

TONNAGE under  
Tonnage Deck ...

6247.13

CLASS

+100A.1.

State if with freeboard  
as condition of Class

Built at Walker - on  
Launched 1st September

Reports Sept. Work.  
(7.2.Rpt.)

Messrs. Swan, Hunter, & Wigham Richardson's Yard No.1740,  
S.S. "UMTATA".

Dimensions:- 445' x 59' x 36.5'.

Class:- 100A1 with a notation "Butts of shell and deck  
plating electrically welded".

This ship is very similar to the "UMGEBI", built by  
the same firm for the same Owners in 1938.

It was proposed to strengthen the lower deck for the  
carriage of copper ingots, and when plans were submitted for  
this in June, 1942, the Surveyors were informed that in  
considering the scantlings of the beams etc. of the decks upon  
which it was proposed to carry copper ingots to a depth of 8",  
it had been assumed these ingots would stow at 6 cubic feet per  
ton. The Surveyors replied that the Builders had based the  
plan on a load of copper 8" deep giving a weight of 370 lbs. per  
square foot plus general cargo above stowing at the rate of 50  
cubic feet per ton; and the Surveyors were informed that the  
scantlings of the beams, pillars and girders had been re-examined  
on the basis of this stowage, and the scantlings as amended on  
the plan would be accepted for this loading.

In October, 1942, the Builders stated that the Owners  
had asked them to consider stiffening the weather deck to take  
heavy loads which the Builders estimated at approximately 330  
lbs. per square foot to be stowed abreast of Nos.2 and 3 hatches.  
The Surveyors were informed that if the load of approximately  
330 lbs. per square foot be distributed uniformly over the part  
of the deck in question, the stress in the beams will be  
approximately 7 tons per square inch and it is considered this,  
having regard to the experience of the Society, is reasonable.

On the plan of secondary steering arrangements and  
hatchways approved 3.11.43. it was stated that wood covers would  
not be fitted to the hatchways on the third deck. The Builders  
confirmed by telephone that this omission was only a temporary  
measure, and that in accordance with M.S. instructions these  
covers would be fitted when the ship calls at ports abroad where  
timber is available.

There is nothing further in the correspondence affecting  
the First Entry Report.

9th February, 1944.

002970-002977-0145

Middle Line Keelson, on Floors, Angles,

E or C

Through Plate or Inter-  
costal Plate

Second Deck, amidships,

Spacing

Third Deck, amidships, Angle, E or C

to be entered in Reg.

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