

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**Date of completion of report **25th September, 1944** Port of **Vancouver, B. C.** No. **6331**Survey held at **North Vancouver, B. C.** Date First Survey **8th February, 1944** Last Survey **13th September, 1944**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **Steel Single Screw Steamer "FORT EDMONTON" (Victualling Ship)**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 **6694.85**Do. of space or spaces
between Tonnage Dk.
and Upper Dk. **- -**Total **- -**Gross Tonnage **7201.82**Register Tonnage **4007.16**REGISTERED DIMENSIONS.
FEET.Length **424.6**Breadth **57.2**Depth **34.9**CLASS **100 A1 with** State if with freeboard **Yes**
freeboard corresponding
to a summer Mid. Dkt.
of 26'-10"Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) **L 416.00**Breadth (greatest moulded) **B 56.88**Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck See Sec. 3 (1c) **D 37.33**Depth to 2nd Deck **28.58**1st Longitudinal Number (L x D) **15529**2nd Numeral L x (B + D) **39191**Framing Depth "d," at middle of length. See
Sec. 3 (1d) **25.08**Proportions—Depth to Length — Uppermost con-
tinuous deck to top of keel **11.14**Do. Long Bridge to top
of keel **- -**Draught Moulded **26.86**Built at **North Vancouver, B. C.**Launched **16th May, 1944** Yard No. **212**Builders **Burrard Dry Dock Co. Ltd.**Owners **Minister of Munitions & Supply
of Canada.**Managers **Ellerman & Bucknall Steamship
Co. Ltd.**
(Where necessary to be entered in Reg. Book.)Residence **- -**Port of Registry **- -**

If surveyed while building, afloat, or in dry dock

Building and 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	-	
" " from 3/8 length amidships to Collision bulkhead.....	27		" " Reversed Frame	-	
" " in peaks	24		" " Vertical Struts	-	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 x .56	
Frame Amidships, Angle [or]	12x4x4x.47		" " top Angles	3 1/2 x 3 1/2 .44	
" " Extends up to.....	2nd Deck		" " bottom Angles	4 4 1/2	
Intern. Forward Reversed Frame Stiffening Angle.....	(6 4 1/2 Toe to Shell)		Side Girders, (No. each side and thickness..... (B.As. top and bottom 6 3 1/2 .44	One 6 3 1/2 .44	
" " Extends up to.....	-		Margin Plate depth (excl. of flange) and thickness	40 1/2 x .56	
Depth of Framing Girder.....	12		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded	
Frames in Uppermost Continuous 'tween Decks, Angle [or]	6 3 1/2 1/2		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area Gussets, spacing and scantling abaft 1/4 len. from stem Fr. 144	10 1/2 x 3 (Fl. 2") Continuous	
No. 1 Hold with 3 & 4 & web irs. as approved [or]	10 3/4 x 3 x .425		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area 144 to F.P. Bnd.	17 x 3 (Fl. 2") Continuous	
" " Third No. 2 Hold [or]	12x4x4x.59		Tank Side Brackets, height above base line at toe of Frame and thickness	10 1/2 x .44	
" " from 1/2 len. for'd. to 15% len. from Stem	- - -		INNER BOTTOM PLATING.		
" " in Peaks, Angle [or]	8 3 1/2 .34		Breadth and thickness of Middle Line Strake.....	88 x 1/2	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 at 6 1/2 Dias.		Thickness of remainder in Holds44	
State if Frame Joggled	No		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Boiler Room?	Yes	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		Uppermost Continuous Deck, amidships in Wells, Angle [or]	8 3 1/2 .46	
SINGLE BOTTOM.			" " in way of Bridge, Angle, [or]	- - -	
Floors, Depth and thickness at mid-line in Holds	- - -		Spacing	Ev. Fr. (BA 9x 3 1/2 x .44 (Ch. 12x4 x .467	
Height of Brackets at side above base line at toe of frame	- - -		Second Deck, amidships, Angle [or]	Ev. Fr.	
Middle Line Keelson, on Floors, Angles, [or]	- - -		Spacing	Ev. Fr.	
Through Plate or Intercoastal Plate.....	- - -		Third Deck, amidships, Angle [or]	8 3 1/2 .46	
Foundation Plate on Floors	- - -		Spacing	Ev. Fr.	
Flat Plate Keel Angles	- - -		Fourth Deck, amidships, Angle [or]	8 3 1/2 .46	
Side Keelsons, No. each side	- - -		Spacing	Ev. Fr.	
" " thickness of Intercoastal Plate....	- - -		Poop Deck, Angle, [or]	- - -	
" " Angles	- - -		Spacing	- - -	
DOUBLE BOTTOM.			Bridge Deck, Angle, [or]	- - -	
Solid Floors, thickness and spacing	3/8 Ev. Fr.		Spacing	- - -	
" " Are Frame and Reversed Frame joggled? No	Cut at Seams		Forecastle Deck, Angle, [or]	- - -	
Bracket Floors, breadth and thickness at middle line	- - -		Spacing	- - -	
" " breadth and thickness at margin plate	- - -				

PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....	Under (a) Upper & (b) 2nd & (c) 3rd -- 3rd	6	6
" in 'tween Decks, Size and Spacing.....	(a) On Alt. Frs.	6	6
" " " " " " (b) Cr. Line Bhd.	6	6	6
" " " " " " (c) 6 6 3 O.A.	4 fr. sp. apart maxim.	6	6
" " " " " " (d) & Cr. Line Bhd.	4 fr. sp. apart maxim.	6	6
Centre Line Bulkhead, under 2nd, 3rd and 4th decks.	Ch. 120 3/4 x 60	60	60
Stiffeners and Spacing.....	on Alt. frs.	60	60
Plating, thickness of.....	.31	.31	.31
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in 'tween	61 x .69	61	.69
" " " " " " in way of Bridge	- - -	-	-
" Angle in 'tween	6 6 .69	6	.69
Thickness of Plating abreast Deck openings} in way of Wells	3	3	3
Thickness of Plating abreast Deck openings} in way of Bridge	- - -	-	-
Thickness of Plating within line of openings..	.56	.56	.56
If Sheathed, material and thickness	- - -	-	-
Second Deck.			
Stringer Plate, breadth and thickness in 'tween	59 1/2 x .44	59 1/2	.44
Stringer Plate, breadth and thickness in way of	59 1/2 x .44	59 1/2	.44
Thickness of Plating abreast Deck openings} in way of Bridge	3	3	3
Thickness of Plating within line of openings..	.56	.56	.56
If Sheathed, material and thickness	- - -	-	-
Third Deck.			
Stringer Plate, breadth and thickness.....	54 x .34	54	.34
If Plated, state thickness.....	.31	.31	.31
Fourth Deck.			
Stringer Plate, breadth and thickness.....	50 x .34	50	.34
If plated, state thickness.....	.31	.31	.31
Poop Deck.			
Stringer Plate, breadth and thickness.....	50 x .34	50	.34
Plating, Sheathing, material and thickness.....	50 x .34	50	.34
Bridge Deck.			
Stringer Plate, breadth and thickness.....	50 x .34	50	.34
Plating, Sheathing, material and thickness.....	50 x .34	50	.34
Forecastle Deck.			
Stringer Plate, breadth and thickness.....	50 x .34	50	.34
Plating, Sheathing, material and thickness.....	50 x .34	50	.34

SCANTLINGS.					SHELL PLATING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.						
	AMIDSHIPS.		FORWARD.	AFT.		EDGES. On side Yes shell		BUTTS.		STRAFFT OR LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.		No. of Rows of RIVETS		RIVETS.	
	Inches.	Inches.	Inches.	Inches.			Diam.	Spacing. cr. to cr.			Diam.	Spacing. cr. to cr.
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	Inches.			
FLAT PLATE KEEL	52	.75	.69	.69		Double	7/8	3.3	Butts Welded	<input checked="" type="checkbox"/>		
" DBLG. (if any)	-	-	-	-								
BOTTOM PLATING, No. } of Strakes Four }	-	.63	.56	.50	}	Double	7/8	3.3	Butts Welded	<input checked="" type="checkbox"/>		
BILGE PLATING, No. of } Strakes One }	-	.63	.56	.50		Double	7/8	3.3	Butts Welded	<input checked="" type="checkbox"/>		
SIDE PLATING, No. of } Strakes Three }	-	.63	.56	.44								
UPPER DECK, Sheer- } strake in Wells }	84	.69	.50	.44								
UPPER DECK, Sheer- } strake in Bridge.....	-											
STRAKE BELOW Sheer- } strake in Wells }	78	.63	.44	.44		Double	7/8	3.3	Butts Welded	<input checked="" type="checkbox"/>		
STRAKE BELOW Sheer- } strake in Bridge.....												
POOP SIDE PLATING												
BRIDGE SIDE PLATING.....												
FOREC'TLE SIDE PLATING												

WATERTIGHT BULKHEADS.						FORGINGS AND CASTINGS.			
In upper tween dks. 7 Div. W.T.Bhds. on Frs. Nos. 5, 19, 40, 66, Total No. of W.T. BULKHEADS in Vessel—88, 105 and 135									
Extending to Upper Deck (Sec. 3 c) One (Collision) on Fr. 162									
Deck next below Seven on Frs. Nos. 12, 40, 58, 66, 86, 106 and 135.									
As per Rule. Seven									
STIFFENERS.									
Plating Thickness. Ins.		VERTICAL.		HORIZONTAL.					
		Scantlings.	Spacing.	Scantlings.	Spacing.				
MIDSHIP BULKHD., Upper tween decks		$\frac{1}{2}$	6x3 $\frac{1}{2}$ x3	30					
" " Second "		$\frac{3}{4}$ - $\frac{1}{2}$	Ch. 12x3 $\frac{1}{2}$ x3	30					
" " Third "									
" " Holds			BA.						
COLLISION " (in Hold)		50-31	7x3 $\frac{1}{2}$ x.31	24	3 stgrs.	6'-0"			
AFTER PEAK "		50-31	7x3 $\frac{1}{2}$ x.32	24	2 "	6'-6"			
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).						Open Hearth			
STEEL.									
The Steel Co. of Canada Ltd., Dominion Foundries & Steel Ltd., Manitoba Rolling Mills Co. Ltd., Carnegie-Illinois Steel Corp., The Phoenix Iron Co., Algoma Steel Products Co. Ltd., Bethlehem Steel Co., Republic Steel Corp., Alan Wood Steel Co.									
Has the Steel been tested as required by the Rules?						Yes (Partly by American Bureau of Shipping)			

Number of Certificate.		Anchor.	Weight, Ex. Stock.	Weight of Stock.	Test, Per Certificate.	Weight Required by Specification	Description of Anchor.	Makers.	Where and when tested and Superintendent.
			lbs.	Cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Cwts.			
F9464	1st Bower.....		8493 lbs.	✓		8400 lbs.	(Cast	Vulcan	WINNIPEG, MANITOBA NOVEMBER / DECEMBER, 1943
F9465	2nd "		8444 lbs.	✓		8400 lbs.	(Steel	Iron	J.F. HIND.
	3rd "						(Baldt	Works	
	Collective Weight.		16937 lbs.			16800 lbs.	(Type	Limited	WINNIPEG, MANITOBA.
F9469	Stream		3245 lbs.	✓		23 Cwts.	(Stockless		MAR / DECEMBER, 1943. J.F. HIND.

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.			Test per Certificate.	WEIGHT OF CHAIN CABLE			Length and Size 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.	Ins.		Supplied.	Per Rule.	Length.	Diam.	Ins.	Length.				Cir.	Length.		Cir.		
F.11934	270	2 1/4		24 3/4 30 LBS.	44 1/2	44 1/2	6500 LBS.	270	2 1/4	W.T. STEEL END LINK	ELECTRO-WELD METAL PRODUCTS LTD.	VANCOUVER, B.C.	TOWLINE	120	4 1/2	78.2	120	4 1/2	
F.12513	200	2 1/4		24 3/4 30 LBS.	34 1/2	34 1/2	900 LBS.	20	JOINING	SIMPSON STEEL CASTING LINKS.	MANITOWB STEEL CASTING FOUNDRY, LTD.	10-3-44. H.J. REES.	HAWSEERS } & WARPS }	20	90	17.5	20	90	
2065	50	2 1/4		24 3/4 30 LBS.	34 1/2	34 1/2	316 LBS.	5	END.	C.S. STEEL END LINKS.	NATIONAL MILLER & CO. ST. LOUIS, MO.	27-1-44. A.T. GRIMES.		20	90	15.5	20	90	
Iron Steam Steel Wire	90	5	-	60.5	6x12	G.S.W.R.	90	5	6x12	G.S.W.R.									

Steering Gear, Type (Power or hand) Steam with telemotor control Alternative Means of Steering (Blocks and tackle led to
after warping winch.

Steering Chains (Size and Test) ----- Windlass Steam - 11" x 13" Boat { 2 @ 28' 2 @ 26' 2 @ 26'(Motor) & 2 @ 20'

Ceiling in Holds, thickness and material 2 3/4" B.C. Fir Cargo Battens, thickness, material and spacing 1 3/4" B.C. Fir 9" Clear

Cargo Hatchways.—(Upper Deck) Steel plates and angles Thickness of Hatches 3" - B.C. Fir

Size of Hatchways No. 1 (Fwd.) 11'3"x20' No. 2 11'8"x20' No. 3 10'x20' No. 4 11'8"x20' No. 5 11'8"x20' No. 6 -

Number of Shifting Beams One in each
and/or Fore and Afters

Burrard Dry Dock Company, Limited
Builder's Signature [Signature] President

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 materials and workmanship are of good quality.

The double bottom, peaks, deep and O.F. settling tanks, decks, bulkheads, tunnel, watertight doors, steering gear and windlass have been tested as required by the Rules and found satisfactory.

Oil is carried as fuel in the double bottom tanks (except under engine and boiler spaces), the deep tanks (2 amidships) and 2 settling tanks.

The flash point of oil is not lower than 150°Fah.

Section 20 of the Rules has been complied with.

A tank, 1500 gallons capacity, for carrying petroleum is fitted in a gas tight compartment in the upper Fore Peak Store, port side, efficiently ventilated.

Nos. 2 and 3 Holds and Tween Decks below the upper and 2nd decks respectively are fitted out as insulated spaces for Victualling Stores - Please see separate report.

The equipment of anchors is in accordance with the War Emergency Reduction of Equipment requirements. The anchors have been tested as required by Sections 12 and 13 of the Rules for quality and testing of materials except the Statutory Tests of Section 12 for which tensile tests on the materials of each head and shank were substituted (28 tons per sq. inch minimum with the usual extension). It is recommended that a suitable Notation be entered on the 1st Entry Certificate because of this departure from the Rules.

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 carried out to our satisfaction.

The amount of Entry Fee \$ 50.00 : Fees applied for, *14th Sept 1944* (Special notations, where part of class, to be stated.)
Special Survey Fee..... \$1645.00 : Received by me, *LB*
Freeboard 100.00
Travelling Expense, if any \$ 50.00 : ☒ 19
Owners' Rep. \$1000.00

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to *New York* Date of issue *1/2/45*
Signature Manner / and Glinclair
Surveyors to Lloyd's Register of Shipping.

Committee's Minute
Character assigned *+100A1 with Freeboard*
Fitted for Oil Fuel 9.44 S.P. above 150°F.
+LMC 9.44 subject 20. Ch
2 WTR 250lb (Sp 1 230lb)
Write full.

Lloyd's Register of Shipping

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 seventh of the "Victory" type Victualling ships to be built by Burrard Dry Dock Co. Ltd., North Vancouver, (Ship No. 206 - S.S. "FORT DUNVEGAN" (Ver. Report No. 6173), being a sistership built by these Builders).

The approved plans have been retained here for dealing with sisterships building and to be built.

Blue print of Midship Section plan (finished) forwarded herewith.

Interim Certificate issued - Copy attached.

Immersed main ship's side openings Certificate issued - Copy attached.

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

Certificate No. F-11297 for cast steel stern frame.

Certificate No. F-11836 for rudder.

Certificate No. F-10579 for windlass.

Certificate Nos. F-11880, F-11882, F-11957, F-11956, F-10459, F-10835, F-11979, F-11980, F-11907, F-10398 and F-11918 for winches.

Certificate Nos. F-9464, F-9465 and F-9469 for anchors.

Certificate No. F-10751 for steam steering engine, quadrant and tiller.

There are 7 divisional bulkheads in the Upper Tween Decks all hose tested for watertightness and found satisfactory with a steel hinging W.T. door over the doorway in each Bulkhead No. 5, 19, 40 and 88.

PARTICULARS OF ELECTRIC WELDING (if employed). Plate butts and seams of 3rd and 4th decks, O.T. hold bhd's. (trans. & cr. line); tunnel and cr. line N.W.T. bhd's; Plate Butts of upper and 2nd decks; side and bottom shell; inner bottom tank top (part) and margin; cr. girder, hatch side girders and tw. dk. bhd's; Stringers of O.T. Hold bhd's. (trans. & cr. line); tunnel and thrust recess and cr. line non W.T. bhd's; All connections to D.B. tanks; margin plates W.T. floors and gusset plates; 2nd deck and U.T. stringer plates and D.B. tank margin plates to shell and upper dk. stringer plates to shearstraps at ends; Hold bhd's. and tunnel sides to D.B. tank top; 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, Gyro compass. The double bottom and deep tanks are fitted for the carriage of oil fuel - F.P. above 150°F. Two additional temporary decks fitted in all holds for the carriage of stores. Fitted for carrying petroleum in rectangular tank in Upper Fore Peak Store. Refrig. M/C

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	HEAD		SHANK	
	1st Bower	2nd "	Stream	
	6143 lbs. J.F.H. F9464 14-12-43	6116 lbs. J.F.H. F9465 14-12-43	2348 lbs. J.F.H. F9469 14-12-43	2040 lbs. J.F.H. F9464 9-12-43 2018 lbs. J.F.H. F9465 9-12-43 757 lbs. J.F.H. F9469 19-11-43

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 **M.X.L.R.** Extreme Breadth over Belting **No Belting** Over-all Length **441.5'** (Circ. 1611) (Circ. 1703)
No. and Material of Decks **Two - Steel and two additional temporary decks fitted in all holds for the carriage of stores; 3rd deck of steel throughout and 4th deck of steel in Nos. 1, 2 & 3 Holds and of steel tie plates and wood decking in Nos. 4 and 5 Holds.** Cement wash in No. 4 double bottom tank (under Engines and boilers) and in bilges throughout except in deep tanks for oil fuel which remain uncoated.
Parts of Bottom of Vessel coated with cement or approved composition

Particulars of composition (if fitted) and of approval —

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. 5 and 6	135.	306.0	Fore peak tank,	22.	145.
Double bottom, under Engines and Boilers, No. 4	42.5	180.0	After peak tank,	24.	160.
Double bottom, if under Engines only, C/dam.	2.5		Deep tank, aft, of M/C Space	20.	753.
Double bottom, if under Boilers only, C/dam.	2.5		Deep tank, forward,		
Double bottom, forward, Nos. 1, 2 & 3	185.75	633.0	Other tanks, if fitted,		
Total length (if continuous) and Capacity	368.25	1119.0	(If necessary, furnish further information by sketch.)		
(Includes C/dam. at fwd. end No. 1 tank = 2.25')					

Order for Special Survey No. **80**

Date **9 - 6 - 43**

Dates of Surveys held while building

1944 February 8 & 23 March 8, 17, 21, 23, 25, 28 & 29
April 3, 5, 6, 11, 12, 17, 18, 19, 20, 21, 26 & 27
May 1, 2, 4, 5, 6, 8, 10, 11, 12 & 13 July 13, 15 & 28
August 9, 16, 25 & 30 September 6, 7, 8, 9, 12 & 13

Total No. of Visits **44**