

00 8597 - 00 8607 - 0245 1/2

Todd-Bath Iron Shipbuilding Corporation, Portland, Me.

Yard No. 16

to Chief Surveyors.....

Received from Chief Surveyors.....

SEL'S NAME s.s. "OCEAN MERCHANT"

Report N.Yk. No. 42851

For the CHIEF SHIP SURVEYOR ~~and CHIEF ENGINEER SURVEYOR.~~

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

re of Survey... First Entry

When due.....

This is a sister vessel to the "OCEAN LIBERTY" etc.

The scantlings are suitable for a draught of about $18\frac{1}{2}$ " in excess of that corresponding to the freeboard which could be assigned as a C.S.S. vessel.

100A1 "With freeboard"

2 Dks "Electrically welded"

Cell DB 368' 1310t, DTa 20' 734t, FPT 124t, APT 166t

FK, 7BH (Coll to W dk, 6 to 2nd dk), 6 divisional W.T. BHs in 'tween dks.,
pt. Cem., Lloyd's A & CP

O.L. 441.5'

a†

E.S.D.

The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed.

Insert in S.R.L:- (A bower anchor and 45 fathoms of chain cable to be supplied).

*Features
ful*

86.0.44.
23-12-42

P.T.O.

Height of Brackets at side above base)

[or]

See entry 26.2.43
The Surveyors should be informed it is concluded the scantlings of the 2nd deck beams are as indicated on the midship section as built, and that the Statutory Test applied to the 1st bower anchor is in accordance with the Rules and not as reported.

They should also be informed it is concluded that in sister vessels not completed before receipt by them of the Secretary's letter of the 30th July and 12th August last, relating to bulkheads in the Shelter 'tween decks, effect is being given to the instructions contained therein, which supersede the instructions previously issued.

They should, in future similar cases, insert in the report particulars of divisional watertight bulkheads in the 'tween decks and state how any openings in these bulkheads are closed, this information being necessary to enable a correct notation being inserted in the Register Book.



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P.C.D.
4.12.42

Lloyd's Register
Foundation

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