

STEEL STEAMER or MOTORSHIP

Received at London Office

8 JAN 1946

State if Report has been sent on the Freeboard of the Vessel No - not required.

State if Report is sent on the Machinery of the Vessel Yes

Date of completion of report 15th November, 1945. Port of Vancouver, B. C. No. 6727.

Survey held at Victoria, B. C. Date First Survey 19th Feb., 1945. Last Survey 8th November, 1945.

On the (State if Machinery fitted Aft and) Steel Twin Screw Transport Ferry "L.S.T. 3534" (Machy. fitted aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Special Type State Type of Erections None

TONNAGE under Tonnage Deck 4054.94

CLASS * A - For Government Service. State if with freeboard as condition of Class No

Built at Esquimalt, B. C.

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 319.2

Launched 23rd June, 1945. Yard No. 54

Total 4054.94

Breadth (greatest moulded) B 54.0

(C.N. No. 981)

Builders Yarrows' Ltd.

Gross Tonnage 4290.74

Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 27.0

Owners My Lord's Commissioners of the Admiralty.

Register Tonnage 2430.45

1st Longitudinal Number (L x D) 8618.4

Managers (Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) 25855.2

Residence

REGISTERED DIMENSIONS.

FEET.

Length 330.6

Breadth 54.1

Depth 27.1

Framing Depth "d," at middle of length. See Sec. 3 (1d) 9.5

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.82

Do. Long Bridge to top of keel

Draught Moulded (Mean) 12.25

Port of Registry

and

If surveyed while building, afloat, or in dry dock

Yes

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	-		Bracket Floors, Frame		
" " from 3/4 length amidships to Collision bulkhead	-		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
DE FRAMING. Long'l Framing			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, [or [Rpt. 1	attached.		" " top Angles		
" " Extends up to			" " bottom Angles		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle [or [" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
" " Second 'tween Decks, Angle, [or [" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " Third above 3rd Deck. Angle	5 3 8.2 lbs. 5x3x7.8 lbs.		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
" " from 1/2 len. for'd. to 15% len. from Stem below 3rd Deck. B.A.	6 3 10.7 lbs. 6x3x11.12 lbs.		Tank Side Brackets, height above base line at toe of Frame and thickness		
" " in Peaks, Angle or Fore Peak Floor	3 3 6.1 lbs.				
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" @ 4" in way keel & sheerstrake. 5/8" @ 3 7/8" elsewhere.		INNER BOTTOM PLATING.		
State if Frame Joggled	No		Breadth and thickness of Middle Line Strake		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Thickness of remainder in Holds		
Are the scantlings and arrangements in way of the Bottom Forward 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?		
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle [or [
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or [
Middle Line Keelson, on Floors, Angles			Spacing		
" " Through Plate or Intercoastal Plate	24" x 20 lbs. 5 3 3/8		Second Deck, amidships, Angle, [or [
Through Long'l Top Angle			Spacing		
" " Flat Plate Keel Angles	4 3 3/8 As		Third Deck, amidships, Angle, [or [
Side Keelsons, No. each side	1 P. & S. approved		Spacing		
" " thickness of Intercoastal Plate	24" x 10 lbs.		Fourth Deck, amidships, Angle, [or [
" " Angles (Single Top & Btm.)	2 1/2 2 1/2 5 lbs.		Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or [
Solid Floors, thickness and spacing			Spacing		
" " Are Frame and Reversed Frame joggled?			Bridge Deck, Angle, [or [
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [or [
			Spacing		

PILLARS AND DECKS.

	INCHES IN SHEP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHEP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....			Stringer Plate, breadth and thickness in way of Bridge	-	
" in 'tween Decks, Size and Spacing.....	As per		Thickness of Plating abreast Deck openings in-way-of-Wells.....	7 lbs.	
" " " " " "	approved		Thickness of Plating abreast Deck openings in way of Bridge	-	
" in Holds " " " "	plans		Thickness of Plating within line of openings..	-	
" " " " " "			If Sheathed, material and thickness.....	-	
Centre Line Bulkhead Stiffeners and Spacing.....	(Spaced 8'-0" 2'-0")	6 6 19.6 lbs. 4 3 5.74 lbs.	Third Deck. (Lower Dk.) Stringer Plate, breadth and thickness.....	70" x 10 lbs.	
Plating, thickness of.....		5.6 lbs.	If Plated, state thickness.....	10 lbs. & 15 lbs. in way hold space	
STRINGERS AND DECKS.			Longitudinal Bulkhead 15'-0" Fourth Deck from Cr. Line P. & S.	12 lbs. - 10 lbs.	
Uppermost Continuous Deck. (Upper Dk.)			Stringer Plate, breadth and thickness.....	15"x10 lbs. 4" fl.	
Stringer Plate, breadth and thickness in Wells.....	56" x 15 lbs.		Stiffeners, Vertical Size Up to 15"x10 lbs. 4" fl.	8'-0"	
" " " " in way of Bridge.....	-		If plated, state thickness.....	Size Lower Dk. 8"x4"x7/16" OA	
" Angle in Wells.....	3 1/2 3 1/2 11.05 lbs.		Reop. Deck. Stringer Plate, breadth and thickness.....	Spacing Upper Dk. 8'-0"	
Thickness of Plating abreast Deck openings in-way-of-Wells.....	12 lbs.		Stiffeners, Longitudinal Size	7 3/4 13.6 lbs. BA	
Thickness of Plating abreast Deck openings in way of Bridge	-		Plating, Sheathing, material and thickness.....	3 1/2" fl. cut to 1 1/2" & welded to bhd.	
Thickness of Plating within line of openings..	12 lbs.		Bridge Deck. Stringer Plate, breadth and thickness.....	Spacing 30" to 27"	
If Sheathed, material and thickness	-		Plating, Sheathing, material and thickness.....		
Second Deck. (Main Dk.)			Forecastle Deck. Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells.....	24" x 10 lbs.		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?	No.	RIVETS.	No. of Rows of RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.						SINGLE OR DOUBLE.	Diam.		Spacing. cr. to cr.
	Inches.	Lbs.	Lbs.	Lbs.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	71½	20	40	20		(Generally)	3/4	3					
" DBLG. (if any)	-	-	-	-		Double (Ford.)	7/8	3½		Vee butt and welded			
BOTTOM PLATING, No. of Strakes (4)	-	15	40	15		(Generally)	3/4	3					
BILGE PLATING, No. of Strakes (1)	32½	15	17	12		Double (Ford.)	5/8	2½		Vee butt and welded			
SIDE PLATING, No. of Strakes (3)	-	14	10	10		Double	5/8	2½		Vee butt and welded			
UPPER DECK, Sheer- strake in Wells	53½	20	12	12		(Generally)	3/4	3					
UPPER DECK, Sheer- strake in Bridge	-	-	-	-		Double (Ford.)	5/8	2½		Vee butt and welded			
STRAKE BELOW Sheer- strake in Wells	71½	14	10	10									
STRAKE BELOW Sheer- strake in Bridge	-	-	-	-		Double	5/8	2½		Vee butt and welded			
POOP SIDE PLATING	-	-	-	-									
BRIDGE SIDE PLATING	-	-	-	-									
FORECASTLE SIDE PLATING	-	-	-	-									

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Castings or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)	One (No. 51)				
" Deck next below	Two (No. 46 and 59/61)				
As per Rule	approved.				
		STIFFENERS.			
Plating Thickness.	VERTICAL.		HORIZONTAL.		
	Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKH'D, Upper tween decks (IN WINGS)	7/16"	3" x 2 1/2" x 1/4"	17 3/4" to 39"	(TOE WELDED)	-
" " Second (IN WINGS)	8/16"	4" x 3" x 7/16"	28 1/2"	(TOE WELDED)	-
" " Third					
" " Holds (N° 28)	12/16"	7 x 4 x 3/8" OA	20" to 7' x 4 x 3/8" OA		
" " (N° 7)	10/16"	TOE WELDED	24"	(TOE WELDED)	27"
COLLISION " (in Hold)	12/16"	6 x 3 1/2" x 10" OA	20" to 24"	(TOE WELDED)	-
AFTER PEAK " (N° 59-61)	8/16"	4 x 3 x 3/4" OA	28" LOWER DK. TO MAIN DK.		
	12 to 10/16"	8 x 3 1/2" x 1 1/2" BA	22" to LOWER DK.		
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)		Open Hearth			
Steel Company of Canada, Dominion Foundries Ltd., Algoma Steel Corpn.,		Manitoba Rolling Mills, Phoenix Iron Works, U.S.A., Bethlehem Steel Corpn., etc.			
Has the Steel been tested as required by the Rules?		Yes			

EQUIPMENT No.				LETTER		ANCHORS. 2 B and 1 K.		
Anchor.	Weight, Ex. Stock.	Weight of Stock.	Test, Per Certificate.	Weight, Ex. Stock.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
1st Bower.....	5705 lbs.	-	96320 lbs.	5600 lbs.	Admiralty Standard C.S. Stockless	Vulcan	Vancouver, B. C. 13/6/45 L.B. Hampton.	
2nd "	5696 lbs.	-	96145 lbs.	5600 lbs.		Iron		
3rd "	11401 lbs.	-	-	11200 lbs.		Works		
Collective Weight	5669 lbs.	-	95795 lbs.	5600 lbs.		Limited, Winnipeg.		

CHAIN CABLES.				HAWSERS AND WARPS.					
Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size supplied.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire.
Length. Diam.	Sta. Break- ing.	Supplied.	Length. Diam.					Length. Cir.	Length. Cir.
Fathoms. Ins.		Cwts. lbs.	Fathoms. Ins.					Fathoms. Ins.	Fathoms. Ins.
210 1 1/2	90200	27710	200 1 1/2	H.T. Electro - Steel Weld Metal Stud Link	Vancouver, B.C. 24/4/45 H.J. Rees.		TOWLINE (REDAUNT)	16 6 3/4	146.9
							HAWSERS & WARPS	150 5 1/4	79.0
								20 150 3 1/2	28.3
								20 150 2 1/2	20.1
								40 50 3 1/2	21.3
150 5 1/2	79.0	-	150 5 1/2	24 S.W.R.	-	-			

Steering Gear, Type (Power or hand) Steam Hydraulic "Hastie" Type Alternative Means of Steering Hand Gear
 Steering Chains (Size and Test) None - Telemotor Control Windlass Steam Driven Twin Head Capstan 2 Cyl. 7 1/2" Dia. x 8" Stroke Boats 2 - 36'-0" Harbour Launches.
 Deck in Holds, thickness and material - Cargo Battens, thickness, material and spacing -
 Hatchways.—(Upper Deck) Vehicle Hatch & Cargo Hatch Thickness of Hatches 2 1/2" Wood covers.
 Hatchways No. 1 (Fwd.) 48' x 12' No. 2 26' x 14' No. 3 - No. 4 - No. 5 - No. 6 -
 Number of Shifting Beams Vehicle Hatch - 11 Shifting Beams, no Fore and Afters.
 Number of Fore and Afters Cargo Hatch - 4
 Builder's Signature FOR YARROWS, LIMITED

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 Yes
 (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 built in accordance with the approved plans, the Secretary's letters, the specifications and Instructions of the British Admiralty Technical Mission and in general conformity with the Rules for the Class contemplated. The workmanship and materials are good.
 Fuel, flash point above 150°F., is carried in sixteen deep tanks as follows:- Frames 17-20, port, starboard and centre; Frames 20-24, port, starboard and centre; Frames 24-28, port, starboard and centre; Frames 28-32, port, starboard and centre; Frames 32-34, port; Frames 32-36, starboard; and Frames 46-48, port and starboard (settling tanks). Diesel oil is carried in deep tanks, Frs. 34-36, port. All peak, ballast, F.W., oil fuel tanks and cofferdams have been tested under pressure and found satisfactory. Steering and anchor trials have been carried out to the satisfaction of the Admiralty. Bilge suctions tried with satisfactory results.
 Watertight bulkheads, watertight doors, weather decks and hatches, hose and/or air tested with satisfactory results. Section 20 of the Rules complied with where applicable.

Amount of Entry Fee \$ 50.00 : Fees applied for, 10th Nov., 1945 (Special notations, where part of class, to be stated.)
 Special Survey Fee..... \$1900.00 : Received by me, ADAMALTY I am of opinion the Vessel should be Classed A - For Government Service.
 Travelling Expense, if any \$ 100.00 : 19
 Owners' Reps. \$1500.00
 Whether the Vessel has been built under Special Survey Yes
 Signature D. Forsyth
 Surveyor to Lloyd's Register of Shipping.
 Date of issue 19/6/46

Committee's Minute
 Character assigned

FRI. 25 JAN 1946
+ A - For Government Service
11,45 Ver. Fitted for oil fuel 11,45 F.P. above 150°F
+ LMC 11,45
F.D. O.G.

Write with.



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded. List of the Plans should be embodied.)

Vessel built to plans approved by Admiralty from original plans as approved by the Society.
Blue print copy of Midship Section herewith.

This ship is the fifth (5th) of this Transport Ferry type built by Messrs. Yarrows, Ltd., at Esquimalt, B. C., and is a sistership to their Yard No. 50 (C.N. 977), H.M.L.S.T. *3514*.
(Vancouver Report No.)

Interim Certificate *B* issued - Copy attached.

Casting Certificates -

Rudder Stocks (P. & S.) F-14502 N.N. 2/1/45

F-15362 N.N. 19/3/45

Tiller Arms (P. & S.) F-14823 H.J.R. 2/2/45

Steering Gear F-15944 R.C. 1/5/45

PARTICULARS OF ELECTRIC WELDING (if employed) All shell butts, seams & butts of Lower, Main and Upper Decks, longitudinal bulkhead in boiler room and longitudinal bulkheads (15'-0" off $\frac{1}{2}$) and stiffeners thereto. Butts and seams of heavy keel and bottom plating forward. Seams and butts boundaries to shell and deck angle connections of part W.T. and O.T. transverse bulkheads and stiffeners thereto. Engine room seatings (part). Skeg plating (part). Oil fuel settling tank Rudder and a number of minor items. Electrodes complying with Section 4, Paras. 1 to 9, of the Rules have been employed for Manual Welding and 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 For Government Service, Cruiser Steamer, Twin Screw, Wireless, Gyro Compass, Fitted for Oil Fuel, 10-45, F.P. above 150°F., Longitudinal Framing, Machinery Aft, Part Electrically Welded.

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "	HEAVY	SHANK
	2538 lbs.	1402 lbs.	J.F. Hind	F-15232	20/4/45 & 28/4/45
	2560 lbs.	1411 lbs.	J.F. Hind	F-15233	20/4/45 & 28/4/45
	2546 lbs.	1398 lbs.	J.F. Hind	F-15231	29/3/45 & 28/4/45

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. C.N. 981 Signal Letters — Over Scrambling Ladders & N.L. Over Stern Anchor St. Causeways — 55.1 Over-all Length 345.5 (Circ. 1703)

No. and Material of Decks Three decks, steel. Second deck, steel at sides only.

Parts of Bottom of Vessel coated with cement or approved composition. Fore peak, after peak and tanks clear of oil fuel tanks coats "Farbertite". Fresh water tank, cement washed. Oil fuel and diesel oil tanks, one coat heavy filtered mineral oil.

Particulars of composition (if fitted) and of approval "Farbertite" approved by British Admiralty Technical Mission 26/

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,			Fore peak tank, Stem - Fr. 7	14.0	
Double bottom, under Engines and Boilers,			After peak tank, Fr. 59-Fr. 74	30.0	
Double bottom, if under Engines only,			Deep tank, forward, (Domestic F.W.) Fr. 32A-Fr. 36	30.0	
Double bottom, if under Boilers only,			Deep tanks forward, Fr. 11-Fr. 28 (Total)	112.0	
Double bottom, forward,			Other tanks, if fitted, W.T. Compt. Fr. 7-Fr. 11	16.0	
Total length (if continuous) and Capacity					

Order for Special Survey No. 102

Date 11/5/44

Dates of Surveys held while building

Constant attendance from keel laying 19th February, 1945 to 8th November, 1945.