



17, BATTERY PLACE,

NEW YORK.

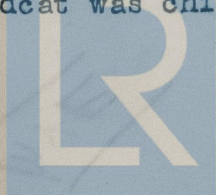
April 30, 1942.

Dear Mr. Hutchinson:

S/S "SINCLAIR OPALINE"
N.Yk.Rpt. 41897

Referring to the inquiry contained in your letter of the 2nd ultimo on the above named vessel, the Surveyor advises as follows:

1. The rudder details are contained on plan "Sternframe and Rudder" and the A and D figures are on a separate small print approved in New York.
2. Number of bulkheads are 14.
3. Lengths and scantlings of erections noted on First Entry Report in accordance with Circular No. 1551.
4. Information on capacity of inner bottom tanks was taken from the "Capacity Plan". The "Boiler Flat tanks" are not inner bottom tanks; they are located aft of the boilers on the boiler flat. They are fitted to carry distilled and fresh water.
5. Bottom longitudinal weights are indicated on the midship section "as built".
6. The windlass and steering gear were tested satisfactorily on the official trial trip. In the case of this particular ship, Hull 1488, the chains did not fit the wildcat too well. The wildcat was chipped to fit at a later date".



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7. The steam pipes were tested in the shop to 1000 lbs.

With regard to the correct weight of the bower anchors, these are considerably in excess of the Rule requirements as they require to comply with the American Bureau requirements. The weight of the stream anchor would appear to be in accordance with the Society's requirements as it is of the stockless type.

It is concluded that by this time the approved plans, which were sent from here, are now in your possession.

Your concluding remarks are noted, and the Surveyors have been advised accordingly.

Yours faithfully,

John S. Heck

R.P. Hutchinson, Esq.,

WOKINGHAM.



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