

STEEL STEAMER or MOTORSHIP.

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 **10th August, 1942**Port of **Portland, Maine, U.S.A.** **Nyk. No. 42710**Survey held at **So. Portland, Maine**Date First Survey **17th February, 1942** Last Survey **22nd July 1942**On the (State if Machinery is Aft and if Single, Twin or Triple Screw) **Steel Single Screw "OCEAN WANDERER"**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 DeckDo. of space or spaces between Tonnage Dk. and Upper Dk. **x**Total **x**Gross Tonnage **7178.42**Register Tonnage **4279.66**REGISTERED DIMENSIONS.
FEET.Length **425.1**Breadth **57.0**Depth **34.85**CLASS **A00A1** with Freeboard corresponding to a summer mld. draft **26'10"**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **416.02**
Breadth (greatest moulded) **56.9**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1d) **37.33**Depth to 2nd deck **28.58** ft. F.S. Vessel 15531
1st Longitudinal Number (L x D) **C.S.S. 15219**2nd Numeral L x (B + D) **C.S.S. 39203**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 **x**
Draught Moulded **26.83** feetBuilt at **South Portland, Maine, U.S.A.**Launched **14th June, 1942** Yard No. **14**Builders **Todd-Bath Iron Shipbuilding Corp.**Owners **H. M. Government in U. K.**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 1X.K. ANGLES	6 3/2 .38	
" " from 3/4 length amidships to Collision bulkhead	27		" " Reversed Frame	6 3/2 .38	
" " in peaks	24		" " Vertical Struts 8x3 1/2 x 3 1/2 x 1/2	42 .50	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 x .54	
Frame Amidships, Angle C or F	12x4x4x.59/69		" " top Angles WELDED T.O.P. AND		
" " Extends up to 2nd DECK	12x4x4x.59/69		" " bottom Angles B.A.T.T.O.M.		
Reversed Frame Amidships, Angle	15x3.37x.52/62		Side Girders, No. each side and thickness	1 @ .38	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	6.8 x .54	
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	WELDED TO TANK SIDE BRACKETS	
Frames in Uppermost Continuous 'tween Decks, Angle C or F	6x3 1/2 x 3 1/2 x .34/38		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
" " Second 'tween Decks, Angle C or F	7x3 1/2 x 3 1/2 x .35/50		" " Gussets, spacing and scantling abaft 1/4 len. from stem	12x.44 CONT. HOLD	
" " Third			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	15x.44 CONT. HOLD	
" " from 1/2 len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness	25.5 x .44	
" " in Peaks, Angle C or F	8 3/2 .34		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 6 1/2 DIAM.		Breadth and thickness of Middle Line Strake	6.0 x .52	
State if Frame Joggled	No		Thickness of remainder in Holds	.44	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES		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	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	7 4 .38	
Floors, Depth and thickness at mid-line in Holds	YES		" " in way of Bridge, Angle C or F		
Height of Brackets at side above base line at toe of frame			Spacing EVERY FRAME		
Middle Line Keelson, on Floors, Angles, C or F			" " OUTBOARD SPAN	8x4x.38	
" " Through Plate or Intercoastal Plate			" " INBOARD SPAN	7x4x.38	
" " Foundation Plate on Floors			Spacing EVERY FRAME		
" " Flat Plate Keel Angles			" " OUTBOARD SPAN	8 4 .50	
Side Keelsons, No. each side			Third Deck, amidships, Angle C or F		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle C or F		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	38 @ 10'		Poop Deck, Angle C or F		
" " Are Frame and Reversed Frame joggled?	No		Spacing		
Bracket Floors, breadth and thickness at middle line	36 x .38		Bridge Deck, Angle C or F		
" " breadth and thickness at margin plate	36 x .38		Spacing		
			Forecastle Deck, Angle C or F		
			Spacing		

WATERTIGHT BULKHEADS.					FORGINGS AND CASTINGS.				
<p><i>for record: 704/Cell 16 Wdk, 6 to End dkt</i> <i>6 divisional WT Bkls in 'tween dks</i></p> <p>Total No. of W.T. BULKHEADS in Vessel—</p> <p>Extending to Upper Deck (Sec. 3 c) <i>SEVEN</i></p> <p>" Deck next below <i>ONE</i></p> <p>As per Rule <i>SEVEN</i></p>					<p>CASTING or FORGING.</p> <p>SCANTLING.</p> <p>MAKER'S NAME.</p> <p>ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.</p>				
STIFFENERS.									
PLATING THICKNESS.	VERTICAL.		HORIZONTAL.						
	SCANTLING.	SPACING.	SCANTLING.	SPACING.					
	INV. ANGLE								
MIDSHIP BULKHD., Upper tween decks	<i>26</i>	<i>5X3X5/16</i>	<i>30"</i>	<i>31 1/2"</i>					
" " Second "	<i>—</i>								
" " Third "	<i>—</i>								
" " Holds <i>IN.V.</i>	<i>28/45</i>	<i>9X7 1/2X.36</i>	<i>57"</i>	<i>30"/31 1/2"</i>					
COLLISION " (in Hold) <i>N.A. ANG.</i>	<i>30/42</i>	<i>6X3 1/2X.38</i>	<i>24"</i>	<i>24 X.34</i>					
AFTER PEAK " "	<i>32/49</i>	<i>6X3 1/2X.38</i>	<i>24 1/2"</i>	<i>24 X.34</i>					
<p>Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)</p>					<p><i>S.M. Open Hearth</i></p>				
<p>STEEL.</p> <p><i>Bethlehem Steel Co., Carnegie Illinois Steel Corp., Lukens Steel Co., Phoenix Iron Co.,</i></p> <p><i>Alan Wood Co., By-Products Steel Co. (Lukens)</i></p> <p>Has the Steel been tested as required by the Rules? <i>Yes.</i></p>					<p>KEEL, Bar</p> <p>STEM ROLLER BAR</p> <p>UPPER PART STEEL PLATE</p> <p>STERN FRAME</p> <p>Propeller Post</p> <p>Rudder</p> <p>Speed of Vessel</p> <p>GOLDSMIDT PATENT STREAMLINE CONSTRUCTED</p> <p>RUDDER—Type</p> <p>A X D</p> <p>Diam. of head</p> <p>Mainpiece at top pintle</p> <p>" " heel</p> <p>how constructed</p> <p>double or single plate</p> <p>coupling, vertical or horizontal</p>				

EQUIPMENT No.							LETTER		ANCHORS.					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53, LB'S.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Gross. qrs. lbs.	Casts. qrs. lbs.	Tons.	Gross. qrs. lbs.	Casts. qrs. lbs.	Tons.	Gross. qrs. lbs.	Casts. qrs. lbs.	Tons.				
14114 13793	1st Bower.....	7630						118496	✓	7616	✓	BALD STOCKLESS	DALOT MACH'G CO. CHAIN FORGE	CHESTER, PA. OCT. 13, 1941 - J.H. DRANDOLPH
	2nd "	7800						122640	✓	7616	✓	" "	" "	" " APRIL 30, 1941 - J.K. HELMS
	3rd "									6552		" "	" "	" " APRIL 30, 1941 - J.K. HELMS
	Collective Weight.									21784				
13770	Stream	2750						55440	✓	2660	✓	" "	" "	" " APRIL 18, 1941 - O. NABBYTH.

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 supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.					
	Fathoms.	Inches.		Supplied.	Per Rule.						Fathoms.	Inches.		Fathoms.	Inches.	Tons.	Fathoms.	Inches.	
1497	225	2 1/2	3310	72641	80724	270	2 1/2	C.S. WAT. MALEABLE & STEEL S.L. CASTINGS CO.	SHARON, PA. JUNE 2, 1942 A.T. GRIMES.	TOWLINE (6x24)	120	5 1/8	16000	120	4 3/4	(6x24)			
										HAWSERS & WARPS	2090	2 3/4	34048	2090	2 3/4	(6x12)			
											2090	2 1/2	29560	2090	2 1/2	(6x12)			
Iron Stream Chain or Steel Wire	90	5 1/2	118272	(6x12)		90	5	(6x12)											

Steering Gear, Type (Power or hand) **Steam; Sumner Iron Works** Efficient arrangement of blocks & tackles led to aft. Warping Winch.

Steering Chains (Size and Test) Windlass **Street Bros. Machine Co. Chattanooga, Tenn.** Boats 2 @ 20' x 6.75' x 2.6' 1 @ 26' x 8' x 3' 1 @ 27' x 8' x 3' (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 Coamings.** Thickness of Hatches **2-3/4" Pine.**

Size of Hatchways No. 1 (Fwd.) **33'9"x20'** No. 2 **35'x20'** No. 3 **15'x20'** No. 4 **35'x20'** No. 5 **35'x20'** No. 6 **8'10"x20'**

Ext. F.E. **3'7"x2'7"**, 2 Bunker H'ways, 1P, 1S, Each **7'2" x 4'0"**, 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 **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 and 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, Special Survey Fee..... \$ 2872.50: Received by me, Freeboard Fee \$ 100.00 Travelling Expense, if any £ Chargeable to Committee.

State whether the Vessel has been built under Special Survey

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)-7,42

We are of opinion the Vessel should be Classed 100A1 with Freeboard corresponding to a summer mld. draft of 26'10".

Signature Al Hunter + J.S. Ormiston Surveyor to Lloyd's Register of Shipping.

NOTE - Ebb. Welded. Summer steam. Alt. 1.3 c.p. D.F.E.C.D. 3 J.B. (Oct) 220 lbs. Ebb. light 9"

Lloyd's Register Foundation

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 14th of the 30 ships Nos. 1-30 to be built by the Todd-Bath Iron Shipbuilding 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 Casting and Forging Rpts. namely:

C. S. Stern Frame

Upper Rudder Stock

Rudder (including intermediate rudder stock and heel pintle castings).

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.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 6200 lbs. T.H.D. 14114, October 13, 1941.

2nd " Weight of head 5590 lbs. J.K.H. 13793, April 30, 1941.

Stream " Weight of head 2010 lbs. O. N. 13770, April 18, 1941.

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.

No. and Material of Decks two - steel

D.B. tanks under Engine & Boilers coated with 1½" solid cement on bottom of vessel 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 end after Peak tanks, cement 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 XXX 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 dry tank under boilers 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-FEB: 17 MAR: 21 APR: 2, 10, 21, 23, 28 MAY: 1, 4, 5, 8, 9, 10, 11, 12, 13, 16, 20, 23, 26, 28, 29 JUNE: 5, 6, 7, 8, 9, 14, 11, 12, 13, 17, 18, 19, 20, 22, 23, 24, 25, 26, 28, JULY: 1, 2, 4, 6, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22.

Total No. of dates: 56

Total No. of Visits: 62

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