

Wilton-Flijenoord N.V., Rotterdam.

Yard No. 720

F.E.

1m, 10, 49.

Received by Chief Ship Surveyor  
GB

Received from Chief Ship Surveyor

VESSEL'S NAME Motor tanker "MITRA" REPORT Rot No. 31980

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of 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.)

1st Long. No. 15640 Depth "d" -  
2nd Long. No. 42780 Proportions = L/D 13.52  
Framing As approved Sheerstrake As approved

The anchors have been tested in Germany during the war by a former Surveyor to this Society, and the chain cables in Holland during the German occupation by a Surveyor to this Society. It is accordingly submitted the figure '1' be assigned without the notation "Lloyd's A & CP"

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed ~~LOCAL~~ "Carrying Petroleum in bulk"

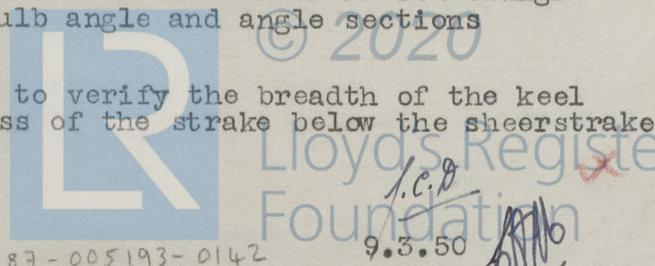
1 Dk "Longitudinal framing at bottom & at deck" "Elec. welded"  
Cell DBuE 59' 159t, DTf 25' 288t, FFT 142t, APTs 187t.  
FK, 17BH  
P 94' B 55' F 52'  
Mchy Aft  
O.L. 482.4'  
ESD  
c†



It is further submitted the Surveyors be informed it is concluded there are three side girders on each side of the vessel in the double bottom tank under the engine, as indicated in the section on the approved plan of Profile and Decks, but they should state if this is so.

They should be requested to state whether the transverse bulb plate beams as reported for the upper deck in way of the motor space, the deep tank top, poop, bridge and forecastle decks are Old British Standard Sections and whether they have been approved in view of their scantlings being somewhat less than those of the bulb angle and angle sections indicated on the approved deck plans.

They should also be requested to verify the breadth of the keel plate as reported and state the thickness of the strake below the sheerstrake at the ends of the vessel.



005187-005193-0142

DOUBLE BOTTOM. IN MOTOR ROOM  
Solid Floors, thickness and spacing ..... 5.0 spaced one frame space ✓  
Bridle Deck, Angle F or F