

STEEL STEAMER.

Received at London Office

SAT. APR 24 1970

State if Report is also sent on the Machinery of the Vessel

Date of completion of report 6th April 1920
Survey held at Farrow-on-Tyne

Port of *Newcastle-on-Tyne*
Date, First Survey *23rd June 18* Last Surv

No. 3010

Date, First Survey 23rd July 18 Last Survey 30th March 19

On the (State of Single, Twin, or Triple Screw)

Single screw steel steamer "WAR BHARATA"

Rig Fore and Aft

TONNAGE under 4717.27

CLASS + 100 RI.

FEEET.

Master G. G. Reid

Year of appointment

(1) As Master in service of
owner of present vessel;—19.19
(2) As Master of this
vessel..... 19.20

and 3rd and 4th Dk.)
Total under Upper Dk.

Breadth (greatest moulded).....52.00

52.00 ✓

Built at Jarrow-on-Tyne

When built 1920 Launched 24th Nov^r 1919.

By whom built *Palmer's S. B. & Iron Co. Ltd*

Owners. *The Ministry of Shipping*

Managers *British Linen Co. Ltd.*

(Where necessary to be entered in Reg. Book.)

Residence *London*

Port belonging to London

Destined Voyage Port-Arthur

If Surveyed while Building, Afloat, or in Dry Dock **Special Survey**

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W164-0079 (2/3) PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.						
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
Framing of 																				
Frames in Bridge 'tween Decks ...		9	3 1/2	44	-	-	-	9	3 1/2	44	-	-	-	7/8	5 1/4		6 bias apart.			
Frames from Uppermost Continuous Deck		9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	"	"		- 80 -	8 ✓	7/8	
Framing from Awning, Shelter or Upper Deck to Margin Plate.		" 2	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	"	"		- 80 -	"	"
		" 3	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	"	"		- 80 -	"	"
		" 4	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	"	"		- 80 -	"	"
		" 5	10	3 1/2	44	10	3 1/2	44	10	3 1/2	44	10	3 1/2	44	"	"		- 80 -	"	"
		" 6	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	"	"		4 1/2 bias for 10 mts each side 6 bias elsewhere	"	"
		" 7	10	3 1/2	50	10	3 1/2	50	10	3 1/2	50	10	3 1/2	50	"	"		- 80 -	10 ✓	"
		" 8	12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	"	"		- 80 -	"	"
		" 9	12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	"	"		- 80 -	"	"
		" 10	12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	"	"		3 1/2 bias 10 mts each side 6 bias elsewhere	"	"
		" 11	12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	12	3 1/2	52	"	"		- 80 -	16 ✓	"
21 1/2		12	15	6 1/2	4	4	63	15	6 1/2	4	4	63	15	6 1/2	4	4	63	"	"	
		" 13	No 16 in 40 thick girder																	
		" 14																		
		" 15																		
		" 16																		
Spacing of Longitudinal Frames		Amidships 30 ✓			At Ends 21 to 30 ✓			30			21 to 30									
Double Bottoms		Tank Top Longitudinals			8			3			37 1/2			7/8			5 1/4			
		Bottom			9			3 1/2			44			"			"			
Spacing of Longitudinals		Amidships 30 ✓			At Ends...			30												
Transverses.																				
In Bridge 'tween Decks		Depth and Thickness 15 x 38 ✓			-			-			-			-						
		Face Angles 3 1/2-3 1/2-44			-			-			-			-						
		Lugs to Shell 3 1/2-3 1/2-40			-			-			-			-			7/8 5 1/4			
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness			-			-			-			-						
		Face Angles			-			-			-			-						
		Lugs to Shell*			-			-			-			-						
In Hold.		Depth and Thickness 48 x 46 ✓			48 x 46 ✓			48 x 46			48 x 46			-						
		Face Angles Double at 7 x 3 1/2-62 ✓			7 3 1/2-62			7 3 1/2-62			7 3 1/2-62			7/8 5 1/4						
		Lugs to Shell joggled 6 6 46			6 6 46			6 6 46			6 6 46			7/8 4			Two complete rows of rivets			
		Brackets 40 ✓			40			40			40									
Spacing of Transverse Frames		10-3 ✓			10-3 ✓			10-3			10-3									
		* State if joggled or liners.																		
Longitudinal Beams of 																				
Bridge Deck ...		7	3	35	-	-	-	7	3	35	-	-	-	27-39		On way transverse				
Awg. or Shltr. Dk.		-	-	-	-	-	-	-	-	-	-	-	-			Transverse				
Upper 		9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	30		Beams.				
Bottom On Bridge		7	3	40	-	-	-	7	3	40	-	-	-	36-30						
Third		-	-	-	-	-	-	-	-	-	-	-	-							

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

EQUIPMENT No. 35504				LETTER Z				ANCHORS.				TONNAGE U. D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
23620	1st Bower	63	3	4	Stockless			50	10	0	0	63	3	0	Stockless (Halls)	J. Wright & Co.	Low Walker 29/18 A. Green
23618	2nd "	63	0	4	- 00 -			50	2	2	0	63	3	0	- 00 -	- 00 -	- 00 -
23691	3rd "	54	1	4	- 00 -			44	19	2	21	54	2	0	- 00 -	- 00 -	Low Walker 11/19 A. Green
	4th "																
	Collective weight.	181	1	0								182	0	0			
31560	Stream	17	3	0	4	2	14	18	16	1	0	17	2	0	Common		Radby Heath 20/19 P. L. Paul
33081	Kedge	7	3	6	2	0	0	9	18	0	14	7	2	0	- 00 -		" " 5/19

Particulars of Drop Test of Cast Steel Anchors, viz. :—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE		Length and Size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.	Breaking Test of Steel Wire Towline.	Length and Size per Table 31.							
	Length. Diam.	Stations. Break- ing.	Supplied.	Per Rule.	Length. Diam.					Length. Cir.	Tons. Fathoms.	Length. Cir.							
54154	60 1/2 2 1/4	9 1/2 127 1/2	152-1-5	622-1-11	270 2 1/2	Stud Parker & Co.	Lipton 30 1/2 P. L. Perkins		TOWLINE	120 5	7 1/2 120 5								
52829	210 3/4 2 1/4	9 1/2 127 1/2	522-3-0			" Carl & Dudley.	" 30 1/2 "		HAWSERS & WARPS	90 2 1/4	15 1/2 2-90 2 1/4								
	Stream									90 2 1/4	15 1/2 2-90 2 1/4								
	Steel Wire									90 2 1/2	12 1/2 2-90 2 1/2								

Boats 4 lifeboats
Pumps, Number Hand pump to fore peak
Windlass is Steam Clarke Chapman & Co.
Engine Room Skylights.—How constructed? Steel plates & angles
Coal Bunker Openings.—How constructed? Steel plates & angles
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 Scuppers each side, Open rails & stanchions
Ceiling in Holds, thickness and material 2 1/2 White pine over lumber only.
Cargo Hatchways.—How formed? Steel plates & angles.
State size No. 1 Hatch (Forward) 15-0 x 15-0 x 30 No. 2 Hatch 15-0 x 15-0 x 30 No. 3 Hatch No. 4 Hatch
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 2 webs in each hatch.
Bulwarks, height above deck and description Open rails
The foregoing is a correct description.
Builder's Signature (here only) Hos. S. Simpson
No. of Breasthooks 4 x 6 inches No. of Crutches Deep floors
Main Rail, material and size
Surveyor's Signature Alex. Munro & R. Palmer
Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)
See Correspondence regarding Z type Standard Vessels.
Workmanship. Are the butts of plating planed or otherwise fitted? Yes
Is the riveted work properly closed? Yes
Are the liners between the frames and plates solid single pieces? Yes
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes
Do any rivets break into or through the seams or butts of the plating? Very few
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes
State results of tests Good
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes
State results of tests Good.
General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved plans of Z type Standard Vessels, for the purpose of carrying petroleum in bulk, the workmanship and materials used during the construction are of good quality. All the oil compartments, Cofferdams, oil fuel bunkers and water ballast tanks have been tested to the rule requirements and found satisfactory.
Plans of Midship section, Profile and Decks of the vessel as built are herewith forwarded.
Middle line bulkhead not oil-tight.
Equipment approved, per Secretary's letter 27/1/20

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built. Standard Z type.

The amount of Entry Fee £ : : Fees applied for, 22 APR 1920
Special Survey Fee.... £493 : 11 : 6 Received by me, 26/5/20
Travelling Expenses, if any £ : :
State whether the Vessel has been built under Special Survey Yes.
I am of opinion this Vessel should be Classed +100 Ht. Carrying Petroleum in bulk. Middle line bulk not oil tight. Alex. Munro, R. Palmer, Surveyor to Lloyd's Register of Shipping.
With, or without Freeboard, as condition of Class Loutham.

Committee's Minute
Character assigned 100 Ht. Carrying Petroleum in bulk
Lloyd's A.C.P.
"Middle line B.H. not oil tight"
+ L.M.C. 3:20 P.M.
Liber for Oil fuel 3:20 P.M. above 1500

GENERAL REMARKS—(continued).

[Faint, mostly illegible handwritten text in the upper section of the page, likely bleed-through from the reverse side.]

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 49.6 ft., R.Q.D. ☒ ft., Bridge 121.9 ft., Forecastle 39.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated The Poop and Bridge Deck are connected by Stern

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given should appear in the Register Book) 1st (Stl) 2nd Deck in fore hold.
 Official No. 144,311 ; Signal Letters ☒ State if Machinery is fitted aft Amidships.
 How are the surfaces preserved from oxidation? Inside Paint + Cement Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. Cellular.

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	—	—	Fore peak tank,	<u>20-6</u>	<u>99</u>
Double bottom, under Engines and Boilers,	<u>64-8</u>	<u>282</u>	After peak tank,	<u>14-0</u>	<u>69</u>
Double bottom, if under Engines only,	—	—	Deep tank, aft,	<u>35-0</u>	<u>130</u>
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	<u>39-10</u>	<u>223</u>
Double bottom, forward,	—	—	Other tanks, if fitted,	—	—
	Total capacity of double bottom	<u>282</u>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules Yes.

Order for Special Survey No. 477
 Date 28.8.1918
 No. 895 in builder's yard.
 Dates of Surveys held while building
1918 Jul. 23. 30. Sep. 10. 12. 16. 24. 26. Oct. 2. 17. 24. Nov. 4. 5. 19. 25. Dec. 2. 9. 10. 16. 18. 20. 1919 Jan. 23. 29. 31. Mar. 6. 13. 19.
1920 Apr. 24. 28. May 8. 15. 16. 19. 29. Jun. 15. 17. 28. 31. Aug. 19. Sep. 1. 8. 15. 16. 17. Oct. 3. 8. 10. 17. 20. 23. 24. 27. 28. 31. Nov. 5. 6. 18. 20. 21. 22. 24. Dec. 3. 12. 13. 17. 30. Jan. 5. 21. 28. Feb. 24. 26. Mar. 15. 19. 22. 29. 30.

Surveyor's Signature Alfred Munro
 Lloyd's Register Foundation