

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

N.N. "FIRBY"

Date of completion of report 4th August, 1942

Port of (Portland, Maine, U.S.A.) NYK. No. 42714

Survey held at South Portland, Maine

Date First Survey 30th January, 1942 Last Survey 2nd July 1942

On the (State if Machinery fitted with and if Single, Twin or Triple Screw)

Steel Single Screw Steamer "OCEAN FAME"

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 Deck

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

Total 7172.79

Net Tonnage 4278.03

Gross Tonnage

REGISTERED DIMENSIONS.
FEET.

Length 425.1

Breadth 57.0

Depth 34.85

CLASS 100A1 with State if with freeboard yes
Freeboard (corresponding condition of Class) to a summer md. draft 26'10".Length from fore part of stem to after part of stern 416.02
Depth at middle of length from top of keel to top of beam at side of uppermost continuous 37.33

Depth deck See Sec. 3 (1d) 25.31

1st Longitudinal Number (L x D) 15531

2nd Numeral L x (B + D) 15219

Framing Depth "d," at middle of length See 24.96

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

Do. Long Bridge to top of keel

Draught Moulded feet 26.83

Built at South Portland, Maine, U.S.A.

Launched 22nd May, 1942 Yard No. 11

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 T.K. Angle	6 3 1/2 .38
" " from 3/8 length amidships to Collision bulkhead	27		" " Reversed Frame	6 3 1/2 .38
" " in peaks	24		" " Vertical Struts 8 x 3 1/2 x 3 1/2 x 42	1.50
DE FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 x .54
Frame Amidships, Angle, [or]	12 x 4 x 4 x 59/69		" " top Angles WELDED T.R.P. and	
UPPER TWEEN (DKS) Extends up to 2nd DECK	12 x 4 x 4 x 59/69		" " bottom Angles BOT. T.O.M.	
Reversed Frame Amidships, Angle	15 x 3.37 x 3.37 x 52/62		Side Girders, No. each side and thickness	1 @ .38
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	68 x .54
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	SIDE BRACKETS
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6 x 3 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, [or]	7 x 3 1/2 x 3 1/2 x 35/50		" " Gussets, spacing and scantling abaft 1/4 len. from stem	12 x .44 CONT.
" " Third " " " "			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	15 x .44 CONT.
" " from 1/2 len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness	85.5 x .44
" " in Peaks, Angle, [or]	8 3 1/2 .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	60 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			" " in way of Bridge, Angle, [or]	
Height of Brackets at side above base line at toe of frame			Spacing	EVERY FRAME
Middle Line Keelson, on Floors, Angles, [or]			Second Deck, amidships, Angle, [or]	8 4 .50
" " Through Plate or Intercoastal Plate			" " Spacing	EVERY FRAME
" " 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 spacing	.38 @ 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.

Reinforced hatch side girders and strong	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 and strong				
PILLARS, No. of Rows.....	6 6 .38	ANGLE		
" in 'tween Decks, Size and Spacing.....	5 5 .38	"		
" " " " " " " "	ALT. FRAMES			
" in Holds " " " " " "				
Centre Line Bulkhead, in HOLDS - - - -	9 7 1/2 X .36	57 INV. T.		
Stiffeners and Spacing, IN WAY, SHAFT, TUNNEL	7 X 4 X .38	INV. ANG. OR ALT. FRAMES		
Plating, thickness of.....	.30			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	66 1/2 X .62			
" " " " " in way of Bridge				
" Angle in Wells				
Thickness of Plating abreast Deck openings in way of Wells62			
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 in Wells	108 X .40			
Stringer Plate, breadth and thickness in way of Bridge				
Thickness of Plating abreast Deck openings in way of Wells				
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings..				
If Sheathed, material and thickness				
Third Deck.				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness.....				
Fourth Deck.				
Stringer Plate, breadth and thickness.....				
If plated, state thickness.....				
Poop Deck.				
Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness.....				
Bridge Deck.				
Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness.....				
Forecastle Deck.				
Stringer Plate, breadth and thickness.....				
Plating, Sheathing, material and thickness.....				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?.....	SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing. cr. to cr.		Diam.	Spacing. cr. to cr.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	60	.88	.68	.81		BUTT WELDED			BUTT WELDED				
" DBLG. (if any)	--		.62 @ F.P.										
BOTTOM PLATING, No. } of Strakes ...2..... }	—	.64	.58	.54		"	"		"	"			
BILGE PLATING, No. of } Strakes1..... }	—	.64	.58	.54		"	"		"	"			
SIDE PLATING, No. of } Strakes2..... }	—	.64	.58	.46		"	"		"	"			
UPPER DECK, Sheer- } strake in Wells }	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.....													
FOREC'TLE SIDE PLATING													

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	For record: 4 BH (Coll. 6 Wdk. 6 to 6 and dk) 6 dimensional WT BHs in 'tween dks
Extending to Upper Deck (Sec. 3 c)	SEVEN
" Deck next below.....	ONE
As per Rule.....	SEVEN

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		SCANTLINGS.		SPACING.		SCANTLINGS.		SPACING.	
		SCANTLINGS.	SPACING.	SCANTLINGS.	SPACING.	SCANTLINGS.	SPACING.	SCANTLINGS.	SPACING.
MIDSHIP BULKH'D, Upper tween decks	.26	5 X 3 X 5/16	30"	31 1/2"	--				
" " Second " "	--								
" " Third " "	--								
" " Holds INV. T.28	4 1/2 X 7 1/2 X 3/16	57	30"	31 1/2"				
COLLISION " (in Hold) INV. ANG	.30	4 1/2 X 7 1/2 X 3/16	57	30"	31 1/2"				
AFTER PEAK " " " " " "	.32	4 1/2 X 7 1/2 X 3/16	57	30"	31 1/2"				

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		
UPPER PART STEEL PLATE				
STERN FRAME } Propeller Post		AS PER APPROVED PLAN.		
FRAME } Rudder "		PENN. STEEL CASTINGS CO., CHESTER, PA.		
Speed of Vessel.....		NOT EXCEEDING 12 KNOTS		
RUDDER—Type By.....		GOLDSMIDY PATENT STREAMLINE, CONSTRUCTED BY BETHLEHEM STEEL CO., LEETS DALE, PA.		
" A X D				
" Diam. of head F.S.		9 1/2"	ERIE FORGE STEEL CO., ERIE, PA.	
" Mainpiece at top pintle		12 3/4"		
" " heel				
" how constructed.....		ALL WELDED SEAMLESS STEEL TUBES		
" double or single plate		WITH HORIZONTAL PLATE DOUBLES		
" coupling, vertical or				
" horizontal		HORIZONTAL		

STEEL.

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., 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

ANCHORS.

Number of Certificate.	Anchor.	Weight, lbs.	Weight of Stock, lbs.	Test, per Certificate, lbs.	Weight Required by Table 53, lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
13794	1st Bower.....	7750		122640	7616	BALD STOKLESS	BALD ANCHOR CHAIN & FORGE CO.	CHESTER, PA. 30 th APRIL 1941 J.K. HELMS
13768	2nd "	7755		122640	7616	"	"	" 18 th APRIL 1941 O. NARBETH
14155	3rd "	5900		49150	6552	"	"	LPH Sta. 29/6/42 J.H.
	Collective Weight.	15505			21784			
	Stream	2700		54432	2660	"	"	" 3 rd Nov. 1941 - T.H. DRAN-DOLPH

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.
958*	225' 2 1/2" Dia.	33320	73125	80724	270' 2 1/2" Dia.	C.S. NAT. MALLEABLE STEEL CASTINGS, CO.	SHARON, PA. SEPT. 18, 1941 A.T. GRIMES	TOWLINE (6x24)	120' 5 1/2" Dia.	16000	120' 4 3/4" Dia.
1448B	2270' 2 1/2" Dia.	33320	2270			C.S.	SHARON, PA. APRIL 4, 1942 J.H. FOR A.T. GRIMES	HAWSERS & WARPS (6x12)	20' 2 1/2" Dia.	29560	20' 2 1/2" Dia.
	90' 5 1/8" Dia.	118272	(6x12)	90' 5" Dia.	(6x12)						

EFFICIENT ARRANGEMENT OF BLOCKS

Steering Gear, Type (Power or hand) STEAM; SUMNER IRON WORKS Alternative Means of Steering AND TACKLES LED TO AFT. WARPING WINCH. STREET BROS. MACHINE CO.

Steering Chains (Size and Test) Windlass CHATTANOOGA, TENN. Boats 1 @ 27' x 8' 3" x 3' 5" (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 COAMING Thickness of Hatches 2 3/4" PINE

Size of Hatchways No. 1 (Fwd.) 33' 9" x 20' No. 2 35' x 20' No. 3 15' x 20' No. 4 35' x 20' No. 5 35' x 20' No. 6 8' 0" x 20' EXT. F.E. 3' 7" x 2' 4" 2 BUNKER H'WAYS, 1 P.I.S. EACH 7' 2" x 4' 0" EXT. AFT. END. 2' x 2' 1"

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 Carl E. Kalgard 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 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, 19
Special Survey Fee \$ 2872.50 : Received by me, 19
Freeboard Fee \$ 100.00
Travelling Expense, if any £ Chargeable to Committee.

State whether the Vessel has been built under Special Survey.

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

Signature H.R. Gibbs & J.S. O'Connell Surveyors to Lloyd's Register of Shipping.

Certificates to be sent to ADMIRALTY Date of issue 6.10.42
Duplicates " NEW YORK

Committee's Minute NEW YORK AUG 26 1942

Character assigned +100A1 with freeboard L.M.C. (R)-7, 42.

NOTE- Elec. Welded
Bureau Class.
Lloyd's A. & C. P.
D.F.-E.S.D.
3 P.B. (Sht) 220 lbs.
Elec. light-C.L.

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 11th 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.B.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 5565 lbs. J.K.H. 13794, April 30th, 1941.
2nd " Weight of head 5725 lbs. O. N. 13768, April 18th, 1941.
Stream Weight of head 2250 lbs. T.H.D. 14155, November 3rd, 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.
(Circ. 1611) (Circ. 1703)

No. and Material of Decks two - steel.
D. B. tanks under Engine & Boilers coated with 1 1/2" 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.
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,	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 - JAN. 5, 30, FEB. 10, 21, MAR. NONE, APRIL: 2, 3, 6, 7, 9, 10, 11, 13, 14, 17, 20, 21, 22, 24, 27, 28, MAY: 1, 2, 5, 6, 8, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 29, JUNE: 1, 2, 3, 4, 6, 8, 9, 10, 11, 15, 16, 17, 18, 19, 20, 21, 22, JULY: 2.

Total No. of dates: 58 Total No. of Visits: 63