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Sent to Chief Surveyors

Received from Chief Surveyors

VESSEL'S NAME SINCLAIR OPALINE

Report N.Yk

No. 41897

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to 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.)

Nature of Survey FIRST ENTRY

When due

This is the first of a group of four sister vessels for the Sinclair Refining Co. *Sinclair Superflame, Sinclair HC.*

Two longitudinal bulkheads are fitted and the plating of all the bulkheads in way of the oil tanks is fluted.

100A1 "Carrying Petroleum in bulk" "Fitted for oil fuel 8.4l, FP ^{2.4} above 150°F"

1 Dk "Part electrically welded" "Longitudinal framing"

Cell DB ~~uE~~ & B 75' 119t DTf 34' 336t, FPT 213t, APT 104t

FK, 14BH, pt. Asp., Lloyd's A & CP

P 103' B 40' F 39'

Mchy Aft

O.L. 471.8'

E.S.D.

c†

Mr. Bennett should be informed that as plans of Profile and decks and Rudder have not been forwarded it has been impracticable to check the particulars of the rudder, number of bulkheads, lengths and scantlings of erections and the scantlings and arrangements at the ends of the vessel, and it is concluded these have been checked by him and found correct and that the lengths of erections are in accordance with Circular No. 1551. There is some dubiety as to the correctness of the particulars to be inserted in the Register Book in respect to the length and capacity of the D.B. tanks under the machinery space, and the correct particulars in accordance with Circular No. 1284 should be furnished.

J.C.D.
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24.2.42

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"SINCLAIR OPALINE"

The reference to boilers flat tanks is not understood. It should be made clear whether these are part of the double bottom or required to be separately recorded as wing tanks in machinery space.

It is concluded the weights of the bottom longitudinals Nos. 14-23 are as indicated in the Table of Alternative Sections shown on the approved Midship Section, and that the windlass and steering gear have been tried, but this should be confirmed.

It is noted that although the equipment numeral as indicated in the report corresponds with that of the weights of the bower and stream anchors as stated to be required by Table 53 and as supplied respectively are considerably in excess of the requirements for it. The Surveyors should furnish their remarks so that the correct record may be made in the Register Book.

Copies of the approved plans should be forwarded as soon as practicable.

*J. C. D.
24.2.42*



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