

## STEEL STEAMER or MOTORSHIP

Received at London Office.

5-FEB1943

State if Report has been sent on the Freeboard of the Vessel. Yes

State if Report is sent on the Machinery of the Vessel. Yes

Date of completion of report 12th December, 1942

Port of Portland, Maine, U.S.A. (NYK) No. 43131

Survey held at Portland, Maine

Date First Survey 28th July

Last Survey 24th October

1942

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw "OCEAN ANGEL"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Complete superstructure with T.O. Closed State Type of Erections -----

TONNAGE under 6734.82  
Tonnage Deck.....Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk. X

Total X

Gross Tonnage 7178.42

Register Tonnage 4279.66

REGISTERED DIMENSIONS.  
FEET.

h 425.1

th 57.0

th 34.85

CLASS 100A1 with State if with freeboard) yes  
Freeboard corresponding condition of Class) to a summer mld. draft 26'10".Length from fore part of stem to after part of stern) 416.02  
post on summer L.W.L. See Sec. 3 (1a) L 25'3 1/2  
416.54 ft. on 26'10" L.L. Mld. B 56.9

Breadth (greatest moulded) B 56.9

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.33

Depth to 2nd deck 28.53 feet

1st Longitudinal Number (L x D) F.S. Vessel 15531  
C.S.S. " 15219  
C.S.S. " 39203  
2nd Numeral L x (B + D) C.S.S. " 38891

Framing Depth "d," at middle of length. See Sec. 3 (1d) 24.96

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.14  
Do. Long Bridge to top of keel X

Draft Moulded feet 26.83

Draft Moulded feet 26.83

Built at South Portland, Maine, U.S.A.

Launched 27th Sept. 1942 Yard No. 26

Builders Todd-Bath Iron Shipbuilding Corp.

Owners H. M. Government in U.K.

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

Residence

Port of Registry

If surveyed while building, afloat, or in dry dock

Building in Builders drydock &amp; Afloat.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
MES, Spacing amidships.....	30	-	Bracket Floors, Frame INV. ANGLE	6 3 1/2 .38
" from 3/5 length amidships to Collision bulkhead.....	27	-	" " Reversed Frame INV. ANG	6 3 1/2 .38
" in peaks .....	24	-	" " Vertical Struts 8 X 3 1/2 X 3 1/2 X	42 1/2 .50
FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 X .54
Frame Amidships, Angle, [ or ]	12 X 4 X 4 X .59 / .69	-	" " top Angles WELDED TOP	
" Extends up to.....	2nd DECK	-	" " bottom Angles BOTTOM	
Reversed Frame Amidships, Angle, [ or ]	- - -	-	Side Girders, No. each side and thickness.....	1 @ .38
Reversed Frame Amidships, Angle, [ or ]	12 X 4 X 4 X .50 / .69	-	Margin Plate depth (excl. of flange) and thickness.....	68 X .54
Reversed Frame Amidships, Angle, [ or ]	15 X 3 3/4 X 3 3/4 X .52 / .62	-	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem .....	WELDED TO TANK SIDE BRACKETS
Reversed Frame Amidships, Angle, [ or ]	12	-	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area .....	
Reversed Frame Amidships, Angle, [ or ]	6 X 3 1/2 X 3 1/2 X .34 / .38	-	" " Gussets, spacing and scantling abaft 1/4 len. from stem No. 1 HOLD	12 X .44
Reversed Frame Amidships, Angle, [ or ]	7 X 3 1/2 X 3 1/2 X .35 / .50	-	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area No. 1 HOLD	15.5 X .44
Reversed Frame Amidships, Angle, [ or ]	-	-	Tank Side Brackets, height above base line at toe of Frame and thickness	85.5 X .44
Reversed Frame Amidships, Angle, [ or ]	8 3 1/2 .34	-	INNER BOTTOM PLATING.	
Reversed Frame Amidships, Angle, [ or ]	7/8 @ 6 1/2 DIAM.	-	Breadth and thickness of Middle Line Strake.....	60 X .52
Reversed Frame Amidships, Angle, [ or ]	No	-	Thickness of remainder in Holds .....	.44
Reversed Frame Amidships, Angle, [ or ]	-	-	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room? .....	YES
Reversed Frame Amidships, Angle, [ or ]	YES	-	BEAMS.	
Reversed Frame Amidships, Angle, [ or ]	YES	-	Uppermost Continuous Deck, amidships) INV. ANGLE in Wells, Angle [ or ]	7 4 .38
Reversed Frame Amidships, Angle, [ or ]	-	-	" " in way of Bridge, Angle, [ or ]	- - -
Reversed Frame Amidships, Angle, [ or ]	-	-	Spacing .....	EVERY FRAME
Reversed Frame Amidships, Angle, [ or ]	-	-	Second Deck, amidships, Angle, [ or ]	OUTBOARD SPAN 8 X 4 X .43
Reversed Frame Amidships, Angle, [ or ]	-	-	" " F.B.S. 18/38 No. 1 HOLD, INBOARD SPAN 8 X 4 X .38	EVERY FRAME
Reversed Frame Amidships, Angle, [ or ]	-	-	" " IN WAY NOS. 1 & 2 TWIN DECK	8 X 4 X .50
Reversed Frame Amidships, Angle, [ or ]	-	-	Third Deck, amidships, Angle, [ or ]	
Reversed Frame Amidships, Angle, [ or ]	-	-	Spacing .....	
Reversed Frame Amidships, Angle, [ or ]	-	-	Fourth Deck, amidships, Angle, [ or ]	
Reversed Frame Amidships, Angle, [ or ]	-	-	Spacing .....	
Reversed Frame Amidships, Angle, [ or ]	-	-	Poop Deck, Angle, [ or ]	
Reversed Frame Amidships, Angle, [ or ]	-	-	Spacing .....	
Reversed Frame Amidships, Angle, [ or ]	-	-	Bridge Deck, Angle, [ or ]	
Reversed Frame Amidships, Angle, [ or ]	-	-	Spacing .....	
Reversed Frame Amidships, Angle, [ or ]	-	-	Forecastle Deck, Angle, [ or ]	
Reversed Frame Amidships, Angle, [ or ]	-	-	Spacing .....	
DOUBLE BOTTOM.				
Solid Floors, thickness and spacing .....	38 @ 10'	-		
" " Are Frame and Reversed Frame joggled? .....	No	-		
Bracket Floors, breadth and thickness at middle line .....	36 X .38	-		
" " breadth and thickness at margin plate .....	36 X .38	-		



PILLARS AND DECKS.											
		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.				INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
Reinforced hatch side girders and strong pillars, No. of Rows...1 in tween decks only.		6 6		.38		hatch end angle.		beams in accordance with approved plans.			
" in 'tween Decks, Size and Spacing.....		5 5		.38				Thickness of Stringer Plate, breadth and thickness in way of Bridge .....		.40	
" " " " "								Thickness of Plating abreast Deck openings in way of Wells .....		.40	
" " " " "								Thickness of Plating abreast Deck openings in way of Bridge .....		.40	
" in Holds " "								Thickness of Plating within line of openings..		.34	
" " " " "								If Sheathed, material and thickness.....			
Centre Line Bulkhead, in holds...9 7 1/2 x 36/57 inv. T.		.36		.57		inv. T.		Third Deck.			
Stiffeners and Spacing in way Shaft Tunnel 7x4x.38 inv. ang. on alt. frames.		.38						Stringer Plate, breadth and thickness.....			
Plating, thickness of.....				.30				If Plated, state thickness.....			
STRINGERS AND DECKS.								Fourth Deck.			
Uppermost Continuous Deck.								Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in way of Bridge		66 1/2		x .62				If plated, state thickness.....			
" " " " in way of Bridge								Poop Deck.			
" Angle in Wells .....								Stringer Plate, breadth and thickness.....			
Thickness of Plating abreast Deck openings in way of Wells .....				.62				Plating, Sheathing, material and thickness.....			
Thickness of Plating abreast Deck openings in way of Bridge .....				--				Bridge Deck.			
Thickness of Plating within line of openings..				.40				Stringer Plate, breadth and thickness.....			
If Sheathed, material and thickness .....				--				Plating, Sheathing, material and thickness.....			
Second Deck.								Forecastle Deck.			
Stringer Plate, breadth and thickness in way of Bridge		108		x .42				Stringer Plate, breadth and thickness.....			
								Plating, Sheathing, material and thickness.....			

SHELL PLATING.									
SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				
	AMIDSHIPS.		FORWARD.		EDGES.				
	Breadth.	Thickness.	Thickness.	Thickness.	BUTTS.				
FLAT PLATE KEEL	60	.88	.68	.81	BUTT WELDED				
DBLG. (if any)	--								
BOTTOM PLATING, No. of Strakes	--	.64	.58	.54					
BILGE PLATING, No. of Strakes	--	.64	.58	.54					
SIDE PLATING, No. of Strakes	--	.64	.58	.46					
UPPER DECK, Sheer-strake in WELLS	91	.72	.58	.46					
UPPER DECK, Sheer-strake in Bridge									
STRAKE BELOW Sheer-strake in Wells									
STRAKE BELOW Sheer-strake in Bridge									
POOP SIDE PLATING									
BRIDGE SIDE PLATING									
FORECASTLE SIDE PLATING									

WATERTIGHT BULKHEADS.									
Total No. of W.T. BULKHEADS in Vessel—									
Extending to Upper Deck (Sec. 3 c)	Seven								
Deck next below	One								
As per Rule	Seven								
FORGINGS AND CASTINGS.									
KEEL, Bar									
STEM, Rolled Bar									
Upper Part Steel Plate									
STERN, Propeller Post									
FRAME, Penn Steel Castings Co. Chester, Pa.									
Speed of Vessel	Not exceeding 12 knots.								
RUDDER, Type Bethlehem Steel Co. Leedsdale, Pa.									
A x D									
Diam. of head	9 1/2								
Mainpiece at top pintle	12-3/4								
heel									
how constructed	All welded seamless steel tube								
with horizontal plate	Horizontal								
Horizontal									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	S.M. Open Hearth.								
Bethlehem Steel Co., Carnegie Illinois Steel Corp., Lukens Steel Co., Phoenix Iron Co., Alan Wood Co., By-Products Steel Co. (Lukens).									
Has the Steel been tested as required by the Rules?	Yes.								

EQUIPMENT No.										LETTER 27										ANCHORS.									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.		Makers.		Where and when tested and Superintendent.													
14465	1st Bower	78	30	117824	76	16	117824	76	16	117824	76	16	BALDWIN STEEL CO.	BALDWIN STEEL CO.	CHESTER, PA.	26th AUG. 1942 - O. NABBEETH.													
14452	2nd "	76	90	122640	76	16	122640	76	16	122640	76	16	"	"	"	11th AUG. 1942 - J. K. HELMS.													
14484	3rd "												"	"	"	"													
	Collective Weight																												
	Stream	26	60	54432	26	60	54432	26	60	54432	26	60	"	"	"	11th SEPT. 1942 - J. K. HELMS.													

  

CHAIN CABLES.										HAWERS AND WARPS.													
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 53.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and size supplied.		Breaking Test of Steel Wire.		Length and size per Table 53.	
1564	225	2 1/2	50920	69662	80724	270	2 1/2	50920	69662	80724	270	2 1/2	NAT. MALLEABLE STEEL CASTINGS CO.	SHARON, PA.	2nd OCTOBER 1942	A.T. GRIMES.	TOWLINE	120	5 1/2	160000	120	4 3/4	(6x24)
																	HAWERS & WARPS	2090	2 3/4	34048	2090	2 3/4	(6x24)
																		2090	2 1/2	29560	2090	2 1/2	(6x12)

  

Efficient arrangement of blocks and tackle led to aft. warping winch.

Steering Gear, Type (Power or hand) Steam, Sumner Iron Works Alternative Means of Steering Street Bros. Machine Co.

Steering Chains (Size and Test) Windlass Chattanooga, Tenn. Boats 1027'x8'3"x3'5" (Motor)

Ceiling in Holds, thickness and material 2-1/4" Spruce. Cargo Battens, thickness, material and spacing 1-3/4" (9" clear space - Spruce)

Cargo Hatchways.—(Upper Deck) Strong Steel Plate coaming. Thickness of Hatches 2-3/4" Pine.

Size of Hatchways No. 1 (Fwd.) 33'9"x20' No. 2 35'x20' No. 3 15'x20' No. 4 35'x20' No. 5 35'x20' No. 6 8'0"x20'

Ext. F.E. 3'7"x2'7" 2 Bunker Hatchways 1P, 1S, Each 7'2"x4'0", Ext. Aft. End 2'x2'1".

Number of Shifting Beams No. 1-5; No. 2-5; No. 3-2; No. 4-5; No. 5-5; X-Bkr. 1

Upper Dk. Hatchways.

Builder's Signature T. B. Pinkham - General Manager  
TODD-BATH IRON SHIPBUILDING CORP.

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. no

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. no The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This vessel has been constructed in accordance with the approved plans, the Secretary's letter of various dates, and in compliance with the Rules and Regulations for the class contemplated.

The workmanship and materials are satisfactory.

The double bottom, peak, deep and fresh water tanks, decks, bulkheads, tunnels, W.T. Doors, steering gear and windlass have been tested and found satisfactory.

The freeboards assigned by the Committee have been marked on the vessel's sides, and verified the vessel being of the shelter deck type, with the tonnage opening permanently closed by riveted plate and the bulkheads being carried watertight to the upper deck. An endorsement has been issued with the provisional Load Line Certificate, relating to emergency deeper loading in accordance with Circ. No. 1784. All openings in Twn. Dk. Bnds. (which were closed by bolts in previous vessels) riveted up and caulked watertight as per Secretary's Circular letter of August 12, 1942.

The equipment of Anchors and Chain Cables is in accordance with the War Emergency Reduction of Equipment Requirements, and it is recommended that a suitable notation be entered on the First Entry Certificate.

The vessel is fitted with Direction Finding Wireless equipment; also with Echo Sounding Device which does not pierce the shell plating.

The vessel has also been surveyed during construction on behalf of the British Purchasing Commission in accordance with the requirements of the Hull Specification and the Specification Requirements have been completed to our satisfaction.

The amount of Entry Fee \$50.00 : Fees applied for, 19.

Special Survey Fee \$2872.50 : Received by me, 5/11/1943

Travelling Expense, if any Chargeable to Committee.

State whether the Vessel has been built under Special Survey. Yes

Certificate to be sent to Admiralty Date of issue 17/3/43

Committee's Minute NEW YORK DEC 30 1942

Character assigned +100A1 with freeboard

NOTE - ELEC. WELDED. CRUISER STERN. LLOYD'S A & C. J.F.E.S.D. 3.0.3. (Sht) 220 lbs. CL - Elec. light

Lloyd's Register Foundation

0123 212



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

This is the 26th of the 30 ships, Nos. 1 to 30, to be built by the Todd-Bath Iron Shipbuilding Corporation to the order of H. M. Government in the United Kingdom. The approved plans have been retained for dealing with the sister vessels.

Forwarded herewith:

Midship Section Plan as built.

Copy of Interim Certificate B.

Six castings and forging reports namely:-

C.S. Stern Frame

Rudder (including intermediate rudder stock and heel pintle castings.)

Upper Rudder Stock.

Rudder Neck Bearings.

Quadrant & Tiller.

Boat Davits.

PARTICULARS OF ELECTRIC WELDING (if employed) The vessel is of entirely welded construction with the exception of the connections of side framing to shell and rider plates to hatch side girders and hatch end beams which are riveted. Electrodes, complying with Section 4, paras. 1-9, of the Rules have been employed for manual welding. The Form and location of the various welded joints employed are in accordance with welding details approved by the Committee. The Rules for the application of Electric Arc Welding to Ship Construction have been complied with where applicable.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Cruiser Stern: Lloyd's A & CP:, D.F., E.D.S.

Electric Welding notation to be decided by the Committee.

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

1st Bower Weight of head 5670 O.N. 26th August, 1942.  
2nd " Weight of head 5640 J.K.H. 11th August, 1942.  
Stream Weight of head 1810 J.K.H. 11th September, 1942.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ☒

Official No. Signal Letters. Extreme Breadth over Belting **NO BELTING** Over-all Length **441.5 feet.** (Circ. 1611) (Circ. 1703)

No. and Material of Decks **two - steel**

D.B. tanks under Engine & Boilers coated with  $1\frac{1}{2}$ " solid cement on bottom of vessel space to 3 frame spaces abaft aft end engine space with bitumastic on other surfaces in these double bottoms. Remainder of D.B. Tanks cement washed only; cement at bottom of fore and after Peak Tanks, ce wash in latter spaces above cement.

Particulars of composition (if fitted) and of approval. **Bitumastic enamel and solution.**

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	135	361	Fore peak tank,	22.8	124
Double bottom, under Engines and Boilers,	25	117	After peak tank,	24.9	166
Double bottom, if under Engines only,	---	---	Deep tank, aft,	20	734
Double bottom, under Boilers only, tested.	20	97	Deep tank, forward,	---	---
Double bottom, forward,	188.2	735	Other tanks, if fitted,	---	---
Total length (if continuous) and Capacity.	368.2	1310	(If necessary, furnish further information by sketch.)	---	---

Order for Special Survey No.

Date

Dates of Surveys held while building

1942+ JULY:- 28, AUG:- 18, 24, 27, 31, SEPT:- 3, 4, 5, 6, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 30, OCT:- 2, 3, 5, 6, 7, 8, 9, 10, 13, 19, 24.

Total No. of Dates..... 40 Total No. of Visits 50