

STEEL STEAMER or ~~MOTORSHIP~~

Received at London Office 3 - NOV 1942

State if Report has been sent on the Freeboard of the Vessel. YesState if Report is sent on the Machinery of the Vessel. YesDate of completion of report 22nd August, 1942 Port of Vancouver, B.C. No. 5789Survey held at Victoria, B.C. Date First Survey 13th Sept, 1941 Last Survey 13th August, 1942On the (State if Machinery is Steam and if Single, Twin or Triple Screw) Steel Single Screw Steamer "FORT DOUGLAS"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) C.S.S. with T.O. closed State Type of Erections ✓TONNAGE under Tonnage Deck 6400.90CLASS Corresponding to 2nd Summer M.L. of 26.10 State if with freeboard as condition of Class ✓Built at Victoria B.C.Do. of space or spaces between Tonnage Dk. 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 416.00Launched 30th April, 1942 Yard No. 21Total ✓Breadth (greatest moulded) B 56.88Builders Messrs. Victoria Machinery & Ship Co. Ltd.Gross Tonnage 7128.82Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck See Sec. 3 (1b) D 37.38Owners Minister of Munitions & Supply of CanadaRegister Tonnage 4400.802nd Numeral $L \times (B + D)$ 39191Managers Halpern & Associates, Ltd.Residence London

REGISTERED DIMENSIONS.

Length 424.6Breadth 56.88Depth 37.38Framing Depth "d" at middle of length. See Sec. 3 (1d) 25.08Proportions Depth to Length Uppermost continuous deck to top of keel 77.14Do. Long Bridge to top of keel 26.86Draught Moulded 26.86Port of Registry VictoriaIf surveyed while building, afloat, or in dry dock Building afloat and in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS

Condition of the vessel at the time of survey Condition of the vessel at the time of surveyAny Departure from Approved Plans to be Noted. Any Departure from Approved Plans to be Noted.FRAMES, Spacing amidships. FRAMES, Spacing amidships." " from 1/3 length amidships to Collision bulkhead. " " from 1/3 length amidships to Collision bulkhead." " in peaks " " in peaksSIDE FRAMING. Frame Amidships, Angle, SIDE FRAMING. Frame Amidships, Angle, [80°]" " Extends up to " " Extends up to 2nd DeckReversed Frame Amidships, Angle Reversed Frame Amidships, Angle [80°]" " Extends up to " " Extends up to 2nd DeckDepth of Framing Girder Depth of Framing Girder 12Frames in Uppermost Continuous 'tween Decks, Angle Frames in Uppermost Continuous 'tween Decks, Angle [80°]" " Second 'tween Decks, Angle, [or [" " Second 'tween Decks, Angle, [or [80°]" " from 1/2 len. for'd. to 15% len. from Stem " " from 1/2 len. for'd. to 15% len. from Stem [80°]" " in Peaks, Angle, [" " in Peaks, Angle, [80°]Diameter and Spacing of Rivets through Frame and Shell Plating amidships Diameter and Spacing of Rivets through Frame and Shell Plating amidships [1/8" 6 1/2" dia]State if Frame Joggled State if Frame Joggled NoAre the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? YesAre the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? Yes

SINGLE BOTTOM.

Floors, Depth and thickness at mid-line in Holds Floors, Depth and thickness at mid-line in Holds [8 3/2" 148]Height of Brackets at side above base line at toe of frame Height of Brackets at side above base line at toe of frame [8 3/2" 148]Middle Line Keelson, on Floors, Angles, [or [Middle Line Keelson, on Floors, Angles, [or [8 3/2" 148]" " Through Plate or Intercoastal Plate " " Through Plate or Intercoastal Plate [8 3/2" 148]" " Foundation Plate on Floors " " Foundation Plate on Floors [8 3/2" 148]" " Flat Plate Keel Angles " " Flat Plate Keel Angles [8 3/2" 148]Side Keelsons, No. each side Side Keelsons, No. each side [8 3/2" 148]" " thickness of Intercoastal Plate " " thickness of Intercoastal Plate [8 3/2" 148]" " Angles " " Angles [8 3/2" 148]

DOUBLE BOTTOM.

Solid Floors, thickness and spacing Solid Floors, thickness and spacing [8 3/2" 148]" " Are Frame and Reversed Frame joggled? " " Are Frame and Reversed Frame joggled? [8 3/2" 148]Bracket Floors, breadth and thickness at middle line Bracket Floors, breadth and thickness at middle line [8 3/2" 148]" " breadth and thickness at margin plate " " breadth and thickness at margin plate [8 3/2" 148]

INNER BOTTOM PLATING.

Breadth and thickness of Middle Line Strake Breadth and thickness of Middle Line Strake [8 3/2" 148]Thickness of remainder in Holds Thickness of remainder in Holds [8 3/2" 148]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? 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

BEAMS.

Uppermost Continuous Deck, amidships Uppermost Continuous Deck, amidships [8 3/2" 148]in way of Bridge, Angle, [or [in way of Bridge, Angle, [or [8 3/2" 148]Spacing Spacing [8 3/2" 148]Second Deck, amidships, Angle, [or [Second Deck, amidships, Angle, [or [8 3/2" 148]Spacing Spacing [8 3/2" 148]Third Deck, amidships, Angle, [or [Third Deck, amidships, Angle, [or [8 3/2" 148]Spacing Spacing [8 3/2" 148]Fourth Deck, amidships, Angle, [or [Fourth Deck, amidships, Angle, [or [8 3/2" 148]Spacing Spacing [8 3/2" 148]Poop Deck, Angle, [or [Poop Deck, Angle, [or [8 3/2" 148]Spacing Spacing [8 3/2" 148]Bridge Deck, Angle, [or [Bridge Deck, Angle, [or [8 3/2" 148]Spacing Spacing [8 3/2" 148]Forecastle Deck, Angle, [or [Forecastle Deck, Angle, [or [8 3/2" 148]Spacing Spacing [8 3/2" 148]

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 this type to be built by the Victoria Machinery Depot Co. Ltd., Victoria, B.C. and is a sister ship to the same Builders' Yard No. 20 - S.S. "FORT CAMOSUN" (Vancouver Report No. 5760)

The approved plans have been retained for dealing with sister ships now building and to be built.

Blue print of plan of Midship Section is forwarded herewith.

Interim Certificate issued, - copy attached.

A copy of each of the following Certificate attached hereto:- Nos.:-
F1291 (Stemframe); F3321 (Rudder); F1786 (Steering engine, quadrant & tiller); F3333 (Windlass)
F3452, F1499, F1501, F3411, F3451, F1500; F3268; F3269, F3273, F3270 & F1753 (Winches)

Hamage openings in 'tween deck have all been efficiently closed with steel plates, rivetted on Rhod. 19, and 135 and bolted elsewhere as per approved plans. All 'tween deck have been hoisted and found satisfactory.

This vessel was satisfactorily launched and waterborne about 3.15 AM 30th April 1942 but subsequently sustained damage to stem frame midder etc stated to have been caused by the vessel grounding stem first on the Victoria Harbour Breakwater about 3.45 AM on the same day. The vessel was refloated about 1.15 PM 30th April 1942, steamed afloat and subsequently in dry dock and permanent repairs effected to our satisfaction and the vessel placed in the same good condition as she was in prior to the damage.

I please refer to copy of damage report attached herewith.
Copy of certificate No. F3630 (for new lower section of stemframe) attached.

PARTICULARS OF ELECTRIC WELDING (if employed) Double bottom tanks, watertight floors; margin plates to shell, to side frame margin brackets and to floors; gusset plates to tank top and side frame margin brackets; hold bulkheads to tank top plating; 2nd deck stringer closing plates to shell and frames; plate hull of shell, tank top (part) tunnel top and side, 2nd deck, upper deck, centre girders and hatch side girders; other items of minor importance. Electrodes complying with Section 4, paras. 1-9 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
Cruiser stern; Direction Finder;
Echo Sounder; Wireless.

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|----------------------------------------------------------------------------------------------------------------------------|------------|-----------|--------|---------|---------|
| Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test. | 1st Bower. | 5605 lbs. | J.F.H. | F 3104 | 27.4.42 |
| | 2nd " | 5595 lbs. | J.F.H. | F. 3106 | 24-4-42 |
| | STREAM | 1995 lbs. | J.F.H. | F. 3109 | 27.3-42 |

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 *441.50'*
(Circ. 1611) (Circ. 1703)

No. and Material of Decks *Two (2) steel*
Parts of Bottom of Vessel coated with cement or approved composition *D.B. tanks Nos 3, 4, 5 & 6 and peak tanks cemented on bottom shell. D.B. tanks Nos 1, 2, 7 & 8 fitted with efficient cement fillet at bottom shell landing edges; steelwork elsewhere cement washed & kept under E+3. spaces where there is bitumastic solution & enamel on girders & floors and bitumastic solution on underside of tank top plating, steelwork in bilge, bitumastic solution & enamel throughout.*
Particulars of composition (if fitted) and of approval *Bitumastic solution & enamel.*

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, (Nos 4 & 8) S.W. | 135.0 | 306.0 | Fore peak tank, SW | 22.0 | 145.0 |
| Double bottom, under Engines and Boilers, SW | 25.0 | 106.0 | After peak tank, SW | 24.0 | 160.0 |
| Double bottom, if under Engines only, (No 6) SW | 20.0 | 89.0 | Deep tank, (PORT) SW | 20.0 | 390.0 |
| Double bottom, if under Boilers only, (Nos 5 & 7) SW | 188.25 | 648.0 | Deep tank, (STARBOARD) SW | 20.0 | 395.0 |
| Double bottom, forward, (Nos 1, 2, 3 & 4) S.W. | 368.25 | 1149.0 | Other tanks, if fitted, (If necessary, furnish further information by sketch.) | | |
| Total length (if continuous) and Capacity SW | | | | | |

Order for Special Survey No. *47*

Date *17.7.41.*

Dates of Surveys held while building

1941:— Sept, 13th; Oct, 2nd, 11th, 15th, 30th; Nov, 5th, 12th, 15th, 22nd, 25th, 29th; Dec, 4th, 15th, 16th, 18th, 22nd.
1942:— Jan, 28th; Feb, 10th, 13th, 24th, 28th; Mar, 1st, 3rd, 5th, 6th, 7th, 9th, 11th, 13th, 16th, 18th, 19th, 26th, 27th; Apr, 2nd, 3rd, 7th, 8th, 9th, 11th, 13th, 15th, 16th, 17th, 18th, 22nd, 23rd, 24th, 25th, 26th, 27th, 29th, 30th; May, 3rd, 8th, 17th, 18th, 24th; June 1st, 4th, 5th, 11th, 12th, 15th, 17th, 18th, 19th, 22nd, 23rd, 27th, 30th; July, 2nd, 3rd, 4th, 6th, 7th, 8th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 27th, 28th, 29th, 30th, 31st; Aug, 1st, 2nd, 3rd, 4th, 5th, 7th, 10th, 11th, 12th, 13th.
Total No. of Visits *111*