vessel has run satisfactorily for over 22 years is not disputed but it does not alter in the least the fact that, as was originally pointed out in my letter of the 28th May last, the Committee's experience with tankers of this type and developing knowledge has made it quite clear that steps are required to minimise the risk of further serious damage.

The Society naturally expected prudent Owners to appreciate the seriousness of the position which was accentuated by the recent loss of the Swedish tanker "AVANTI".

With a view to meeting the Owner as far as possible, however, they will be prepared to postpone the necessary work stiffening until the end of September provided that, meantime, her service is limited to Singapore-Sumatra-Borneo, and I shall be glad to receive an assurance from him that this will be the case.

As regards the "SKARAAS" it is noted that the vessel will arrive at Amsterdam about the middle of next month for ordinary docking and repairs and the Owner wishes to be informed of the work to be carried out in connection with the examination and stiffening of this ship.

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20th February, 1953.

In reply I shall be glad if you will inform him a few test holes were drilled in the bottom plating by Amsterdam Surveyors in June last, showing a mean reduction in thickness of slightly over 10%. The Surveyors then advised that it appeared that the deck could be stiffened by fitting two rows of intercostal plates (p & s) from the forward end of No.2 tank to the aft end of the tank space, while the most suitable form of stiffening for the bottom would be a doubling plate on the keel (p & s).

At the forthcoming drydocking, therefore, a full examination as required by the Committee's report of May 1952 should be carried out. While the amount and extent of the stiffening required depends upon the condition of the vessel as found by special examination, experience with similar vessels indicates that that stiffening as quoted above will most likely be required; the stiffening to the deck should be fitted, however, irrespective of the state of the hull.

I shall be glad if you will inform the Owner accordingly and make it quite clear to him that the stiffening should be fitted at the March drydocking.

Yours faithfully,

Clerk to the
Classification Committee

Surveyors,



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Foundation

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