

Rpt. 1.

RECEIVED

WRECK
SECTION

27 OCT 1944

IN O. No. 1038

STEEL STEAMER ~~or MOTORSHIP~~

Received at London Office

26 OCT 1944

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 31st August, 1944.

Port of Vancouver, B. C.

No. 6310

Survey held at Vancouver & North Vancouver Date First Survey 25th January, 1944. Last Survey 22nd August, 1944.

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

State Type (Full Seantling, Complete Superstructure with or without Tonnage Openings) C.S.S. with T.O. closed.

State Type of Erections

TONNAGE under 6695.10
Tonnage Deck...

CLASS 100 A1 with freeboard corresponding to a summer Mid. Dft. of 26'-10"

State if with freeboard as condition of Class Yes

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) 1416.00

Launched 2nd May, 1944 Yard No. 211

Total

Breadth (greatest moulded) 56.88

Builders Burrard (Vancouver) Dry Dock Co. Ltd.

Gross Tonnage 4006.91

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 37.33

Owners Minister of Munitions & Supply of Canada.

Register Tonnage 7201.75

Depth to 2nd Deck - 28.58'

Managers Thos. & Jno. Brocklebank Ltd.

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

REGISTERED DIMENSIONS.

FEET.

Length 424.6

Breadth 57.2

Depth 34.9

2nd Numeral $L \times (B + D)$ 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

Draught Moulded 26.86

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] Angle	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 Frame Angle (Toe to Shell)	(6 4 1/2)	✓	Side Girders, (No. each side and thickness) (B.As. top & bottom)	6 One 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	6 3 1/2 1/2	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	10 1/2 x 3 (Fl. 2")	✓
No. 1 Hold with Fks. 3 & 4 & web frs. as approved.	10 3/4 x 1/2	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	✓
" " First No. 2 Hold	12x4x4x.59	✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17 x 3 (Fl. 2")	✓
" " from 1/2 len. for'd. to 15% len. from Stem	-		Tank Side Brackets, height above base line at toe of Frame and thickness	10 1/2 x .44	✓
" " in Peaks, Angle [or] Angle	8 3 1/2 .34	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 at 6 1/2 Dias.	✓	Breadth and thickness of Middle Line Strake	88 x 1/2	✓
State if Frame Joggled	No	✓	Thickness of remainder in Holds	.44	✓
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 Tankers and Boiler Room?	Yes	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	8 3 1/2 .46	✓
Floors, Depth and thickness at mid-line in Holds	-		" " in way of Bridge, Angle, [or] [or]	-	
Height of Brackets at side above base line at toe of frame	-		Spacing	Ev. Fr.	✓
Middle Line Keelson, on Floors, Angles, [or] [or]	(BA 9 x 3 x .44)	✓	Second Deck, amidships, Angle, [or] [or]	(Ch. 12x4x4x.467)	✓
" " Through Plate or Intercoastal Plate	-		Spacing	Ev. Fr.	✓
" " Foundation Plate on Floors	-		Third Deck, amidships, Angle, [or] [or]	8 3 1/2 .46	✓
" " Flat Plate Keel Angles	-		Spacing	Ev. Fr.	✓
Side Keelsons, No. each side	-		Fourth Deck, amidships, Angle, [or] [or]	8 3 1/2 .46	✓
" " thickness of Intercoastal Plate	-		Spacing	Ev. Fr.	✓
" " Angles	-		Poop Deck, Angle, [or] [or]	-	
DOUBLE BOTTOM.			Spacing	-	
Solid Floors, thickness and spacing	3/8 Ev. Fr.	✓	Bridge Deck, Angle, [or] [or]	-	
" " Are Frame and Reversed Frame joggled?	No	✓	Spacing	-	
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, [or] [or]	-	
" " breadth and thickness at margin plate	-		Spacing	-	

PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.	Under (a) 1st & (b) 2nd decks - One	✓	
"	(c) 2nd & (d) 3rd - Three	✓	
"	in 'tween Decks, Size and Spacing (a) On Alt. Frs.	✓	
"	" " " " (b) Cr. Line Bhd.	✓	
"	in 'tween " " (c) 6 6 8 O.A.	✓	
"	" " " " (d) 4 frs. apart maxim.	✓	
Centre Line Bulkhead, under 2nd, 3rd and 4th decks	Ch. 123 x 34 x 60	✓	
Stiffeners and Spacing.	on alt. frs.	✓	
Plating, thickness of	.31	✓	
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Well	61 x .69	✓	
" " " " " in way of Bridge	- - -		
" Angle in Well	6 6 .69	✓	
Thickness of Plating abreast Deck openings	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 Well	59 1/2 x .44	✓	
Stringer Plate, breadth and thickness in way of Bridge	- - -		
Thickness of Plating abreast Deck openings	.34	✓	
Thickness of Plating abreast Deck openings in way of Bridge	- - -		
Thickness of Plating within line of openings.	.34	✓	
If Sheathed, material and thickness	- - -		
Third Deck.			
Stringer Plate, breadth and thickness	54 x .34	✓	
If Plated, state thickness	.31	✓	
Fourth Deck.			
Stringer Plate, breadth and thickness	50 x .34	✓	
If plated, state thickness	.31	✓	
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.								
	AFTSHIP'S.		FORWARD.	AFT.		EDGES. State if joggled ✓ Yes, shell ✓ No.		BUTTS.					
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	Rivets.		No. of Rows of Rivets	Rivets.		STRAPPED OR LAPPED.	
Inches.	Inches.	Inches.	Inches.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	Inches.	Inches.				
FLAT PLATE KEEL52✓	.75✓	.69✓	.69✓	}	Double ✓	7/8✓	3.3✓	Butts Welded ✓				
" DBLG. (if any)	-	-	-	-									
BOTTOM PLATING, No. of Strakes Four	-	.63✓	.56✓	.50✓									
BILGE PLATING, No. of Strakes One	-	.63✓	.56✓	.50✓		Double ✓	7/8✓	3.3✓	Butts Welded ✓				
SIDE PLATING, No. of Strakes Three	-	.63✓	.56✓	.44✓									
UPPER DECK Sheer-strake n Wells84✓	.69✓	.50✓	.44✓									
UPPER DECK Sheer-strake in Bridge	-												
STRAKE BELOW Sheer-strake m Wells78✓	.63✓	.44✓	.44✓									
STRAKE BELOW Sheer-strake in Bridge													
POOP SIDE PLATING													
BRIDGE SIDE PLATING.....													
FOREC'TLE SIDE PLATING													

In upper tween deks. 7 Div. W.T.Bhds. on Frs. Nos. 5, 19, 40, 66, Total No. of W.T. BULKHEADS in Vessel—88, 102 and 135.						Casting or Forging.	Ins.	Any Departure from Approved Plans to be Noted
Extending to Upper Deck (Sec. 3) One (Collision) on Fr. 162						KEEL Bar	Flat Plate	
Deck next below Seven on Frs. Nos. 12, 40, 58, 66, 86, 106 & 135.						Upper Section	M.S. Fashion Plate	
As per Rule Seven						STEM Lower Rolled Bar	M.S. 10x2 1/2 AS	
						Stern Frame	Propeller Post C.S. Appd. Vanc. Eng. Wks. Rudder - - - - -	
STIFFENERS.						Speed of Vessel	Not exceeding 12 knots.	
Plating Thickness.	VERTICAL.		HORIZONTAL.		RUDER—Type	(Goldschmidt — Patent — Streamline Made by Vanc. Eng. Works)		
	Scantlings.	Spacing.	Scantlings.	Spacing.				
Ins.					" A x D.	-		
MIDSHIP BULKHEAD, Upper tween decks	1/2 ✓	6x3 1/2x3 ✓	30 ✓		" Diam. of head	9 1/2 ✓		
" " Second "	1/2 ✓	Ch. 12x3 1/2x3 ✓	30 ✓		" Mainpiece at top pintle	6 Dia. x 1" Thick tube ✓		
" " Third "	1/2 ✓	12x3 1/2x3 ✓	30 ✓		" " heel	6 Dia. x 1" Thick tube ✓		
" " Holds	BA.				" how constructed	Built and welded ✓		
COLLISION " (in Hold)	50-31 7x3 1/2x.31 ✓	24 ✓	3 stgrs. 6'-0" ✓		" double or single plate coupling, vertical or horizontal	Double ✓		
AFTER PEAK "	50-31 7x3 1/2x.32 ✓	24 ✓	2 " 6'-6" ✓			Horizontal ✓		
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., Dominion Foundries and Steel Ltd., Carnegie-Illinois Steel Corp., The Phoenix Iron Co., Algoma Steel Products Co. Ltd., Bethlehem Steel Co., American Rolling Steel.								
Will Co. and Alan Wood Steel Co.								
Has the Steel been tested as required by the Rules? Yes (Partly by American Bureau of Shipping) ✓								

EQUIPMENT No. <u>29853.</u>										LETTER <u>A</u>		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY SPECIFICATION		Description of Anchor.	Makers.	Where and when tested and Superintendent.			
		Wts. lbs.	Cwts. qrs. lbs.	Tons. cwts. qrs. lbs.		Cwts.							
<u>FQ462</u>	1st Bower.....	<u>84 24 1/2</u>	<u>1 1/2</u>		<u>✓</u>	<u>8400 lbs.</u>	<u>✓</u>	<u>(Cast</u>	<u>Vulcan</u>	<u>[Winnipeg, Manitoba</u>			
<u>FQ463</u>	2nd ".....	<u>84 45 1/2</u>	<u>1 1/2</u>		<u>✓</u>	<u>8400 lbs.</u>	<u>✓</u>	<u>(Steel</u>	<u>Iron</u>	<u>[Nov./Dec. 1943 J.F. Hind ✓</u>			
	3rd ".....							<u>(Baldt</u>	<u>Works</u>				
	Collective Weight	<u>169 62 1/2</u>	<u>3 1/2</u>			<u>16800 lbs.</u>		<u>(Type</u>	<u>Limited</u>				
<u>FQ440</u>	Stream.....	<u>32 14 1/2</u>	<u>1 1/2</u>			<u>23 1/2 Cwts.</u>		<u>(Stockless</u>		<u>[WINNIPEG, MANITOBA. ✓</u>			
										<u>[MAR./DEC. 1943 J.F. Hind ✓</u>			

[illegible]

Steering Chains (Size and Test) *2" - 4"* Windlass *Steam - 11" x 13"* Boats *2 @ 26' (Motor) & 2 @ 20'*

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.) *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* Burrard Dry Dock Company, Limited

Builder's Signature

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No V 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 Ships - 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.

Amount of Survey Fee..... \$100.00
 Special Survey Fee..... \$1645.00
 Travelling Expense, if any \$ 50.00
 Owner's Rep. \$1000.00

State whether the Vessel has been built under Special Survey..... Yes

Certificate to be sent to New York Date of issue 9/11/44

Committee's Minute
 Character assigned +100A1 with Freeboard 22' above 150°F +1M-C 8.44 subject 3D Ch 2 RTB 20' (11' 20' 20')

23rd Aug 44
 Received by me, [Signature]
 19.....

We are of opinion the Vessel should be Classed 100 A1 with freeboard. Fitted for oil fuel 8.44 F.P. above 150°F.

Signature [Signature] and [Signature]
 Surveyor to Lloyd's Register of Shipping.

FRI. 3 NOV 1944

The Surveyors are requested not to write on or below the Committee's Minutes.

Lloyd's Register of Shipping Foundation

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 is the sixth of the "Victory" type Victualling ships to be built by Burrard (Vancouver) Dry Dock Co. Ltd., Vancouver, B. C., and is a sistership to Burrard Dry Dock Co. Ltd., North Vancouver, Ship No.206 - S.S. "FORT DUNVEGAN" (Vcr. Report No.6173).

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-11186 for cast steel stern frame.
Certificate No. F-11758 for rudder.
Certificate No. F-11550 for steam steering engine, quadrant and tiller.
Certificate No. F-10838 for windlass.
Certificate Nos.F-11541, F-11610, F-11887, F-11851, F-10971, F-10942, F-11871, F-11870, F-11345, F10970 and F11837 for winches.
Certificate Nos.F-9462, F-9463 and F-9470 for anchors.

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 2nd deck; 3rd and 4th decks; O.T. hold bnds. (trans. & cr. line); fore peak bnd; tunnel and cr. line N.W.T. bnds; Plate butts of upper deck; side and bottom shell; inner bottom tank top (part) and margin; cr. girder, hatch side girders and tw. dk. bnds; Stiffeners O.T. hold bnds; (trans. & cr. line); cr. line N.W.T. bnds.; tunnel and thrust recess; fore peak bnd; and tw. dk. bnds; All connections to D.B. tanks' margin plates, W.T. floors and gusset plates; 2nd deck; web plates in No.1 Hold and D.B. tank margin plate to shell; upper dk. stringer plates to sheerstrake at ends; Hold bnds. 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

	HEAD	SHANK
Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 6164 lbs. J.F.H. F-9462 14-12-43 2nd " 6150 lbs. J.F.H. F-9463 14-12-43 Stream 2312 lbs. J.F.H. F-9470 14-12-43	2013 lbs. J.F.H. F-9462 9-12-4 2015 lbs. J.F.H. F-9463 20-11-4 765 lbs. J.F.H. F9470 19-11-4

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.M. 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 and 3rd deck of steel throughout and 4th deck of steel in Nos. 1, 2 & 3 Holds and of steel to plates and wood decking in Nos. 4 and 5 Holds.
Parts of Bottom of Vessel coated with cement or approved composition 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
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 ^s , 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 - 225')					

Order for Special Survey No. 80	1944 January 25 & 26 February 3, 7, 8, 21 & 24 March 7, 9, 14, 15, 16, 17, 20, 23, 24, 27, 28 & 31 April 3, 11, 12, 13, 17, 18, 20, 21, 22, 24, 26 & 28 May 1, 2, 3, 15 & 27 June 7 & 13 July 4, 6 & 19 August 7, 10, 19 & 22
Date 9 - 6 - 43	
Dates of Surveys held while building	