

30 JUL 1951

No. 17853

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 24-7-1951

When handed in at Local Office 19

Port of Amsterdam

No. in  
Reg. Book.

Survey held at Amsterdam

Date, First Survey 18-4-51

Last Survey 3-7-

1951

on the Wood, Iron or Steel

SKOTAAS

(No. of Visits 30)

TONNAGE :-

GROSS 8190

UNDER DK. 7539

NET 4894

Built at Dundee

By whom Caledon S.B. &amp; E. Co. Ltd.

YEAR

MONTH

Owners

Ships M. Hansen

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers

Iver Bugge

Port belonging to

Surveyed Afloat or in Dry Dock? Both

Name of Dock No. 57

Destined Voyage Larvik

Cell DBor DBa

feet; uE &amp; B

feet; f

fee

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 24523

Port

Ljus.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified

ft. ins.

not required

Was a damage report made by anyone else? if so, by whom?

Underwritten surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Special Survey and damage repairs

OIL ENGINES

CONTINUOUS SURVEY.

The vessel has been placed in dry dock, bottom and under examined, found or made in good condition and recoated. Holds, pipe casings and cement removed, ceiling fitted, bilge cleaned, bulkheads, cargo tanks, decks, engine and boiler rooms, structure under engine and boilers, oil fuel bunkers, settling tanks, cofferdams, deep tank, fore and after peak tanks examined internally, all double bottom internally, striking plates under sounding pipes, poop, bridge and forecastle spaces, chain locker, plating in way of side lights, steel casings, bulwarks, railing and scuppers, masts, spars, rigging, anchors and cables ranged.

SUMMARY OF DAMAGE REPAIRS :-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items :-

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

3 bulk plates doubled.

PRESENT CONDITION OF THE

Decks

good

Caulking of Decks

"

Coamings

"

Beams &amp; Fastenings

"

Outside Plating

"

" " In way of sidelights

"

Frames

good

Reverse Frames

"

Longitudinals

"

Transverses

"

Floors

good

Keelsons

"

Stringers

"

Inner Bottom Plating

"

Have the Tanks been examined internally?

yes

Have the Tanks been tested?

yes

Bulkheads

good

Ceiling

"

Cement or Asphalt

"

Rudder

"

Steering gear and its connections

"

Windlass

"

Have pumps been examined and found efficient?

yes good

Have Sluice Valves been examined and found efficient?

good

Have Watertight Doors been examined and found efficient?

"

Have Ventilators and their Coamings been examined and found efficient?

good

Air and Sounding Pipes

good

Doubling Plates under Sounding Pipes

good

Engine Room Skylights

good

Coal Bunkers, Openings, Covers, &amp;c.

"

Oil Bunkers

"

Scuppers

"

Cargo Hatchways

"

Hatches

"

Planking

"

Caulking

"

Treenails

"

Breasthooks &amp; Stems

"

Transoms, Pointers &amp; Crutches

"

Timbers of Frame at openings

"

" " at other places

"

Stringers, Clamps &amp; Shelves

"

Salting

"

State if examined.

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats

good

Masts, Yards, &amp;c.

"

Condition, how ascertained

aloft

(State if wedges removed.)

Equipment letter

C+

Anchors, No. of

3 B + 1 str

Cables (State if now ranged)

yes

" length

300 ft

" Rule length

300 ft

Chain Locker

good

Hawsers &amp; Warps

sufficient

Standing and Running Rigging

efficient

Sails

"

General Observations, Opinion as to Class, Recommendation, &amp;c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in a good and efficient condition and in our opinion eligible to be continued as classed with fresh checking date Ann. 7.51 and notation SS Ann 7.51 and to be deleted from the Special Reasons list.

Survey Fee (per Section 29)

55

£ 2400.-

Fees applied for,

Special Damage or Repair Fee (if any)

(per Sec. 29)

£ 200.-

26.7.1951

Travelling Expenses (if chargeable)

£ 81.-

Received by me,

Second Surveyor's Fee (if any)

£

19

Committee's Minute

TUES. 18 SEP 1951

Character Assigned

7.51 Ann without spl. chn. (h + m)

ss Ann - 7.51

+ LMC CI 7.51

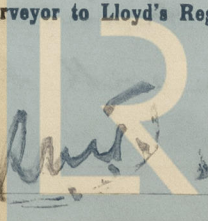
Both 5.51

DBS 7.51

Rob. Lid 27.9.51

CERTIFICATE WRITTEN.

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

004055-004061-018713

NORWEGIAN

186 AUG 1951

27000

YES

Has a Survey also been held on the Machinery of the Ship?  
If so, is the Report sent now, or when will it be sent?

10m. 8.50.  
(The Surveyors are requested not to write on or below the space for Committee's Minutes.)



STRUMS

All double bottom tanks, deep tanks, oil fuel tanks, settling tanks, cargo tanks, cofferdams and fore and after peak tanks tested as per Rule required and found sound and tight.

Renewed counted from stem Keelplates N° 5, 6, 7, 8, 9, 10 and 11  
on Starboard side. A strake plates N° 4 and 12 B strake plate  
N° 4, 7, 8, 9, 10, 11 and 12, C strake plate N° 4, D strake plates  
N° 3, 4, 5, 6, 7, 8 and 9 H strake plate N° 13.

In main deck in way of cargo tanks 33 deck plates renewed  
In centre tank (cargo tank) No. 1 (all tanks counted from forward.)

**ANCHORS.**

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

Forward transverse bulkhead frame N°145 4 plates renewed  
of longitudinal bulkheads (PS & SB) top strakes renewed  
of centre keelson after bracket to transverse bulkhead renewed.  
Same brackets on side keelsons renewed.

In after transverse bulkhead frame N<sup>o</sup> 121 three vertical stiffeners with brackets renewed on centre and side beams renewed

see cont. sheet N°1.

on the

*SHEET N° 1.*

4/4 "SKOTAS"

crucifix plates in transverse and longitudinal bulkhead removed. On Port side in longitudinal bulkhead 3 plates removed on Starboard side 4 plates removed

Is wingbank N°1 on Portside. 11 Bottom brackets of vertical stiffeners of longitudinal bulkhead renewed.

In after transv. bulkhead (frame N°109) 9 vertical stiffeners renewed, top plates renewed, crucifix plates in transverse and longitudinal bulkhead fitted.

On P.3. in longitudinal bulkhead 8 plates renewed  
On S.3. in longitudinal bulkhead 8 plates renewed.

In transv. bulkhead. 97. 9 vert. stiffeners removed. above  
top stringer.

In longitudinal bulkhead. P.S. 5 plates renewed on SB 3 plates renewed.

In wing tank N<sup>o</sup> 2 (P.S.): 22 bottom brackets of vert. stiffeners of longitudinal bulkhead renewed. 22 shell plates renewed.

The pump room on Port Starb side one Shell frame renewed.

On forward transverse bulkhead (frame N° 92) 11 vertical stiffeners renewed, centre keelson renewed after brackets of side keelsons on transv. bulkhead (N° 10) renewed.

La longitudinal bulkhead (PS + SB) 4 plates renewed.

La longitudinal bulkhead on PS 2 plates and on Starboard side 3 plates renewed. On Starboard side side keelson renewed.

See cont. sheet No 2

004055-004061-087 1/3



# $\frac{11}{4}$ "SKOTAAS"

In wingtank N° 3.

On P.S. and S.B. on longitudinal bulkhead 19 vert. stiffeners with 22 bottom brackets renewed.

Centre tank N° 7.

Endbrackets of centrelines keelson and sidekeelsons renewed of longitudinal bulkhead. on P.S. 3 plates and on Starb side 4 plates renewed.

Centre tank N° 8.

Endbrackets of centrelines keelson and sidekeelsons to transverse bulkheads renewed.

Of longitudinal bulkhead. P.S. 2 plates on Starb side. 4 plates renewed.

In transverse bulkhead (frame N° 44) one plate renewed.

In wingtanks N° 4 on Starboard side. 22 shellplates renewed, 22 bottom brackets of vertical stiffeners of longitudinal bulkhead renewed. 3 plates of transv. bulkhead frame N° 60 renewed.

In wingtank N° 4 Port side 22 shellplates renewed. 22 bottom brackets of vertical stiffeners of longitudinal bulkhead renewed. 3 plates of transverse bulkhead frame N° 60 renewed.

In steering engine a new bronze worm fitted on crankshaft.

## Survey of damage repairs.

In connection with the damages already reported in Amsterdam report N° 17431 dated 17.8.1950 grounding in the La Plata River on the 19<sup>th</sup> January 1950. the following damage repairs have been carried out:

The vessel has been placed in drydock, bottom and rudder cleaned examined. made in good condition and recoated.

Keelplate N° 2 (counted from stern) renewed.

Keelplates N° 1+2+3 (counted from stern) doubled.

A new bronze worm fitted on crankshaft in steering engine.

*[Signature]*

004055-004061-0187 $\frac{2}{3}$



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Foundation