

IN D.O.

No 939

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

Received at London Office

SECTION

No 939

No. 17090

Survey held at Vancouver, B. C. / Date First Survey 20th December, 1944 Last Survey 16th October, 1946

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Steamer "RABAU" (Launched as H.M.S. "OXFORDNESS")

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) C.S.S. without tonnage opening State Type of Erections Flush deck

TONNAGE under } 6707.93
Tonnage Deck.... }

CLASS ~~✱~~100 A1 with
Freeboard

State if with freeboard } **Yes**
as condition of Class }

Built at Vancouver, 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 416.00

Launched 12th April, 1945 Yard No. 153
Conversion No. 163

Total

Breadth (*greatest moulded*).....**B** 56.88

Builders West Coast Shipbuilders Ltd.

Gross Tonnage.....7348.93

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 36.58

Owners W.R. Carpenter (Canada) Ltd.

Register Tonnage.....4577.35

1st Longitudinal Number ($L \times P$).....= 15217

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

REGISTERED DIMENSIONS.
FEET.

Length 424.6

Breadth 57.2

Depth 34.9

Framing Depth "d," at middle of length. See } 25.08
Sec. 3 (1d)

Proportions—Depth to Length — Uppermost continuous deck to top of keel 11.14

Do. Long Bridge to top)
at head(

Draught Moulded 26'-10"

Residence.....

Port of Registry Suva, Fiji Islands

If surveyed while building, afloat, or in dry dock.

Building, afloat and in drydock

FRAMES, DOUBLE BOTTOM AND BEAMS.

WRECK
SECTION
939

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	One ✓	
" in 'tween Decks, Size and Spacing.....	6 x 6 x $\frac{5}{8}$ ✓ on Alt.Frs. ✓	
" " " " " " " " " " " "		
" in Holds " " " " " " " " " " " "	Cr.Line Bhd. ✓	
" " " " " " " " " " " "		
Centre Line Bulkhead. (in Holds)		
Stiffeners and Spacing.....	12x3 $\frac{1}{2}$ x3 $\frac{1}{2}$ x.60 ✓ on Alt.Frs. ✓	
Plating, thickness of.....	.31 ✓	
STRINGERS AND DECKS.		
Uppermost Continuous Deck.		
Stringer Plate, breadth and thickness in Wells	61 x .69 ✓	
" " " " " in way of Bridge	-	
" Angle in Wells	6 x 6 x $\frac{5}{8}$ ✓	
Thickness of Plating abreast Deck openings } in way of Wells625 ✓	
Thickness of Plating abreast Deck openings } in way of Bridge	-	
Thickness of Plating within line of openings..	.38 ✓	
If Sheathed, material and thickness	None ✓	
Second Deck.		
Stringer Plate, breadth and thickness in Wells	64 x .44	
Stringer Plate, breadth and thickness in way of Bridge		
Thickness of Plating abreast Deck openings } in way of Wells		
Thickness of Plating abreast Deck openings } in way of Bridge		
Thickness of Plating within line of openings..		
If Sheathed, material and thickness		
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.....		
Plating, Sheathing, material and thickness.....		

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

In 'Tween Decks - ⑥ W.T.Bhds. 18,40,60/61,66,106 & 135
Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) One (Fr. 162 Coll. Bhd.)

Deck next below Seven - 12, 40, 58, 66, 86, 106 & 135

As per Rule.....**Seven**

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
		Ins.				
MIDSHIP BULKH'D,	Upper tween decks	.25 ✓	6x3½x.38 ✓	30" ✓		
"	Second "		(toe welded) ✓			
"	Third "					
"	Holds	3/8 to 1/4 ✓	(CHANNEL) ✓	12x3½x.38 ✓	30 ✓	
COLLISION	(in Hold)	Fr. 16 1/2 to .34 ✓	7x3x.36 ✓	24 ✓	3 Strgs. ✓	6' ✓
AFTER PEAK	"	Fr. 12 .31 ✓	7x3½x.32 ✓	24 ✓	2 " ✓	6' 6" ✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	Upper	Flat Plate Keel		
STEM	Lower	M.S. Fashion Plate		
		10x2½		
STERN	{ Propeller Post	C.S. As appd. Vcr.		
FRAME	{ Rudder "	-	Eng. Wks.	
Speed of Vessel.....		Not exceeding 12 knots		
RUDDER—Type "Goldschmidt type" Contra type				
" A × D		by Vcr. Eng. Works		
" Diam. of head		9½		
" Mainpiece at top pintle		16" dia. x 1" tube		
" " heel		do		
" how constructed.....		Built & Welded		
" double or single plate		Double		
" coupling, vertical or				
horizontal		Horizontal		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth
The Steel Co. of Canada Ltd., Bethlehem Steel Co., The Phoenix Iron Co., Manitoba Rolling Mills
Co. Ltd.

Has the Steel been tested as required by the Rules? Yes (Partly by American Bureau of Shipping)

EQUIPMENT No. 39370

LETTER at

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
FL6089	1st Bower.....	11,180	-	-	68	Cast Steel "Baldt"	Westland	Vancouver, B.C. 23-5-45 & 14-6-45
FL6344	2nd ".....	11,155	-	-	68	Type Stockless	I.&S. Fdry.	N.N. Nielsen
	3rd ".....	-	-	-	58 1/2	Anchor		
FL5207	Collective Weight.....	22,335	-	-	194 1/2	- do -	Vulcan Iron Works	Winnipeg 27-2-45
FL5208	Stream.....	3,588	-	-	19			to 19-3-45 J.F. Hind

CHAIN CABLES.

HAWSERS AND WARPS.

Length and size of cable.	Test per Certificate.	WEIGHT OF CHAIN CABLE	Length and size of cable.	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.
Diam. Ins.	Statutory. Breaking. LBS.	Supplied. Cwts. qrs. lbs.	Length. Diam. Fathoms. Ins.					Fathoms. Ins.	Tons.	Fathoms. Ins.
2 1/8	✓	68,130	270 2 1/2	H.T. Stud Chain Link	Pacific Chain Mfg. Co.	Portland Ore. June, 1946	TOWLINE	120 4 3/4	78.2	120 4 3/4
2 1/8	✓						HAWSERS & WARPS	2@90 2 3/4	16.3	2@90 2 3/4
2 1/8	✓							2@90 2 1/2	15.3	2@90 2 1/2
5 (12)	✓		90 5	F.S.W.						

Type (Power or hand) Steam with telemotor control Alternative Means of Steering Blocks & Tackle to Capstan

(Size and Test) Windlass Steam 11" x 13" Boats 4 @ 28.0 x 8.6 x 3.5 (1 being Motor boat)

Is, thickness and material 3" B.C. Fir on battens Cargo Battens, thickness, material and spacing 6" x 2" B.C. Fir 9"

rs. (Upper Deck) Steel Plates Thickness of Hatches 3" B.C. Fir

No. 1 (Fwd.) 33'8" x 19'11" No. 2 34'11" x 19'11" No. 3 19'11" x 19'11" No. 4 34'11" x 19'11" No. 5 32'5" x 19'11" No. 6 -

ing Beams) No. 1 - 5; No. 2 - 5; No. 3 - 3; No. 4 - 5 & No. 6 - 5.

and Afters) (Boat Deck)
Builder's Signature WEST COAST SHIPBUILDERS LTD.

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
ber 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
ted, together with the flash point (where required to be inserted in the Notation).

Is ship has been built in conformity with the Society's Rules and Regulations and the
s letters. The scantlings and arrangements are in accordance with, or equivalent to,
on the approved plans.
e materials and workmanship are of good quality.
e Double Bottom, Peaks, Midship Deep Tank, Deep Tanks at each side of Shaft Tunnel,
ng Tanks, Decks, Bulkheads, Tunnel, W.T. Door, Steering Gear and Windlass have been
required by the Rules and found satisfactory.
is carried as fuel in the Double Bottom Tanks (except under Midship Deep Tank and Engine
spaces), in Midship Deep Tank, in 4 Deep Tanks at each side of Shaft Tunnel and 2
unks. The Flash Point of the oil is not lower than 150°F and Section 20 of the Rules has
ed with. The equipment of Bower Anchors is in accordance with the Emergency Reduction of
out the weights are in excess of the Rule requirements.
the anchors have been tested as per Sections 12 and 13 of the Rules for Quality and
materials, except the Statutory Tests of Section 12, for which tensile tests on the
were substituted (28 tons per sq. inch with the usual extension). It is recommended that
notation be made in the Class of the ship in view of this departure from the Rules.
Freeboards assigned by the Committee have been marked on the ship's sides, verified,
painted.

Entry Fee \$1483.00 *
Special Survey Fee..... \$ 222.00
Load Line Fee \$ 90.00 *
Travelling Expense, if any \$ 54.00 *
Alterations & Additions \$1250.00

Fees applied for,
5 Dec., 1945 *
17 Oct., 46
Received by me,
21 Dec., 1945 * \$1627.00

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

We are
of opinion the Vessel should be Classed *100 A1 with
freeboard. Fitted for oil fuel 10,46.
F.P. above 150°F.

For H. Berry & self.

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

State whether the Vessel has been built under Special Survey Yes
Certificate to be sent to Vancouver, B.C. Date of issue 10/1/47

Committee's Minute f
Character assigned +100A1 "with freeboard"
10,46 Var. Fitted for oil fuel 10,46 F.P. above 150°F

+ L.M.C 10,46.

F.D. C.L.

2 W.T.B 250lb (Sph 230lb)

note for S.R.L.

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 List of the Plans should be embodied.)

This ship was built to the design of a 10,000 tons "Victory" type Cargo Ship but, during construction, was altered to a Maintenance type ship for the British Admiralty Technical Mission. The ship was launched on 12th April, 1945 and was being fitted out when in August, 1945 the contract was cancelled and the ship laid up at the Builders' Yard pending disposal by the War Assets Corporation in Canada.

The ship was eventually sold and the new Owners converted her to her original design of a cargo ship but retained the long deck house on the Upper Deck, enclosing the Machinery Casings, which is now utilized for the accommodation of a limited number of passengers and ship's staff.

In the conversion the Deckhouses at after and forward ends of Upper Deck and on Boat Deck together with Gun Pedestals and Sheet Metal Bulkheads in 'tween Decks were removed. The 3rd Deck was removed entirely also the 4th Deck forward of the Machinery space. Aft of Bulkhead 58 the 4th Deck (at level of Shaft Tunnel) was retained, forming the crown of new O.F. tanks situated at each side of the shaft tunnel (copy of approved plan attached).

Openings were cut in the Upper and 2nd Decks to form the various cargo hatchways, the deck girders already being in place for a cargo type ship. New hatch coamings were built at the various upper deck hatchways, in accordance with plans previously approved for a 10,000 tons "Victory" type ship.

A steel trunkway was built between the Upper and Boat decks in way of No.3 hatch and a new hatchway built on Boat Deck, complete with coaming plate, stiffeners, stays, beams, covers, cleats, battens and tarpaulins.

Openings were cut in the 2nd deck for deep tank hatchways and new hatch coamings were fitted with steel O.T. covers. Deep tank was filled with water, pressure tested and found satisfactory.

It was the intention of the new Owners to make the ship an Open Shelter Deck Type and 9" Bulb Angle coamings were fitted round the 2nd deck hatchways. A tonnage bulkhead was also built on frame 20, tonnage openings fitted in 'tween deck bulkheads and a tonnage hatchway opening arranged on the after end of the Upper deck.

During the conversion period, the Owners decided to make the ship a Closed Shelter Deck Type but retained the 9" bulb angle hatch coamings on the 2nd deck. Hatch beams and covers were provided for the 2nd deck hatchways. The tonnage opening in upper deck aft was closed by a plate fitted on deck and welded all round with a new deck beam in way. The tonnage openings in 'tween deck bulkheads were plated over and bulkheads hose tested.

A new 'tween deck bulkhead was built on frame 60 at ship's side, P. and S. and recessed forward at line of hatchways at frame 61.

A number of minor alterations were also effected.

The remainder of the alterations for the conversion were carried out in general conformity with previously approved plans for a 10,000 tons "Victory" type ship.

Plan of Midship Section (as built) and approved pumping arrangement attached.

Interim Certificate issued - Copy attached.

A copy of each of the following Certificates attached:-

Certificate No. F14211 for C.S. Frame.

Certificate No. F15569 for rudder.

Certificate No. F15167 for steering engine.

Certificate No. F15013 22-2-45 N.N. for quadrant.

Certificate No. F15167 8-3-45 R.C. for tiller.

Certificate No. F14931 for windlass.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel, centre girder, tank top, tank margin, side and bottom shell plating, 2nd and upper decks, hatch coamings and girders. Seams of shell plating in way of after and forepeak tanks, and above Peaks, 2nd deck plating and tank top of O.F. tanks (at sides of shaft tunnel). Upper deck stringer plate to shell at ends; 2nd deck stringer plating to

shell, 2nd deck beams to deck plating; 2nd and upper deck girders to decks, 2nd and upper dk. hatch coaming to decks, all Hold bulkhead plating (O.T. & W.T.) with stiffeners and boundaries; Tween Dk. bulkheads (part); O.F. settling tanks; tank margin plate to shell and tank top plating; D.B. floors and bilge brackets to tank margin; boundaries of W.T. floors in Double Bottom tanks, gusset plates to tank top and bilge brackets, tunnel plating and stiffeners, E. & B. casings and stiffeners, Deckhouses, ventilator coamings to decks also a number of minor items.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Cruiser Stern, Wireless, Gyro Compass, Radar, Patt. No.268 supplied by Department of Transport, Canada, Direction Finding Apparatus. 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	2nd "	3rd "	Stream	1st Bower	2nd "	3rd "	Stream
	8240 lbs.	8230 lbs.	2578 lbs.	2582 lbs.	2630 lbs.	2615 lbs.	850 lbs.	840 lbs.
	N.N.N.	N.N.N.	J.F.H.	J.F.H.	N.N.N.	N.N.N.	J.F.H.	J.F.H.
	F16089	F16344	F15207	F15208	F16089	F16344	F15207	F15208
	23-5-45	14-6-45	27-2-45	27-2-45	23-5-45	23-5-45	9-3-45	19-3-45

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. 157809 Signal Letters V. G. X. F. Extreme Breadth over Belting No belting Over-all Length 441.5 ft. (Circ. 1611) (Circ. 1703)

No. and Material of Decks 2 Decks (Stl.) Parts of Bottom of Vessel coated with cement or approved composition Cement in after & Fore Peak Tanks. Bilges cement washed.

Bottom of D.B. Tank under Engines & Boilers coated with aluminium paint as desired by Owners. (New York letter of approval dated 1/8/46)

Particulars of composition (if fitted) and of approval Approved by London letter 31.7.46

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, No. 5 & 6	112.5	229	Fore peak tank,		148
Double bottom, under Engines and Boilers, (No.4)	42.5	191	After peak tank,		160
Double bottom, if under Engines only, under Deep Tank	25.0	105	Deep tank, aft, (Midships) aft	20.0	765
Double bottom, if under Boilers only, C'dam.	2.5	-	Deep tank, forward,		-
Double bottom, forward, Nos.1,2 & 3	185.75	635	Other tanks, if fitted, (4 O.F. Tanks each side of Shaft tunnel)	100.0	792
Total length (if continuous) and Capacity	368.25	1160	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 144
1 - 6 - 44
Date 14 - 12 - 45

Dates of Surveys held while building

As a Maintenance Ship Yard No. 153
Regular attendance from 20th December, 1944 to 17th August, 1945
Conversion to Cargo Ship Yard No. 163.
Regular attendance from 12th April, 1946 to 16th October, 1946.

Total No. of Visits