

STEEL STEAMER or MOTORSHIP.

Received at London Office

DISCLOSED
SECTIONState if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*DISCLOSED
SECTION

No. 15288A

Date of completion of report *30th May 1938*Port of *Amsterdam*Survey held at *Amsterdam*Date First Survey *16th February 1937*Last Survey *20th May*

1938

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Steel single screw motor tanker "OPALIA" (machinery aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Full scantling*State Type of Erections *Pop. bridge and forecastle*TONNAGE under Tonnage Deck... *5494.62*CLASS *100A1* carrying (State if with freeboard) *See Sec. 3 (1a)*Built at *Amsterdam, May 1938*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 425'-0"*Launched *5th March 1938* Yard No. *67*Total *5494.62*Breadth (greatest moulded) *B 54'-3"*Builders *Messrs. Nederlandsche Dredge Mij. N.V.*Gross Tonnage *6195.18*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 31'-0"*Owners *Anglo Saxon Petroleum Corp.*Register Tonnage *3596.12*1st Longitudinal Number (L x D) *= 36231*

Managers (Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) *= 13175*Residence *London*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Port of Registry *London*Length *430.2*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.7*

If surveyed while building, afloat, or in dry dock

Breadth *54.6*Do. Long Bridge to top of keel *25'-7 1/2"**While building*Depth *30.8*

Draught Moulded

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
MES, Spacing amidships	<i>31 1/4</i>		Bracket Floors, Frame	<i>✓</i>	
" from $\frac{3}{8}$ length amidships to Collision bulkhead	<i>31 3/4</i>		" " Reversed Frame	<i>✓</i>	
" in peaks	<i>24</i>		" " Vertical Struts	<i>ONLY IN MOTORROOM AFT:</i>	
FRAMING.			Centre Girder, depth and thickness amidships	<i>58 1/8 x 48</i>	
Time Amidships, Angle, E or F	<i>9 x 3 1/2 x 38</i>	<i>IN MOTORROOM IN TANKS NO 1 to 7</i>	" " top Angles	<i>DRIBLE 3 1/2 x 3 1/2 x 48</i>	
" " Extends up to	<i>UPPER DECK</i>	<i>IN MOTORROOM</i>	" " bottom Angles	<i>DRIBLE 4 x 4 x 58</i>	
Reversed Frame Amidships, Angle	<i>27 x 40 & 33 x 42</i>	<i>ON FRAMES NO 15-21-25-30-35</i>	Side Girders, No. each side and thickness	<i>TWO: -60 to 40</i>	<i>ONE TO TANK TOP OVER HALF DEPTH: -48</i>
" " Extends up to	<i>TWEEN DECK</i>	<i>IN FORWARD HOLD AND TWEEN DECK</i>	Margin Plate depth (excl. of flange) and thickness	<i>STRAIGHT TO SHIP'S SIDE -52</i>	
FRAME IN FORWARD HOLD & DEEPTANK	<i>21 1/8 x 44</i>	<i>ON FRAMES 153 & 157</i>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
Depth of Framing Girder, REVERSED FRAME	<i>7 1/2 x 3 1/2 x 44</i>	<i>IN FORWARD HOLD AND TWEEN DECK</i>	" " Vertical Angle to Tank side Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	<i>8 x 3 1/2 x 48</i>	<i>IN WAY OF MOTORROOM</i>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>✓</i>	
" " Second 'tween Decks, Angle, E or F	<i>8 x 3 1/2 x 38</i>	<i>IN WAY OF MOTORROOM</i>	" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	<i>✓</i>	
" " Third " " " "	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>36 x 44</i>	<i>IN WAY OF THRUST BLOCK</i>
from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	<i>10 x 3 1/2 x 44</i>	<i>IN FORE- & AFTER PEAK</i>	INNER BOTTOM PLATING, IN MOTORROOM		
in Peaks, Angle or F	<i>8 x 3 1/2 x 38</i>		Breadth and thickness of Middle Line Strake	<i>6'-0 x 68</i>	<i>1.1"</i>
meter and Spacing of Rivets through Frame and Shell Plating amidships	<i>RIVETS 5/16" SPACED 4 1/16" APART AND FURTHER ALL AS APPROVED.</i>		Thickness of remainder in Holds	<i>1.1"</i>	
if Frame Joggled	<i>YES</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>FURTHER ALL AS APPROVED</i>	
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>ABFT COLLISION BULKHEAD WEB FRAMES FITTED, SPACED 3/4" FRAMES APART AND STRAINERS FITTED ALL AS APPROVED FORWARD OF COLLISION BULKHEAD TIER OF BERM AND STRAINERS FITTED 6'-0" APART. DOUBLE RIVETED BOTTOM FRAMES AND EXTRA INTERCOSTAL SIDE KEELSONS FITTED. BACKBARS TO LONGIT. BOTTOM FRAMES AND DOUBLE SHELLS TO TRANSVERSES IN NO 8 TANK. BOTTOM PLATING INCREASED IN THICKNESS. FURTHER ALL AS APPROVED.</i>		BEAMS.		
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?			Uppermost Continuous Deck, amidships	<i>9 x 3 1/2 x 40</i>	<i>IN WAY OF MOTORROOM AND FORWARD OF CARGO TANKS</i>
DOUBLE BOTTOM.			" " in way of Bridge, Angle, E or F	<i>7 x 3 x 32</i>	
Frames, Depth and thickness at mid-line in Holds	<i>DEEPTANK FORWARD 48 x 36</i>		" " Spacing	<i>24"-26 1/4" & 27"</i>	
Height of Brackets at side above base line at toe of frame	<i>7'-0"</i>	<i>IN FORW. DEEPTANK</i>	Second Deck, amidships, Angle, E or F	<i>7 x 3 x 34</i>	<i>AND AS APPROVED</i>
Line Keelson, on Floors, Angles, E or F	<i>CENTRE LINE BULKHEAD PL. 40</i>		" " Spacing	<i>26 1/4</i>	
" " Through Plate or Intercostal Plate	<i>40 1/8 x 42</i>	<i>IN CARGO TANKS</i>	SECONDO FORWARD Third Deck, amidships, Angle, E or F	<i>8 x 3 x 46</i>	
" " Foundation Plate on Floors	<i>✓</i>		" " Spacing	<i>27" & 24"</i>	
" " Flat Plate Keel Angles	<i>4 x 4 x 52</i>		Fourth Deck, amidships, Angle, E or F	<i>✓</i>	
Keelsons, No. each side	<i>LONGITUDINAL BULKHEADS.</i>		" " Spacing	<i>✓</i>	
" thickness of Intercostal Plate	<i>OF WING TANKS - 44 to 46 PLATING</i>		Poop Deck, Angle, E or F	<i>7 x 3 x 40</i>	<i>AND AS APPROVED</i>
" Angles	<i>DRIBLE 3 1/2 x 3 1/2 x 42</i>		" " Spacing	<i>24" & 26 1/4"</i>	
DOUBLE BOTTOM, IN MOTORROOM			Bridge Deck, Angle, E or F	<i>8 x 3 x 36</i>	
Solid Floors, thickness and spacing	<i>48 SPACED 26 1/4" APART.</i>		" " Spacing	<i>26 1/4</i>	
" " Are Frame and Reversed Frame joggled?	<i>YES</i>		Forecastle Deck, Angle, E or F	<i>9 x 3 1/2 x 40</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		" " Spacing	<i>24" to 27"</i>	
" " breadth and thickness at margin plate	<i>✓</i>				

PILLARS AND DECKS.

	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	TWO		SPACED 38 1/4 FRAMES SPACES APART.	Stringer Plate, breadth and thickness in way of Bridge	V		
FORECASTLE				Thickness of Plating abreast Deck openings in way of Wells FORWARD HOLD.....	30		
in Tween Decks, Size and Spacing.....	3" DIAM.		SPACED 4 FRAMES SPACES APART.	Thickness of Plating abreast Deck openings in way of Bridge MOTOR ROOM CASING.....	36		
BRIDGE ..	1 1/2" DIAM. 2" THICK			Thickness of Plating within line of openings...	FORWARD 30 AFT 34		
in Hold POOP ..	STEEL DIVISION BULKHEADS			If Sheathed, material and thickness	NOT SHEATED		
FORWARD HOLD [] ..	9 1/2 x 3 1/2 x 1/2		ONLY FR. NOISE ON P. SIDE	Third Deck.			
Centre Line Bulkhead, WING TANKS				Stringer Plate, breadth and thickness.....	V		
Stiffeners and Spacing	9 x 3 1/2 x 4 1/2; 9 x 3 1/2 x 4 1/2 AND 10 x 3 1/2 x 5 1/2; SPACED 26 3/4"			If Plated, state thickness.....	V		
Plating, thickness of	44 8 & 46		VERTICAL PLATING.	Fourth Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....	V		
Uppermost Continuous Deck.	ALL AS APPROVED		AT BREAK OF POOP	If Plated, state thickness	V		
Stringer Plate, breadth and thickness in Wells	6'-2 3/4" x 66		78	Poop Deck.			
in way of Bridge	72 AT BREAK 78			Stringer Plate, breadth and thickness	3'-1" x 36		
Angle in Wells	6 x 6 x 60			Plating, Sheathing, material and thickness ...	26 TO 34		SHEATED WITH 2 1/2" PITCH-PINE
Thickness of Plating abreast Deck openings in way of Wells	56			Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge	56			Stringer Plate, breadth and thickness.....	6'-0" x 40		
Thickness of Plating within line of openings...	48			Plating, Sheathing, material and thickness ...	32 NOT SHEATED		
If Sheathed, material and thickness	NOT SHEATED			Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness.....	36 x 36		
Stringer Plate, breadth and thickness in Wells...	5'-5" x 34		AFT 5'-5" x 40	Plating, Sheathing, material and thickness ...	28 TO 34		SHEATED WITH 2 1/2" PITCH-PINE
				IN WAY OF WINDLASS	48		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		No. of Rows of Rivets.		RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.				Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.						Inches.	Inches.	
FLAT PLATE KEEL	52	.94	.72	.72		DOUBLE	1 4	FIVE	1 4	LAPPED		
DBLG. (if any)												
BOTTOM PLATING, No. of Strakes ... 3	8 1/2	.64	.48	.52	IN WAY OF NO. 8 CARGO TANK AND FORWARD DEEP TANK	DOUBLE	7/8 3 1/2	FOUR	7/8 3 1/2	LAPPED		
BILGE PLATING, No. of Strakes ... 7	9 5/8	.64	.62	.64		DOUBLE	7/8 3 1/2	FOUR	7/8 3 1/2	LAPPED		
SIDE PLATING, No. of Strakes 2, E. & F. ...	100 3/8	.60	.46	.48	TO STERN FRAME	DOUBLE	7/8 3 1/2	THREE	7/8 3	LAPPED		
UPPER DECK, Sheer-strake in Wells H. ...	56 7/8	1.02	.46	.46	FORM. WELL	DOUBLE	1 4	FIVE	1 1/8 5	LAPPED		
UPPER DECK, Sheer-strake in Bridge H. ...	63	1.10	AT BREAK FORM. 56 7/8 x 1.02	AT BREAK AFT. 63 x 1.10	AFTERWELL	DOUBLE	1 4	FIVE	1 1/8 5	LAPPED		
STRAKE BELOW Sheer-strake in Wells G. ...	86 5/8	.72				DOUBLE	7/8 3 1/2	FOUR	7/8 3 1/2	LAPPED		
STRAKE BELOW Sheer-strake in Bridge G. ...	86 5/8	.72				DOUBLE	7/8 3 1/2	FOUR	7/8 3 1/2	LAPPED		
POOP SIDE PLATING38	AT BREAK .44		SINGLE	3/4 3	TWO	3/4 3	LAPPED		
BRIDGE SIDE PLATING ...	84	.42						TWO	2 5/8	LAPPED		
FORECASTLE SIDE PLATING			.42			SINGLE	3/4 3 3/8	ONE	3/4 2 5/8	LAPPED		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 15

Deck next below 1 (AFTER PEAK TANK BULKHEAD)

As per Rule

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				flat plate keel
STEM				rolled 10" x 2 1/2" Kanabokire Steel Works
STERN FRAME				Propeller Post Casting as per attached plan Bochumer Verein
Rudder				9 1/2" x 1 1/4" Dusseldorf
Speed of Vessel				12 knots
RUDDER—Type				Simpla Balance Deutsche Werft
A x D				280" x 10" See Amell
Diam. of head				Forging 10 1/2" Shoda Works Ltd.
Mainpiece at top pintle				Bochumer Verein
CONNECTING ROD—				Forging 9 1/8" Dusseldorf
how constructed				electrically welded
double or single plate				double plate .60"
coupling, vertical or horizontal				horizontal

STIFFENERS.

	Plating Thickness. INCHES	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
		INCHES	INCHES	INCHES	INCHES	INCHES	INCHES	INCHES	INCHES
MIDSHIP BULKHEAD, Upper tween decks									
CENTRE TANKS Second		508 .42	9 x 3 1/2 x 44	32 1/2	30 x 40	10' 4 1/8"			
WING TANKS Third		508 .42	9 x 3 1/2 x 44	32 1/2	24 x 40	AND AS APPROVED			
" Hold TO TANK DECK		48 to 32	9 x 3 1/2 x 44	24	STIFFENERS 48 x 34 AND DEEP TANK DECK	6' 0"			
COLLISION (in Hold) UPPER DECK		30 to 26	5 x 3 x 36	24	BOILER ROOM DECK BELOW AFTER PEAK TANK DECK	7' 0"			
AFTER PEAK		48 to 30	6 x 3 x 42	24					

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process.

Dortmund-Hoerder-Hüttenverein, Deutsche Rohrenwerke, Rüttengesellschaft, Mülheim (Ruhr) August Thyssen-Hütte Aktiengesellschaft, Klöckner-Werke A.G., Mannesmann-Werke, Düsseldorf.

Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. 37659												LETTER A+		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.						
37979	1st Bower ...	67	3	14				52	12	2	0	60.0	GRUSON'S STOCKLESS	OTTO GRUSON & CO MAGDEBURG	SUNDERLAND 2.6-1-1938 T. H. BUTLER		
37981	2nd „ ...	67	2	14				52	10	0	0	63 1/4	do do	do	do		
37980	3rd „ ...	67	0	21				52	5	0	0	63 1/4	do do	do	do		
	Collective weight.	202	2	21								194 1/2					
37991	Stream „....	10	0	7	14	3	14	19	2	0	21	19	Common Stock (cast steel)	do	do		

CHAIN CABLES.												HAWSERS AND WARPS.						
Number of Certificate.	Length and size supplied.		Test per Certificate. Status-ory. Break-ing.	WEIGHT OF CHAIN CABLE.				Length and Size per Table 53. Length. Diam.	Descrip-tion.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire. Tons.	Length and Size per Table 53. Length. Cir.		
	Length.	Diam.		Supplied.	Per Rule.	Fathoms.	Ins.						Fathoms.	Ins.		Fathoms.	Ins.	Fathoms.
16917	2 1/4	2 5/16	96 1/4	13 3/4	766-0-21	720 3/4	270	2 5/16	STUD-LINK	KON. NEDERL. GROFSCHEDEY LEIDEN. HOLLAND	LEIDEN, 1-2-1937 P.H. vd. WEEF.	TOWLINE...	120	4 3/4	64.8	120	4 3/4	
												HAWSEERS & WARPS }	100	3	18.6	100	2 3/4	
														328	2 1/2	10.2	100	2 1/2
Iron Circum- Chain or Steel Wire	90	5					90	5	STEEL WIRE									

CHAIN CABLES.										HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire.	Length and size per Table 53.	
													Length.	Cir.		Length.	Cir.
16917	274	2 5/16	96	4 13/16	766-0-21	720 3/4	270	2 5/16	STUD-LINK	KON. NEDERL. GROFMEDEY LEIDEN, HOLLAND	LEIDEN, 1-2-1937 P. H. Vd. WEEL.	TOWLINE...	120	4 3/4	64.8	120	4 3/4
												HAWSERS & WARPS	180	3	18.6	180	2 3/4
													328	2 1/2	10.2	180	2 1/2
	90	5					90	5	STEEL WIRE								

Steering Gear, Type (Power or hand) *Hydraulic direct acting* Alternative Means of Steering *Relieving tackle fitted*

Steering Chains (Size and Test) ☒ Windlass *Steel steam windlass, Enderson-Boats Walker type.* *four lifeboats.*

Plating in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒

Cargo Hatchways.—(Upper Deck) *all oiltight hatches* Thickness of Hatches *steel covers .50" thick.*

Size of Hatchways No. 1 (Fwd.) *Hold. 10'-0" x 8'-0" x .40"* *and all oiltight hatches: 4'-0" x 3'-0" x .40"*

Number of Shifting Beams and/or Fore and Afters ☒

Builder's Signature *W. van der Meer* 30 Mei 1938

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel ☒

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ☒ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

The workmanship has been found good and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London Office for record, and in accordance with the instructions contained in the Secretary's letters respecting this case and detailed on the attached form and in general conformity with the Society's Rules.

All cargo tanks, wing tanks, settling tanks, bunkers, cofferdams, deep tanks, fore- and after peak tank, double bottom tanks in motor room, and freshwater tanks built in after two end deck have been tested by a head of water as required by the Rules and found sound and tight.

Freeboard marking verified, found correct and cut in the vessel's side as required. Certificates of rudder, stern frame, rudder stock, and tillers are sent herewith. The Certificate of the rudder connecting shaft will be sent as soon as same is obtained from the Düsseldorf Surveyors.

The amount of Entry Fee £ 120.- Fees applied for, 4-6-1938

Special Survey Fee £ 6388.- Received by me, 16-6-1938

Travelling Expenses, if any £ 47.-

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed + 100 A 1.
"Carrying Petroleum in Bulk" with notation
"Longitudinal framing at Bottom and Deck."
"Rudder electrically welded."

State whether the Vessel has been built under Special Survey *Yes*

Signature

Surveyor to Lloyd's Register of Shipping

Certificate to be sent to *Amsterdam Surveyors* Date of issue *5/2/38*

Committee's Minute

Character assigned

FRI, 24 JUN 1938

+ 100 A 1
Carrying petroleum in bulk
Lloyd's Reg.

Write into (Emp)
"Rtd."
"fwd"

+ Limb 5.38
L.D. 180 lb

Oil Eng.

Lloyd's Register Foundation

our 3

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Sister Vessels: M.V. "OCANA" N.V. Wilton-Feyenoord, Schiedam, Yard N° 655.
M.V. "OVULA" N.V. Wilton-Feyenoord, Schiedam, Yard N° 656.
M.V. "ONABA" N.V. C. 't d. Gressen & Zn. Scheepwerwen, Krimpen 'd Yssel, Yard N° 647.

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

"Carrying Petroleum in Bulk" with notation "Longitudinal framing at Bottom and Deck"
"Rudder electrically welded"

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	45-2-20 CWTs; N. STOLTE; CERT. N° 1850, STETTIN 7-1-38
	2nd	45-3-0 CWTs; N. STOLTE; CERT. N° 1849, STETTIN 7-1-38
	3rd	45-0-20 CWTs; N. STOLTE; CERT. N° 1848, STETTIN 7-1-38
	STOCK ANCHOR	16-3-16 CWTs; N. STOLTE; CERT. N° 1854, STETTIN 7-1-38.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 00.0 ft., R.Q.D. v ft., Bridge 38.0 ft., Forecastle 66.8 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated
Official No. 166453 Signal Letters Extreme Breadth over Belting Over-all Length 446'-4 5/8"

No. and Material of Decks ONE STEEL DECK (2ND DECK CLEAR OF CARGO TANKS)

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN FORE- AND AFTERPEAK, AND IN WAY OF DOUBLE BOTTOM WHERE USED FOR FRESH WATER AND IN WAY OF COFFERDAMS.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
(Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22	104.0
Double bottom, under Engines and Boilers,			After peak tank,	16	55.2
Double bottom, if under Engines only,	65.6	140	Deep tank, aft, BUILT IN TWEENDECK SPACE	16.4	60.0
Double bottom, if under Boilers only,			Deep tank, forward,	24.75	259.0
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 196

Date 9th December 1936

Dates of Surveys held while building

16-26/2; 1-3-10-13-24/3; 1-12-26/4; 10-18-24-29/5; 1-18-23-24-26/6; 2-12-27-29/7; 4-11-12-16-19-23-26-27-28-30/8; 2-3-4-8-10-13-14-15-16-21-22-25-28-30/9; 4-6-11-19-22-25-27-28/10; 1-2-9-12-15-16-19-22-23-25-27-30/11; 2-6-8-11-13-14-17-20-22-27-28-31/12 1937; 3-4-6-8-11-12-14-17-20-21-25-29/1; 1-3-8-9-14-17-18-21-22-23-24-26-28/2; 1-2-4-5-7-10-11-12-14-19-23-29/3; 1-5-6-7-8-12-15-22-25-29/4; 2-6-9-11-12-13-14-17-18-20/5 - 1938 Total No. of Visits 136.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
			In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.	Inches.	Number.	Diameter.
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Ins.	Ins.			Inches.
Framing of L, L or C														
Frames in Bridge 'tween Decks ...			STEEL SINGLESREW MOTORTANKER											
Frames from Uppermost Continuous Deck No. 1			"OPALIA"											
" 2														
" 3														
IN WINGTANKS			ALL ORDINARY SIDE FRAMES AS PER REPORT.											
UPPER STRINGER			5	24x.42		24x.42		TO SHELL						
" "			6	3 1/2 x 3 1/2 x .42		3 1/2 x 3 1/2 x .42		FACE BAR						
" "			7	24x.40		24x.40		TO LONGITUD. BULKHS.						
" "			8	3 1/2 x 3 1/2 x .40		3 1/2 x 3 1/2 x .40		FACE BAR						
" "			9	9 x 3 1/2 x .60				STRUTS IN WAY OF TRANSVERSES						
" "			10	L 6 x 3 1/2 x .40				ALL AS APPROVED.						
" "			11											
LOWER STRINGER			12	28 1/8 x .44		28 1/8 x .44		TO SHELL						
" "			13	3 1/2 x 3 1/2 x .44		3 1/2 x 3 1/2 x .44		FACE BAR						
" "			14	28 1/8 x .42		28 1/8 x .42		TO LONGIT. BULKHS.						
" "			15	3 1/2 x 3 1/2 x .42		3 1/2 x 3 1/2 x .42		FACE BAR						
" "			16	9 1/2 x 3 1/4 x .52				STRUTS IN WAY OF TRANSVERSES						
" "				L 6 x 3 1/2 x .60				ALL AS APPROVED.						
Spacing of Longitudinal Frames			Amidships											
			At Ends											
Double Bottoms			Tank Top Longitudinals											
L or C			Bottom											
Spacing of Longitudinals			Amidships											
			At Ends											
BOT TOM Transverses.														
IN WING TANKS														
Side														
(in 'tween Decks)														
Depth and Thickness														
Face Angles SINGLE.														
Lugs to Shell*														
BRACKETS TO LONGIT. BULKHS.														
Depth and Thickness														
Side BRACKETS TO SHELL														
(in Hold)														
Face Angles														
Lugs to Shell*														
Depth and Thickness														
Face Angles DOUBLE														
Lugs to Shell*														
Bottom														
IN CENTRE TANKS														
" " Back Bars														
Brackets														
Spacing of Transverse Frames														
State if joggled or liners.														
Longitudinal Beams of														
L or E														
UPPER Bridge Deck														
Upper														
UPPER Second														
Third														
FORWARD AND AFT TRANSVERSE BEAMS.														
CENTRE LINE GIRDER														
IN CENTRE TANKS														
IN WING TANKS														
Spacing. INCHES														
Transverse Beams.														
27x.42 5x3 1/2x.40														
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