

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SEL'S NAME "ESSO NYBORG" REPORT Cpn. No. 11750

emarks of the Chief Engineer 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.)

Type of Engine

Oil Engines 2 S.C.S.A.

14 Cy. 19 11/16" - 35 7/16"

M.N. 946

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of }
approved type No

The screwshaft was examined in 5.45, internal surfaces of donkey boilers examined, and machinery tried under working conditions. (See ~~sp~~. letter 18.9.45)
CPN.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed ~~ELMC~~ 7.45

2 D.B. 180 lb.

This vessel was launched in 10.42. The machinery was constructed under special survey covering the period 3.39 until 7.45.

It is stated the material used in construction has been tested as required by the Rules.

It is submitted the COPENHAGEN Surveyors be requested to forward the forging reports and material reports for the machinery and boilers, receivers etc. as these are required for record purposes. If these are not available particulars of the tests carried out should be forwarded.

Received
See Cpn letter
14.12.45



© 1920
9.11.45

Lloyd's Register
Foundation

003698-003705-0198