

URGENT

"SKOTAAS"

449.84' x 59.0' x 35.5'

This transversely framed tanker was completed at Caledon, Dundee in 1931/4, and in the correspondence on transversely framed tankers she appears in the category A, i.e. ships to be examined and dealt with before the coming winter.

This ship underwent special survey during July 1951, and at that time a considerable renewal of deteriorated plating was carried out at deck and bottom shell and longitudinal bulkheads.

The Amsterdam Surveyors have forwarded thicknesses of deck and shell and longitudinal bulkhead plating. An investigation shows that the deterioration of the structure is such that the section modulus has been reduced by about 12% at the deck and 12% at the keel, (without taking into account the renewed strokes of plating on the bottom shell)

It is submitted that the deck should be strengthened by the fitting of two girders each side under the deck extending over the half length amidships. These girders should consist of intercostals riveted to the deck with double 12" channels or equivalent of face material, and should be fitted at about 10 ft. off the centreline and at about 23 ft. off the centreline. Due to the extensive renewal of bottom shell plating, it is not considered that the fitting of bottom stiffening is ~~imperative~~ ^{essential} at the time.

The Amsterdam Surveyors should be informed accordingly.

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