

Bethlehem Sparrows Point Shipyard, Inc. Sparrows Point, Maryland.

3m.10.47.

1 Sister vessel to "OLYMPIC GAMES" etc. Yard No. 4466

Sent to Chief Surveyors

Received from Chief Surveyors

GB

VESSEL'S NAME S.S. Tanker "WORLD PEACE" REPORT Bal. No. 8826

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

Two longitudinal bulkheads ARE FITTED.

As the plans for this vessel had previously been approved by the American Bureau of Shipping, the equipment letter is different from that required by this Society's Rules, but as the total weight of the anchors and chain cables approximates to the Society's requirements, it is submitted, provided an additional 15 fathoms of chain cable be supplied, the figure '1' be assigned. As, however, the equipment has been tested only by the Surveyors to the American Bureau, the notation "Lloyd's A & CP" should be omitted.

Subject to "15 fathoms of chain cable (H.T.) <sup>being</sup> supplied"

100A1 "Carrying Petroleum in Bulk" "Fitted for oil 3,49 F.P. above 150°F"

1 Dk. 2nd Dk. clear of oil tanks "pt. Elec. welded" "Longitudinal Framing".

Cell DBuE DTf 36'. 1130t. FPT. 466t. APT. 82t.

FK. 15 BH. pt. Asp.

P B.30'. F

Mchy aft

O.L. 549.5'.

ESD

Radar

"8"

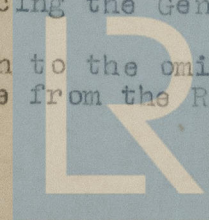
2<sup>5</sup>/<sub>16</sub>"

The Surveyors should be informed it is concluded the length of the poop and forecastle measured in accordance with Circular 1551, is 114' x 54' respectively and not as reported, but they should confirm this.

They should also be requested to furnish the length and capacity in tons (S.W.) of the double bottom tank under the engines.

They should also be referred to Circular 1806, and informed that in all future similar cases the wording of this Circular should be strictly complied with in commencing the General Declaration.

NOTE :- Attention is drawn to the omission of the Builders Signature from the Rpt.1.



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