

"OLNA"

Messrs. Swan, Hunter & Wigham Richardson's No.1689.

Dimensions:- 550 x 70 x 40.5

Class:- 100A1 "Carrying Petroleum in Bulk",  
with the special notations "Longitudinal  
framing at bottom and at deck" and  
----- "Electrically welded".

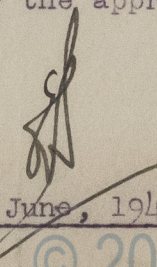
Plans for this ship were approved in December 1942 and on subsequent dates. The ship was originally ordered by the Anglo-Saxon Petroleum Co., but in 1944 was transferred to Admiralty service for use as a fleet oiler for oiling at sea. The Admiralty requested that the Society would continue to exercise supervision for classification purposes.

On the 31st August, 1944 the Builders were informed that their proposal to use 10 x  $3\frac{1}{2}$  x .40 bulb angles N.B.S. for the stiffeners of the additional oil tight bulkheads in Nos. 1 and 8 tanks (instead of 10 x .40 bulb plates as originally proposed) was approved.

In November, 1944 the Builders' proposal to test the tanks to a height of about 2' above the light waterline on the stocks, and complete the testing afloat to the usual height of the test pipe, was approved, provided the tanks were specially examined internally before testing to ensure that all welding had been efficiently carried out.

In March, 1945, the Admiralty requested that the Society's Surveyors should prove the pumping, flooding and drainage arrangements, verify the hose tests of ship's ports and test the steering gear and windlass and float safety valves. The Newcastle Surveyors were requested to give these matters their attention.

There is nothing further in the correspondence affecting the First Entry Report which is not covered by the approved plans.

  
28th June, 1945.



© 2021

Lloyd's Register  
Foundation

014784-014713-0027