

N.N. SAN ANTONIO

Fixed for oil fuel 7.54 F.P. above 150 ft
Bs 7.54 003487-003494-0094 1/2

Handwritten signature: *Wm. (Lorenzo)*

yes.

20m.552 Transfer Ink.

Certificate required? If so, to be sent to

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SS "SAN ANTONIO" (EX "HARTBRIDGE")

Low done for O.F. conversion:- Original cross bunker converted to oil fuel bunker, with settling tanks inset, in accordance with Rule Requirements and, except as stated below, in accordance with approved plan.

- (1) Forward bulkhead on frame 101 has been entirely renewed in accordance with attached plan.
- (2) Settling tanks have been made to overflow direct into the surrounding main bunker space through apertures in bulkhead division.
- (3) Air pipes have not been fitted direct to the settling tanks - the air pipes on the main bunkers have been increased to 7" diameter.
- (4) The hatch in the foreboard deck over the oil fuel unit (previously leading to side bunker) has been permanently flaked over.
- (5) Third strake from bottom of aft bulkhead on frame 89 renewed at centre only; fourth strake not renewed; all of the original plating in these two strakes reinforced with 5" x 3/8" welded flat bar stiffeners as approved for other strakes of plating of this bulkhead.

Plate seams and butts on double bottom tank top and main bunker tank top, on two lower strakes of aft bulkhead on frame 89 and on the boundary angles of all bulkheads reinforced by welding.

All large section pipes which pass through the main bunker tank tested hydraulically to 25 lbs/sq" and subsequently tested under working conditions.

Highways and city bridges fitted as required by Rules and close

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

CHAIN CABLES

[illegible]

sheathing fitted on forward side of forward bulkhead.

Double bottom tanks in way of oil fuel bunker, oil fuel bunkers and settling tanks tested independently to maximum head in practice and found satisfactory. (Test head approx 10 ft above bunker tank top.)

Minor repairs were carried out to the existing horizontal side stringers and their shell connections, also to the existing plating of the after bulkhead on frame 89 where found locally cracked.

(Please see continuation sheet)

(Please see continuation sheet)

Rpt. 9a.

Port of *Cardiff*

Continuation of Report No. 5851. dated 3rd August, 1954 on the

S.S. "SAN ANTONIO" (EX "HARTBRIDGE.")

The big spaces in way of the oil fuel bunkers were thoroughly accored prior to unloading of seams &c. and were then examined under test and found satisfactory. At the request of the Owners' Representative, approximately one foot depth of solid cement was put in the bottom of the Port and Starboard bilges. The Owners' Representative has asked that no request should be made for this to be removed at future special surveys and this request merits, in my opinion and provided ^{the cement} that it be found to be adheving satisfactorily, the favourable consideration of the Committee.

Emergency Fire Pump:— The pump required by F. 114 was not available at this time and the Owners propose to have it installed as soon as it is available (Please see also Report 9). In my opinion, the vessel may have the notation of "Fitted for oil fuel 7.54 F.P. above 150°F" subject to the emergency fire pump being fitted as soon as possible.

Register Book Records:—The watertight bulkheads between holds Nos 1 and 2 and 4 and 5 have not been cut as proposed and approved (31/5/54).

An additional watertight bulkhead has been fitted on frame 101.
Number of bulkheads is now 7

Number of buckheads is now 7.

The length of the midship deep tank (O.F.) is 28 feet.

The capacity of the missile ship tank (including settling tanks inset) is stated to be 1280 tons (35 cu. ft./ton.)

Special Reasons list No. 133:- This item has been dealt with, please see Cardiff Report No. 58746.

Fruboard design:- Report C 11 (Contⁿ). embodying modifications carried out in connection with conversion is forwarded herewith.

How done for Damage:- S^o 2 plank from forward, starboard side, in the forecabin deck sheer stake failed in place; riveting and caulking touched up as necessary and slight scoring deck with by welding.

J. W.