

31 DEC 1962

Ship's Name ~~SS~~ "SKOTIA" Gross tons 6907

Is there a rpt. 9? No Port TAIPEI Rpt. No. 62-8-048

No. of visits 4 First date 12 Aug. 1962 Last date 10 Nov. 1962

Interim Cert. issued & copy herewith? No Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) 6903 L.A.S

Date of completing rpt. 3-12-1962 Surveyed at, if different from Port above KAOHSIUNG

Surveyed afloat and/or in D.D. Afloat Last date of examination in D.D. ~~6-1961~~

Has a Load Line Survey been held? No Freeboard Marks verified No

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees \$ 140.- Damage fee Expenses \$ 60.-

(75% of the fee to be credited to the Surveyor concerned)

S.A. fee

I have surveyed the above ship in accordance with the Rules for Damage Repairs stated to have been caused by miss stowage of scrap metal cargo in Nos.1,2,4 & 5 'tween decks at the loading port on the 28 May 1962.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Found

Recommended

No.1 Tween Deck

Hatch coamings entirely collapsed.	To renew.
Deck plating - port side: (Set down to a maximum of about 13")	
Stringer plate E13 slightly set down.	To fair.
Plate E15 slightly set down.	To fair.
Plate D14 10'-6" x 57" x 3/8" slightly set down.	To fair.
Plate D15 slightly set down.	To fair.
Plate D16 slightly set down.	To fair.
Plate C15 6'-3" set down.	To renew.
Plate C16 set down.	To renew.
Plate C17 set down.	To renew.
Plate C18 set down.	To renew.
Plate B10 9'-0" x 66" set down.	To renew.

Cont'd

~~I recommend that this ship remain as classed with/without fresh record of dry docking.~~

For the Information of the Committee.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Acting *Henry S.M. Tan* Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY 14 JAN 1963

Minute

Noted, see minute 23-11-62

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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004358-004363-0085 1/4

Noted

FoundRecommended

Plate B11 9'-0" x 66" set down.
 Plate A13 7'-9" x 60" set down.

To renew.
 To renew.

Deck plating - Starboard Side: (Set down to a maximum of about 7")

Stringer plate E13 slightly set down.
 Plates E14, 15 and 16 as for P.S.
 Plate C16 set down.
 Plate C17 set down.
 Plate C18 10'-0" x 66" set down.
 Plate B10 and B11 as for P.S.

To renew.
 To fair.
 To renew.
 To renew.
 To renew.
 To renew.

Under Deck Longitudinals - Port Side & Starboard Side:

All found slightly deformed.

To release, fair & refit.

Cantilevers - Port and Starboard Sides:

Cantilevers on frame No.147 bulged.

To renew.

Cantilevers on frame Nos.142 and 152 slightly bulged.

To release, fair & refit.

No.2 Tween Deck

Hatch coaming port and starboard sides set down.

To renew.

Deck plating - Port & Starboard Sides: (Set down to a maximum of about 6-3/4" and 7")

C13 16'-0" x 66" set down.
 C14 set down.
 C15 11'-0" x 66" set down.
 D12 slightly set down.
 D13 slightly set down.
 E12 9'-6" x 60" set down.
 E13 slightly set down.
 E14 12'-0" x 60" set down.
 Stringer 10 & 11 slightly set down.

To renew.
 To fair

Cantilevers - Port and Starboard Sides:

Cantilevers on frame Nos.119 & 123 bulged.

To renew.

Cantilevers on frame Nos.115 and 127 slightly set down.

To release, fair & refit.

Under Deck Longitudinals - Port Side & Starboard Side:

All found slightly deformed.

To release, fair & refit.

Cont'd

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					

Rpt. 8 (cont.) (Sheet No.1)

Ship's Name SS/MMS "SKOTIA"

Port TAIPEI

Rpt. No. 62-8-048

FoundRecommendedNo.4 Tween Deck

Hatch coamings: Port, stb'd and for'd ends set down.

To renew.

Deck Plating - Port & Starboard Sides: (Set down to a maximum of about 5")

Stringer plate F2 forward end slightly set down.
 Stringer plate F3 slightly set down.
 Plate E4 11'-0" x 60" slightly set down.
 Plate E6 9'-0" x 60" set down.
 Plate E5 slightly set down.
 Plate D5 slightly set down.
 Plate C6 10'-0" x 66" set down.
 Plate C7 set down.
 Plate C8 8'-6" x 66" set down.

To fair.
 To fair.
 To fair.
 To renew.
 To renew.
 To renew.
 To renew.
 To renew.
 To renew.

Longitudinals - Port & Starboard Sides:

No.4 between frames 45 & 47, 5'-0" bulged.

To release, fair & refit.

No.5 between frames 44 & 61, 44'-0" bulged.

To release, fair & refit.

No.6 between frames 44 & 62, 46'-6" bulged.

To release, fair & refit.

No.7 between frames 46 & 60, 36'-0" slightly bulged.

To fair.

No.8 between frames 49 - 59, 26'-0" slightly bulged.

To fair.

Transverse Cantilevers - Port & Starboard Sides:

Cantilevers on frame 49' 53 & 57 Port & Starboard deformed.

To release, fair & refit.

No.5 Tween Deck

Hatch coaming port and starboard sides set down.

To renew.

Deck Plating - Port & Stb'd Sides: (Set down to maximum of about 5")

Plate No.E2 slightly set down.
 " No.D3 slightly set down.
 " No.C3 13'-9" x 66" set down.
 " No.C4 set down.
 " No.C5 10'-0" x 66" set down.

To fair.
 To fair.
 To renew.
 To renew.
 To renew.

Underdeck Longitudinals - Port & Stb'd Sides:

No.4 4'-0" bulged.

To release, fair & refit.

No.5 32'-0" bulged.

To release, fair & refit.

No.6 26'-0" slightly bulged.

To fair.

No.7 28'-0" slightly bulged.

To fair.

No.8 26'-0" slightly bulged.

To fair.

Transverse Cantilevers

3 pcs. each side deformed.



Ship's Name ~~SSAMS~~ "SKOTIA"

Port TAIPEI Rpt. No. 62-8-048

Found

Recommended

Shell Plating - Port Side L=Sheer Strake: (bulged to a maximum of about 7½")

Plate J13 forward end 15'-0" bulged.	To release, fair & refit.
Plate J14 bulged.	To renew.
Plate J15 bulged.	To renew.
Plate J16 slightly bulged.	To release, fair & refit.
Plate J17 slightly bulged.	To release, fair & refit.
Plate H12 bulged.	To renew.
Plate H13 bulged.	To renew.
Plate H14 bulged.	To renew.
Plate G13 slightly bulged.	To release, fair & refit.
Plate G14 slightly bulged.	To release, fair & refit.

Shell Plating - Starboard Side: (bulged to a maximum of about 6")

Plate J14 bulged.	To renew.
Plate J15 bulged.	To renew.
Plate J16 slightly bulged.	To release, fair & refit.
Plate H13 bulged.	To renew.
Plate H14 bulged.	To renew.
Plate G13 slightly bulged.	To release, fair & refit.
Plate G14 slightly bulged.	To release, fair & refit.

Main Shell Frames - Port & Starboard Sides:

(bulged to a maximum of about 7½" & 6")
(Port side B.A. starboard side channels)

In way No.1 Hold

Frames Nos.142, 147 and 152 port and starboard in way of cantilevers bulged. (Size 33'-0" x 16" x 4" x 5" B.A. port side, 33'-0" x 15" x 4" x 4" channels starboard side)	To renew.
Frames Nos.139, 140, 141, 143, 144, 145, 146, 148, 149, 150, 151 and 153 slightly bulged suspected.	To be further checked in dry dock.

In way No.2 Hold

Frames Nos.115, 119, 123 and 127 port and starboard 28'-0" x 12" x 3½" B.A. bulged.	To renew.
Frames Nos.114, 116, 117, 118, 120, 121, 122, 124, 125, 126, 128 and 129 slightly bulged suspected.	To be further checked in dry dock.



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Cont'd *R. P. M. T. J.*
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Ship's Name SS/MS "SKOTIA"

Port TAIPEI

Rpt. No. 62-8-048

In way No.4 Hold

Frame Nos.49, 53 and 57 port and starboard upper part 8'-0" x 12" x 3 $\frac{1}{2}$ " B.A. bulged.

To renew.

In way No.5 Hold

Frame Nos. 24, 28 and 32 port and starboard upper part 8'-0" x 12" x 3 $\frac{1}{2}$ " B.A. bulged.

To renew.

Tween Deck Frames

Tween deck frames Nos.140 - 153 and 115 - 127 port, starboard in Nos.1 & 2 holds also Nos.49,53,24, 28 & 32 in Nos.4 & 5 holds slightly bulged suspected.

To be further checked in dry dock.

N.B.

The vessel has been laid up pending disposal, no repairs being effected.
Now sold to local breaking up yard at KAOHSIUNG for demolition.

W. S. Tain

