

ed by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

Tw.Sc.

SEL'S NAME Motor Tanker "ESSO NYBORG" Rpt. Cpn. No. 11750

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

1st Long. No. 16605

Depth "d" -

2nd Long. No. 47235

Proportions = $\frac{L}{D}$ 13.3

Framing As approved

Sheerstrake

This vessel was built during the German occupation of Denmark, under the supervision of the Society's Surveyors. She was launched in 1942, examined in dry dock in May 1945 and completed in July 1945. It is accordingly submitted the notations "Launched 1942", "Commissioned 1945-7 mo." be assigned. The anchors and 15 fathoms of chain cable were made in Germany and Holland respectively and tested by former Surveyors to this Society. 285½ fathoms of chain cable were made in Germany and tested by the Norske Veritas and it is submitted they be accepted in this instance.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to

be classed 100A1 "Carrying Petroleum in bulk" 5.45 Cpn.

"Launched 1942"

"Commissioned 1945-7mo"

1 Dk, 2nd dk clear of cargo tanks. "Longitudinal framing - bracketless system" Cell DBuE 75' 244t, DTf 43' 600t, FPT 97t, APTs 206t.

FK, 12BH

P 105' B 32' F 53'

Mchy Aft

O.L. 501.1'

E.S.D.

d'

*Patd
1/10/45*

NOTE: The greater part of the steel used in the construction was made in Germany.

It is submitted the Surveyors be informed 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 1½" and not 1½" as reported, that the thickness of side longitudinal No. 11 aft is 12 mm., that 14 rivets of 7/8" diameter spaced 3½" apart are fitted at the ends of longitudinals Nos. 21, 22 & 23 as indicated on the midship section, that a 6"x3½"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

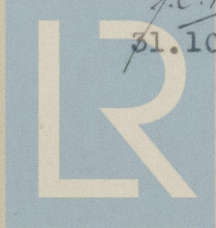
with the longitudinal bulkheads is .48" and that the depth of the bridge deck transverse beams is 10" (254 mm.) as approved, but they should state if this is so.

They should further be informed it appears from the plan of profile and decks as built that the lengths of the poop and bridge in accordance with Circular 1551 are 104.6' and 32' respectively, but this should be confirmed and they should be requested to forward a sketch showing the extent of the double bottom aft in accordance with Circular 1284.

*See
arrangement*

J.C.D.
31.10.45

W.M. Bell



Lloyd's Register
Foundation

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