



Lloyd's Register of Shipping,

St. Kongensgade 49^{III},

Copenhagen, K. 2nd April, 1940.

All communications to be addressed
THE SURVEYORS,
Lloyd's Register of Shipping,
Copenhagen, K.

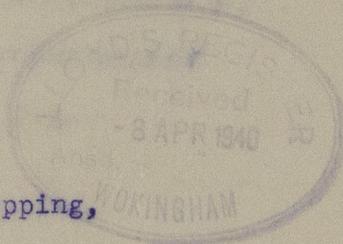
reference

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The Secretary,

Lloyd's Register of Shipping,

London.



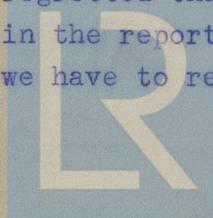
Dear Sir,

With reference to your classing letter of the 15th ultimo respecting the M.S. "NORA", we beg to inform you that the following reply to your letter of the 1st ultimo was forwarded on the 19th ultimo:-

In reply to your classing letter of the 1st instant on the M.S. "NORA", Cpn. Rpt. No. 11110 regarding the strengthening of the bottom forward, we beg to advise you that the side girders forward were fitted in accordance with the approved plan of the tank top, viz. full depth side girder 7'-0 from centre line frames 114/122 and 3'-6 from centre line frames 122/136 and $\frac{1}{2}$ depth girder frames 115/122.

In addition the shell was stiffened by bulb angles 150 x 75 x 9 mm. fitted fore & aft between the floors as stated on the report. It is regretted that the side girders were not correctly described in the report.

At the same time we have to report that the windlass



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W175-0127(112)

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At the same time we have to report that the reports were not correctly described in the report.

It is suggested that the above reports are to be referred to the Committee on the Report.

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With reference to your enclosing letter of the 1st

Dear Sir,

London.

Yours faithfully,

The Secretary,



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Foundation

События К. 2000

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Великобритания

2.

and steering gear were tested under working conditions and found satisfactory".

We are, Dear Sir,

Yours faithfully,

The Surveyors

p.p.

H. J. J. J.



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23 APR 1940

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THE UNIVERSITY

OF CALIFORNIA

LOS ANGELES

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