

# STEEL STEAMER MOTORSHIP

-8 SEP 1942

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 **June 1, 1942** Port of **RICHMOND, CALIFORNIA** No. **23**

Survey held at **RICHMOND, CALIFORNIA** Date First Survey **March 17, 1942** Last Survey **May 30th**

On the **Steel Single Screw Steamer "OCEAN VISCOUNT"**

State Type **Complete Superstructure, with T. O. closed**

State Type of Erections **--**

TONNAGE under Tonnage Deck **6734.64**

CLASS **100 A1** State if with freeboard **With freeboard corresponding to a summer mld. draft of 26' 10"**

Built at **RICHMOND, CALIFORNIA**

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) **L 416.00**

Launched **May 9th, 1942** Yard No. **23**

Total **--**

Breadth (greatest moulded) **B 56.90**

Builders **TODD-CALIFORNIA SHIPBUILDING DIVISION OF THE PERMANENTE METALS CORPORATION**

Gross Tonnage **7174.44**

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**

Owners **H. M. GOVERNMENT IN THE UNITED KINGDOM**

Register Tonnage **4272.08**

Depth to 2nd Deck = **28.58'**

Managers **--**

### REGISTERED DIMENSIONS.

FEET.	
Length	425.1
Breadth	57.0
Depth	34.85

Framing Depth "d," at middle of length. See Sec. 3 (1d) **24.96**

Residence **--**

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

Port of Registry **LONDON**

Do. Long Bridge to top of keel **--**

If surveyed while building, afloat, or in dry dock

Draught Moulded **26.83**

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 3/2 .38	✓
" " from 1/2 length amidships to Collision bulkhead	27	✓	" " Reversed Frame inv. angle	6 3/2 .38	✓
" " in peaks	24	✓	" " Vertical Struts	8x3 1/2 x 3 1/2 x .42/50	✓
DE 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 (incl. of flange) and thickness	68 x .54	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	6x3 1/2 x 3 1/2 x .34/.38	✓	" " Vertical Angle to Tank side	Welded to tank side	✓
" " Second 'tween Decks, Angle, [ or ]	--		" " Bracket abft. 1/2 len. from stem	brackets	✓
" " Third " " " "	--		" " Vertical Angle to Tank side		
" " No. 1 Hold (frs. 13-38) from 1/2 len. for'd. to 1 1/2 len. from Stem	15x3.37x3.37x.52/.62	✓	" " Bracket from forward 1/2 len. from stem to Panting Area		
" " No. 2 Hold, as amidships in Peaks, Angle, [ or ]	8 3 1/2 .34	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	12 x .44 continuous	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 6 1/2 dia.	✓	" " No. 1 Hold Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area. No. 1 Hold	15 x .44 continuous	✓
State if Frame Joggled	No	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	85.5 x .44	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	Breadth and thickness of Middle Line Strake	60 x .52	✓
SINGLE BOTTOM.			Thickness of remainder in Holds	.44	✓
Floors, Depth and thickness at mid-line in Holds	--		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	✓
Height of Brackets at side above base line at toe of frame	--		BEAMS.		
Middle Line Keelson, on Floors, Angles, [ or ]	--		Uppermost Continuous Deck, amidships	7 4 .38	✓
" " Through Plate or Intercostal Plate	--		Inv. angle	--	
" " Foundation Plate on Floors	--		" " in way of Bridge, Angle, [ or ]	--	
" " Flat Plate Keel Angles	--		Spacing	ev. fr.	✓
Side Keelsons, No. each side	--		Second Deck, amidships, Angle, [ or ]	8 4 .43	✓
" " thickness of Intercostal Plate	--		Spacing	7 4 .38	✓
" " Angles	--		Third Deck, amidships, Angle, [ or ]	--	
DOUBLE BOTTOM.			Spacing	--	
Solid Floors, thickness and spacing	.38 @ 10'	✓	Fourth Deck, amidships, Angle, [ or ]	--	
" " Are Frame and Reversed Frame joggled?	No	✓	Spacing	--	
Bracket Floors, breadth and thickness at middle line	36 x .38	✓	Poop Deck, Angle, [ or ]	--	
" " exceeding breadth and thickness at margin plate	36 x .38	✓	Spacing	--	
			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				
<b>PILLARS</b> , No. of Rows, One in 'tw. Decks only				
(6 6 .38 angle		Stringer Plate, breadth and thickness in way of Bridge	--	
(5 5 .38 "			Thickness of Plating abreast Deck openings	
alt. frs.		.40		
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings				
.40				
If Sheathed, material and thickness				
--				
<b>Centre Line Bulkhead.</b>				
(9x7 1/2 x .36 / .57 inv. T		Stringer Plate, breadth and thickness	--	
(7x4 x .38 inv. angle			Third Deck.	
on alt. frames		--		
Plating, thickness of				
.30		--		
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness		65 x .62		
in way of Bridge		--		
Thickness of Plating abreast Deck openings				
.62		--		
Thickness of Plating abreast Deck openings in way of Bridge				
.40		--		
Thickness of Plating within line of openings				
.40		--		
If Sheathed, material and thickness				
--		--		
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness		108 x .40		
in way of Bridge		--		
Thickness of Plating abreast Deck openings				
.62		--		
Thickness of Plating abreast Deck openings in way of Bridge				
.40		--		
Thickness of Plating within line of openings				
.40		--		
If Sheathed, material and thickness				
--		--		

**SHELL PLATING.**

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if Joggled?		BUTTS.			
	AMIDSHIPS.		AFT.			SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to cr.	
FLAT PLATE KEEL	60	.88	.68	.81		Butt welded		Butt welded			
DELG. (if any)	--	--	--	--							
BOTTOM PLATING, No. of Strakes	--	.64	.67	.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)	Deck next below	As per Rule
ONE (Coll. BHD.)	SEVEN (INC. D.T. Aft BHD.)	SEVEN	SEVEN

STIFFENERS.	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
Fr. 81	inv. angle	5x3x5/16	30"-31 1/2"	--	--
MIDSHIP BULKHEAD, Upper tween decks	.26	5x3x5/16	30"-31 1/2"	--	--
Second	--	--	--	--	--
Third	--	--	--	--	--
Holds	28-.45	Inv. T 9x7 1/2 x .36 / .57	30"-31 1/2"	--	--
COLLISION (in Hold)	30-.52	Inv. angle 6x3 1/2 x .38 / 24"	24"	--	--
AFTER PEAK	32-.70	Inv. angle 6x3 1/2 x .38 / 24"	24"	--	--

FORGINGS and CASTINGS.	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL Bar				
STEM Rolled Bar		10" x 2 1/2"		
STERN FRAME	Propeller Post	As per approved plan		
	Block	C.S., Columbia Steel Co. Pittsburg, California		
Speed of Vessel		Not exceeding 12 knots		
RUDDER-Type		Goldschmidt Patent Streamline		
		constructed by Bethlehem Steel Co., Leetsdale, Pa.		
	Diam. of head	F. S. 9 1/2"	Newport News S.B. & D.D.	
	Mainpiece at top pintle	12 3/4"		
	heel	10"		
	how constructed	All welded seamless steel tube with horizontal plate diaphragms		
	double coupling	horizontal		

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 +		ANCHORS.		
Number of Certificate.	Anchor.	Weight, Lbs. Stockless	Weight of Stock.	Test, per Certificate.	Weight Required by Table 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
813	1st Bower	7800		120120 lbs.		Baldt Stockless	Columbia Steel Co.	Pittsburg, Calif. Jan. 24/42 H.N. Clegg
812	2nd "	7660		118580 lbs.		" "	Pittsburg California	" " " "
797	Stream	2680		53480	19 1/2	" "		Pittsburg, Calif. Dec. 23/41 H.N. Clegg

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.	Material.	Length and Size per Table 53.	Breaking Test of Steel Wire.	Length and Size per Table 53.
8366	(225 2 1/8	73215 lbs.		270 2 1/8		Chester, Pa. May 11/42 O. Narbeth		TOWLINE	120 5 1/8	160,000 (6x24)	120 4 1/2 (6x24)
	17 Connecting Shackles							HAWSERS & WARPS	2@90 2 3/4	34,048 (6x12)	2@90 2 3/4 (6x12)
	5 End shackles								2@90 2 1/2	29,560 (6x12)	2@90 2 1/2 (6x12)
	90 5 1/8 6/12	118400		90 5							

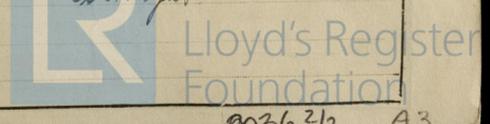
**Steering Gear, Type** (Power or hand) Steam, Summer Iron Works  
**Alternative Means of Steering** Efficient arrangement of blocks and tackles led to after warping winch  
**Steering Chains** (Size and Test) -- **Windlass** Steam, Summer Iron Works  
**Ceiling in Holds**, thickness and material 2 1/2" 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" x 20' 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 in	Fees applied for,	(Special notations, where part of class, to be stated.)
\$50.00	London	19	
Special Survey Fee... \$2972.50	London	19	
Freeboard Fee - 100			
Traveling Expenses, if any £			

State whether the Vessel has been built under Special Survey... YES  
 Signature J.B. Books & J. Ranne  
 Surveyors to Lloyd's Register of Shipping.  
 Certificate to be sent to Admiralty Date of issue 14/11/42  
 Duplicate " New York  
 Committee's Minute NEW YORK AUG 26 1942  
 Character assigned +100A1 with freeboard LMC(R)-5,42.  
 NOTE - Elec. Welded cruiser stem, A. & CP. Equipt. etc. AT. D. 5 - E. S. D. 3 V. B. (Sht) 220 lbs. Elec. light - 56



**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 twenty third of thirty sister ships, Nos. 1 to 30, to be built by the Todd-California Ship-building 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.	Ship Name	Location	Rpt. No.
1	"OCEAN VANGUARD"	Richmond, Calif.	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	"OCEAN VENUS"	Richmond, Calif.	12
13	"VIGOUR"	"	13
14	"VANITY"	"	14
15	"VINTAGE"	"	15
16	"VOLUNTEER"	"	16
17	"VETERAN"	"	17
18	"VOYAGER"	"	18
19	"VISTA"	"	19
20	"VOLGA"	"	20
21	"VENGEANCE"	"	21
22	"VAGRANT"	"	22

**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	H. C.	Date
		5943 lbs.	813	January 24, 1942
	2nd "	5795 "	812	" " "
	Stream	2000 "	797	December 23, 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. 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 1 1/2" 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) Walls 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.		Where Fitted.	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 March 17th and May 30th, 1942  
Total No. of Visits

