of Houses on Dk.   42 . 44

17 . 86

Length on deck from fore part of stem to after part of   400'
stern post

Longitudinal Number 33,200

By whom built *Palmers S. B. & Iron Co. L*

Owners *The Ministry of Shipping*

W1641-0072

F.E.

Chief Ship Surveyor _____   Received from Chief Ship Surveyor _____

NAME   Steel S.S. "WAR BHARATA"   Rpt.   Nwc.   No. 73010

arks 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.)

sverse No.   83   Depth "d"   –

ng: Table No.   –   Description *Longitudinal Framing.*

itudinal No.   33200

Proportions $\dfrac{\text{Length}}{\text{Depth}} =$ 10·38

ridge Deck Sheerstrake *and other scantlings as approved for vessels built on*

Longitudinal System

This vessel appears to have been built in accordance with the

s and the approved plans, and it is submitted she is eligible to

lassed ✠ 100 A.1. (steel). *"Carrying Petroleum in Bulk"* as recommended.

1 Dk (steel) & 2nd Dk (steel) in fore hold, & Webframes.

Longitudinal Framing.

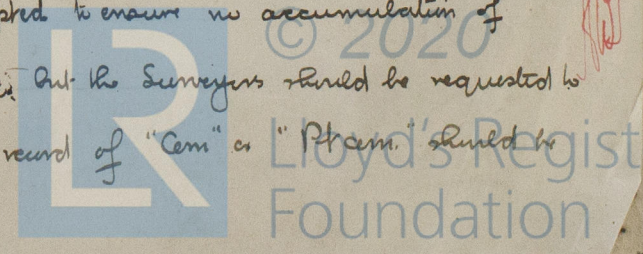Cell DB UEYB 65' 282t.   DTa 25' 130t.   DTf 40' 223t.   FPT 99t.   APT 69t.

FK. 16 BH. (pt. cem.)   Lloyds ADCP.   P 50', B 121', F 39'.

"Middle line BH. not oiltight.

26.4.20

It is concluded, a horizontal shelf plate has been fitted, on Bulkhead at frame No. 23, as approved

an air space or other efficient means has been adopted to ensure no accumulation of

under the accommodation above cargo oil tanks, but the Surveyors should be requested to

state if this is so. They should also state whether the record of "Cem" or "Pham should be

made in this case.

W1641 - 0074 (112)