

STEEL STEAMER or MOTORSHIP.

Received at London Office.

11 JAN 1943

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 **October 20th, 1942**Port of **Vancouver, B. C.**No. **5819**Survey held at **Prince Rupert, B. C.**Date First Survey **19th Sept., 1941**Last Survey **8th October,**19 **42**

On the (State if Machinery fitted Aft and if Steam, Twin or Triple Screw)

Steel Single Screw Steamer "FORT RUPERT"

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... **6709.22**CLASS ***100 A1 with Freeboard corresponding to a Summer Mld. Dft. of 26'-10"**State if with freeboard **Yes**Built at **Prince Rupert, 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 June, 1942** Yard No. **44**

Total

Breadth (greatest moulded) **B 56.88**Builders **Prince Rupert Dry Dock & Shipyard.**Gross Tonnage **7141.67**

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

D 37.33Owners **Minister of Munitions & Supply of Canada.**Register Tonnage **4262.44**Depth to 2nd Deck **- 28.58'**1st Longitudinal Number (L x D) **= 15529**Managers **Evan Thomas Radcliffe & Co.,**
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS.
FEET.Length **424.2**Breadth **57.2**Depth **35.0**2nd Numeral L x (B + D) **= 39191**

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

25.08Residence **Cardiff.**

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

11.14

Port of Registry

Do. Long Bridge to top of keel

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

Draught Moulded **26.86'****Building, Afloat and in Dry Dock.**

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 .54	
Frame Amidships, Angle, C or F	12x4x4x.47		" " top Angles	3 1/2 3 1/2 .44	
" " Extends up to.....	2nd Deck.		" " bottom Angles	4 4 .50	
Reversed Frame Amidships, Angle.....	- - -		Side Girders (No. each side and thickness.....)	One	
" " Extends up to.....	- - -		(B.A.S. Top & Bottom)	6 3 1/2 .44	
Depth of Framing Girder.....	12		Margin Plate depth (excl. of flange) and thickness	40 1/2 x .54"	
Frames in Uppermost Continuous 'tween Decks, Angle C or F	6 3 1/2 .50		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded to Tank side	
" " Second 'tween Decks, Angle, C or F	13x4x4x.47		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	Brackets	
" " No.1 Hold (Frs.135-162)	12x4x4x.47		" " Gussets, spacing and scantling abaft 1/4 len. from stem	10 1/2 x .40" (FL 2")	
" " No.2 Hold (Frs.106-135)	12x4x4x.47		" " Frame 144.	Continuous	
" " from 1/2 len. for'd. to 15% len. from Stem			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17" x .40" (FL 2")	
" " in Peaks, Angle C or F	8 3 1/2 .34		" " FR. 144 to P.P. End.	Continuous	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 At 6 1/2 Dias.		Tank Side Brackets, height above base line at toe of Frame and thickness	10 1/2 x .45	
State if Frame Joggled	No		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Breadth and thickness of Middle Line Strake.....	84 x .48	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		Thickness of remainder in Holds44	
SINGLE BOTTOM.			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	
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships in Wells, Angle C or F	8 3 1/2 .46	
Middle Line Keelson, on Floors, Angles, C or F			" " in way of Bridge, Angle, C or F	- - -	
" " Through Plate or Intercoastal Plate.....			Spacing	Every Frame	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, C or F	9x3 1/2 x .38	
" " Flat Plate Keel Angles			Spacing	12x4x4x.47	
Side Keelsons, No. each side			Third Deck, amidships, Angle, C or F	Every Frame	
" " thickness of Intercoastal Plate.....			Spacing		
" " Angles			Fourth Deck, amidships, Angle, C or F		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing36" At 30"		Poop Deck, Angle, C or F		
" " Are Frame and Reversed Frame joggled?	Yes		Spacing		
Bracket Floors, breadth and thickness at middle line	- - -		Bridge Deck, Angle, C or F		
" " breadth and thickness at margin plate	- - -		Spacing		
			Forecastle Deck, Angle, C or F		
			Spacing		

PILLARS AND DECKS.			
INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows One - in tween decks only.			
In (tween Decks) Size and Spacing: 6 6 3/4		Stringer Plate, breadth and thickness in way of Bridge: .35	
On Alt. Frs.		Thickness of Plating abreast Deck openings in way of Wells: .34	
in Holds		Thickness of Plating abreast Deck openings in way of Bridge: .34	
Centre Line Bulkhead in Holds.		If Sheathed, material and thickness: .34	
Stiffeners and Spacing: 12 x 3/4 x .45		Third Deck.	
On Alt. Frs.		Stringer Plate, breadth and thickness: .34	
Plating, thickness of: .30		If Plated, state thickness: .34	
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells: 61 x .64		Fourth Deck.	
in way of Bridge: .55		Stringer Plate, breadth and thickness: .34	
Angle in Wells: 6 x 6 x 3/4		If plated, state thickness: .34	
Thickness of Plating abreast Deck openings in way of Wells: .55		Poop Deck.	
Thickness of Plating abreast Deck openings in way of Bridge: .40		Stringer Plate, breadth and thickness: .34	
Thickness of Plating within line of openings: .40		Plating, Sheathing, material and thickness: .34	
If Sheathed, material and thickness: .34		Bridge Deck.	
Second Deck.		Stringer Plate, breadth and thickness: .34	
Stringer Plate, breadth and thickness in Wells: 50" x .43"		Plating, Sheathing, material and thickness: .34	

SCANTLINGS.				RIVETING.			
AS IN VESSEL.				EDGES.			
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				State if joggled?			
STRAKES.				BUTTS.			
AMIDSHIPS.				RIVETS.			
Breadth. Thickness. Thickness. Thickness.				Diam. Spacing. cr. to cr.			
Inches. Inches. Inches. Inches.				Inches. Inches.			
FLAT PLATE KEEL: 52 .78 .68 .68				Double 7/8 3.3" Butts Welded			
DBLG. (if any): - - - -				- - - -			
BOTTOM PLATING, No. of Strakes Four				- - - -			
BILGE PLATING, No. of Strakes One				Double 7/8 3.3" Butts Welded			
SIDE PLATING, No. of Strakes Three				- - - -			
UPPER DECK, Sheer-strake in Wells: 84 .70 .50 .50				- - - -			
UPPER DECK, Sheer-strake in Bridge: - - - -				- - - -			
STRAKE BELOW Sheer-strake in Wells: 78 .61 .50 .48				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.			
Total No. of W.T. BULKHEADS in Vessel: Seven (7)				Casting or Forging: Ins.			
Extending to Upper Deck (Sec. 3 c): Seven (7)				Maker's Name: U.S. Steel Corp.			
Deck next below: One (1)				Any Departure from Approved Plans to be Noted: None			
As per Rule: Seven (7)				KEEL: Flat Plate - U.S. Steel Corp.			
STIFFENERS.				STEM: Propeller Post - C.S. Appd. Ver. Eng. Wks.			
Plating Thickness: Ins.				Stern Frame: Not exceeding 12 Knots			
Vertical: Ins.				RUDDER: Semi-Balanced Streamlined			
Horizontal: Ins.				A x D: 282 - -			
MIDSHIP BULKHEAD: 26 6x3 1/2 x .38 30				Diam. of head: - 9 1/2 Dia.			
Second: - - - -				Mainpiece at top pintle: - 12 Dia.			
Third: - - - -				heel: - 9 1/2 Dia.			
Holds: 26 3/4 x 3 1/2 x .38 30				how constructed: Built, Riv., & E.W.			
COLLISION: (Fr. 162) 33.50 7x3x.36 24 3 Stgrs. 6'-0"				double or single plate coupling, vertical or horizontal: Double			
AFTER PEAK: (Fr. 12) 30.35 7x3x.38 24 2 " 6'-6"				Horizontal			
STEEL.				Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture): Open Hearth			
U.S. Steel Corp., Phoenix Steel Corp., Algoma Steel Co. of Canada, Bethlehem Steel Corp., Manitoba Mills.				Has the Steel been tested as required by the Rules? Yes			

EQUIPMENT No. 39800				LETTER a				ANCHORS.			
Number of Certificate.				Anchors.				Description of Anchor.			
1st Bower: 76 1/2 145				2nd: 76 1/2 145				3rd: 76 1/2 145			
Collective Weight: 145 1/2 145				Stream: 27 1/2 145				Description of Anchor: SC. BOW- TYPE STEELLESS			
Weight, Ex. Stock.				Weight of Stock.				Test, per Certificate.			
Length and size supplied.				Test per Certificate.				Weight Required.			
Length. Diam. Ins.				Length. Diam. Ins.				Length. Diam. Ins.			
Fathoms. Ins.				Fathoms. Ins.				Fathoms. Ins.			
96 1/2 22 1/2 2 1/2 12 1/2 145				7 1/2 22 1/2 2 1/2 12 1/2 145				600. 22 1/2 2 1/2 12 1/2 145			
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. Cir. Fathoms. Ins.				Length. Cir. Fathoms. Ins.				Length. Cir. Fathoms. Ins.			
120 4 1/2 81-1 120 4 1/2				2290 2 1/2 15-4 2290 2 1/2				2290 2 1/2 15-8 2290 2 1/2			
Steel Wire				90 5 - 5 1/2 6 1/2 9.5 W.R.				90 5 - 6 1/2 9.5 W.R.			
CHAIN CABLES.											
HAWERS AND WARPS.											
Steering Gear, Type (Power or hand) Steam with telemotor control											
Alternative Means of Steering to after warping winch: (20' x 6.75' x 2.60')											
Steering Chains (Size and Test) Windlass Steam - 11" x 13"											
Boats: (10'26' x 8.00' x 3.25')											
(Motor): (10'28' x 8.60' x 3.75')											
Ceiling in Holds, thickness and material: 2 1/2" thk. B.C. Fir											
Cargo Battens, thickness, material and spacing: 2" thk. B.C. Fir											
Cargo Hatchways.—(Upper Deck) Strong steel plates and angles											
Thickness of Hatches: 3" thk. B.C. Fir											
Size of Hatchways No. 1 (Fwd): 33'9"x20'											
No. 2: 35'x20'											
No. 3: 15'x20'											
No. 4: 35'x20'											
No. 5: 35'x20'											
x Bkr. 8'x20'											
Number of Shifting Beams: Nos. 1, 2, 4 and 5 -- each 5.											
No. 3 - 2. x Bkr. - 1.											
Builder's Signature: [Signature]											
Ass't to General 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. No											
(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 fresh water tanks, decks, bulkheads, tunnels, watertight doors, steering gear, and windlass have been tested and found satisfactory. The freeboards assigned by the Committee have been marked on the ship's sides and verified. The ship has also been surveyed during construction on behalf of the Minister of Munitions & Supply of Canada in accordance with the Hull Specification requirements which have been carried out to our satisfaction.											
The equipment of anchors and chain cables is in accordance with the War Emergency Reduction of Equipment requirements. Regarding the anchors all the requirements of Sections 12 and 13 of the Rules for quality and testing of materials have been carried out 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 First Entry Certificate because of these departures from the Rules.											
The amount of Entry Fee: \$ 50.00											
Fees applied for: 8th Oct. 1942											
Special Survey Fee: \$ 2145.00											
Received by me: [Signature]											
I am of opinion the Vessel should be Classed *100 A1											
with Freeboard											
Travelling Expense, if any: \$ 200.00											
Owners' Rep. \$ 1000.00											
State whether the Vessel has been built under Special Survey: Yes											
Signature: [Signature]											
Surveyor to Lloyd's Register of Shipping.											
Committee's Minute: 15 JAN 1943											
Character assigned: +100 A1											
With freeboard											
Bills of Lading: 10, 420											
Lloyd's Register 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 a List of the Plans should be embodied.)

This ship is the second of this type to be built by Prince Rupert Dry Dock & Shipyard, and is a sistership to their Yard No. 43, S.S. "FORT STIKINE" (Vancouver Report No. 5788).

The approved plans have been retained for dealing with sisterships 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 Certificates attached hereto.
Certificate No. F-1236 for Cast Steel Stern Frame.
Certificate No. F-4426 for Rudder Main Piece, Certificate No. F-6704 for Rudder Stock.
Certificate No. F-3257 for steam steering engine, quadrant and tiller.
Certificate No. F-1942 for steam windlass.
Certificate Nos. F-1970, F-1332, F-1296, F-1305, F-1301, F-1328, F-1333, F-1304, F-3224, F-3190 & F-1358 for Winches.
Certificate Nos. F-4050, F-4051 and F-4054 for Anchors.

Tonnage openings in tween deck bulkheads have all been efficiently closed with steel plates, rivetted on bulkheads Nos. 19 and 135 and bolted elsewhere as per approved plans. All tween deck bulkheads have been hose tested and found satisfactory.

PARTICULARS OF ELECTRIC WELDING (if employed) All connections to double bottom tanks' margin plates, watertight floors and gusset plates; 2nd deck stringer closing plates all welded; plate butts of shell plating, tank top (part), tunnel, 2nd and upper decks, centre girder and hatch side girders; hold bhd. and tunnels' sides to tank top plating; 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.

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	5545 lbs.	J.F.H.	F-4050	2-6-42
	2nd "	5625 lbs.	J.F.H.	F-4051	2-6-42
	Stream	2035 lbs.	J.F.H.	F-4054	16-5-42

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 441.5' (Circ. 1611) (Circ. 1703)
No. and Material of Decks Two- (2) steel. All double bottom tanks and peaks cemented in bottom
Parts of Bottom of Vessel coated with cement or approved composition (shell and cement washed elsewhere, except, under E & B space where there is bitumastic solution and enamel on girders and floors and bitumastic solution on underside of tank top plating. Steelwork in bilges, bitumastic solution and enamel throughout.
Particulars of composition (if fitted) and of approval Bitumastic Solution and 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.			Where Fitted.		
	Length.	Water Capacity.		Length.	Water Capacity.
Double bottom, aft, Nos. 7 and 8 S.W.	135.0	306.	Fore peak tank,	S.W.	22.
Double bottom, under Engines and Boilers,	—	—	After peak tank,	S.W.	24.
Double bottom, if under Engines only, No. 6 S.W.	25.0	106.	Deep tank, aft, Port	S.W.	20.
Double bottom, if under Boilers only, No. 5 (dry) S.W.	20.0	89.	Deep tank, forward, Star'd.	S.W.	20.
Double bottom, forward, Nos. 1, 2, 3 & 4 S.W.	188.25	648.	Other tanks, if fitted,		
Total length (if continuous) and Capacity S.W.	368.25	1149.	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 50

Date 21-7-41

Dates of Surveys held while building

1941 - Sept. 19, Oct. 1, 7, 24, 27, 28, Nov. 14, 15, 18, 24, 25, Dec. 1, 2, 3, 4, 5, 8, 10, Dec. 11, 12, 15, 16, 17, 19, 20, 22, 24, 26, 27, 30.
1942 - Jan. 5, 6, 7, 9, 13, 14, 20, 21, 27, 28, 29, Feb. 2, 6, 12, 19, 23, 25, 26, 27, Mar. 3, 20, April 8, 22, 23, 27, 28, 30, May 1, 4, 5, 6, 7, 11, 12, 13, 14, 15, 18, May 19, 20, 21, 22, 23, 25, 26, 27, 29, June 1, 2, 3, 4, 5, 8, June 9, 10, 11, 12, 15, 16, 17, 18, 19, 20, 24, 26, 29, 30, July 3, 8, Aug. 1, 3, 4, 5, 7, 12, 14, 19, 21, 25, 27, 28, Sept. 2, 3, 4, 5, 7, 8, 10, Sept. 12, 14, 16, 17, 18, 21, 22, 23, 24, 26, 29, 30, Oct. 1, 2, 3, 4, 5, 6, 7, 8.

Total No. of Visits 138