

KIBS-AKTIESELSKAPET
NANSET

IVER BUGGE

AS BUILT 1945 12.660 T.D.W.
AS » 1936 14.590 » » »
AS » 1931 12.308 » » »
AS » 1952 13.870 » » »
AS » 1949 8.880 » » »
UILDING 1954 17.700 » » »
UILDING 1957 15.800 » » »



TELEGRAMS.: IVER, LARVIK
THE NEW BOE CODE
OFFICE AND VESSELS
TELEPHONES: 3000.
AFTER OFFICE HOURS:
ERIK BUGGE: 2912
EMIL AUBERT: 2981
W. BERGQUIST: 2698

EB/V-Obs. **RECEIVED**

LARVIK, 4th May, 1953.
NORWAY

6 MAY 1953.

Ans'd.....

Messrs. Lloyd's Register of Shipping,
71, Fenchurch Street,
London, E. C. 3.

Dear Sirs,

Transversely Framed Tanker SKOTAAS.

I have to acknowledge receipt of your letter of the
1st inst. and note your suggestion.

As I found a cargo quantity of about 12.200 tons a bit
on the high side, I checked with a trip which was carried out
from the Persian Gulf to England in July / August last year.
The cargo then consisted of 11.781 tons crude oil and bunkers
was then only taken to reach Suez. Whether bunkers now shall
be taken in the Persian Gulf for the whole voyage to U. K.
or for Suez only is unknown to me, but I rely that you by
contacting Mr. Clews of Messrs. S. L. A. Limited will get
full information in this connection. The trip from Persian
Gulf to Suez is calculated to take about 17 days and the trip
from Suez to U. K. about 16 days, and the requirements are
respectively about 190 tons and about 180 tons giving a total
of 370 tons.

Please by airmail give me your proposal as to stowing
based on above mentioned figures.

Yours faithfully,
IVER BUGGE

Iver Bugge

10,000 per

M. Munn.

7-5-53



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Lloyd's Register
Foundation

004055-004061-0108

TELEGRAMS: IVER, LARVIK
THE NEW BOX CODE
OFFICE AND VESSEL
TELEPHONES: 3000
AFTER OFFICE HOURS:
ERIK BUGGE: 2812
EMIL AUBERT: 2811
W. BERGQVIST: 2808

IVER BUGGE



182-AKTIESELSKAPET
NANSET

AS BUILT 1945 12,400 T.D.W.
AS » 1950 14,300 »
AS » 1951 17,300 »
AS » 1952 19,970 »
AS » 1949 8,880 »
BUILDING 1954 17,700 »
BUILDING 1957 12,600 »

LARVIK, 4th May, 1953.
NORWAY

RECEIVED
RBV-006

6th May 1953

Messrs. Lloyd's Register of Shipping,
11, Fenchurch Street,
London, E. C. 3.

Dear Sirs,

Transversely Framed Tanker SKOTAS.

I have to acknowledge receipt of your letter of the 1st inst. and note your suggestion.

As I found a cargo quantity of about 12,200 tons a bit on the high side, I checked with a trip which was carried out from the Persian Gulf to England in July / August last year. The cargo then consisted of 11,781 tons crude oil and bunkers was then only taken to reach Suez. Whether bunkers now shall be taken in the Persian Gulf for the whole voyage - to E. K. or for Suez only is unknown to me, but I rely that you by contacting Mr. Clews of Messrs. S. L. A. Limited will get full information in this connection. The trip from Persian Gulf to Suez is calculated to take about 17 days and the trip from Suez to U. K. about 16 days, and the requirements are respectively about 190 tons and about 180 tons giving a total of 370 tons.

Please by airmail give me your proposal as to allowing based on above mentioned figures.

Yours faithfully,
IVER BUGGE

[Handwritten signature]

11,500 tons

Mr. W. W. W.

1953

URGENT

US MAIL 17.4 W RMS

CLASSIFICATION

SHIP

[Handwritten mark]



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Lloyd's Register
Foundation