

Received by Chief Ship Surveyor.....

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VESSEL'S NAME "NEVER ITA" REPORT Nw.c. No. 102268

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.)

TELEGRAM

1st Long. No. 15640

Depth "d" -

2nd Long. No. 42780

Proportions = $\frac{L}{D}$ 13.52

Framing As approved

Sheerstrake As approved

Reference

S

This single screw motor tanker is similar to the "NACELLA" 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"

1 Dk. 2nd dk clear of cargo tanks. "Longitudinal framing at bottom and at deck" "Elec. welded".

Cell DB u E 46' 147t, DTf 25' 293t, FPT 138t, APT 85t

FK, 17 BH, pt.Cem., Lloyd's A & CP

P 94' B 45' F 51'

Mchy Aft

O.L. 485.4'

E.S.D.

c†

The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed.

Insert in/S.R.L: (A bower anchor and 60 fathoms of chain cable to be supplied).

X The Surveyors should be informed it is concluded 8" x 4" x .40" inverted angle stiffeners have been fitted to the collision bulkhead as in the "NACELLA", but they should state if this is so.

See letter 938.44



10.2
17.8.44

Lloyd's Register Foundation

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