

STEEL STEAMER OF MOTORSHIP

Received at London Office

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

Amsterdam

Date of completion of report July 25th, 1942

Port of RICHMOND, CALIFORNIA

No. 30

Survey held at RICHMOND, CALIFORNIA

Date First Survey May 10th, 1942

Last Survey July 22,

1942

On the (State if Machinery fitted Aft and Fore of Single, Twin or Triple Screw)

Steel Single Screw Steamer "OCEAN VICTORY" ✓

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

Complete Superstructure, with T. O. closed

State Type of Erections --

TONNAGE under 6734.64

Tonnage Deck

CLASS + 100 A1

State if with freeboard

YES

With freeboard, corresponding to a summer mld. draft of 26'10"

FEET.

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a)

L 416.00

Breadth (greatest moulded)

B 56.90

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 = 28.58'

1st Longitudinal Number (L x D) = 15529

2nd Numeral L x (B + D) = 39200

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

Draught Moulded

26.83

Built at RICHMOND, CALIFORNIA

Launched June 27th, 1942 Yard No. 30

Builders TODD-CALIFORNIA SHIPBUILDING DIVISION Of The Permanente Metals Corporation

Owners H. M. GOVERNMENT IN THE UNITED KINGDOM

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock on stocks, afloat and in dry dock

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage 7174.44

Register Tonnage 4272.08

REGISTERED DIMENSIONS.

FEET.

Length 425.1

Breadth 57.0

Depth 34.85

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.
FRAMES, Spacing amidships	30	✓	Bracket Floors, Frame inv. angle	6 3 1/2 .38	✓
" " from 1/2 length amidships to Collision bulkhead	27	✓	" " Reversed Frame inv. angle	6 3 1/2 .38	✓
" " in peaks	24	✓	" " Vertical Struts	8x3 1/2 x 3 1/2 .42/.50	✓
FRAME FRAMING.			Centre Girder, depth and thickness amidships	43.5 x .54	✓
Frame Amidships, Angle, [or]	12x4x.59/.69	✓	" " welded top	--	
" " Extends up to	2nd deck	✓	" " bottom angle & bottom	--	
Reversed Frame Amidships, Angle	--		Side Girders, No. each side and thickness	one .38	✓
" " Extends up to	--		Margin Plate horizontal width	68 x .54	✓
Depth of Framing Girder	12	✓	" " thickness	68 x .54	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6x3 1/2 x 3 1/2 .34/.38	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	Welded to tank side brackets	✓
" " Second 'tween Decks, Angle, [or]	--		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	12 x .44	✓
" " Third	--		" " Gussets, spacing and scantling abaft 1/2 len. from stem	continuous	✓
" No. 1 Hold (frs. 13-38) " " from 1/2 len. for'd. to 15% len. from Stem	15x3.37x3.37x.52/.62	✓	" " No. 1 Hold Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	15 x .44	✓
" No. 2 Hold, as amidships in Peaks, Angle, [or]	8 3 1/2 .34	✓	" " No. 2 Hold continuous	85.5 x .44	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 6 1/2 dias.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	60 x .52	✓
State if Frame Joggled	No	✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	Breadth and thickness of Middle Line Strake	60 x .52	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	Thickness of remainder in Holds	.44	✓
ANGLE BOTTOM.			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	✓
Floors, Depth and thickness at mid-line in Holds	--		BEAMS.		
Height of Brackets at side above base line at toe of frame	--		Uppermost Continuous Deck, amidships	7 4 .38	✓
Middle Line Keelson, on Floors, Angles, [or]	--		Inv. Angle	--	
" " Through Plate or Intercoastal Plate	--		" " in way of Bridge, Angle, [or]	--	
" " Foundation Plate on Floors	--		Spacing	ev. fr.	✓
" " Flat Plate Keel Angles	--		Second Deck, amidships, Angle, [or]	8 4 .43	✓
Side Keelsons, No. each side	--		Spacing	7 4 .38	✓
" " thickness of Intercoastal Plate	--		Third Deck, amidships, Angle, [or]	--	
" " Angles	--		Spacing	--	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]	--	
Solid Floors, thickness and spacing	.38 @ 10'	✓	Spacing	--	
" " Are Frame and Reversed Frame joggled?	No	✓	Poop Deck, Angle, [or]	--	
Bracket Floors, breadth and thickness at middle line	36 x .38	✓	Spacing	--	
" " exceeding breadth and thickness at margin plate	36 x .38	✓	Bridge Deck, Angle, [or]	--	
			Spacing	--	
			Forecastle Deck, Angle, [or]	--	
			Spacing	--	

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 & strong hatch end beams, in accordance with approved plans			
PILLARS, No. of Rows. One, in tw. decks only			
" in 'tween Decks, Size and Spacing.....	(6 6 .38 angle alt. frs.)		
" " " " " "			
" " " " " "			
" " " " " "			
Centre Line Bulkhead.	(9x7 1/2 x .36/.57 inv. T		
Stiffeners and Spacing.....	(7x4x.38 inv. angle on alt. frames)		
Plating, thickness of .....	.30		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness.....	65 x .62		
" " " " " " in way of Bridge			
" " " " " " Welded to sheerstrake			
Thickness of Plating abreast Deck openings) .....	.62		
Thickness of Plating abreast Deck openings) in way of Bridge			
Thickness of Plating within line of openings.....	.40		
If Sheathed, material and thickness			
Second Deck.			
Stringer Plate, breadth and thickness.....	108 x .40		

SHELL PLATING.

SCANTLINGS.				RIVETING.			
AS IN VESSEL.				EDGES.			
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				BUTTS.			
STRAKES.	AMIDSHIPS.	FORWARD.	AFT.	State if joggled?	Single or Double.	Rivets.	Strapped or Lapped.
Breadth.	Thickness.	Thickness.	Thickness.				
Inches.	Inches.	Inches.	Inches.				
FLAT PLATE KEEL	60	.88	.68	.81	Butt welded		Butt welded
" DBLG. (if any)							
BOTTOM PLATING, No. of Strakes .....		.64	.62 @ F.P.	.67			
BIDGE 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.

WATERTIGHT BULKHEADS.				FORGINGS and CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.			
Extending to Upper Deck (Sec. 3 c) ONE (Coll.BHD.)				Maker's Name.			
Deck next below SEVEN (Inc.D.T.Aft BHD.)				Any Departure from Approved Plans to be Noted.			
As per Rule SEVEN				No. of Rows of Rivets.			
STIFFENERS.				Diam.			
Plating Thickness.				Spacing or to cr.			
VERTICAL.				HORIZONTAL.			
Scantlings.				Scantlings.			
Spacing.				Spacing.			
Fr. 81	inv. angle						
MIDSHIP BULKHEAD, Upper tween decks	.26	5x3x5/16	30"-31 1/2"				
" " Second							
" " Third							
" " Holds	.28-.45	9x7 1/2 x .36/.57	inv. angle 30"-31 1/2"				
COLLISION	(in Hold)	.30-.52	6x3x3.38 24"				
AFTER PEAK		.32-.70	6x3x3.38 24"				

STEEL.

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., Columbia Steel Co., Republic Steel Corp. By-Products Steel Corp.

Has the Steel been tested as required by the Rules? YES

EQUIPMENT No 39770

LETTER A + a

ANCHORS.

Number of Certificate.	Anchor.	Weight of Stock.	Weight of Stock.	Test, per Certificate.	Weight Required by Table 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
802	1st Bower	7755 lbs.		119560 lbs.	68	Baldt Stockless	Columbia Steel Co.	Pittsburg, Calif. March 12/42 H.N.Clegg
827	2nd "	7700		118930 "	68	"	"	"
	Collective weight.	15455			194 1/2			
805	Stream	2010		53725 "	23 3/4	"		Pittsburg, Calif. April 1/42 H.N.Clegg

2695 lbs see letter 29.10.42 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.						
	Length.	Diam.	Statis. Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Inch.	Fathoms.	Inch.	Fathoms.	Length.	Inch.	Fathoms.	Inch.	
1132	225	2 1/2	215600 lbs.	72399 lbs.	720 3/4	270	2 1/2	S.L.	Baldt Anchor Chain & Forge Co.	Chester 6/25/42	J. K. Helms	120	5 1/2	160,000 (6x24)	120	4 1/2	(6x24)				
1133	17 Detachable Links			624 "	(Twelve spare detachable links)			"		6/26/42	HAWSERS & WARPS	2@90	2 3/4	34048 (6x12)	2@90	2 1/2	(6x12)				
	5 End Shackles																				
	Cir.																				
Iron Shackle Chain or Steel Wire	90	5 1/2	118400 "	(6x12)	---	90	5	(6x12)	---	---	---	---	---	---	---	---	---				

Steering Gear, Type (Power or hand) Steam, Summer Iron Works ✓ Alternative Means of Steering Efficient arrangement of blocks and tackles led to after warping winch ✓
Everett, Wash.

Steering Chains (Size and Test) Windlass Steam, Summer Iron Works ✓ Boats 2 @ 20 x 6.75 x 2.6
Everett, Wash. ✓ 1 @ 26 x 8 x 3.25
1 @ 27 x 8.25 x 3.4—Motor

Ceiling in Holds, thickness and material 2 1/2" Pine ✓ Cargo Battens, thickness, material and spacing 1 3/4" Pine, 9" Clear ✓

Cargo Hatchways.—(Upper Deck) Strong steel plate coamings 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 29'9"x20' ✓ No. 5 35'x20' ✓ X.Bkr. 7'6"x20' ✓

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

Builder's Signature TODD-CALIFORNIA SHIPBUILDING DIVISION
of The Permanente Metals Corporation

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 letters of various dates, and in compliance with the Rules and Regulations for the class contemplated. ✓

The workmanship and materials are good. ✓

The double bottom, peak, deep and fresh water tanks, bulkheads, tunnels, W. T. door, 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 Circular No. 1784. The openings in Tween Deck bulkheads have been closed, in accordance with M. S. Circular 1835. ✓

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	To be charged	Fees applied for,	(Special notations, where part of class, to be stated.)
\$ 50.00		19	
Special Survey Fee ... £	in London	Received by me,	
\$ 2872.50		19	
Travelling Expenses, if any £			
freelance fee \$ 100.			
State whether the Vessel has been built under Special Survey.	YES		

Certificate to be sent to *Admiralty* Date of issue 14/11/42

Committee's Minute NEW YORK AUG 26 1942

Character assigned +100A1 with freeboard L.M.C. (R)-7, 42.

NOTE - Elec. Welded.
British Steel
Lloyds & C.P.
Baptist
J.F.E.S.D.
3 P.B. (Cite) 220 lbs.
Elec. light
Lloyd's Register
Foundation

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.)

The vessel is the thirtieth of thirty sister ships, Nos. 1 to 30, to be built by the Todd-California Shipbuilding Division of The Permanente Metals Corporation, to the order of H. M. Government in the United Kingdom. The approved plans have been retained on file in the San Francisco office.

MIDSHIP SECTION AS BUILT
COPY OF INTERIM CERTIFICATE B
THREE CASTINGS AND FORGING REPORTS

SISTER SHIPS:

Yard No.	1	"	OCEAN VANGUARD, Richmond, Calif., Report No.	1	Yard No.	15	"	OCEAN VINTAGE, Richmond, Calif., Report No.	15
2	"	VIGIL	"	"	2	16	"	VOLUNTEER	"
3	"	VOICE	"	"	3	17	"	VETERAN	"
4	"	VENTURE	"	"	4	18	"	VOYAGER	"
5	"	VIKING	"	"	5	19	"	VISTA	"
8	"	VESTAL	"	"	6	20	"	VOLGA	"
6	"	VESPER	"	"	7	21	"	VENGEANCE	"
7	"	VALLEY	"	"	8	22	"	VAGRANT	"
9	"	VISION	"	"	9	23	"	VISCOUNT	"
10	"	VULCAN	"	"	10	24	"	VERITY	"
11	"	VALOUR	"	"	11	25	"	VICEROY	"
12	"	VENUS	"	"	12	26	"	VIRTUE	"
13	"	VIGOUR	"	"	13	27	"	VALENTINE	"
14	"	VANITY	"	"	14	28	"	VANQUISHER	"
						29	"	VAGABOND	"

PARTICULARS OF ELECTRIC WELDING (if employed) This 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 end beams which are riveted. Electrodes, complying with Section 4, paras. 1-9, of the Rules, have been employed for manual welding. Machine welding by the approved "Unionmelt" Process has also been used. 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; Lloyds A & CP;; D.F., E.S.D. ✓

Electric Welding Notation to be decided by the Committee ✓

Particulars of Drop Test of Cast Steel Anchors, viz.:—	1st Bower	Weight of head	5860 lbs.	H. C. 802	March 12, 1942
Weight, Surveyor's Initials,	2nd "	"	"	5840 lbs.	H. C. 827 March 12, 1942
Number of Certificate, Date of Test.	Stream	"	"	2010 lbs.	H. C. 805 April 1, 1942
	Box "	"	"		

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. Not yet issued Signal Letters Not yet issued Extreme Breadth over Belting No belting Over-all Length 441.5 (Circ. 1611) (Circ. 1703) ✓

No. and Material of Decks Two--Steel

Parts of Bottom of Vessel coated with cement or approved composition D. B. tanks under machinery spaces coated with 1½" solid cement on bottom, with bitumastic on other surfaces. Remainder of D. B. tanks cement washed only; peaks cemented.

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.)

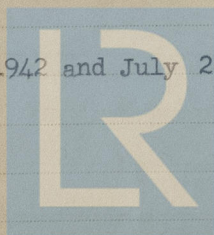
Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	135	361	Fore peak tank,	22.8	124
Double bottom, under Engines and Boilers,	45	212	After peak tank,	24.9	166
Double bottom, if under Engines only,	--		Deep tank, aft,	20.0	734
Double bottom, if under Boilers only,	--		Deep tank, forward,	--	
Double bottom, forward,	188.2	735	Other tanks, if fitted,	--	
Total length (if continuous) and Capacity	368.2	1308	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. ✓

Date ✓

Dates of Surveys held while building

Continuous attendance between May 10th, 1942 and July 22nd, 1942



© 2021

Lloyd's Register Foundation

Total No. of Visits ✓