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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

20th November, 1945.

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Dear Sirs,

I have to acquaint you that the motor tanker "ESSO NYBORG" (your first entry report No.11750) has been classed @100A1 "Carrying Petroleum in Bulk" with docking date 5,45. Cpn. and machinery record @LMC 7,45. Oil Eng. 2 D.B. 180 lb. C.L. Instead of a date of build Launched 1942 - Commissioned 1945 - 7mo. will be recorded in the Register Book.

It is concluded the scantlings of the oiltight transverse and longitudinal bulkheads are as indicated on the approved plans, that the diameter of the rivets in the butts of the keel plating is 1.1/8" and not 1 1/2" as reported, that the thickness of side longitudinal No.11 aft is 12 mm. that 14 rivets of 7/8" diameter spaced 3 1/2" apart are fitted at the ends of longitudinals Nos.21,22 and 23 as indicated on the midship section, that a 6" x 3 1/2" x .46" face angle is fitted to the bottom transverses in the side tanks, that the thickness of the brackets connecting the bottom transverses in the side tanks with the longitudinal bulkheads is .48" and that the depth of the bridge deck transverse beams is 10" (254 mm.) as approved, but you should state if this is so.

I have to add it appears from the plan of profile and decks

p.t.o.

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as built that the lengths of the poop and bridge in accordance with Circular No.1551 are 104.6' and 32' respectively, but this should be confirmed and you should forward a sketch showing the extent and arrangement of the double bottom aft in accordance with Circular No.1284.

As regards the material used in the construction of the machinery, you should forward any forging reports and material reports you may have for the boilers, receivers etc., for record purposes here. If these are not available, please let me have particulars of any special tests that were made by you.

Yours faithfully,

Clerk to the
Classification Committee

The Surveyors,
COPENHAGEN.



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Foundation