

STEEL ~~STEAMER~~ MOTORSHIP.NOV 17 1938
Received at London OfficeState if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 14th NOVEMBER 1938 Port of BREMENSurvey held at VEGEJACK Date First Survey 31st DECEMBER, 1937 Last Survey 3rd NOVEMBER 1938 No. 2040On the (State if Machinery fitted Aft and of Single, Twin or Triple Screw) STEEL SINGLE SC. MOTOR VESSEL "DIALA" MACHINERY FITTED AFT.State Type (Full Scantling, Complete Superstructure with or without Tonnage Opening) FULL SCANTLING VESSEL State Type of Erections POOP, BRIDGE, FLE.TONNAGE under Tonnage Deck... 7201,26 CLASS 100 A1 State if with freeboard NO Built at VEGEJACKDo. 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 460.0 Launched 24th SEPT., 1938 Yard No. 757Total Breadth (greatest moulded) B 59.0 Builders BREMER YULKANGross Tonnage 8105,65 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.0 Owners ANGLO OXON PETROLEUM CO., LD.Register Tonnage 4780,71 1st Longitudinal Number (L x D) = 15640 Managers (Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) = 42780 Residence LONDONLength 465,6 Framing Depth "d," at middle of length. See Sec. 3 (1d) 13.52 Port of Registry LONDONBreadth 59,3 Proportions—Depth to Length—Uppermost continuous deck to top of keel 4.2 If surveyed while building, afloat, or in dry dockDepth 33,8 Draught Moulded 27'4 1/8" WHILE BUILDING, Afloat AND IN DRYDOCK ✓

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	810	✓	Bracket Floors, Frame	✓	
" " from 3/4 length to Collision bulkhead	810 AND 680	✓	" " Reversed Frame	✓	
" " in peaks	610	✓	" " Vertical Struts	✓	
SIDE FRAMING. LONGITUDINAL FRAMING AT BOTTOM AND DECK. SEE LONGITUDINALS ON RPT. 1*			Centre Girder, depth and thickness amidships	1525 x 14.5	✓
Frame Amidships, Angle, E or F	5 250 90 14.5	✓	" " top Angles	71 90 90 14	✓
" " Extends up to	UPPER DECK	✓	" " bottom Angles	11 100 100 16	✓
Reversed Frame Amidships, Angle	NONE	✓	Side Girders, No. each side and thickness 2-15 AND 11 AND ONE OF HALF HEIGHT 12.5	✓	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	NONE	
Depth of Framing Girder	250	✓	" " Vertical Angle to Tank side	✓	
Frames in Uppermost Continuous Deck	5 280 90 14.5	✓	" " Bracket abaft 1/2 len. from stem IN MOTOR SPACE	180 x 150 x 14 AND 200 x 150 x 18	✓
" " BETWEEN AND COFFERDAM AND PANTONUM	5 280 90 12	✓	" " Vertical Angle to Tank side	✓	
" " Second between Decks, Angle, E or F	✓		" " Bracket forward 1/2 len. from stem	✓	
" " IN DECK CARGO SPACES	5 230 90 10.5	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " MOTOR SPACE	5 250 90 14.5	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
" " POOP	5 200 75 10	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	2500 x 12	✓
" " FORECASTLE	5 180 75 9.5	✓			
Framing in Peaks, Angle, E or F	5 200 90 12.5	✓	INNER BOTTOM PLATING, IN MOTOR SPACE:		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 1/2 - 5/16	✓	Breadth and thickness of Middle Line Strakes	2-2350 x 28	✓
State if Frame Joggled	YES	✓	CONNECTED BY E BUTT STRAP	550 x 20	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	2 WEB FRAMES 3 SIDE STRINGS 3 TIER OF BEAMS 3 BOTTOM SPARKS OF 10.8 THICKNESS DEPTANK BOTTOM FRAMES L 450 x 150 x 12 DOUBLE RIVETED, EXTRA INTERCOSTALS FITTED, BACK BACI L 40 x 90 FITTED IN WAY OF CARGO OIL TANKS NOS 8 & 9. TRANSVERSE FITTED WITH DOUBLE LHS ANGLES TO SHELL 120 x 12	✓	Thickness of remainder in MOTOR SPACE	14	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars			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?	✓	
SINGLE BOTTOM. IN CENTRE TANKS			BEAMS. SEE LONGITUDINALS ON RPT. 1*		
Floors, Depth and thickness at mid-line	1015 x 11.2	✓	Uppermost Continuous Deck, Angle, E or F	5 200 75 13.5-9.5	✓
Holds IN 2 H.B. TANKS	940 x 11.2	✓	" " in way of Bridge, Angle, E or F	5 180 75 11	✓
Height of Brackets at side above base line at toe of frame	1850 - 2050	✓	" " Spacing	5 781 AND 610	✓
Middle Line Keelson, on Floors, Angles, E or F	1015 x 10.7	✓	" " FORWARD	5 686	✓
" " Through Plate or Intercostal Plate	INTERCOSTAL BETWEEN FLOORS	✓	Second Deck, amidships, Angle, E or F	5 200 90 10	✓
" " Foundation Plate on Floors	NONE	✓	" " AFT	5 180 75 10	✓
" " Flat Plate Keel Angles	11 100 100 13	✓	" " Spacing	5 610	✓
Side Keelsons, No. each side	NONE	✓	Third Deck, amidships, Angle, E or F	✓	
" " thickness of Intercostal Plate	✓		" " Spacing	✓	
" " Angles	✓		Fourth Deck, amidships, Angle, E or F	✓	
DOUBLE BOTTOM. IN MOTOR SPACE ONLY			" " Spacing	✓	
Solid Floors, thickness and spacing	11.5 x 781	✓	Poop Deck, Angle, E or F	5 200 75 12.5 5 200 75 10.5 5 180 75 10.5	✓
" " Are Frame and Reversed Frame joggled?	YES	✓	" " Spacing	610 705 781	✓
Bracket Floors, breadth and thickness at middle line	NONE	✓	Bridge Deck, Angle, E or F	5 200 75 12	✓
" " breadth and thickness at margin plate	✓		" " Spacing	810	✓
			Forecastle Deck, Angle, E or F	5 250 90 11 5 230 90 11 5 200 75 10	✓
			" " Spacing	760, 686 610	✓

PILLARS AND DECKS.

	m/m	IN SHIP.	Any Departure from Approved Plans to be Noted.	m/m	IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	TWO LONGITUDINAL BULKHEADS					
VERTICAL STIFFENERS	6	250 90 11.5	✓			
in "tween Decks, Size and Spacing	FORMED 6	280 90 12	✓			
TWO HORIZONTAL STIFFENERS FITTED	Nº1:	680 x 10.2	✓			
" " " "	FACE BAR T	90 90 10.5	✓			
" " " "	LUGS T	90 90 10.5	✓			
" " " "	Nº2:	760 x 10.2	✓			
" " " "	FACE BAR T	90 90 11	✓			
" " " "	LUGS T	90 90 11	✓			
LUGS, 3 FRAME SPACES FROM BEP CORNERS FOR N°1 AND 2 HORIZONTAL STIFFENERS.		160 160 14	✓			
Centre Line Bulkhead. IN DEEPTANK.						
Stiffeners and Spacing		300 90 13	✓			
Plating, thickness of	SPACING	686 ✓	✓			
		110 - 10.2	✓			
STRINGERS AND DECKS.						
Uppermost Continuous Deck.						
Stringer Plate, breadth and thickness in Wells		2420 x 20	✓			
" " " " in way of Bridge		2420 x 22.2	✓			
" Angle in Wells		180 180 17.5	✓			
Thickness of Plating abreast Deck openings in way of Wells		19.0	✓			
Thickness of Plating abreast Deck openings in way of Bridge		22.0 - 19.5	✓			
Thickness of Plating within line of openings...		14.7	✓			
If Sheathed, material and thickness		NOT	✓			
Second Deck.						
Stringer Plate, breadth and thickness	FORWARD	1420 x 10	✓			
	AFT	NONE	✓			
Stringer Plate, breadth and thickness in way of Bridge			✓			
Thickness of Plating abreast Deck openings in way of Wells			✓			
Thickness of Plating abreast Deck openings in way of Bridge			✓			
Thickness of Plating within line of openings...			✓			
If Sheathed, material and thickness			✓			
Third Deck.						
Stringer Plate, breadth and thickness			✓			
If Plated, state thickness			✓			
Fourth Deck.						
Stringer Plate, breadth and thickness			✓			
If Plated, state thickness			✓			
Poop Deck.						
Stringer Plate, breadth and thickness		1350/970 x 10	✓			
PLATING, WHERE NOT SHEATHED		8.6 ~ 8.0	✓			
" " " " WHERE SHEATHED		7.5 ~ 7.0	✓			
Plating, Sheathing, material and thickness		PINE 65	✓			
Bridge Deck.						
Stringer Plate, breadth and thickness		1850 x 12.5-11.5	✓			
Plating, Sheathing, material and thickness		9 ~ 8.5 NO SHEATHING	✓			
Forecastle Deck.						
Stringer Plate, breadth and thickness		930 x 9.8	✓			
Plating, Sheathing, material and thickness		9.5 ~ 9 NO SHEATHING	✓			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>NO</i>	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	2200	22 ✓	19.8	19.8		DOUBLE	25	100	✓ FIVE	25	105	✓ LAPPED	
" DBLG. (if any)	✓	✓	✓	✓		"	"	"	"	"	"	"	
BOTTOM PLATING, No. of Strakes <i>3</i>	1830 2610	17.5 16.5	18.8	13.5		DOUBLE	22	88	✓ FOUR	22	88	✓ LAPPED	
BILGE PLATING, No. of Strakes <i>1</i>	2400	17-16.5	14.0	15.0		"	22	88	✓ -"	22	88	✓ -"	
SIDE PLATING, No. of Strakes <i>3</i>	1620 2320	16.5	12.5	13.0		"	22	88	✓ -"	22	88	✓ -"	
UPPER DECK, Sheer-strake in Wells	1700	26 ✓	14.5	12.7 ✓		"	25	100	✓ FIVE	28	126	✓ LAPPED	
UPPER DECK, Sheer-strake in Bridge ...	1700	31.5 ✓	"	"		"	28	112	2x ✓ THREE	28	116	DOUBLE STRAPPED.	
STRAKE BELOW Sheer-strake in Wells	2300	20-19.5	12.7	12.7 ✓		"	22	88	✓ FOUR	25 1/2 22	100 1/2 88	✓ LAPPED	
STRAKE BELOW Sheer-strake in Bridge ...	2300	20-19.5	"	"		"	22	88	✓ FOUR	25	100	✓ -"	
POOF SIDE PLATING	2300	"	"	11-10 ✓		(DOUBLE) SINGLE	(22) 22	(88) 83	✓ TWO	19	66	✓ LAPPED	
BRIDGE SIDE PLATING ...	2360	11.5-11	✓	"		DOUBLE	22	85	✓ -"	19 22	68 77	✓ -"	
FORE'C'TLE SIDE PLATING	1200	"	11.5-11	✓		SINGLE	19	65	✓ -"	19	68	✓ -"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		17 ✓
Extending to Upper Deck (Sec. 3 c)		17 ✓
" Deck next below		✓
As per Rule		YES AS APPROVED ✓

	Plating Thickness. m/m	STIFFENERS. m/m			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Two STRINGERS EACH.	Scantlings.
MIDSHIP BULK'D, Upper Deck	13.0-10.4	6 250x90x11	838	TOP STRINGER 815x10.2 FACE BAR 6 230x90x11	✓
FORW. - CENTRE TANKS	13.5-11.2	6 280x90x12	838	LOWER STR. 840x10.2 FACE BAR 6 280x90x13.5	✓
" Second "					
MIDSHIP - WING TANKS	12.7-10.2	6 250x90x11	838	TOP STRINGER 815x10.2 FACE BAR 6 90x90x11	✓
" Third "					
FORW'D. - WING TANKS	13.2-10.8	6 280x90x12	838	LOWER STR. 815x10.2 FACE BAR 6 90x90x11.5	✓
" Fourth "					
COLLISION " (in Hold)	7.5-12.0	{ 5 130x75x8.5 5 200x75x12-10	{ 640 580	{ DECK AND STRINGERS	✓
AFTER PEAK " "	8.0-25.6	{ 5 160x75x10 5 250x90x12	{ 580		✓

	Casting or Forging.	Scantlings. m/m	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT	PLATE	KEEL ✓	
STEM	FORG.	264x70	DOORN, HARDER, HATTA VIRGIN, NERD, DOSTMUND AND BREMER, YALKAN.	
STERN FRAME	Propeller Post	CASTING	AS PER APPROVED PLAN	GUTHENFUNGSI-HATTE A.G.
	Rudder	FORG.		DÜSSELDORF.
Speed of Vessel		12 KNOTS	✓	
RUDDER—Type	SIMPLEX	BALANCE	BREMER YALKAN	
A x D	(METRIC)	380	✓	
Diam. of head	FORG.	279	GUTHENFUNGSI-HATTE A.G. DÜSSELDORF	
Mainpiece at top pintle	✓	✓	✓	✓
" heel	✓	✓	✓	✓
how constructed	ELECTRICALLY	WELDED	✓	
double or single plate	DOUBLE PLATES	15 mm	✓	
coupling, vertical or horizontal	HORIZONTAL	8 FT BOLTS 2 3/4" DIAM.	✓	

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 HUTTENVEREIN A.G. WERK HORDE & DORTMUND; GUTEHOFFENUNGS-HÜTTE WERK OBERHAUSEN; AUGUST
THYSSEN HÜTTE A.G., DUISBURG; DEUTSCHE RÖHRENWERKE A.G. WERK THYSEN MÜLHEIM-RAHR; RUHRSTAHL A.G., HATTINGEN;
MANNEIMANN RÖHRENWERKE DUISBURG-HUCKINGEN; DÜLLINGER HUTTENWERKE DÜLLINGEN
 Has the Steel been tested as required by the Rules? YES BY THE SOCIETY'S SURVEYORS

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.)

have been carried out as shown on the approved plan. Anchors and Chain Cables have been examined when brought on board and shackled together, stamps & marks compared with those on the certificates & found in accordance; Certificates have been endorsed. All steel materials used in the construction of the vessel are made at works recognized by the Committee and tested in accordance with the requirements of the Rules by the Society's Surveyors. The Rules for the application of electric arc welding have been complied with and only approved electrodes have been used for weldings (rigger and minor parts of the hull). The general equipment has been examined and found in order. The Society's Freeboard mark as assigned by the Committee, has been painted on vessel's sides, verified and cut in.

Attached: 5 Forging and Casting Certificates

1 Interims Certificate

1 Midship Section as built

The approved plans of the vessel are retained for use in connection with a sister vessel (H. V. yard no 773)

NOTE: Sister Vessel: Messrs Brown & Tulk, yard no 722-M.T. "TORNUS"

VESSEL'S LENGTH OVER ALL = 483' 3" ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book—MACHINERY FITTED AFT.—CARRYING PETROLEUM IN BULK.—CRUISER STERN.—LONGITUDINAL FRAMING AT BOTTOM AND DECK.—RUDDER ELECTRICALLY WELDED.—LLOYD'S A. & C.P.—OIL ENGINE.—WIRELESS, DIRECTION FINDING APPARATUS AND ECHO SOUNDING APPARATUS HAVE BEEN FITTED.

Particulars of Drop Test of Cast Steel Anchors, viz.:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower (24989) HEAD: 49:0:27-J.R. 1021-1.11.37, SHANK: 25:1:1-J.R. 1025-1.11.37.
2nd „ (24990) —: 48:2:19-J.R. 1022-1.11.37; —: 25:3:24-J.R. 1026-1.11.37.
3rd „ (24988) —: 48:3:17-J.R. 1020-1.11.37; —: 25:1:27-J.R. 1024-1.11.37.
ALL OF ANNEALED CAST STEEL.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 91 ft., R.Q.D. ft., Bridge 47.5 ft., Forecastle 51 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated NOT JOINED.

No. and Material of Decks 1st DECK STEEL; 2nd DECK CLEAR OF CARGO OIL TANKS. ✓

Official No. 166 601; Signal Letters GJGX

Is bottom of vessel coated with cement FORE- AND AFTERPEAK TANK, if not give

particulars of composition F.W.D. COFFERDAM AND DOUBLE BOTTOM WATER TANK CEMENTED; BOTTOM IN PUMP ROOMS AND ENGINE ROOM BILGES COATED WITH BITUMASTIC; CARGO OIL TANKS, DEEPTANKS, AFT COFFERDAM AND LUB. & FUEL OIL D.B. TANKS ARE NOT COATED

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, WATER	23.0	22.0	Fore peak tank,	23.0	139.3 ✓
Double bottom, under Engines and Boilers, LUB. OIL	7.7	13.3 ✓	After peak tank,	16.0	85.4 ✓
Double bottom, if under Engines only, FUEL OIL	33.3	115.0	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	24.8	339.8 ✓
Double bottom, forward,	—	—	Other tanks, if fitted,	—	—
Total capacity of double bottom		150.3	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 83

Date 9th FEBR., 1937

Dates of Surveys held while building

DEC 31, 1937; JAN 3, 7, 13, 17, 21, 24, 28, 29, 31; FEBR 3, 4, 9, 11, 15, 18, 21, 24, 28; MARCH 2, 4, 7, 9, 15, 19, 22, 26, 30; APRIL 1, 6, 7, 11, 14, 20, 23, 26, 29; MAY 2, 4, 9, 12, 16, 18, 19, 20, 23, 25, 27, 30, 31; JUNE 1, 2, 4, 7, 9, 15, 17, 20, 23, 25, 28; JULY 1, 4, 6, 8, 11, 13, 15, 19, 26; AUG 2, 8, 12, 17, 18, 22, 29, 30, 31; SEPT 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 20, 22, 24, 27, 29; OCT 5, 7, 11, 12, 14, 17, 19, 21, 24, 26, 28; Total No. of Visits 114
31 Nov 3.

Rpt. 1*.

STEEL S.C. MOTOR TANKER "DIALA"

BREMEN REPORT No 2040.

PARTICULARS OF LONGITUDINAL FRAMING.

AT DECK AND BOTTOM.

FRAMING.		AMIDSHIPS.	ENDS.	AMIDSHIPS.	ENDS.	RIVETING.			
		In Ship. m/m	In Ship. m/m	Per Rule or as approved.	Per Rule or as approved.	Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter.
Framing of $\begin{matrix} \text{---} \end{matrix}$ $\begin{matrix} \text{---} \end{matrix}$ $\begin{matrix} \text{---} \end{matrix}$									
Frames in Bridge 'tween Decks...		NONE	NONE	NONE	NONE				
Frames from Uppermost Continuous Deck	No. 1								
	" 2								
	" 3								
	" 4								
	" 5								
	" 6								
	" 7								
	" 8								
FOR SIDE FRAMING (TRANSVERSE FRAMING) SEE FIRST ENTRY REPORT. ✓									
BOTTOM FRAMES; CENTRE TKS.	9	L 432 x 13.2 x 102 = 17.3 ✓		L 431.8 x 13.2 x 101.6 x 17.3 ✓		22 128	11 RIVETS SPACED 77	9	22
" " " " ; WING TKS.	10	L 432 x 13.2 x 102 = 17.3 ✓		L 431.8 x 13.2 x 101.6 x 17.3 ✓		22 128	11 RIVETS SPACED 77	9	22
UPPER STRINGER IN WING TANKS	" 12	NO SHELL 660 x 10.7 ✓							
	" 13	FACE BAR 190 x 90 x 11 ✓							
SECOND STRINGER IN WING TANKS	" 14	TO SHELL 760 x 11.2 ✓							
	" 15	FACE BAR 190 x 90 x 11 ✓							
Spacing of Longitudinal Frames		838 ✓		838					
Double Bottoms									
L, L or C									
Spacing of Longitudinals									
Tank Top Longitudinals									
Bottom									
Amidships									
At Ends...									
Transverses.									
In Bridge									
'tween Decks									
In Upper 'tween Decks.									
BOTTOM TRANSVERSES									
In Hold.									
Brackets									
Spacing of Transverse Frames									
* State if joggled or lifters.									
Longitudinal Beams of									
Bridge Deck									
Upper									
Second									
Third									

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.