

RECEIVED

Rpt. 1

- 2 DEC 1943

IN D.O.

STEEL STEAMER or MOTORSHIP

1 DEC 1943

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 15th October, 1943 Port of Vancouver, B. C. No. 6001

Survey held at North Vancouver, B. C. Date First Survey 17th May, 1943 Last Survey 7th October, 1943

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

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

TONNAGE under 6710.74
Tonnage Deck...

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

Total

Gross Tonnage 7155.26

Register Tonnage 4238.12

CLASS 100 A1 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 (1c) 37.33

Depth to 2nd Deck 28.58' 15529

1st Longitudinal Number (L x D) 39191

2nd Numeral L x (B + D)

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 3rd August, 1943 Yard No. 130

Builder North Van Ship Repairs, Ltd.

Owners Minister of Munitions & Supply of Canada.

Managers Andrew Weir & Co.

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

Residence London.

Port of Registry

If surveyed while building, afloat, or in dry dock

Building and afloat.

REGISTERED DIMENSIONS.

length 424.6
breadth 57.2
depth 34.9

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 3 1/2 .44	
" " Extends up to	2nd Deck		" " bottom Angles	4 4 1/2	
Intern. Forward Frame Amidships Angle [or]	6 4 1/2		Side Girders, (No. each side and thickness) (Bas. Top & Bottom)	One 6 3 1/2 .44	
" " Extends up to	Toe to Shell		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	10 1/2 x 3 (Fl. 2")	
" " Second 'tween Decks, Angle [or]	10x3 1/2 x 3 1/2 x .425		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	
" " No. 1 Hold & Pwd. Deep Tanks	12x4x4x.59		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17x3 (Fl. 2")	
" " No. 2 Hold	8 3 1/2 .34		" " Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x .44	
" " from 1/2 len. for'd. to 15% len. from Stem	7/8 At 6 1/2 Dias.		INNER BOTTOM PLATING.		
" " in Peaks, Angle [or]	No		Breadth and thickness of Middle Line Strake	88 x 1/2	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Yes		Thickness of remainder in Holds	.44	
State if Frame Joggled	Yes		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	
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	8 3 1/2 .46	
SINGLE BOTTOM.			" " in Wells, Angle [or]	-	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle [or]	-	
Height of Brackets at side above base line at toe of frame			Spacing	Ev. Fr. 9 x 3 1/2 x .44	
Middle Line Keelson, on Floors, Angles, [or]			Second Deck, amidships, Angle [or]	12x4x4x.467	
" " Through Plate or Intercoastal Plate			Spacing	Ev. Fr.	
" " Foundation Plate on Floors			Third Deck, amidships, Angle [or]		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle [or]		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Poop Deck, Angle [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	3/8 Ev. Fr.		Bridge Deck, Angle [or]		
" " Are Frame and Reversed Frame joggled? No	Cut at Seams		Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle [or]		
" " breadth and thickness at margin plate			Spacing		

PILLARS AND DECKS.									
PILLARS, No. of Rows.....		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.			
in 'tween Decks, Size and Spacing.....		One		.34					
in Holds		Cr. Line Bhd.		.34					
Centre Line Bulkhead in Holds		(Ch. 12x3 1/2 x 60 on Alt. Frs.)							
Stiffeners and Spacing.....									
Plating, thickness of.....		.31							
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in way of Bridge		61 x 1/2							
Angle in Well.....		6 6 69							
Thickness of Plating abreast Deck openings in way of Bridge									
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 way of Bridge		59 1/2 x .44							
SHELL PLATING.									
SCANTLINGS.				RIVETING.					
STRAKES.				EDGES.					
AS IN VESSEL.				No					
AMIDSHIPS.				Butts.					
Breadth. Thickness. Thickness. Thickness.				Single or Double.					
Inches. Inches. Inches. Inches.				Diam. Spacing. cr. to cr. cr. to cr. cr. to cr. cr. to cr.					
Inches. Inches. Inches. Inches.				Inches. Inches. Inches. Inches.					
FLAT PLATE KEEL.....				Double 1/2 3.3 Butts Welded					
DBLG. (if any).....									
BOTTOM PLATING, No. of Strakes.....				Double 1/2 3.3 Butts Welded					
BILGE PLATING, No. of Strakes.....									
SIDE PLATING, No. of Strakes.....									
UPPER DECK, Sheer-strake in Well.....									
UPPER DECK, Sheer-strake in Bridge.....									
STRAKE BELOW Sheer-strake in Well.....				Double 1/2 3.3 Butts Welded					
STRAKE BELOW Sheer-strake in Bridge.....									
POOP SIDE PLATING.....									
BRIDGE SIDE PLATING.....									
FORECASTLE SIDE PLATING.....									
6 WATERTIGHT BULKHEADS.									
In 'tween dks. - 7 Divisional W.T. Bhd. on (Frs. Nos. 5, 11, 40, 66, 86, 106 & 135.)									
Total No. of W.T. BULKHEADS in Vessel.....									
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 & 135.)									
As per Rule Seven									
STIFFENERS.									
Plating Thickness.									
VERTICAL.									
Scantlings. Spacing. Scantlings. Spacing.									
Inches. Inches. Inches. Inches.									
HORIZONTAL.									
Scantlings. Spacing. Scantlings. Spacing.									
Inches. Inches. Inches. Inches.									
MIDSHIP BULKHEAD, Upper 'tween decks									
Second									
Third									
Holds									
COLLISION (in Hold)									
AFTER PEAK									
FORGINGS and CASTINGS.									
Casting or Forging. Scantlings. Maker's Name. Any Departure from Approved Plans to be Noted.									
KEEL, Bar..... Flat Plate									
STEM..... Upper Section M.S. Fashion Plate									
Lower Section Rolled Bar M.S. 10 x 12									
STERN FRAME..... As per approved plan									
Speed of Vessel..... Not exceeding 12 knots									
RUDDER - Type..... Goldsmith - Patent - Streamline									
A x D..... 9 1/2									
Diam. of head..... 16" dia. x 1" thick tube									
Mainpiece at top pintle..... 16" dia. x 1" thick tube									
heel..... Built & Welded									
how constructed..... Double									
double or single plate coupling, vertical or horizontal..... Horizontal									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth									
Central Iron and Steel Co., The Steel Co. of Canada Ltd., Dominion Foundries and Steel Ltd.,									
Manitoba Rolling Mills Co. Ltd., Carnegie-Illinois Steel Corp., The Phoenix Iron Co.,									
Algoma Steel Products Co. Ltd., Inland Steel Co., Bethlehem Steel Co., American Rolling Mill Co.									
Great Lakes Steel Corp., and Granite City Steel Co.									
Has the Steel been tested as required by the Rules? Yes (Partly by American Bureau of Shipping)									

EQUIPMENT No. 39800										LETTER a		ANCHORS.					
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		Specification		Description of Anchor.		Makers.		Where and when tested and Superintendent.	
F6459		1st Bower.....		84 1/2 lbs.		8400		8400		8400 lbs. (C.S. Baldt Type)		VULCANIRON		Winnipeg		J.F. Hing	
F6460		2nd "		83 1/2 lbs.		8400		8400		8400 " (Stockless)		WORKS LTD.		Winnipeg		J.F. Hing	
F6464		3rd "		168 02 lbs.		23 1/2 Cwts.		23 1/2 Cwts.		Do		Do		VULCANIRON		Winnipeg	
F6464		Stream		32 1/2 lbs.		23 1/2 Cwts.		23 1/2 Cwts.		Do		Do		VULCANIRON		Winnipeg	
CHAIN CABLES.																	
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Specification		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.	
Length. Diam.		Fathoms. Ins.		Tons. Cwts. lbs.		Supplied. Per Rule.		Length. Diam.		Fathoms. Ins.		H.T. STEEL		W.C. MILBURN		TOWLINE	
F7241		210 2 1/2		148 810 lbs.		270 2 1/2		270 2 1/2		270 2 1/2		H.T. STEEL		W.C. MILBURN		TOWLINE	
F9601		60 2 1/2		14 440 lbs.		14 440 lbs.		14 440 lbs.		14 440 lbs.		H.T. STEEL		W.C. MILBURN		TOWLINE	
1769		160 2 1/2		93 4 lbs.		93 4 lbs.		93 4 lbs.		93 4 lbs.		H.T. STEEL		W.C. MILBURN		TOWLINE	
1807A		H off 2 1/2		160 lbs.		160 lbs.		160 lbs.		160 lbs.		H.T. STEEL		W.C. MILBURN		TOWLINE	
Stream		90 5		60.5 6 x 12 GFSWR		90 5		60.5 6 x 12 GFSWR		90 5		H.T. STEEL		W.C. MILBURN		TOWLINE	
Steel Wire		90 5		60.5 6 x 12 GFSWR		90 5		60.5 6 x 12 GFSWR		90 5		H.T. STEEL		W.C. MILBURN		TOWLINE	
HAWSEERS AND WARPS.																	
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Specification		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.	
Length. Diam.		Fathoms. Ins.		Tons. Cwts. lbs.		Supplied. Per Rule.		Length. Diam.		Fathoms. Ins.		H.T. STEEL		W.C. MILBURN		TOWLINE	
F7241		210 2 1/2		148 810 lbs.		270 2 1/2		270 2 1/2		270 2 1/2		H.T. STEEL		W.C. MILBURN		TOWLINE	
F9601		60 2 1/2		14 440 lbs.		14 440 lbs.		14 440 lbs.		14 440 lbs.		H.T. STEEL		W.C. MILBURN		TOWLINE	
1769		160 2 1/2		93 4 lbs.		93 4 lbs.		93 4 lbs.		93 4 lbs.		H.T. STEEL		W.C. MILBURN		TOWLINE	
1807A		H off 2 1/2		160 lbs.		160 lbs.		160 lbs.		160 lbs.		H.T. STEEL		W.C. MILBURN		TOWLINE	
Stream		90 5		60.5 6 x 12 GFSWR		90 5		60.5 6 x 12 GFSWR		90 5		H.T. STEEL		W.C. MILBURN		TOWLINE	
Steel Wire		90 5		60.5 6 x 12 GFSWR		90 5		60.5 6 x 12 GFSWR		90 5		H.T. STEEL		W.C. MILBURN		TOWLINE	
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"																	
Boats 4 @ 26' x 9' x 3.82' 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" x 20' No. 2 35' x 20' No. 3 20' x 20' No. 4 35' x 20' No. 5 35' x 20' No. 6 --																	
Number of Shifting Beams Nos. 1, 2, 4 and 5 - each 5. No. 3 - 3.																	
NORTH VAN SHIP REPAIRS LIMITED																	
Builder's Signature. Donald M. Senn																	
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 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 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																	
Fees applied for, 13th Oct. 1943																	
Special Survey Fee..... £ 1645.00																	
Received by me, Freeboard 100.00																	
Travelling Expense, if any £ 50.00																	
Owner's Rep. 1000.00																	
State whether the Vessel has been built under Special Survey. Yes																	
Signature. Munnery and Hill																	
Surveyors to Lloyd's Register of Shipping.																	
Certificates to be sent to New York. Date of issue. 14/1/44																	
Committee's Minute																	
Character assigned + 100 A1																	
With freeboard																	
Fitted for oil fuel 10.43 FP above 150°																	
Lmc x 10 4275 ch																	
2 WTR 250 lb (Sat. 230 lb)																	
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 List of the Plans should be embodied.)

This ship is the fourth of the "Victory" type ships to be built by North Van Ship Repairs, Ltd., and is a sistership to their Hull No. 127, S.S. "FORT HALL" (Vancr. 1st Entry Report 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-7619 for cast steel stern frame.

Certificate No. F-8449 for rudder.

Certificate No. F-8218 for steam steering engine, quadrant and tiller.

Certificate No. F-7790 for windlass.

Certificate Nos. F-7062, F-6985, F-8243, F-8187, F-7061, F-7064, F-8223, F-8207, F-7138, F-7140 & F-7726 for winches.

Certificate Nos. F-6459, F-6460 & F-6464 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 fore end. 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 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.

HEAD

SHANK

Particulars of Drop Test of Cast Steel Anchors, viz:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	6088 lbs. J.F. Hind F-6459 21-7-43	2012 lbs. J.F. Hind F-6459 21-7-43
2nd "	6078 lbs. J.F. Hind F-6460 12-8-43	2004 lbs. J.F. Hind F-6460 15-6-43
Stream	2337 lbs. J.F. Hind F-6464 17-8-43	763 lbs. J.F. Hind F-6464 9-8-43

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 P** Extreme Breadth over Belting **No belting** Over-all Length **441.5'** (Circ. 1611) (Circ. 1703)

No. and Material of Decks **(Two) - steel.** Parts of Bottom of Vessel coated with cement or approved composition **Cement wash only in 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.	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 tanks aft, of M/C Space	20.	753.
Double bottom, if under Boilers only, C/dam.	2.5	--	Deep tanks forward, No.1 = 244T. No.2 = 442T.	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

1943. May 17, 19, 26. June 1. July 13, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, July 30, 31. Aug. 2, 3. Sept. 9, 10, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, Sept. 25, 27, 28, 29, 30. Oct. 1, 2, 4, 5, 6, 7.

Lloyd's Register
Foundation
Total No. of Visits **45**