State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) .....

TONNAGE under Tonnage Deck } 6247.13 || CLASS +100A.1. State if with freeboard as condition of Class } no. || Built at Walker-on-Tyne

1m.7.42. Swan, Hunter & Wigham Richardson Ltd., Newcastle-on-Tyne. **F.E.**

Yard No.1740.

Received by Chief Ship Surveyor ..... Received from Chief Ship Surveyor .....

VESSEL'S NAME Twin sc. sv. "UMTATA" REPORT Nwc. No. 101840

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. 16242 Depth "d" -

2nd Long. No. 42497 Proportions = L 12.19 to U.dk / D 9.88 to B dk

Framing Bulb angle frames as approved Sheerstrake As approved

This vessel is similar to the "UMGENI" (See attached C.S.S. endorsement 9.2.44). 74772.

The upper 'tween decks have been insulated for the carriage of refrigerated cargoes.

The tank top plating has been increased in thickness under the hatchways in lieu of ceiling.

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 ✠100A1 "Fitted for oil fuel 1.44, FP above 150°F". Yes

2 Dks. 3rd deck in Nos.1 & 3 Holds. "Deck plating & butts of shell plating elec. welded".

Cell DB 324' 1225t, tanks in way of tunnels 250t, DTa 21' 734t, FPT 71t, APT 239t.

FK, 7BH, Lloyd's A & CP
P 52' B 100' F 45'
O.L. 470.0'
E.S.D.
c̄
2 1/8 "

The class is assigned and maintained upon the understanding that the equipment of Anchors will be made to accord with the requirements of the Rules when the present state of emergency has passed, and that hatch covers at the 3rd deck and cargo battens in uninsulated cargo spaces will be fitted at the first available opportunity.

Insert in S.R.L:- (A bower anchor to be supplied).
Hatch covers at the 3rd deck and cargo battens in uninsulated cargo spaces to be fitted at the first opportunity

P.T.O.

NOTED TROOS

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002970-002977-0144 1/2

" " " Through Plate or Intercostal Plate	/				
" " " Foundation Plate on Floors					

Third Deck, ~~amidships, Angle, Tee or~~ In way of No 3 hold. ✓

"UMTATA"

The Surveyors should be informed it is concluded 12" x 3½" x .45" bulb angle frames with 4" x 3" x .40" reverse angles at every frame have been fitted from ½L to ⅗L forward as shown on the approved framing plan, that the end thicknesses of the bottom and side shell plating are as indicated on the plan of shell expansion and that 1" rivets spaced 4" apart have been fitted in the double rivetted seams of the upper deck sheerstrake in the wells as approved and not ⅞" rivets spaced 3½" apart as reported, but they should state if this is so.

They should be referred to the circular letter of the 17.12.40 and requested to confirm that hatch covers have been fitted to all tween deck hatchways including those on the 3rd deck.

They should furnish the weight of the stream anchor stock and particulars of test for the towline, hawsers and warps which have been omitted from their report.

It should be pointed out to them it appears from the plans that the double bottom in this vessel extends from frame 40 to 169. The tunnel and double bottom tanks abaft frame 40 being common to one another do not form part of the double bottom. The Surveyors should therefore furnish separate particulars of length and capacity (tons S.W.) for these tanks and also for the tunnel tank between frames 64 and 70 if it may be used for water ballast.

J.C.D.
6.3.44.

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