

'28 JUL 1942

## Lloyd's Register of Shipping.

Index No. 36902  
(For London Office only).SURVEYS FOR FREEBOARD.  
(CONDITIONS OF ASSIGNMENT.)

F 16

Ship's Name "OCEAN VOLUNTEER"

Port of Survey RICHMOND, CALIFORNIA

Official Number Not yet issued

168560

Surveyor's Signature

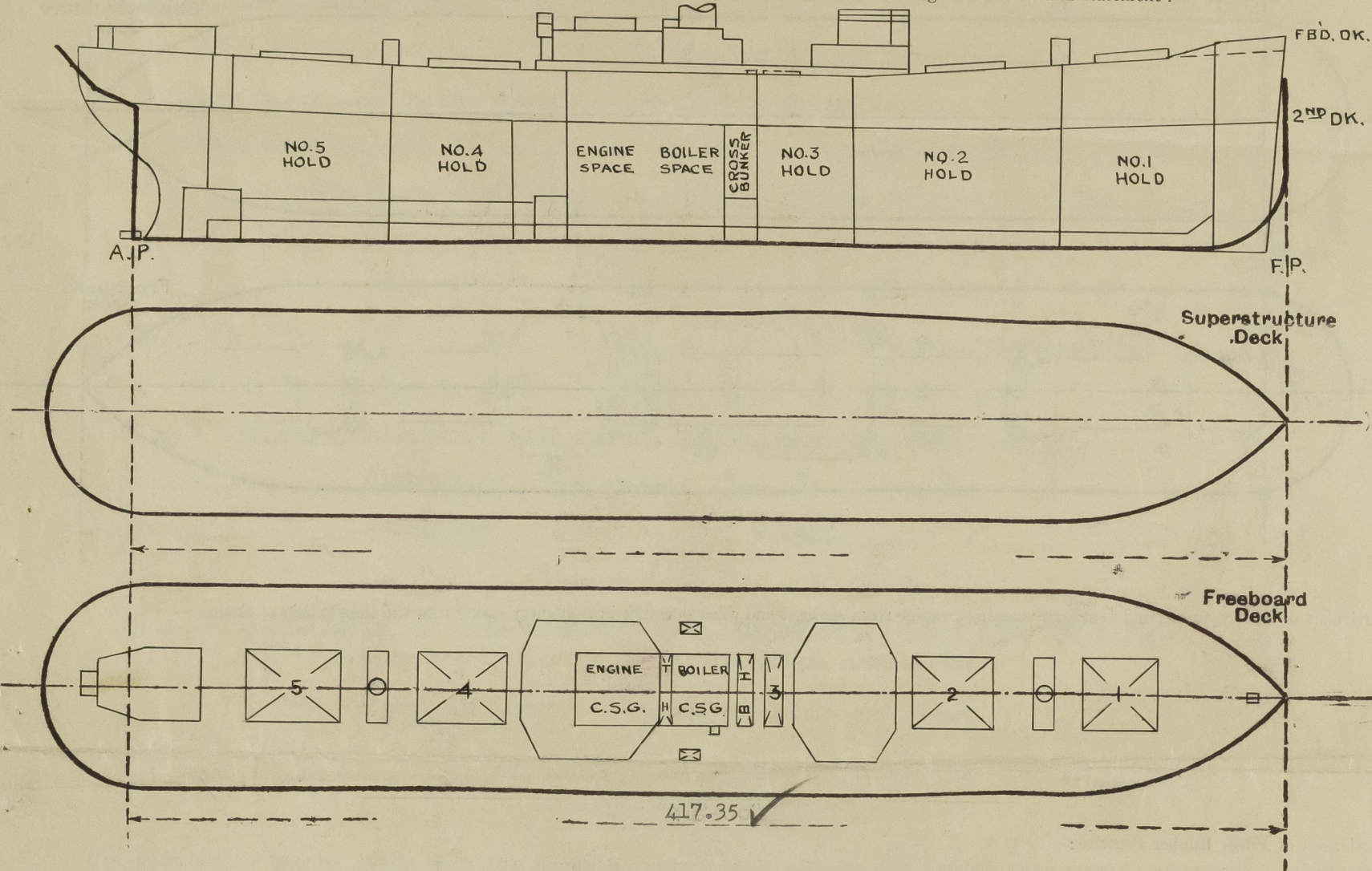
J. B. Boock J. Rammie

Nationality and Port of Registry BRITISH---LONDON

Date of Survey

APRIL 1942

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement:—



Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	x							
Raised Quarter Deck Bulkhead ...	x							
Bridge, After Bulkhead ...	x							
Bridge, Forward Bulkhead ...	x							
Forecastle Bulkhead ...	x							
Trunk, Aft ...	x							
Trunk, Forward ...	x							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	.34"	.30"	2½"x2"x.25"	30"-39"	bkt'd or E.W. top continuous btm.	4'9"x2'	21"	10'6"
Exposed Machinery Casings on Superstructure Decks ...	x							
Machinery Casings within Superstructures not fitted with Class A Closing Appliances ... Mast Houses ...	x	.40"	3½"x3"x.31"	30"	bkt'd	4'9"x2'	21"	7'6"
Deckhouses on Flush Deck Ships ...	x	.35"- .30"	3"x2½"x.31"- .25"	30"	E.W. or bkt'd top & btm.	See Companionways		7'6"

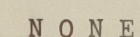
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	x
Raised Quarter Deck Bulkhead ...	x
Bridge, After Bulkhead ...	x
Bridge, Forward Bulkhead ...	x
Forecastle Bulkhead ...	x
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	Hinged steel doors, manipulated from both sides
Exposed Machinery Casings on Superstructure Decks ...	x
Machinery Casings within Superstructures not fitted with Class A Closing Appliances ... Mast Houses ...	Hinged steel doors, manipulated from both sides
Deckhouses on Flush Deck Ships ...	" " and hardwood doors, manipulated from both sides



# OCEAN VOLUNTEERS

Particulars of Gangway Cargo and Coaling Ports:—



No scuppers from spaces below freeboard deck discharge overboard, with exception of drains from insulated store in enclosed space on second deck, fitted with C. S. storm valves at ship's side below second deck (lp, ls), also with screw-down valves operated by control rods from the upper deck. ✓

Sanitary discharges from "tonnage well" below freeboard deck aft fitted with C. S. storm valves at ship's sides; one on Portside above level of second deck from washplace; one on Starboard side below level of second deck from W. C.'s.

The discharges from tonnage well also fitted with check valves inboard of storm valves in accessible positions.

To accommodation and steering gear spaces below freeboard deck aft, 10" dia., strongly constructed with brass frames and hinged steel deadlights.

To deckhouses on freeboard deck, 15", 12" and 10" dia., strongly constructed with brass frames and hinged C. I. deadlights.

Engine Room skylight of steel, strongly constructed. ✓

Funnel and ventilator coamings, strongly constructed. ✓

No fiddley openings fitted at casing top

ASH SHOOT: Strongly constructed welded ash shoot, discharging on starboard side above second deck, with hinged flap at lower end. Strong welded steel hopper at starboard side of upper deck, protecting ash shoot openings in upper deck and boiler casing, fitted with hinged steel top cover plate efficiently secured, also with hinged steel door on outboard side of hopper, secured weathertight with closely spaced bolts; door openings 16" x 16", coaming 7" above deck.

"A." opening 4'6" x 2' cmg. 21", with hinged steel weathertight door, in deckhouse side, to hold escape trunk.  
 "B." opening 4'9" x 2', " " " " " " ", to hold escape trunk in mast houses.  
 "C." " 4'8" x 2', " " " " solid hardwood door to after deckhouse encl. companionway to accom. spaces.  
 "D." " 4'8" x 2' " " " " " strong steel companionway to tonnage well.

"E" " 4'8" x 2' " " " " " strong steel companionway to tonnage well.  
All companionway doors operated from both sides.

1 @ 12" dia., cmg. 36" x .34" to F. P. store  
2 @ 6" dia., gooseneck 30" to opening, to F. P. store  
6 @ 24" " cmg. 36" x .50" to cargo spaces  
5 @ 18" " " 36" x .50" " " "  
2 @ 12" " " 36" x .34" " " "  
4 @ 36" " " 30" x .46" " " " on mast houses  
2 @ 12" " " 616" x .34" to deep tanks, efficiently stayed at deck ✓  
2 @ 12" " " 36" x .34" to tonnage well  
1 @ 12" " " 36" x .34" to steering gear space  
1 @ 12" " " 36" x .34" to tunnel escape  
1 @ 6" " " 36" x .32" to cabin store  
1 @ 12" " " 36" x .34" to after accommodation  
9 @ 6" " " 36" x .32" to after accommodation  
2 @ 6" " gooseneck 30" to openings, to tweendeck bunkers

All ventilators fitted with wood plugs and canvas covers ✓

To peaks and double bottom tanks, 3", 2½" & 2" dia., opening 30" above deck. ✓

To fresh water tanks built in below freeboard deck, 3" dia., opening 18" above deck, amidships (p & s); and portside aft.

To deep tanks (1 p, 1 s) 6" dia., opening 27" above deck, abaft engineers' house.

All airpipes fitted with wood plugs.

Vertical distance of Sill of lowest Side Scuttle above top of keel Side scuttles fitted below freeboard deck, aft only.

Vertical distance of sill of lowest side scuttle, 61' 9" forward of A.P., 37' 0" above top of Keel

Strongly constructed steel bulwarks efficiently stayed, fitted on freeboard deck for about 23 ft. at fore end and abreast midship houses. Elsewhere on freeboard deck, strong steel stanchions 3 1/2" in height, spaced about 5' apart, with three rails.

Provision made for rigging lifelines on each side of the vessel between the midship deckhouses, and from engineers' deckhouse to after accommodation.

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.											Casing Top Saddle back	
←-----F R E E B O A R D      D E C K-----→												
Description of Hatchway	...	...	1	2	3	4	5	Cr.Bkr.	Wings Bkr. (lp,ls)	To F.P. Store	To Steer Gear	
Dimensions of Hatchway	...	...	33'9"x20'	35'x20'	15'x20'	29'9"x20'	35'x20'	7'6"x20'	7'2"x4'	3'6"x2'6"	2'x2'	
COAMINGS	{	Height above Deck	...	30"	30"	30"	30"	30"	30"	24"	24"	
		Thickness	...	.43"	.43"	.43"	.43"	.43"	.38"	.38"	.38"	
		Sides	...	.43"	.43"	.43"	.43"	.43"	.38"	.38"	.38"	
		Ends	...	.43"	.43"	.43"	.43"	.43"	.38"	.38"	.38"	
		Stiffeners	...	8x4x.43	8x4x.43	8x4x.43	8x4x.43	8x4x.43	3½x3½x.43	x	x	
HATCH BEAMS	{	Brackets, Stays	...	1	1	1	1	1	x	x	x	
		Fl. Plate	...	1	1	1	1	1	x	x	x	
		Number	...	5	5	2	5	5	1			
		Spacing	...	5' 7½"	5' 10"	5'	4' 11½"	5' 10"	3' 9"			
		Scantling and Sketch	...	21"x8½" x 59 lbs.	21"x8½" x 59 lbs.	21"x8½" x 59 lbs.	21"x8½" x 59 lbs.	21"x8½" x 59 lbs.	21"x8½" x 59 lbs.	x	x	x
FORE AND AFTERS	{	Bearing Surface	...	✓ 3½"	3½"	3½"	3½"	3½"	3½"			
		Number	...									
		Spacing	...									
		Unsupported Lengths	...									
		Scantling and Sketch	...	x	x	x	x	x	x	x	x	x
HATCH COVERS	{	Material	...	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	
		Thickness	...	2 ¾"	2 ¾"	2 ¾"	2 ¾"	2 ¾"	2 ¾"	2 ¾"	2 ¾"	2 ¾"
		How fitted	...	fore&aft	fore&aft	fore&aft	fore&aft	fore&aft	fore&aft	athw.	athw.	athw.
		Bearing Surface	...	3½"	3½"	3½"	3½"	3½"	3"	2½"	2½"	3"
Spacing of Cleats	...	24"	24"	24"	24"	24"	23"	24"	24"	17"		
Number of Tarpaulins	...	3	3	3	3	3	3	3	2	2		
*Are wood fore and afters steel shod at all bearing surfaces? x												
Are battens and wedges efficient and in good condition? Yes ✓												
Are tarpaulins in good condition and in accordance with rule requirements? Yes ✓												
Are lashings provided in accordance with rule requirements? Steel locking bars fitted to all hatchways ✓												

Particulars of any special features:—

This vessel is of the closed shelter deck type, the tonnage opening abaft No. 5 hatchway being closed W. T. by a riveted steel plate, efficiently supported by a transverse beam.

Endorsement at first survey and at surveys for renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.

J. Rennie  
15th April 1942.

