

Received by Chief Ship Surveyor.....

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VESSEL'S NAME Motor Tanker "NEAERA" Rpt.          Nwc.          No. 103570

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. 15640Depth "d" -2nd Long. No. 42780Proportions =  $\frac{L}{D}$  13.52Framing As approvedSheerstrake As approvedThis is a sister vessel to the "EMPIRE NEPTUNE" etc.

Two longitudinal bulkheads are fitted.

On account of collision, damage sustained on port side,  
permanent repairs effected to shell plating, framing and O.T. bulkhead, etc.

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"  
3.46 Nwc.

1 Dk, 2nd deck clear of cargo tanks. "Longitudinal framing at bottom & at deck"  
"Part elec. welded"

DTf 25' 266t, FPT 138t, APT 86t

FK, 17BH, Lloyd's A &amp; CP

P 94' B 53' F 51'

Mchy Aft

O.L. 483.3'

E.S.D.

c†

The Newcastle Surveyors should be advised that it is concluded  
the thicknesses of Upper Deck Plating in way of Bridge are .58, .74, .94,  
.72 Port and .74, .94, .72 and .58 Starboard, but they should confirm that  
these are so.



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Lloyd's Register  
Foundation

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