

Rpt. 1.

STEEL STEAMER or MOTORSHIP

Received at London Office

11 OCT 1945

State if Report has been sent on the Freeboard of the Vessel NO

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

Date of completion of report

25th. August 1945

Port of QUEBEC

No. 6665

Survey held at

LAUZON, QUE.

Date First Survey

26th. October '44

Last Survey

24th. August

1945

On the

(State if Machinery fitted Aft and if Steam Engine Triple Screw)

STEEL TWIN SCREW TRANSPORT FERRY

HMS-LST(3) 3512

(Machinery fitted aft.)

Store 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-

State if with freeboard as condition of Class

FEET.

Built at LAUZON, QUE.

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

-

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 25th. April 45 Yard No. 567

Breadth (greatest moulded)

B 54.0

Builders DAVIE SHIPBUILDING & REPAIRING CO. LTD.

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 LORDS COMMISSIONERS OF THE ADMIRALTY.

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.

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

9.5

Port of Registry

Length

330.6

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

11.82

If surveyed while building, afloat, and in dry dock

Breadth

54.1

Do. Long Bridge to top of keel

-

Depth

27.1

Draught Moulded (MEAN)

12.25

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		
SIDE FRAMING, LONGITUDINAL FRAMING			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, [or]	REPORT 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 " " " "			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
above 3rd. deck angle	5 3 8.2	5X3X7.8	Tank Side Brackets, height above base line at toe of Frame and thickness		
" " from 1/2 len. for'd. to 15% len. from Stem below 3rd. deck B.A.	6 3 10.7	6X3X11.12	INNER BOTTOM PLATING.		
" " Fore Peak 12 1/2 6.1	6 3 10.7	6X3X11.37	Breadth and thickness of Middle Line Strake		
" " in Peaks, Angle as aft. Peak B.A.	6 3 10.7	6X3X11.37	Thickness of remainder in Holds		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4-4 1/8 apart		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?		
State if Frame Joggled	NO	✓	BEAMS.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	Uppermost Continuous Deck, amidships in Wells, Angle [or]		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓	" " in way of Bridge, Angle, [or]		
SINGLE BOTTOM.			Spacing		
Floors, Depth and thickness at mid-line in Holds			Second Deck, amidships, Angle, [or]		
Height of Brackets at side above base line at toe of frame			Spacing		
Middle Line Keelson, on Floors, Angles, [or]			Third Deck, amidships, Angle, [or]		
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			Fourth Deck, amidships, Angle, [or]		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Poop Deck, Angle, [or]		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Bridge Deck, Angle, [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing			Forecastle Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?			Spacing		
Bracket Floors, breadth and thickness at middle line					
" " breadth and thickness at margin plate					

PAGE TWO

SHELL PLATING.

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

STEEL.

Has the Steel been tested as required by the Rules?

YES

CHAIN CABLES.
APPROVED

Steering Gear, Type (Power or hand) Steam Hydraulic "HASTIE" Type Alternative Means of Steering Hand Gear
Steam driven
 Steering Chains (Size and Test) -- Windlass Head Capstan 2 cyl.
7½" diam X 8" stroke Boats 2-36' Harbour Launches

Ceiling in Holds, thickness and material -- Cargo Battens, thickness, material and spacing --

Cargo Hatchways.—(Upper Deck) Vehicle Hatch and Cargo Hatch Thickness of Hatches 2½ wood covers.
 (Vehicle Hatch) (Cargo Hatch)
 Size of Hatchways No. 1 (Fwd.) 48'X12' No. 2 26'X14' No. 3 -- No. 4 -- No. 5 -- No. 6 --

Number of Shifting Beams/
 and/or Fore and Afters) Vehicle Hatch - 11 Shifting Beams - No fore and afters.
Cargo Hatch - 4 " " - No " "

DAVID SHIPBUILDING & REPAIRING CO. L.
[Signature]
 Builder's Signature

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 SHIP has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. ✓ The Scantlings and arrangements are in accordance with, or equivalent to those shown on the approved plans. ✓

The workmanship and materials are good. Oil Fuel, flash point above 150°F. is carried in sixteen deep tanks as follows:- Frames 17-20 port, Starb'd and Centre - Frames 20-24 port starb'd and Centre. Frames 24-28 port, Starb'd and centre - Frames 28-32 port, starb'd and centre - Frames 32-34 port - Frames 32-36 starb'd - and frames 46-49 port and starb'd (settling tanks). Diesel Oil is carried in Deep tanks frames 34-36 port. X See inside W.T. BHs

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 suction tried with satisfactory results. ✓

Watertight bulkheads, watertight doors, hatches and weather decks hose and/or air tested with satisfactory results. ✓

The amount of Entry Fee £ 50⁰⁰ :
Special Survey Fee..... £ 19⁰⁰ :
Travelling Expense, if any £ 15⁵ :
Owners' Representative Fee 15⁰⁰ :
State whether the Vessel has been built under Special Survey **YES**

Fees applied for,
22nd Sept 1945
Received by me, £ 19⁰⁰

ADMIRALTY
A/c rendered from
London 18/10/45

(Special notations, where part of class, to be stated.)
I am of opinion the Vessel should be Classed **A-**
"FOR GOVERNMENT SERVICE"

CB-... 8.10.1945

State whether the Vessel has been built under Special Survey YES

Certificate to be sent to Admiralty Bath Date of issue 18/10/46

Signature S. Bowman & A. J. Campbell
Surveyors to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

4A- For Government Service

8.45 Lbs. Fitted for oil fuel 9.45 F.P. above 150° F.

+LMC 9.45

F.D. O.G.

White Mt.

Vessel built to plans approved by Admiralty from Original Plans as approved by the Society.

Two copies of Midship section herewith.

Sister Vessel LST(3) 3510 - Montreal Report No. 6618

CASTING CERTIFICATES:-

Rudder Stock - Port 5209 A.R.R.
Rudder Stock - Starbd. 5208 A.R.R.
Skeg - Port 4883 G.P. Sent with Report on LST (3) 3509
Skeg - Starbd. 4468 G.P. " " " " LST (3) 3509
Tiller Arm - Port 4934 G.P. " " " " LST (3) 3507
Tiller Arm - Starbd. 5717 G.P.

PARTICULARS OF ELECTRIC WELDING (if employed) Seams and butts of Lower, main and upper decks, Centre line bulkhead and longitudinal bulkheads. Butts of Keel plates, sheerstrake and shell plating. Longitudinal bulkhead stiffeners, centre line bulkhead intermediate stiffeners. Lower and main deck transverse and upper deck transverse, at wings.

Wilson No. 98 approved shielded arc electrodes and "unionmelt" welding process used.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "FOR GOVERNMENT SERVICE"

Cruiser Stern, Twin Screw, fitted for Oil Fuel 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	4078 Lbs.	J.F.H.	F 12233	21-12-44
	2nd "	4059 "	J.F.H. <td>F 12232<td>21-12-44</td></td>	F 12232 <td>21-12-44</td>	21-12-44
	Kedge Anchor	4029 "	J.F.H. <td>F 12231<td>21-12-44</td></td>	F 12231 <td>21-12-44</td>	21-12-44

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 — Over scrambling ladders) 55.1' Over Stern anchor Stowage
Extreme Breadth over Belting (Circ. 1811) 345.4' Over-all Length (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, Aft peak and tanks clear of oil fuel tanks, one coat bituminous solution and 1 coat bituminous enamel. Fresh water tanks cement washed. Oil fuel and diesel oil tanks one coat heavy filtered mineral oil.

Particulars of composition (if fitted) and of approval "Bitumen" approved by British Admiralty Technical Mission.

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	48
Double bottom, under Engines and Boilers,	—	—	After peak tank, Fr. 59 - Fr. 74	30.0	138
Double bottom, if under Engines only,	—	—	Deep tank, aft, See letter 20.11.45	30.4	215.4
Double bottom, if under Boilers only,	—	—	Deep tanks forward, Fr. 11 - Fr. 28 (total)	112.0	1797
Double bottom, forward,	—	—	Other tanks, if fitted, WT aompt. Fr. 7 - Fr. 11	16.0	180
Total length (if continuous) and Capacity.	—	—	(If necessary, furnish further information by sketch.)		

constant attendance from 26-10-44 to 24-8-45

Order for Special Survey No. 170

Date 7th. Feby. 1944

Dates of Surveys held while building