

Rpt. 1.

RECEIVED

10 NOV 1943

IN D.O.

STEEL STEAMER ~~MOTORSHIP~~

Received at London Office

8 NOV 1943

SECTION

No. 1026

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 September, 1943 Port of Vancouver, B. C. No. 5955

Survey held at North Vancouver, B. C. Date First Survey 16th April, 1943 Last Survey 27th August, 1943

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Steamer, "FORT CLATSOP"

State Type (Full Seaming Complete Superstructure with or without Tonnage Openings) C.S.S. with T.O. closed State Type of Erections --

TONNAGE under Tonnage Deck... 6709.01

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

Total Tonnage 7157.37

Register Tonnage 4246.03

REGISTERED DIMENSIONS. FEET.

Length 424.6'

Breadth 57.2'

Depth 34.9'

CLASS #100 A.1 with Freeboard corresponding to a Summer Mld. Dft. of 26'-10"

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 416.00

Breadth (greatest moulded) 56.88

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1d) 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 continuous deck to top of keel 11.14

Do. Long Bridge to top of keel 26.86'

Draught Moulded

Built at North Vancouver, B. C.

Launched 29th June, 1943 Yard No. 128

Builders North Van Ship Repairs, Ltd.

Owners Minister of Munitions & Supply of Canada.

Managers The Denholm Line Steamers Ltd. (Where necessary to be entered in Reg. Book.)

Residence Greenock

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 3/4 length amidships to Collision bulkhead	27		" " Reversed Frame	-	
" " in peaks	24		" " Vertical Struts	-	
DE FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 x .56	
Frame Amidships, Angle [or] CH. 12x4x4x.47			" " top Angles	3 1/2 3 1/2 .44	
" " Extends up to 2nd Deck			" " bottom Angles	4 4 1/2	
Intermediate Forward	6 4 1/2		Side Girders (No. each side and thickness)	One	
Reversed Frame Amidships, Angle [or] toe to shell			Margin Plate (B.As. Top & Btm. depth (excl. of flange) and thickness)	6 3 1/2 .44	
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	40 1/2 x .56	
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	Welded.	
Frames in Uppermost Continuous Decks, Angle [or]	6 3 1/2 1/2		" " Gussets, spacing and scantling abaft 1/4 len. from stem	10 1/2 x 3/8 (FL 2")	
No. 1 Hold & fwd. Deep Tanks 10x3 1/2 x 3 1/2 x.425			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	Continuous	
No. 2 Hold 12x4x4x.59			Tank Side Brackets, height above base line at toe of Frame and thickness	17 x 3/8 (FL 2")	
from 1/2 len. for'd. to 15% len. from Stem	-			Continuous	
in Peaks, Angle [or]	8 3 1/2 .34			104 1/2 x .44	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 6 1/2 dia.		INNER BOTTOM PLATING.		
State if Frame Joggled	No		Breadth and thickness of Middle Line Strake	88 x 1/2	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Thickness of remainder in Holds	.44	
Are the scantlings and arrangements in way of the Bottom Forward 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 Boiler Room?	Yes	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	-		Uppermost Continuous Deck, amidships	8 3 1/2 .46	
Height of Brackets at side above base line at toe of frame	-		" " in way of Bridge, Angle, [or]	-	
Middle Line Keelson, on Floors, Angles, [or]	-		Spacing	Ev. Fr. 9x3 1/2 x.44	
" " Through Plate or Intercoastal Plate	-		Second Deck, amidships, Angle, [or] CH. 12x4x4x.467		
" " Foundation Plate on Floors	-		Spacing	Ev. Fr.	
" " Flat Plate Keel Angles	-		Third Deck, amidships, Angle, [or]	-	
Side Keelsons, No. each side	-		Spacing	-	
" " thickness of Intercoastal Plate	-		Fourth Deck, amidships, Angle, [or]	-	
" " Angles	-		Spacing	-	
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	-	
Solid Floors, thickness and spacing	3/8 Ev. Fr.		Spacing	-	
" " Are Frame and Reversed Frame joggled? No	Cut at seams		Bridge Deck, Angle, [or]	-	
Bracket Floors, breadth and thickness at middle line	-		Spacing	-	
" " breadth and thickness at margin plate	-		Forecastle Deck, Angle, [or]	-	
			Spacing	-	

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 5/8 ✓ on alt. frs. ✓		
" " " " " "	- - -		
" in Holds " "	Cr. Line Bhd. ✓		
" " " " " "	- - -		
Centre Line Bulkhead in Holds			
Stiffeners and Spacing.....	CH (12x3 1/2 x 3 1/2) x .60 ✓ (on alt. frs. ✓)		
Plating, thickness of.....	.31		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in 'tween	61 x 3/4 ✓		
" " " " " " in way of Bridge	- - -		
" Angle in 'tween	6 6 .69 ✓		
Thickness of Plating abreast Deck openings } in way of Deck	5/8 ✓		
Thickness of Plating abreast Deck openings } in way of Bridge	- - -		
Thickness of Plating within line of openings..	.56 ✓		
If Sheathed, material and thickness	- - -		
Second Deck.			
Stringer Plate, breadth and thickness in 'tween	59 1/2 x .44 ✓		
Stringer Plate, breadth and thickness in way of Bridge	- - -		
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.....	- - -		

SCANTLINGS.				RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No			BUTTS.			
	AMIDSHIPS.		FORWARD.			State if jogged?	RIVETS.		No. of Rows of Rivets	RIVETS.		STRAFFED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing. cr. to cr.	Diam.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	52	.75	.69	.69		Double	7/8	3.3		Butts Welded		
" DBLG. (if any)	-	-	-	-								
BOTTOM PLATING, (No. of Strakes four)	-	.63	.56	.44	} see letter 11.1.44							
BILGE PLATING, (No. of Strakes one)	-	.63	.56	.44		Double	7/8	3.3		Butts Welded		
SIDE PLATING, (No. of Strakes three)	-	.63	.56	.44								
UPPER DECK, Sheer-strake in web	84	.69	.50	.44								
UPPER DECK, Sheer-strake in Bridge	-	-	-	-								
STRAKE BELOW Sheer-strake in web	78	.63	.44	.44		Double	7/8	3.3		Butts Welded		
STRAKE BELOW Sheer-strake in Bridge	-	-	-	-								
POOP SIDE PLATING	-	-	-	-								
BRIDGE SIDE PLATING	-	-	-	-								
FORECASTLE SIDE PLATING	-	-	-	-								

WATERTIGHT BULKHEADS.				FORGINGS AND CASTINGS.			
In tween dks. - ⑦ divisional W.T. Bkds. on (Frs. Nos. 5, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 15							

EQUIPMENT No. 39800										LETTER A		ANCHORS.									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		*TEST, PER CERTIFICATE.		Description of Anchor.		Makers.		Where and when tested and Superintendent.							
F-2525		1st Bower.....		8408 lbs.						8400 lbs. J.C.S. Baldt type		Riverside		Calgary, Alta.							
F-2524		2nd "		8386 lbs.						8400 lbs. J Stockless		Iron Wks. Ltd.		June, 1943							
		3rd "												P.D. McArthur							
F-2526		Collective Weight.....		16794 lbs.						16800 lbs.		do do		do do							
		Stream		3256 lbs.						23 1/2 cwt.		do do		do do							
CHAIN CABLES.										HAWSERS AND WARPS.											
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size		Description.		Where and when tested, and Superintendent.		Material.		Length and Size supplied.		Breaking Test of Steel Wire.		Length and Size per Table 58.	
		Length. Diam.		Statio- Break- tory. ing.		Supplied.		Feet Rule.		Length. Diam.						Length. Cir.		Tons.		Length. Cir.	
F7233		210 2 1/8		185 930		47,550 lb.				210 2 1/8		ELECTRA WELD STEEL METAL PRODUCTS		VANCOUVER B.C. 5 JUNE 1943. J.A. STENHART.		TOWLINE		120 4 3/8		65.3 120 4 3/8	
1735		16 off 2 1/8		243 930		928 lb.				12 3/8 5/16		NATIONAL MALLEABLE & STEEL CASTINGS		SHARON, P.E. 18 JUNE 1943. A.T. GRIGIER.		HAWSERS & WARPS		20 90 2 3/8		15.5 20 90 2 3/8	
F-2526		90 5		-		53.26x12 G.F.S.W.R.				90 5		6x12 G.S.W.R.						20 90 2 1/2		13.3 20 90 2 1/2	
		Stream																			
Steering Gear, Type (Power or hand) Steam with telemotor control										Alternative Means of Steering (after warping winch)											
Steering Chains (Size and Test) - - - - - Windlass Steam - 11" x 13"										Boats (4 @ 26'x9'x3, 82' 2 with motors.											
Ceiling in Holds, thickness and material 2 1/2" B. C. Fir										Cargo Battens, thickness, material and spacing 1 1/2" 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.) 33'-9"x20'										No. 2 35'x20' No. 3 20' x 20' No. 4 35'x20' No. 5 35'x20' No. 6 - - - - -											
Number of Shifting Beams Nos. 1, 2, 4 and 5 - each 5										No. 3 - 3											
Fore and Afters										North Van Ship Repairs Limited											
Builder's Signature Donald M. Birnie										Manager											
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 accordance with the approved plans, instructions and printed Rules of the Society.																					
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 (4 forward and 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.																					
The equipment of anchors and chain cables is in accordance with the War Emergency Reduction of Equipment requirements. The anchors have been tested as required by Section 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 these departures 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 : Freeboard fee \$ 100.00 : Special Survey Fee..... \$1645.00 : Travelling Expense, if any \$ 50.00 : Owners' Repres. \$1000.00										(Special notations, where part of class, to be stated.)											
Fees applied for, 1st Aug. 1943										We are of opinion the Vessel should be Classed *100 A.1 with Freeboard, subject to 45 fathoms of stud link chain cable of Rule weight and size being supplied at the earliest opportunity.											
Received by me, 19										Signature Munner and McMillan											
State whether the Vessel has been built under Special Survey.										Surveyed to Lloyd's Register of Shipping.											
Certificate to be sent to myk										Date of issue 8/12/43											
Committee's Minute										TUES. 21 DEC 1943											
Character assigned										+ 100 A1 subject with freeboard											
										Fitted for oil fuel 8.43 F.P. above 150°F											
										+ LMC 8.43 F.P. CH											
										2WTB 250 lb (Sp. 230 lb)											
										Write me											

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 is the second of the "Victory" type ships to be built by North Van Ship Repairs, Limited, and is a sistership to the same Builders' Yard No. 127, S.S. "FORT HALL" (Ver. 1st Entry Hull Rpt. No. 5952.)

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-7093 for cast steel stern frame.

Certificate No. F-8038 for rudder.

Certificate No. F-8035 for steering engine, quadrant and tiller.

Certificate No. F-7530 for steam windlass.

Certificate Nos. F-7527, F-7548, F-7528, F-7520, F-7415, F-7549, F-7593, F-7526, F-7521, F-7897 and F-7416 for winches.

Certificate Nos. F-2525, F-2524 and F-2526 for anchors.

There are seven (7) divisional bulkheads in tween decks all watertight, having no openings except on the after bulkhead of the after magazines which has 2 openings each closed with steel hinging W.T. doors

PARTICULARS OF ELECTRIC WELDING (if employed) Plate butts and seams of:- Fwd. deep tank top; O.T. hold bhd., (trans. and cr. line); fore peak bhd., (part) and tunnel. Plate butts of:- upper and 2nd dks.; side and bottom shell; inner bottom tank top (part) and margin; cr. girder and hatch side girders. Stiffeners of:- O.T. hold bhd. (trans. and cr. line); tunnel and thrust recess; F.P. bhd. (part). All connections to double bottom tanks' margin plates and gusset plates. 2nd deck and fwd. deep tanks' top and double bottom tanks' margin plates to shell and upper dk. stringer plates to shell at ends. Hold bhd. and tunnel sides to double bottom 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 Application of Electric Arc Welding of 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.

	HEAD	SHANK
Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 5890 lbs. P.D.M. F-2525 28-6-43 2nd " 5820 lbs. P.D.M. F-2524 17-6-43 Stream 2309 lbs. P.D.M. F-2526 17-6-43	2200 lbs. P.D.M. F-2525 28-6-43 2239 lbs. P.D.M. F-2524 28-6-43 797 lbs. P.D.M. F-2526 17-6-43

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 B.K.W.X. Extreme Breadth over Belting No Belting Over-all Length 441.5' (Circ. 1611) (Circ. 1703) Rule require Cement V. P.

No. and Material of Decks Two - Steel

Parts of Bottom of Vessel coated with cement or approved composition Cement wash only on No.4 double bottom tank (under Engine and Boiler space) and in bilges throughout

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	135.0	306.0	Fore peak tank,	22.	145.
Double bottom, under Engines and Boilers, No. 4	42.5	185.0	After peak tank,	24.	160.
Double bottom, if under Engines only, c/dam	2.5	---	Deep tank, safe M/C Space	20.	753.
Double bottom, if under Boilers only, c/dam	2.5	---	Deep tanks forward, No. 1-244 T. No. 2-442 T.	60.75	686.
Double bottom, forward,	185.75	631.0	Other tanks, if fitted,	---	---
Total length (if continuous) and Capacity	368.25	1122.0	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 76

Date 4/6/43.

Dates of Surveys held while building

Apr.-16-20-22-30; May-5-15-20-25-26; June-8-9-10-11-12-14-15-16-17-18-19-
June-21-22-24-25-26-28-29; July-1-24-30-31; Aug.-2-3-4-5-6-9-10-11-12-13-
August-14-15-16-17-19, 20, 21, 23, 24, 27

Total No. of Visits 52