

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 and longitudinals bulkheads, and in reply to the order which was addressed to them on the 28th May Charterers expressed the hope that no additional repairs, to any great extent, would therefore be necessary.

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

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

It was later ascertained that the Charterers had proposed to send 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 the month of August 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/ and that the Committee decided that stiffening should be carried out on arrival in the United Kingdom before leaving

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

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 definite future voyages, it is difficult for them to give definite 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 in the month of August.



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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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