

STEEL STEAMER OF MOTORSHIP

Received at London Office 5-AUG 1942

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

State if Report is sent on the Machinery of the Vessel YES

Date of completion of report

May 13th, 1942

Port of

RICHMOND, CALIFORNIA

No.

19

Survey held at

RICHMOND, CALIFORNIA

Date First Survey February 3, 1942

Last Survey May 8th

1942

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

Steel Single Screw Steamer "OCEAN VISTA"

State Type

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

Complete Superstructure, with T. O. closed

State Type of Erections

TONNAGE under Tonnage Deck

6734.64

CLASS + 100 A1

State if with freeboard

Yes

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

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

L 416.00

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

Total

Gross Tonnage

7174.44

Register Tonnage

4272.08

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 April 11, 1942 Yard No. 19

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

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 3½ .38	✓
" " from ½ length amidships to Collision bulkhead	27	✓	" " Reversed Frame inv. angle	6 3½ .38	✓
" " in peaks	24	✓	" " Vertical Struts	8x3½x3½x.42/.50	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43.5 x .54	✓
Frame Amidships, Angle, [or]	12x4x4x.59/.69	✓	" " top angles Welded top	---	
" " Extends up to	2nd deck	✓	" " bottom angles & bottom	---	
Reversed Frame Amidships, Angle	---		Side Girders, No. each side and thickness	one .38	✓
" " Extends up to	---		horizontal width	68 x .54	✓
Depth of Framing Girder	12	✓	Margin Plate depth (6x10x.40) and thickness	68 x .54	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6x3½x3½x.34/.38	✓	" " Vertical Angle to Tank side Bracket abaft ½ len. from stem	Welded to tank side brackets	✓
" " Second 'tween Decks, Angle, [or]	---		" " Vertical Angle to Tank side Bracket from forward ½ len. from stem to Panting Area		
" " Third No. 1 Hold (frs. 13-38) from ½ len. for'd. to 15% len. from Stem	15x3.37x3.37x.52/.62	✓	" " Gussets, spacing and scantling abaft ½ len. from stem	12 x .44 continuous	✓
" " No. 2 Hold, as amidships in Peaks, Angle, [or]	8 3½ .34	✓	" " Gussets, spacing and scantling from forward ½ len. from stem to Panting Area No. 1 Hold	15 x .44 continuous	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 6½ dias.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	85.5 x .44	✓
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	✓
SINGLE 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 Inv. angle	7 4 .38	✓
Middle Line Keelson, on Floors, Angles, [or]	---		" " in way of Bridge, Angle, [or]	---	
" " Through Plate or Intercoastal Plate	---		Spacing	ev. fr.	✓
" " Foundation Plate on Floors	---		Second Deck, amidships, Angle, [or]	8 4 .43	✓
" " Flat Plate Keel Angles	---		Spacing	7 4 .38	✓
Side Keelsons, No. each side	---		Third Deck, amidships, Angle, [or]	---	
" " thickness of Intercoastal Plate	---		Spacing	---	
" " Angles	---		Fourth Deck, amidships, Angle, [or]	---	
DOUBLE BOTTOM.			Spacing	---	
Solid Floors, thickness and spacing	.38 @ 10'	✓	Poop Deck, Angle, [or]	---	
" " Are Frame and Reversed Frame joggled?	No	✓	Spacing	---	
Bracket Floors, breadth and thickness at middle line	36 x .38	✓	Bridge Deck, Angle, [or]	---	
" " exceeding breadth and thickness at margin plate	36 x .38	✓	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			
" " " " " (5 5 .38 "			
" " " " " alt. frs.			
" " " " " "			
" " " " " "			
Centre Line Bulkhead.			
Stiffeners and Spacing..... (9x7 3/4 x .36/.57 inv. T			
Plating, thickness of (7x4 x .38 inv. angle			
on alt. frames			
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			
Thickness of Plating abreast Deck openings			
in way of Bridge			
Thickness of Plating within line of openings...			
If Sheathed, material and thickness			
Second Deck.			
Stringer Plate, breadth and thickness 108 x .40			

SHELL PLATING.

SCANTLINGS.	RIVETING.
AS IN VESSEL.	EDGES.
STRAKES.	State if Joggled?
AMIDSHIPS.	Single or Double.
FORWARD.	RIVETS.
AFT.	Diam.
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	Spacing or to cr.
Butt welded	Butt welded
FLAT PLATE KEEL 60 .88 .68 .81	
" DBLG. (if any) ---	
BOTTOM PLATING, No. of Strakes Two.....	
BILGE PLATING, No. of Strakes One.....	
SIDE PLATING, No. of Strakes Three.....	
UPPER DECK, Sheer-strake in Bridge 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.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.		Scantlings.		Maker's Name.		Any Departure from Approved Plans to be Noted.	
Extending to Upper Deck (Sec. 3 c)						ONE (Coll. BHD.)		6 Divisional					
Deck next below						SEVEN (Inc. D.T. Aft BHD.)		W.T. Bhd.s in					
As per Rule						SEVEN		Tween Decks					
						STIFFENERS.							
						VERTICAL.		HORIZONTAL.					
						Scantlings.		Spacing.		Scantlings.		Spacing.	
Fr. 81						Inv. angle							
MIDSHIP BULKHD., Upper tween decks						.26 5x3x5/16		30"-31½"					
" " Second						—		—					
" " Third						—		—					
" " Holds						.28-45 Inv. T. 9x7x.36/57		30"-31½"					
COLLISION (in Hold)						.30-.52 6x3x.38 24"		1 steel flat &					
AFTER PEAK						.32-.70 Inv. angle 6x3x.38 24"		(2 semi box beams 24x.34)					
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)						S. M. Open Hearth							
STEEL.						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+

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
784	1st Bower	7700 lbs.	118930 lbs.	7616	Baldt Stockless	Columbia Steel Co.	Pittsburg, Cal. Jan. 3/42
785	2nd "	7670 "	118580 "	7616	" "	"	" " " "
	3rd "	15370 "		1942	" "	Pittsburg California	" " " "
789	Stream	2700 "	53725 "	23 3/4 2460	" "	"	Pittsburg, Cal. Dec. 23/41

CHAIN CABLES.

HAWSEERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire.	Length and size supplied.
8284	225 2 5/16	214600 lbs.	72350 lbs.	270 2 1/2	S.L.	Baldt Anchor Chain & Forge Co.	Chester Apr. 17/42	0. Nabeth	120 5 8	160,000 (6x24)	120 4 3/4 (6x24)
10016a	17 joining shackles		546 lbs.				Chester Apr. 11/42	S. Smyth	2 @ 90 2 3/4	34048 (6x12)	2 @ 90 2 3/4 (6x12)
9952a	1 end shackle	173 "	Spares				Chester Apr. 8/42	J.K. Helms	2 @ 90 2 1/2	29560 (6x12)	2 @ 90 2 1/2 (6x12)
9923	12 joining shackles	1200 "					Chester Mar. 26/42	J.K. Helms			
90 5 8	118400 lbs. (6x12)			90 5	(6x12)						

Steering Gear, Type (Power or hand) Steam, Summer Iron Works
Everett, Wash.

Alternative Means of Steering Efficient arrangement of blocks and tackles led to after warping winch

Steering Chains (Size and Test) Windlass Steam, Summer Iron Works
Everett, Wash.

Ceiling in Holds, thickness and material 2 1/2" Pine

Cargo Hatchways, (Upper Deck) Strong Steel Plate Coamings

Thickness of Hatches 2 3/4" Pine

Size of Hatchways No. 1 (Fwd.) 33'9" x 20' No. 2 35' x 20' No. 3 15' x 20' No. 4 29'9" x 20' No. 5 35' x 20' No. 6 7'6" x 20'

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

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,
\$50.00	\$2872.50	19
Special Survey Fee....	in London	Received by me,
Subsidy \$100.00		19
Travelling Expenses, if any £		
State whether the Vessel has been built under Special Survey	YES	Signature J. B. Bock & J. Rammie
Certificate sent to Admiralty	Date of issue 2/9/42	Surveyor to Lloyd's Register of Shipping.
Committee's Minute	NEW YORK JUL 22 1942	
Character assigned	+100A1 with freeboard	

NOTE - ELEC. WELDED.
CRUISER VERN-LLOYD S.A.S.P.
EQUIPT. LTR. A+ - D.F. - E.S.D.
3 S.B. (C.H.) 228 lbs.
CL - Elec. Light 2021

Lloyd's Register Foundation

0173212

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 nineteenth 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 for dealing with the sister vessels.

Forwarded herewith:

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
2	" VIGIL " " " 2
3	" VOICE " " " 3
4	" VENTURE " " " 4
5	" VIKING " " " 5
6	" VESTAL " " " 6
7	" VESPER " " " 7
8	" VALLEY " " " 8
9	" VISION " " " 9
10	" VULCAN " " " 10
11	" VALOUR " " " 11
12	" VENUS " " " 12
13	" VIGOUR " " " 13
14	" VANITY " " " 14
15	" VINTAGE " " " 15
16	" VOLUNTEER " " " 16
17	" VETERAN " " " 17
18	" VOYAGER " " " 18

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.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Weight of Head: 5860 lbs., H. C. 784, Jan. 3rd, 1942
	2nd ..	" " " 5820 " H. C. 785 " " "
	Stream ..	" " " 2025 " H. C. 789 Dec. 23rd, 1941
	3rd ..	" " " " " " "

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. 1708)

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity 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 February 3rd, 1942 and May 8th, 1942.



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Total No. of Visits ☒