

STEEL STEAMER or MOTORSHIP

- 6 JAN 1943

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

Date of completion of report 14th October, 1942 Port of (Portland, Maine, U.S.A.) NYK No. 42963

Survey held at So. Portland, Maine Date First Survey 29th June Last Survey 19th September 1942

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

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. X
and Upper Dk.

Total X

Gross Tonnage 7178.42

Register Tonnage 4279.66

REGISTERED DIMENSIONS.

Length 425.1

Breadth 57.0

Depth 34.85

CLASS X100A1 with State if with freeboard yes
Freeboard corresponding condition of Class yes

to a summer mld. draft 26'10"

Length from fore part of stem to after part of stern 416.02
fast on summer L.W.L. See Sec. 3 (1a) 25'3 1/4"

Breadth (greatest moulded) B 56.9

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous D 37.33

Depth deck 2nd deck 23.58 feet

1st Longitudinal Number (L x D) F.S. Vessel 15531

2nd Numeral L x (B + D) F.S. Vessel 39203

Framing Depth "d," at middle of length. "See" 24.96

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.14

Do. Long Bridge to top of keel X

Draught Moulded feet 26.83

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

Launched 16th August, 1942 Yard No. 22

Mld. Todd-Bath Iron Shipbuilding Corp.

Builders H. M. Government in U.K.

Owners

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

Residence

Port of Registry London

If surveyed while building, afloat, or in dry dock

Building in Builders drydock & 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. |
|---|---|--|--|-----------------|--|
| FRAMES, Spacing amidships..... | 30 ✓ | | Bracket Floors, Frame INV. ANGLE..... | 6 3 1/2 .38 ✓ | |
| " " from 3/8 length amidships to } Collision bulkhead.....} | 27 ✓ | | " " Reversed Frame | 6 3 1/2 .38 ✓ | |
| " " in peaks | 24 ✓ | | " " Vertical Struts 8 X 3 1/2 X 3 1/2 X..... | 42 1/2 .50 ✓ | |
| SIDE 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..... | | |
| (IN UPPER TWEEN DECK) TO UPPER DECKWAYS | 2 NO. DECK ENDS 12 X 4 X 4 X .52 / .69 ✓ | | " " bottom Angles BOT. T.O.M..... | | |
| Reversed Frame Amidships, Angle | | | Side Girders, No. each side and thickness..... | 1 @ .38 ✓ | |
| FRAMES No. 1 HOLD (FBS. 18-33 incl) ---- | 15 X 3 3/4 X 3.37 X .52 / .62 ✓ | | Margin Plate depth (ext. of flange) and thickness..... | 68 X .54 ✓ | |
| " " Extends up to..... | | | " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem..... | SIDE BRACKETS ✓ | |
| Depth of Framing Girder..... | 12 ✓ | | " " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area | | |
| Frames in Uppermost Continuous 'tween } Decks, Angle [or] | 6 X 3 1/2 X 3 1/2 X 34 / .38 ✓ | | " " Gussets, spacing and scantling abaft 1/4 len. from stem | 12 X .44 ✓ | |
| " " Second 'tween Decks, 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 | 15.5 X .44 ✓ | |
| " " WAY No. 1 HOLD - - - - - | | | Tank Side Brackets, height above base line at toe of Frame and thickness | 85.5 X .44 ✓ | |
| " " Third " " " " " " | | | INNER BOTTOM PLATING. | | |
| from 1/2 len. for'd. to 15% len. from Stem | | | Breadth and thickness of Middle Line Strake..... | 60 X .52 ✓ | |
| " " in Peaks, Angle or [| 8 3 1/2 .34 ✓ | | Thickness of remainder in Holds | .44 ✓ | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 7/8 @ 6 1/2 DIAM. ✓ | | 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 ✓ | |
| State if Frame Joggled | No ✓ | | BEAMS. | | |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | YES ✓ | | Uppermost Continuous Deck, amidships } INV. ANGLE in Wells, Angle [or] | 7 4 .38 ✓ | |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | YES ✓ | | " " in way of Bridge, Angle, [or] | | |
| SINGLE BOTTOM. | | | Spacing | EVERY FRAME | |
| Floors, Depth and thickness at mid-line in } Holds | | | Second Deck, amidships, Angle, [or] | EVERY FRAME | |
| Height of Brackets at side above base line at toe of frame | | | " " Spacing | EVERY FRAME | |
| Middle Line Keelson, on Floors, Angles, [or] | | | " " IN WAY NOS. 1 + 2 TWEEN DECKS | 8 X 4 X .50 ✓ | |
| " " Through Plate or Intercoastal Plate.... | | | Third Deck, amidships, Angle, [or] | | |
| " " Foundation Plate on Floors | | | Spacing | | |
| " " Flat Plate Keel Angles | | | Fourth Deck, amidships, Angle, [or] | | |
| Side Keelsons, No. each side | | | Spacing | | |
| " " thickness of Intercoastal Plate.... | | | Poop Deck, Angle, [or] | | |
| " " Angles | | | Spacing | | |
| DOUBLE BOTTOM. | | | Bridge Deck, Angle, [or] | | |
| Solid Floors, thickness and spacing | 38 @ 10' ✓ | | Spacing | | |
| " " Are Frame and Reversed Frame joggled? | No ✓ | | Forecastle Deck, Angle, [or] | | |
| Bracket Floors, breadth and thickness at middle line | 36 X .38 ✓ | | Spacing | | |
| " " breadth and thickness at margin plate | 36 X .38 ✓ | | | | |

SHELL PLATING.

EQUIPMENT No.

LETTER.

ANCHORS.

Steering Gear, Type (Power or hand) Steam, Summer Iron Works Alternative Means of Steering led to aft. warping winch.

Steering Chains (Size and Test) ----- Windlass Street Bros. Machine Co. 2@20"x6.75"x2'6"
Chattanooga, Tenn. 1@26"x8'x3'3"
Boats 1@27"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 x bkr.
upper dk.
Size of Hatchways No. 1 (Fwd.) 33'9"x20'1" No. 2 35'1"x20'1" No. 3 35'1"x20'1" No. 4 35'1"x20'1" No. 5 35'1"x20'1" No. 6 8'0"x20'1"
Ext. F. E. 3'7"x2'7", 2 Bunker Hatchway, 1P, 1S, Each 7'2"x4'10", Ext. Aft. End. 2'x2'11"
Number of Shifting Beams No. 1-5; No. 2-5; No. 3-2; No. 4-5; No. 5-5; X-Bkr. 1.

Upper Deck Hatchways.

Builder's Signature.

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.

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____
Ad Fee / No.
 Special Survey Fee..... \$ 2872.50 : } Received by me, _____ 19____
Travelling Expense, if any £Chargeable to } _____ 19____
 Committee.

(Special notations, where part of class, to be stated.)

We are
~~xxx~~ of opinion the Vessel should be Classed 100AL with
Freeboard corresponding to a summer mld.
draft of 26'10".

Signature A. Hunter & J. S. Vining
Surveyors So Lloyd's Register of Shipping.

Certificate to be sent to Admiralty } Date of issue 15/2/43
 Duplicate - New York
 Committee's Minute NEW YORK NOV 10 1942

Character assigned *+100A1 with freeboard*
+LMC-9.42.

NOTE - ELEC. WELD
CRUISER STERN.
A + CP.
D.F. - E.S.D.
3 SB (LH) 220 lbs
CL - Elec. Wldt.

W256-0270 (2/2)

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 vessel is ~~xxx~~ the 22nd of the 30 ships, Nos. 1 to 30, to be built by the Todd-Bath Iron Ship-building 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 5440 lbs. J.K.H. 11th August, 1942.
2nd " Weight of head 5550 lbs. J.K.H. 11th August, 1942.
Stream " Weight of head 1990 lbs. 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 1½" 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 end after Peak Tanks, ce wash in latter spaces above cement. 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 xxxxxx | 25 | 117 | After peak tank, | 24.9 | 166 |
| Double bottom, if under Engines only, | --- | --- | Deep tank, aft, | 20 | 734 |
| Double bottom, dry tank under boilers | 20 | 97 | Deep tank, forward, | --- | --- |
| Double bottom, xxxxxx tested. | 188.2 | 735 | Other tanks, if fitted, | --- | --- |
| Double bottom, forward, | 368.2 | 1310 | (If necessary, furnish further information by sketch.) | --- | --- |
| Total length (if continuous) and Capacity. | | | | | |

Order for Special Survey No.

Date

Dates of Surveys held while building

1942: JUNE: 29, JULY: 6, 10, 14, 15, 17, 23, 27, 29, 31, AUG: 1, 2, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, SEPT: 1, 3, 4, 5, 6, 9, 10, 11, 12, 13, 14, 15, 17, 19.

Total No. of dates: 43

Total No. of Visits: 47

Lloyd's Register Foundation