

Seattle Tacoma Shipbuilding Co., Washington.

Yard No. 49.

50,9,46

Sister vessel to "RIOUW".

1

ent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME s.s. "SOUTH AFRICA STAR" REPORT Mob. No. 2346  
(ex H.M.S. "Reaper")

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

In cases which have to be submitted to 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.)

ure of Survey Classification & Alterations. When due.....

This vessel, built 1944 for the U.S. Maritime Commission under the survey of the American Bureau of Shipping and completed as an aircraft escort carrier to U.S. Navy requirements, was recently reconverted to the U.S. Maritime Commission's specification for C3-S-A2 Type vessels under the survey of the American Bureau.

Classification with this Society is desired.

Plans for this type of vessel have been approved in the New York Office and the scantlings found suitable for the class 100A1 "With freeboard".

For further particulars see also Circular letter 23.5.46 and Circular No.1871.

The MOBILE Surveyor, in a First Entry Report and Rpt 8, reports (3.48) the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with.

Doubling plates have been fitted to the sheerstrake in accordance with approved plan to permit an eleven inch increase of draught.

With the exception of 2 bower anchors supplied by the U.S. Navy, the equipment of anchors and chain cables is equivalent to Rule requirements and has been tested by the American Bureau of Shipping. The 2 U.S. Navy bower anchors are considerably in excess of Rule weight and no certificates of test are available, <sup>it is evident from the markings that they have been tested</sup> although <sup>although</sup> ~~no~~ <sup>view of the fact that this equipment has been accepted by the American Bureau as shown in their Record Book, the equipment may also be accepted</sup> It is submitted, however, that ~~tested~~ <sup>view of the fact that this equipment has been accepted by the American Bureau as shown in their Record Book, the equipment may also be accepted</sup> by this Society for the figure '1', but "Lloyd's A & CP" omitted.

The stream wire rope is slightly deficient both in length and diameter but is recommended for acceptance in this instance provided the Owners concur.

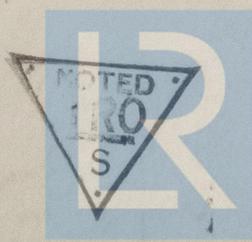
100A1 "With freeboard" "Carrying oil FP above 150°F or vegetable oil in deep tanks forward" "Fitted for oil fuel FP above 150°F".

3.48 Mob.  
S.S. Mob. 3.48.

Classed 3.48.

*H. R. R.*

*Owners planned 13.5.48 they concur. Letters coming*



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P.T.O. 1/2  
004745-004754-0067

Side Keelsons, No. each side .....

Fourth Deck, amidships, Angle, [ ] or [ ] .....

Reg. L  
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INCH  
8  
8  
6  
52  
60"  
On  
Rins  
13  
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Non  
70  
87  
Yes  
7  
7  
30  
8  
30  
8  
30

-2-

"SOUTH AFRICA STAR"

1 Dk & Shelter dk, 3rd dk clear of mchy space. "Elec welded"  
Cell DB 394' 1804t, tanks in way of tunnel 412t, DTsf 60' 1858t,  
FPT 105t, APT 92t.

FK, 7BH (Coll to Sh dk, 6 to 2nd dk)

F 44'

O.L. 492.0'

E.S.D.

2 $\frac{1}{4}$ "

Equipment letter for fees: "f†" in red.



*J.C.R.*  
11.5.48.



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