

Transversely Framed Tanker "SKOTAAS"Category A

el holds a notation of s.s. Ams.- 7,52.

the course of the above Special Survey, considerable deteriorated plating were carried out at deck and longitudinal bulkheads, and in reply to the letter which was addressed to them on the 28th May the Charterers expressed the hope that no additional work, to any great extent, would therefore be necessary.

It was decided to submit the vessel to inspection at the following month, and as a result of the deterioration revealed on that occasion, additional deck strengthening was recommended, although it was not considered fit additional strengthening to the bottom at the time.

The Owners were advised that the deck strengthening should be carried out as early as possible, but in reply they stated that the vessel was chartered to the Anglo-Saxon Petroleum Company, and would probably be engaged in the Eastern Trade when the vessel was drydocked on completion of the necessary work.

It was later ascertained that the Charterers had chartered the vessel to the Persian Gulf, and postponement of stiffening until conclusion of the vessel's service in the Gulf was approved.

The postponement of stiffening until the next docking in Spring or Autumn was recently requested by the Owners. The fact that the Charterers had proposed taking the vessel to Curacao after her discharge in the United Kingdom/ the Committee decided that stiffening should be carried out on arrival in the United Kingdom before leaving.

A change of programme has now taken place and the Owners have arranged for her to load in the Persian Gulf, where she is expected to drydock about the end of the year.

The Owners stated that as there would be no time for stiffening in Japan, they urgently requested that the vessel be drydocked in Europe about the end of the year.

At the instant, the Committee deferred action, however, in receipt of further information regarding subsequent voyages, the period of the postponement desired, and in reply the Owners state that as the Charterers have no future voyages, it is difficult for them to give information. Previous experience indicates that the vessel will be running in the Eastern Waters for some time, and they presume she will be diverted to the Singapore area to run after discharge in Japan.

In accordance with a Charter Clause, the vessel will be sent to a North European port for drydocking and repairs at the end of the year.



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The Chief Ship Surveyors' Department now submit that if the ship is engaged in the Singapore - Sumatra - Borneo trade, stiffening may be postponed until July/August. It is considered, however, that the Owners should obtain confirmation from the Charterers that the vessel will be engaged on the above, or similar service.

29th January, 1953.



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