

STEEL STEAMER ~~MOTORSHIP~~

Received at London Office

1-JUN 1946

RECEIVED

JUN 1946

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 (Now)**

88355

Date of completion of report 25th March, 1946

Port of Vancouver, B. C.

No. 6830

Survey held at Vancouver and North Vancouver, B. C.

Date First Survey 5th July, 1945

Last Survey 18th March, 1946

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

Steel Single Screw Steamer "OTTAWA PALMER".

(Machinery aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

C.S.S. with tonnage opening.

State Type of Erections S.S. deck.

TONNAGE under Tonnage Deck 636.11

CLASS * 100 A 1 with freeboard. State if with freeboard as condition of Class **Yes**

Built at Vancouver & North Vancouver, 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 210.0**

Launched 7th Dec., 1945. Yard No. 245

Total -

Breadth (greatest moulded) **B 36.5**

Builders Burrard Drydock Co. Ltd.

Gross Tonnage 911.29

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 21.58**

Owners Canadian Government

Register Tonnage 425.55

1st Longitudinal Number (L x D) = 4532

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

2nd Numeral L x (B + D) = 12197

Residence Ottawa

REGISTERED DIMENSIONS. FEET.

Length 214.1

Framing Depth "d," at middle of length. See Sec. 3 (1d) **11.38**

Breadth 36.7

Proportions—Depth to Length—Uppermost continuous deck to top of keel **9.7**

Depth 11.45

Do. Long Bridge to top of keel **13'-11 5/16"**Port of Registry -
If surveyed while building, afloat, or in dry dock

Building, afloat and in dry dock.

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	24	✓	Bracket Floors, Frame	B.A. 6 x 3 1/2 x .28	✓
" " from 3/8 length amidships to Collision bulkhead	24	✓	" " Reversed Frame	O.A. 4 x 3 x .31	✓
" " in peaks	24	✓	" " Vertical Struts	None	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	33 x .40	✓
Frame Amidships, Angle E or F	6 x 3 1/2 x .28	✓	" " top Angles	centre girder welded	✓
" " Extends up to upper & 2nd dks. alternately.			" " bottom Angles	top and bottom.	✓
Reversed Frame Amidships, Angle	- - -		Side Girders, No. each side and thickness	One @ .31	✓
" " Extends up to	- - -		Margin Plate depth (excl. of flange) and thickness	28-3/8 x .38	✓
Depth of Framing Girder	6	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded	✓
Frames in Uppermost Continuous 'tween Decks, Angle E or F	6 x 3 1/2 x .28	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	Welded	✓
" " Second 'tween Decks, Angle, E or F	- - -		" " Gussets, spacing and scantling abaft 1/4 len. from stem	9" x 3/8 on alt. frs.	✓
" " Third " " " "	- - -		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	Tank top carried to shell	✓
" " from 1/2 len. for'd. to 15% len. from Stem	6 x 3 1/2 x .28	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	31 x .31	✓
" " in Peaks, Angle E or F	6 x 3 1/2 x .28	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" @ 7 dias.	✓	Breadth and thickness of Middle Line Strake	48 x .38	✓
State if Frame Joggled	No	✓	Thickness of remainder in Holds	.38	✓
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?	As approved	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	BEAMS.		
SINGLE BOTTOM. in Engine Room.			Uppermost Continuous Deck, amidships	5 x 3 x .38	✓
Floors, Depth and thickness at midline in Holds, Engine Room	37" x .44	✓	" " in way of Bridge, Angle, E or F	- - -	
Height of Brackets at side above base line at toe of frame	-		Spacing	24"	✓
Middle Line Keelson, on Floors, Angle, E or F	-		Half Beams		
" " Through-Plate or Intercoastal Plate	37" x .38	✓	Second Deck, amidships, Angle, E or F	6 x 3 1/2 x .38	✓
" " Foundation Plate on Floors	7/8" & 1"	✓	Full Beams	6 x 3 1/2 x .28	✓
" " Flat Plate Keel Angles	welded to keel	✓	Spacing	24"	✓
Girder			Third Deck, amidships, Angle, E or F		
Side Keelsons, No. each side	One	✓	Spacing		
" " thickness of Intercoastal Plate	.50"	✓	Fourth Deck, amidships, Angle, E or F		
" " Angles	welded to floors.	✓	Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, E or F		
Solid Floors, thickness and spacing	.31 @ 48	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	No	✓	Bridge Deck, Angle, E or F		
Bracket Floors, breadth and thickness at middle line	15 x .31	✓	Spacing	6 x 3 1/2 x .44	✓
" " breadth and thickness at margin plate	24 x .31	✓	Forecastle Deck, Angle, E or F	5 x 3 x .31	✓
			Spacing	24"	✓

PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....	2	✓	
" in 'tween Decks, Size and Spacing.....	6-5 3/4 dia. x .43	✓	
" " " " "	28' max.	✓	
" in Holds " "	10 3/4 dia. x .50	✓	
" " " " "	28' max.	✓	
Centre Line Bulkhead.			
Stiffeners and Spacing.....	None	✓	
Plating, thickness of.....	- - -		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	65 x .34	✓	
" " " " in way of Bridge	- - -		
" Angle in Wells	3 1/2 x 3 1/2 x .38	✓	
Thickness of Plating abreast Deck openings } in way of Wells }	.32	✓	
Thickness of Plating abreast Deck openings } in way of Bridge }	- - -		
Thickness of Plating within line of openings..	.29	✓	
If Sheathed, material and thickness	B.C. Fir 2 1/2	✓	
Second Deck.			
Stringer Plate, breadth and thickness in Wells	64 1/2 x .31	✓	
Stringer Plate, breadth and thickness in way of Bridge	- - -		
Thickness of Plating abreast Deck openings } in way of Wells }	.29	✓	
Thickness of Plating abreast Deck openings } in way of Bridge }	- - -		
Thickness of Plating within line of openings..	.29	✓	
If Sheathed, material and thickness	No Sheathing.	✓	
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.....	.29	✓	
Plating, Sheathing, material and thickness.....	.29	✓	

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <u>Side shell</u>			only BUTTS.			
	AMIDSHIPS.		FORWARD.			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	45	.50	.50	.50		Double	3/4	3	Butts welded			
" DBLG. (if any)	-	-	-	-								
BOTTOM PLATING, No. of Strakes 2 }		.40	.38	.38		Double	3/4	3	Butts welded			
BILGE PLATING, No. of Strakes 1 }		.40	.38	.38		"	"	"	"	"		
SIDE PLATING, No. of Strakes 2 }		.38	.38	.38		"	"	"	"	"		
UPPER DECK, Sheer- strake <u>in Wells</u>	66	.44	.38	.38		"	"	"	"	"		
UPPER DECK, Sheer- strake in Bridge.....	-	-	-	-		Seams of keel, "A", "C" & "D" Strakes welded in way of Fore Peak Tank, Port & Starboard, also in way of after Peak Tank.						
STRAKE BELOW Sheer- strake <u>in Wells</u>	66	.40	.38	.38		Double	3/4	3	Butts welded			
STRAKE BELOW Sheer- strake in Bridge	-	-	-	-								
POOP SIDE PLATING	-	-	-	-								
BRIDGE SIDE PLATING.....	-	-	-	-								
FORE'C'TLE SIDE PLATING	-	-	.30	-		Single	3/4	3	Butts welded			

Total No. of W.T. BULKHEADS in Vessel— <i>184 (bolt to Wds, 3 to 2nd deck)</i>		FORGINGS AND RIVETS.				
Extending to Upper Deck (Sec. 3 c) <i>two</i> - frs. <i>93 & 96.</i>			Casting or Forging.	Scantlings. ins.	Maker's Name.	Any Departure from Approved Plans to be Noted.
" Deck next below <i>three</i> - frs. <i>6, 32 & 69.</i>	KEEL, Bow	Flat plate	Rolled	<i>Van.</i>		
As per Rule <i>three.</i>	STEM	Bar	<i>7 x 1 1/2</i>	<i>Eng. Works.</i>		
	STERN (Propeller Post)	C.S.	<i>6 1/2 x 5 1/2</i>			

	Casting or Forging.	Ins.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, <u>Box</u>	Flat plate	✓			
STEM	Rolled	✓			
	Bar	7 x 1 $\frac{1}{2}$	✓	Van.	
STERN	Propeller Post	C.S. 6 $\frac{1}{2}$ x 5 $\frac{1}{2}$	✓	Eng.	Works.
FRAME	Rudder	" 6 $\frac{1}{2}$ x 5 $\frac{1}{2}$	✓		
Speed of Vessel		10 $\frac{1}{2}$ knots.	✓		
RUDDER—Type	Streamline	made by Van.	✓		
" A X D	162.5	✓	Eng. Wks.		
" Diam. of head	6 $\frac{3}{4}$	✓			
" Mainpiece at top pintle	5 $\frac{1}{2}$ x 6 $\frac{3}{4}$	✓			
" " heel	5 $\frac{1}{2}$ x 3 $\frac{1}{2}$	✓			
" how constructed	Built and rivetted.	✓			
" double or single plate	Double .45"	✓			
" coupling, vertical or	Vertical	6-2"	✓		
" horizontal			3/8 dia. bolts.		

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			ins.	Scantlings.	Spacing.	Scantlings.
			ins.	ins.		
MIDSHIP BULK'D,	Upper tween decks	.25	4x3x $\frac{1}{2}$	OA	31 $\frac{1}{2}$	
"	" Second "	-	-	-		
"	" Third "	-	-	-		
"	" Holds Fr. 69	.31	5x3x.31	OA	28	
COLLISION	" (in Hold) Fr. 96	.38-.30	5x3x.38	OA	24	1 Strg. 6'-0"
AFTER PEAK	" Fr. 6	$\frac{1}{2}$ -.31	3 $\frac{1}{2}$ x2 $\frac{1}{2}$ x $\frac{1}{2}$	5/16	27	

Speed of Vessel.....	10 $\frac{1}{2}$ knots.
RUDDER—Type	Streamline made by Van.
" A X D	162.5 Eng. Wks.
" Diam. of head	6 $\frac{3}{4}$
" Mainpiece at top pintle	5 $\frac{1}{2}$ x6 $\frac{3}{4}$
" " heel	5 $\frac{1}{2}$ x3 $\frac{1}{2}$
" how constructed.....	Built and rivetted.
" double or single plate	Double .45"
" coupling, vertical or	Vertical - 6-2 3/8 dia.
" horizontal	

ANCHORS

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT AS SHOWN SPECIFIED.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Qr. lbs.	Qr. lbs.	Qr. lbs.	Cwt. qrs.	Cwt. qrs.	Cwt. lbs.	Qr. lbs.	Qr. lbs.	Qr. lbs.	Cwt.			
F-18085	1st Bower.....	2762	1	bs.	✓	-	-	55,440	1	lbs. ✓	25½	Westland		
F-18087	2nd "	2760	1	bs.	✓	-	-	55,440	1	lbs.	25½	Cast Steel	Iron & Steel	Vancouver, B.C.
F-18084	3rd "	2756	1	bs.	✓	-	-	55,440	1	lbs.	25½	"Baldt" Type	Foundries,	29-9-45
	Collective Weight	8278	1	bs.	✓	-	-				76½ 73"	Stockless	Ltd.,	L.B. Hampton.
F-18086	Stream	910	1	bs.	✓	-	-	23,184	1	lbs.	8 (specified)		Vancouver B.C.	

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.	
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
F-16890	212	1 1/2	132	145	27320 lbs.	27104 lbs.	210	1 1/2	H.T. Electro-Weld Steel Metal Stud Products Ltd.,	Vancouver, B.C.	13-9-45	TOWLINE.	90	3 1/2	21.7	90	3 1/2
									Link	Vancouver, B.C.	H.J. Rees.		90	6	-	90	6
													90	5	-	90	5
deep Stream Steel Wire	75	3 1/2			25.7				75	3 1/2	FSWR 6 x 12						

Steering Gear, Type (Power or hand) Steam with telemotor control Alternative Means of Steering Hand steering gear

Steering Chains (Size and Test)..... Windlass Steam 9" x 10" Boats 4 @ 24.3'x8.2'x3.4' (one being motor)

Ceiling in Holds, thickness and material.....None fitted.✓.....Cargo Battens, thickness, material and spacing 2"B.C.Fir 9" clear

Cargo Hatchways.—(Upper Deck).....Steel plates and angles.....Thickness of Hatches.....2½" B. C. Fir✓

Size of Hatchways No. 1 (Fwd.) 28' 0" x 14' 0" No. 2 52' 0" x 14' 0" No. 3 4' 6" x 14' 0" No. 4 - - No. 5 - - No. 6 - -

Number of Shifting Beams) No., 1-5. No., 2-10.

Burrard Dry Dock Company, Limited

Builder's Signature.

Castrolean

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 constructed 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 materials and workmanship are of good quality.✓
The double bottom, cofferdam, peaks, auxiliary ballast, feed, fresh water and O.F. settling tanks, decks, bulkheads, watertight ship's side doors, steering gear and windlass have been tested as required by the Rules and found satisfactory.✓

The freeboards assigned by the Committee have been marked on the ship's sides, verified, cut in and painted. ✓

Oil is carried as fuel in the double bottom tanks (except in way of No. 1 D.B. tank) and in 2 settling tanks, situated at fore end of boiler room. The flash point of the oil is not lower than 150° F. and Section 20 of the Rules has been complied with.

The ship has also been surveyed during construction on behalf of the Minister of Munitions and Supply of Canada in accordance with the Hull Specification requirements which have been satisfactorily carried out. ✓

The amount of Entry Fee	\$ 15.00	:	} Fees applied for, 28 Feb. 1946
Load Line Fee	\$ 40.00	:	
Special Survey Fee.....	\$400.00	:	

(Special notations, where part of class, to be stated.)

Travelling Expense, if any \$ 45.00

I am of opinion the Vessel should be Classed 100 A 1 with
freeboard, fitted for oil fuel 3,46 F.P.
above 150° F.

Owners' Rep. \$600.00
State whether the Vessel has been built under Special Survey..... Yes

Signature R. M. Scott
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to ✓ Co. ma. lrp Date of issue 26/7/46

Committee's Minute

Character assigned +100 A1 with grubboard

3.46 Vcs. Fitted for oil fuel 3.46 F.P. above 150°F

Lloyds A + C.P. + LMC 3.46
 Machy aff. F.D. O.G.

White X Shill

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002071-002078-0178²/₂

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 ship is the second of the "B" Type Coasters built by Burrard Drydock Co. Ltd., Vancouver, B.C., to the order of the Minister of Munitions and Supply of Canada, and is a sistership to the Burrard Drydock Co. Ltd.'s Hull No 243, S.S. "OTTAWA PAGE" (Ver. Report No. 6803).

The approved plans have been retained here for dealing with sisterships building and to be built. Blue print of midship section plan (as built) forwarded herewith.

Interim Certificate issued - copy attached.

A copy of each of the following certificates attached hereto:-

Certificate No. F-18184 for cast steel stern frame.

Certificate No. F-18253 for rudder.

Certificate No. F-18432 for steam steering engine, quadrant and tiller.

Certificate No. F-10676 for windlass.

Certificates Nos. F-18186, F-18250, F-18307, F-18309, F-18409 & F-18410, for winches.

Certificate No. 503 for capstan.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel, Tank Top, Margin, W.T.Bhds., all Decks and shell plating, cargo hatch coamings, casings and Deckhouses. Seams Keel, "A", "C" & "D" strakes in way of Aft & Fore Peak Tanks, Tank Top, W.T.Bhds., Oil Settling Tanks, casings and Deckhouses; Stiffeners on W.T.Bhds., Oil Settling tanks, inside chain locker, casings and Deckhouses; W.T.Bhds. to Tank Top, shell and decks; Oil Settling Tank ends to side frames; All structure inside Double Bottom Tanks (excluding frames to shell). Tank side brackets to Tank Margin; Gusset plates to Tank Margin and Side Brackets; Main and Auxiliary Engine Seatings; upper and 2nd Dk. girders to decks; Tripping Brackets to Deck Girders and Beams; Heads and Heels of Hold & 'tween Dk. pillars; Ventilator coamings to decks; Deckhouses to deck; Masts and derrick posts; Deck fittings and Minor items.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Part welded, machinery aft, cruiser stern.

Fitted for oil fuel - F.P. above 150° F.

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	HEAD					SHANK					
	1st Bower	2034	lbs.	N.N.	F-18381	26-9-45	613	lbs.	N.N.	F-18381	26-9-45
	2nd "	2034	lbs.	N.N.	F-18384	27-9-45	611	lbs.	N.N.	F-18384	27-9-45
	3rd "	2029	lbs.	N.N.	F-18380	26-9-45	612	lbs.	N.N.	F-18380	26-9-45
	Stream	633	lbs.	N.N.	F-18382	26-9-45	252	lbs.	N.N.	F-18382	24-9-45

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 29.9 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 1 Dk. & Signal Letters Extreme Breadth over Belting 37.9 ft. Over-all Length 224.2 ft. (Circ. 1611) (Circ. 1703)

No. and Material of Decks Sh.Dk.—Steel. Exposed upper deck sheathed with 2½" B.C. Fir. Parts of Bottom of Vessel coated with cement or approved composition Bottom of ship not coated in Nos. 2 & 3 D.B. Tanks and in No. 4 D.B. Tank under Boilers where Oil Fuel is carried. No. 1 D.B. Tank, F.W. Tank frs. 93-96 and Hold Bilges coated with "Farbertite"; cement in after and fore peak Tanks.

Particulars of composition (if fitted) and of approval "Farbertite"

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.)

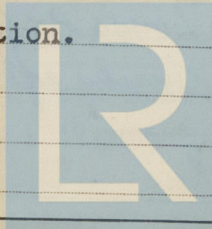
Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	S.W. Tons.		Feet.	S.W. Tons.
Double bottom, aft,	-	-	Fore peak tank,	-	37
Double bottom, under Engines and Boilers,	-	-	After peak tank,	-	24
Double bottom, if under Engines only, Cofferdam	2.0	-	Deep tank, aft,	-	-
Double bottom, if under Boilers only, No. 4	20.0	20.0	Deep tank, forward,	-	-
Double bottom, forward, Nos. 1, 2 & 3	122.0	240.4	Other tanks, if fitted, F.W. tanks (upper & lower)	6	77
Total length (if continuous) and Capacity	144.0	260.4	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 124

Date 19 - 3 - 45

Dates of Surveys held while building

Constant attendance from 5th July, 1945 to 18th March, 1946 for Classification and Owners' Representation.



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Total No. of Visits