

29 SEP 1942

Index No. 36996
(For London Office Only).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

"SANTA IRENE" 2X

Ship's Name "OCEAN WANDERER"

Port of Survey South Portland, Maine, U.S.A.

Official Number

168836

Surveyor's Signature

Al Hunter & J. S. Ominston

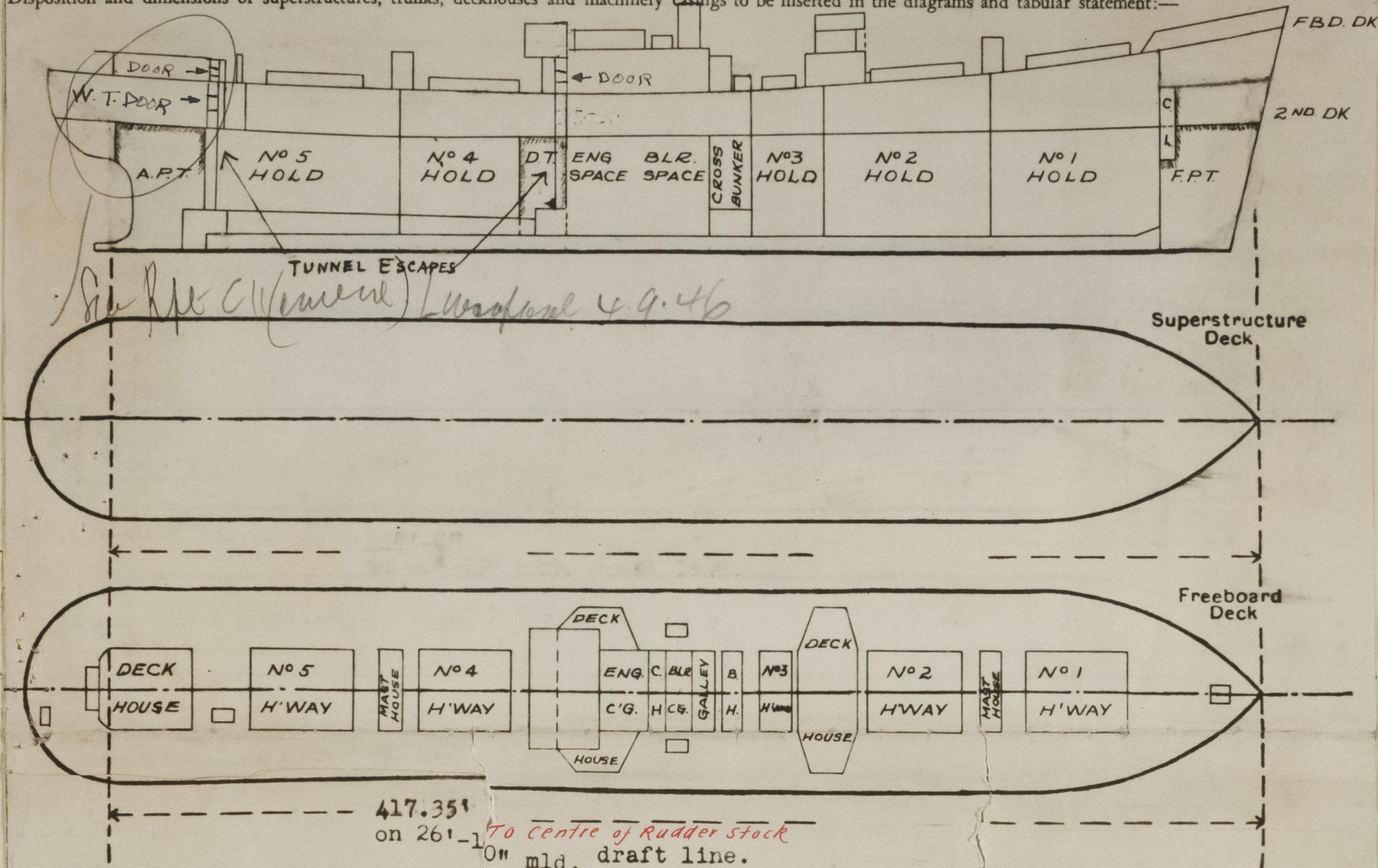
Nationality and Port of Registry

British - London

Date of Survey

July, 1942

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement:—



Particulars of Superstructures, Trunks, Casings, Deckhouses.

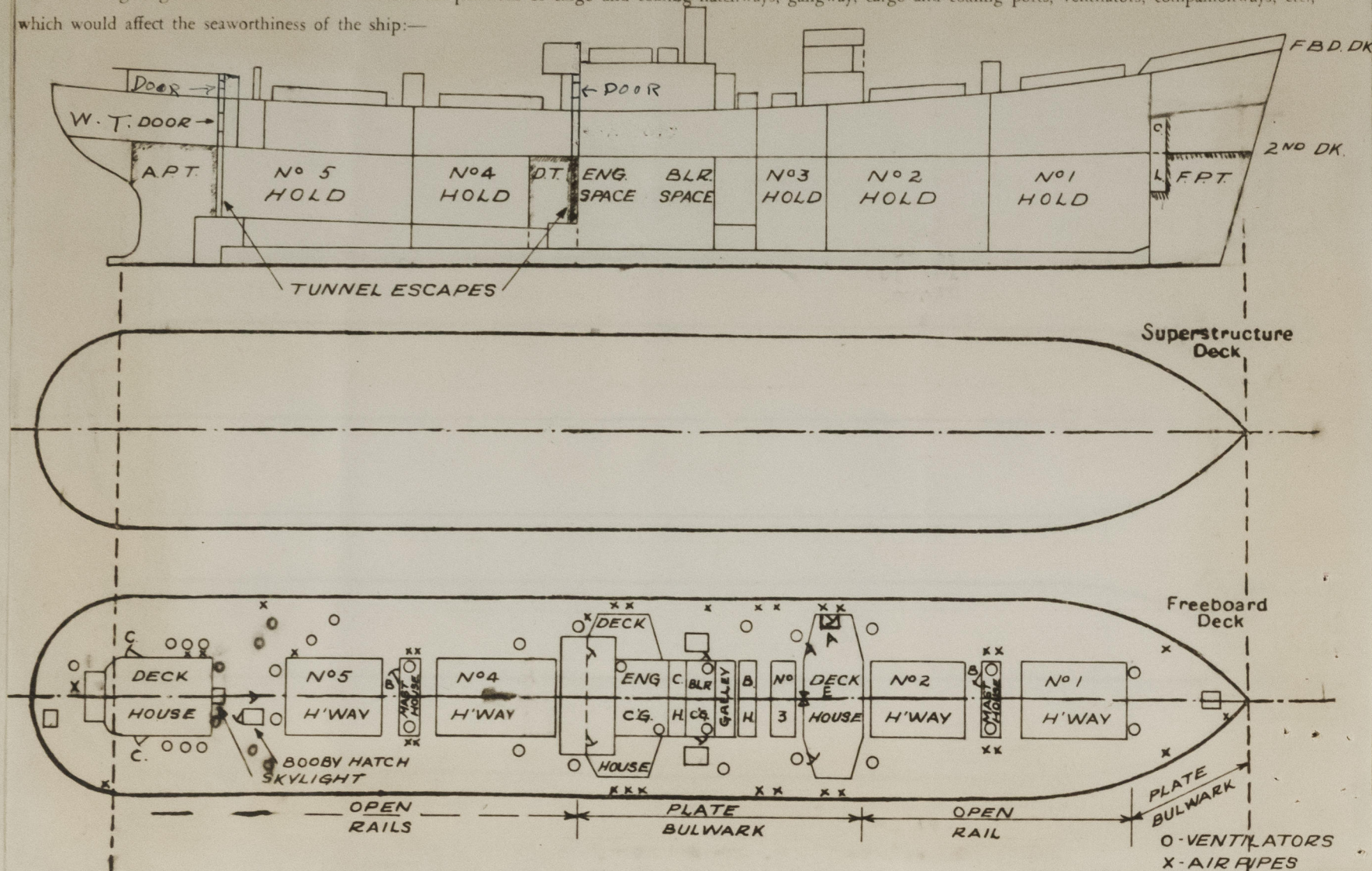
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	--							
Raised Quarter Deck Bulkhead ...	--							
Bridge, After Bulkhead ...	--							
Bridge, Forward Bulkhead ...	--							
Forecastle Bulkhead ...	--							
Trunk, Aft ...	--							
Trunk, Forward ...	--							
Exposed Machinery Casings on Freeboard34"	.30"	2 1/2 x 2 x .25 inv. angle with 2 1/2 x 2 Rev. Ang. on Alternates.	30"-39"	Bktd. at top overlap 2nd dk. at bottom with Cont. E. W. to casing plating each end.	4'9"x2'	21"	10'6"
Exposed Machinery Casings on Superstructure Decks ...	--							
Machinery Casings within Superstructure ...	--	.40"	3 1/2 x 3 x .21 inv. ang. & div. Bhds.	30"	Bracketed.	4'9"x2'	21"	7'6"
F.E. Saloon House	--	.35"-30"	3 x 2 1/2 x .31-.25	30"	E.W. or Bktd. top & btm.	See companionway	21"	7'6"
Deckhouses on Flush Deck Ships	--	.32	Inv. Angle.					
F.E. Eng. Dk. House	--							

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	--
Raised Quarter Deck Bulkhead ...	--
Bridge, After Bulkhead ...	--
Bridge, Forward Bulkhead ...	--
Forecastle Bulkhead ...	--
Exposed Machinery Casings on Freeboard ...	Hinged steel doors manipulated both sides.
Exposed Machinery Casings on Superstructure Decks ...	--
Machinery Casings within Superstructure ...	Hinged steel doors manipulated from both sides.
Deckhouses on Flush Deck Ships	Hinged steel and solid hardwood doors manipulated from both sides.

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

The following diagrams should be used to indicate the positions of cargo and coaling hatchways, gangway, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship:—



Particulars of fiddle, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing:—

Engine Room Skylight of steel strongly constructed.
Funnel and Ventilator coamings strongly constructed.
No fiddle openings on casing top.

Particulars of Flush Bunker Scuttles:— None

Particulars of Companionways: & Skylights: Skylight coaming at F. E. After Deckhouse 37"x28"x20" high; Hinged Steel Cover to 23"x18" opening. (A) Opening 4'6"x2', cmg.21" with hinged steel door (weathertight) in deckhouse side to No.3 Hold escape trunk. (B) Opening 4'9"x2', cmg.21" with hinged steel door (weathertight) in Fwd. & Aft. Mast Houses to Hold Nos. 1 & 2 and Nos. 4 & 5 escape trunks. (C) Two openings 4'8"x2', cmg.21" with hinged solid hardwood door to Aft. Dk. House enclosing companionway to accom. spaces. (D) Opening 4'8"x2' cmg.21" with hinged solid hardwood door to strong steel companionway to tonnage well to Defense Crew Accom. (E) Opening 4'8"x3'4", cmg.21" with double hinged solid hardwood doors to saloon deck house encl. hatch to cabin store in tween decks. All companionway doors operated from both sides.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

- 1-12" Diam. Cowl Vent coaming 36"x34" to F.P. Store.
- 2-6" Diam. Gooseneck Vents 33" ht to F.P. Store.
- 2-24" Diam. Cowl Vents coaming 36"x.44 to Cargo Spaces.
- 4-24" Diam. Cowl Vents coaming 36"x.42" to Cargo Spaces.
- 4-18" Diam. Cowl Vents coaming 36"x.42" to Cargo Spaces.
- 1-18" Diam. Cowl Vent coaming 36"x.42" Port to Cross Bunker & Tween Deck Bunker.
- 2-12" Diam. Cowl Vents coaming 40"x.34" to Cargo Spaces.
- 4-36" Diam. Cowl Vents coaming 30"x.42" on Fore & Aft Mast Houses to Cargo Spaces.
- 1-24" Diam. Mush Vent on Starboard Kingpost Top to Cross Bunker & Tween Deck Bunkers.
- 2-6" Diam. Cowl Vents coaming 36" ht. x.30" to Stewards Store amidships.
- 2-8" Diam. Gooseneck Vents 36" ht. to opening x.34" to Tween Deck Bunkers.
- 1-12" Diam. Cowl Vent, coaming 78" x .36" bracketed to Deck; Tunnel Escape.
- 2-12" Diam. Cowl Vents coaming 36" x .34" to Crew Accommodation Aft.
- 8-6" Diam. Cowl Vents, coaming 36" ht. x .30" to Crew Accommodation Aft.
- 1-12" Diam. Cowl Vent, coaming 36" x .34" to Steering Gear Space Aft.
- 1-6" Diam. Gooseneck Vent. coaming 36" on Galley Top to Escape Trunk from Cross Bunker.
- 2-12" Diam. Cowl Vents, coaming 78" x .36" bracketed - from Deep Tank.

Vents closed
by wood
plugs and
canvas
covers.

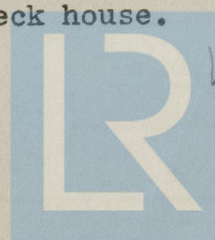
Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

To peaks and double bottom tanks 3", 2½" and 2" diam. opening 30" above deck.

To fresh water tanks built in below freeboard deck, 3" diam. openings 18" above deck amidships. (P & S) and Aft. (P).

To deep tanks (1P, 1S) 6" diam. opening 18" above deck abaft midship deck house.

All air pipes fitted with wood plugs attached by chains.



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Particulars of Scuppers and Sanitary Discharge Pipes:—

Sanitary Discharges from Spaces above Freeboard Deck fitted with Cast Steel Storm Valves at Ships sides, led overboard just above second deck. ✓
 Sanitary Discharges from Defence Crew Wash plate & W. C. in Tween Decks aft in way of Tonnage Well fitted with C. S. Storm Valves * on ships sides and a second automatic non-return valve in an accessible position inboard of former. ✓ The discharge on Starboard side discharges overboard below second deck, on Port side just above this deck. ✓
 Discharge from Refrigerated Store in enclosed space in tween decks amidships fitted with C.S. Storm Valves * at ships sides and inboard of same a gate valve * operated by control rods from Freeboard deck led overboard below second deck, P & S. ✓

* Note:— These storm valves are automatic non-return valves. This gate valve is not of automatic non-return type.

Particulars of Side Scuttles:—

To accommodation and steering gear spaces in Tween Decks aft below Freeboard Deck, 10" diam. substantially constructed with hinged steel deadlights. ✓

To deckhouses above Freeboard Deck 15", 16", 12" and 10" diam. substantially constructed with Hinged C. I. Deadlights. ✓

Vertical distance of Sill of lowest Side Scuttle above top of keel

Vertical distance of sill of lowest side scuttle, 61'9" forward of A.P., 37'0" above top of Keel. ✓

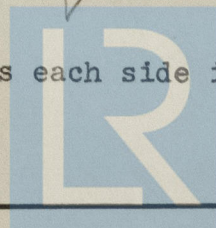
Particulars of Guard Rails:—

Efficient guard rails and stanchions with stays to deck fitted on Freeboard (upper) deck between plate bulwarks as below for full length of vessel, 42" high spaced about 5 feet apart, 3 rails. ✓

Particulars of Gangways, Lifelines, etc:—

Provision for rigging lifelines Port & Starboard from Fore end Vessel to Fore end Officers Deckhouse amidships between Officers and Engineers Deckhouses and from aft end engineers deckhouse to Fore end Aft. Deckhouse. ✓

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
Amidships Amidships	127.75'	3'6"	36"x9" 18"x9"	3 2	6.75 sq.ft. ^{2.25} 3.00 sq.ft. 9.75 sq.ft.	x
From Fore End Forward Well Vessel for	41.5'	4' to 4'3"	none	but 2 mooring pipes 12" diameter.		✓
State position of each freeing port ... Amidships Amidships 4" above deck 18', 39', 64', 86', 103' forward of Aft end of bulwark.						
(F. and A. position and height above deck edge) { Forward Well:—						
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— none ✓						
Additional area where sheer is less than standard. x						
also	top sheerstrake					
	9 semi circular Deck scuppers each side in sheerstrake.					
	U. Dk.					



PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.											
Description of Hatchway	1	2	3	CROSS BUNKER	4	5	To F.P. STORE	To TWIEM IP, IS.	To STEER-ING-GEAR	CASING 8 TOP TO SADDLE BACK.	
Dimensions of Hatchway	33'9"x20'0"	35'x20'	15'x20'	8'x20'	35'x20'	35'x20'	37'x2'7"	7'2"x4'0"	2'x2'1"	4'3"x8'5"	
COAMINGS	<div> <div>Height above Deck</div> <div>Thickness</div> <div>Sides</div> <div>Ends</div> <div>Stiffeners</div> <div>IN V. ANGLE</div> <div>Brackets, Stays</div> <div>FL. PLATE ENDS</div> </div>										
HATCH BEAMS	<div> <div>Number</div> <div>Spacing</div> <div>Scantling and Sketch</div> <div>Bearing Surface</div> </div>										
FORE AND AFTERS	<div> <div>Number</div> <div>Spacing</div> <div>Unsupported Lengths</div> <div>Scantling and Sketch</div> <div>Bearing Surface</div> </div>										
HATCH COVERS	<div> <div>Material</div> <div>Thickness</div> <div>How fitted</div> <div>Bearing Surface</div> </div>										
Spacing of Cleats											
Number of Tarpaulins											
<p>*Are wood fore and afters steel shod . all bearing surfaces? x</p> <p>Are battens and wedges efficient and in good condition? yes</p> <p>Are tarpaulins in good condition and in accordance with rule requirements? x YES</p> <p>Are lashings provided in accordance with rule Steel locking bars to all hatchways.</p>											

Particulars of any special features:— **This vessel** closed shelter deck type, the tonnage opening aft of No.5 Hatchway being closed watertight by a riveted steel plate efficiently supported.

Ash Shoot Starboard Side:- strongly constructed welded steel ash shoot discharging overboard above second deck with hinged flap near overboard end. Efficient welded steel Hopper on upper deck protecting ash shoot openings in upper deck and casing sides, fitted with hinged steel top cover plate efficiently secured - also has a hinged steel door (door opening 22"x18" coaming 6" above deck) secured weathertight with steel bolts.

Endorsement at first survey and at surveys for renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.



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