

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

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

Register Tonnage 4279.66
1st Longitudinal Number (L x D) F.S. Vessel 15531
Managers (Where necessary to be entered in Reg. Book.)

Depth 34.85

1st Longitudinal Number (L \times D) F. S. Vessel 15531
 Managers (Where necessary to be entered in Reg. Book.)

Proportions—Depth to Length—	Uppermost continuous deck to top of keel	11.14	10 ft of Registry
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Draught Moulded	feet	26.83	Building in Builders drydock & Afloat
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	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 ¾ length amidships to Collision bulkhead.....}	27	/	" " Reversed Frame INV. ANG..	6 3½ .38	/
" " in peaks	24	/	" " Vertical Struts 8X3½ X 3½ X	42 1.50] /
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43½ X .54	/
Frame Amidships, Angle, [or]	12X 4X4X .59 / .69	/	" " top Angles WELDED TOP	/	/
" " Extends up to.....	2nd DECK.	/	" " bottom Angles B.O.T.I.O.M.	/	/
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness.....	1 @ .38	/
(INV. UPPER T.W.N. DEKS) TO UPPER DEK. HWAYS ENDS	12X 4X4X .50 / .69	/	Margin Plate depth (HORIZONTAL except of flange) and thickness	68 X .54	/
FRAME'S NO 1 HOLD (FBS. 13-38) Extends up to.....	15X 3 7X 3 37X .52 / .62	/	" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem	WELDED TO TANK SIDE BRACKETS	/
Depth of Framing Girder.....	12	/	" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area	12X .44	/
Frames in Uppermost Continuous 'tween Decks, Angle [or]	6X 3½ X 3½ X 34 / .38	/	" " Gussets, spacing and scantling abaft ¼ len. from stem NO 1 HOLD	15.5 X .44	/
" Second 'tween Decks, Angle [or]	7X 3½ X 3½ X 35 / .50	/	" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area NO 1 HOLD	85.5 X .44	/
" Way No 1 HOLD		/	Tank Side Brackets, height above base line at toe of Frame and thickness		/
" Third		/	INNER BOTTOM PLATING.		/
" from ½ len. for'd. to 15% len. from Stem	8 3½ .34	/	Breadth and thickness of Middle Line Strake.....	60 X .52	/
" in Peaks, Angle [or]	7/8 @ 6½ DIAM.	/	Thickness of remainder in Holds44	/
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	No	/	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	YES	/	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]	OUTBOARD SPAN 8X4X .43	/
Height of Brackets at side above base line at toe of frame		/	" " FRS. 18/38 NO 1 HOLD, INBOARD SPAN 8 4 .50	INBOARD SPAN 7X4X .38	/
Middle Line Keelson, on Floors, Angles, [or]		/	" " Spacing	EVERY FRAME	/
" " Through Plate or Intercoastal Plate....		/	" " IN WAY NOS. 1 & 2 T.W.N. DECK OUTBOARD SPAN } 8X 4X .50		/
" " Foundation Plate on Floors		/	Third Deck, amidships, Angle, [or]		/
" " Flat Plate Keel Angles		/	Spacing		/
Side Keelsons, No. each side		/	Fourth Deck, amidships, Angle, [or]		/
" " thickness of Intercoastal Plate....		/	Spacing		/
" " Angles		/	Poop Deck, Angle, [or]		/
DOUBLE BOTTOM.			Spacing		/
Solid Floors, thickness and spacing38 @ 10'	/	Bridge Deck, Angle, [or]		/
" " Are Frame and Reversed Frame joggled?	No	/	Spacing		/
Bracket Floors, breadth and thickness at middle line	36 X .38	/	Forecastle Deck, Angle, [or]		/
" " breadth and thickness at margin plate	36 X .38	/	Spacing		/

PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
Reinforced hatch side girders and strong hatch end beams in accordance with approved plans			
PILLARS, No. of Rows.....	1 in tween decks only.		
" in 'tween Decks, Size and Spacing.....	6 6 .38 5 5 .38		
" in Holds			
Centre Line Bulkhead, in holds....	9 7 1/2 x .36 / .57 Inv. T.		
Stiffeners and Spacing.....	in way Shaft Tunnel 7x4 x .38 inv. ang. on alt. frames.		
Plating, thickness of.....	.30		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness	66 1/2 x .62		
" " " " in way of Bridge			
" Angle in Wells			
Thickness of Plating abreast Deck openings in way of Wells	.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 .42		

SHELL PLATING.				
SCANTLINGS.				
STRAKES.	AS IN VESSEL.			
	AMIDSHIPS.		AFT.	
	Breadth.	Thickness.	Thickness.	Thickness.
	Inches.	Inches.	Inches.	Inches.
FLAT PLATE KEEL	60	.88	.68	.81
" 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	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		
STIFFENERS.			
Plating Thickness.	VERTICAL.		HORIZONTAL.
	Scantlings.	Spacing.	Scantlings.
MIDSHIP BULKHEAD, Upper tween decks	.26	Inv. angle 5x3x5/16, 30"/31 1/2"	
" " Second	--		
" " Third	--		
" " Holds	Inv. T. .28 / .45	9x7 1/2 x 36 / .57 30"/31 1/2"	
COLLISION " (in Hold)	Inv. Ang. 30 / .42	6x3 1/2 x 38 1/2 24" (1 steel flat & 2 semi box beams)	
AFTER PEAK "	.32 / .49	6x3 1/2 x 38, 24 1/2 - 24 1/2 x 34	

FORGINGS and CASTINGS.			
	Casting or Forging.	Scantlings.	Maker's Name.
KEEL, Bar			
STEM Rolled Bar		10"x2 1/2"	
Upper Part Steel Plate		As per approved plan.	
STERN FRAME		Penn Steel Castings Co. Chester	
Speed of Vessel.		Not exceeding 12 knots.	
RUDDER—Type		Bethlehem Steel Co. Leedsdale, Pa	
" A x D		9 1/2" Erie Forge Steel Co	
" Diam. of head		12-3/4"	
" Mainpiece at top pintle			
" " heel			
" how constructed		All welded seamless steel	
" double plate coupling, vertical or horizontal		with horizontal plate d	

STEEL.			
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)			
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 a +				ANCHORS.			
Number of Certificate.	Weight, Ex. Stock.	Weight of Stock.	TEST, PER CERTIFICATE.	Weight Required by Table 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.				
14447	1st Bower.....	7 616	1178 24	7 616	BAIRD STOKLESS	BAIRD ANCHOR CHAIN & FORGE COMPANY	CHESTER, PA. 11 SEPTEMBER, 1942 J.M. HELMS				
14479	2nd ".....	7 660	1184 76	7 616	"	"	"				
	3rd ".....			6 552	"	"	"				
	Collective Weight.....	15 276		21 784							
14485	Stream.....	26 65	54 432	26 60	"	"	"				

CHAIN CABLES.				HAWSERS 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.
1560	225 2 1/2	53320	71205	80724	270 2 1/2	C. S. S. L. CASTINGS CO.	SHAKON, PA. 18 SEPTEMBER, 1942 A.T. GRIMES.
	90 5 1/2	118272	(6x12)	90 5	(6x12)		

Efficient arrangement of blocks and tackles 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.

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.) 23'9"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 Deck H'ways. Builder's Signature: L. B. Pinkham - General Manager.

TODD-BATH IRON SHIPBUILDING CORP.

RIVETING.			
EDGES.		BUTTS.	
State if joggled	RIVETS.	No. of Rows of Rivets	RIVETS.
	Diam.	Spacing.	Diam.
	Inches.	cr. to cr.	Inches.
BUTT WELDED			BUTT WELDED
"			"
"			"
"			"
"			"

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. Bds. (which were closed by bolts in previous sister 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		Fees applied for.	
\$ 50.00	100.		
Special Survey Fee.....	\$ 2872.50		
Travelling Expense, if any		Chargeable to Committee.	5/1/1943
State whether the Vessel has been built under Special Survey		Yes	

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

Duplicate " Ministry.

Committee's Minute NEW YORK DEC 23 1942

Character assigned +100A1 with freeboard

+LMC-10, 42

NOTE—Elec. Welded

Surveyor to Lloyd's Register of Shipping. Ref

Lloyd's Register Foundation

6214 3

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 the 25th 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 5480 lbs. J.K.H. 11th September, 1942.

2nd " Weight of head 5510 lbs. J.K.H. 11th September, 1942.

Stream " Weight of head 1820 lbs. J.K.H. 11th September, 1942.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop x ft., R.Q.D. x ft., Bridge x ft., Forecastle x ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated x

Official No. Signal Letters Extreme Breadth over Belting NO BELTING Over-all Length 441.5 feet.

No. and Material of Decks two - steel

D.B. tanks under Engine & Boilers coated with 1 1/2" solid cement on bottom of vessel. Parts of Bottom of Vessel coated with cement or approved composition and extending for 3 frame spaces forward of fore end boiler 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, 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, if 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: - 11, 20, 30, AUGUST: - 3, 5, 19, 21, 24, 25, 26, 27, 28, 29, 30, 31, SEPT: - 1, 2, 3, 4, 5, 6, 7, 9, 11, 12, 14, 15, 16, 17, 18, 21, 22, 23, 24, 25, 26, 28, 29, 30, OCT: 1, 7.

Total No. of dates: 41 Total No. of Visits 48.