

Bethlehem Sparrow Point Shipyards, Inc. Maryland.

Yard No. 4471

Similar to "JAHRA", "BURGAN", etc.

to Chief Surveyors.....

Received from Chief Surveyors.....

GB

SEL'S NAME "SAN TOME" REPORT Bal. No. 9069

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.)

re of Survey..... First Entry..... When due.....

Prior to the trial trip, the vessel examined in dry dock 2.50, and on account of damage due to contact with another vessel permanent repairs effected to some shell plates and longitudinals port side.

Two longitudinal bulkheads are fitted.

Crack arresters are introduced in the structure as follows :-

Shell plating :- The seams at the upper and lower turn of the bilge, the lower edge of the sheerstrake and the seam adjacent to the longitudinal bulkhead are double riveted.

Deck plating :- A double riveted seam (p & s) adjacent to the longitudinal bulkhead.

A riveted stringer angle is also fitted.

LOCAL "Carrying Petroleum in bulk" "Fitted for oil fuel 2.50, 2.50 Bal. F.P. above 150°F"

1 Dk "Elec. welded except stringer angle & seams of deck & shell panels".

Cell DBuE 83' 257t, Df 44' 1245t, FPT 504t, APT 201t.

FK, 16BH, pt Cem, Lloyd's A & CP

P 124' B 39' F 80'

Mchy Aft

O.L. 624.8'

ESD

Radar

"n+"
2 1/16"

and
C.S.S. Records Dept.
to note. *Crack Arresters*



Handwritten signature



Handwritten initials

6.7.50



Lloyd's Register Foundation