

Total
 Gross Tonnage 8196.39

Breadth (greatest moulded)
 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

B 27-0
 D 34-0

Builders
 Owners The Anglo-Saxon Petroleum Co. Ltd.

Swan, Hunter & Wigham Richardson Ltd., Wallsend-on-Tyne

Yard No. 1675

Im. 9.37.

F.E.

(Reg. Book)

Lond

ing, aflow

ye

INCHES IN SH

0 x 50

Welded

Welded

2.75

no bridge

4, 1/8"

002929-002937-0206

7 3
8 3
9 3

every frame

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME "NACELLA"

Rpt. Nwc.

No 101367

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, 24/5/32.)

1st Long. No. 15640 Depth "d" -

2nd Long. No. 42780 Proportions = $\frac{L}{D}$ 13.52

Framing As approved Sheerstrake As approved

This single screw motor tanker is similar to the "DONOVANIA".

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" "Part electrically welded"

Cell DB u E 59' 135t, DTf 25' 293t, FPT 138t, APT 82t

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

P 94' B 45' F 51'

Mchy Aft

O.L. 483.3'

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).

The Surveyors should be informed it is concluded the stiffeners on the collision bulkhead between the watertight flat and the 2nd deck are 5"x 2 1/2"x.28" angles as indicated on the approved plan and not 4"x 2 1/2" x.28" angles as reported, that the rudder is fitted with a horizontal coupling and that the lengths of the bridge and forecastle for record purposes in accordance with the plans and Circular 1551 are 47' and 51' respectively, but they should state if this is so.

As it appears from the plans that the deep tank forward may be used for water ballast the capacity in tons S.W. should be furnished.

Poop Deck, Angle, E or L

Spacing

Angles
 DOUBLE BOTTOM. In way of Engines only

13.7.43