

STEEL STEAMER ~~OR~~ MOTORSHIP.

Received at London Office

3 - FEB 1954

State if Report has been sent on the Freeboard of the Vessel..... No

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

Date of completion of report 9TH DECEMBER, 1953. Port of TORONTO, ONT., CANADA. No. 2173.

Survey held at ERIBAU, ONT., CANADA Date First Survey 29TH OCTOBER, 1951 Last Survey 23RD OCTOBER, 1952

On the (State if Machinery fitted Aft and
(if Single, Twin or Triple Screw) MOTOR SHIP "THE ST. JOSEPH ISLANDER". MACHINERY AMIDSHIPS. SINGLE SCREW BASH END

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) DOUGLASS ENDERBURY AUTO. & PASSENGER FERRY State Type of Erections -

TONNAGE under } 130.10
Tonnage Deck ...

DOUBLE ENDED AUTO & PASSENGER FERRY
+ A FOR FERRY SERVICE

State Type of Erections _____

TONNAGE under } 130.10
Tonnage Deck ...

CLASS IN ST. JOSEPH CHANNEL, *late if with freeboard*
LAKE HURON. *as condition of Class* } —

Built at ERIEAU, ONTARIO, CANADA.

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

Length from fore part of snout to after part of snout } L 24' 11"

Launched 15th July, 1952 Yard No. 64.

Total

Breadth (greatest moulded) _____ B 32' 2"
 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous }
 deck. See Sec. 3 (1c) } D 9' 11 1/2"

Builders COMPANY LTD., ERIE, ONTARIO.

Gross Tonnage 130.10

1st Longitudinal Number (L \times D).....= 746.2

Owners PROVINCE OF ONTARIO, PARLIAMENT

Register Tonnage 108.05

2nd Numeral $1 \times (B + D)$ 3156

Managers

REGISTERED DIMENSIONS.

FEET

Length 74.0'

32.9'

10.0'

Draught Moulded 6'

Residence _____

Port of Registry TORONTO, ONTARIO, CANADA.

If surveyed while building, afloat, or in dry dock

WHILE 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.
S, Spacing amidships.....		21		Bracket Floors, Frame		-	
" from 3 length amidships to Collision bulkhead.....}		21		" " Reversed Frame.....		-	
" in peaks		21 1/2 to 27		" " Vertical Struts		-	
RAMING.				Centre Girder, depth and thickness amidships		-	
Amidships, Angle, E or F (INVERTED) 4 x 3 x 5/16				" " top Angles		-	
" FLANGED PLATE 6 x 4 x 3/8				" " bottom Angles.....		-	
" Extends up to. BETWEEN BOTTOM FLOORS AND CHINE & GUNW AND DECK.				Side Girders, No. each side and thickness.....		-	
ed Frame Amidships, Angle		-		Margin Plate depth (excl. of flange) and thickness		-	
" Extends up to		-		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		-	
of Framing Girder.....		6 AND 4		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		-	
in Uppermost 'Continuous 'tween Decks, Angle, [or]		-		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....		-	
" Second 'tween Decks, Angle, [or]		-		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		-	
" Third		-		Tank Side Brackets, height above base line at toe of Frame and thickness		-	
from 1/2 len. for'd. to 15% len. from Stem		-		INNER BOTTOM PLATING.		-	
in Peaks, FLANGED PLATE 6 x 4 x 3/8				Breadth and thickness of Middle Line Strake...		-	
" CANTS. FLANG. PLATE				Thickness of remainder in Holds		-	
ter and Spacing of Rivets through Frame and Shell Plating amidships		ALL WALDED.		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?.....		-	
Frame Joggled.....		No.		BEAMS.		-	
e scantlings and arrangements in the ing Area in accordance with the Rules or as approved?		YES.		Uppermost Continuous Deck, amidships in		-	
e scantlings and arrangements in way ie Bottom Forward in accordance with Rules and/or as approved?		YES.		Welds, Angle, E or F		-	
BOTTOM.				" " in way of Bridge, Angle, [or]		-	
Depth and thickness at mid-line in HOLD MACHINERY SPACE		15 x 12.75 #		Spacing		21	
Height of Brackets at side above base line at toe of frame.....		42 AND 61.		Second Deck, amidships, Angle, [or]		-	
Line Keelson, on Floors, Angles, IF MACH SPACE E or F PLAT		6 x 3/8 ON TOP OF GIRDER.		Spacing		-	
" " Through Plate or Inter-costal Plate		15 x 15.3 #		Third Deck, amidships, Angle, [or]		-	
" " Foundation Plate on Floors		-		Spacing.....		-	
" " Flat Plate Keel Angles		NONE.		Fourth Deck, amidships, Angle, [or]		-	
Keelsons, No. each side.....		TWO.		Spacing.....		-	
" thickness of INTERCOSTAL CONTINUOUS Plate.....		12.75 #		Poop Deck, Angle, [or]		-	
" Angles RIDER PLATE		6 x 3/8		Spacing.....		-	
BOTTOM.				Bridge Deck, Angle, [or]		-	
Floors, thickness and spacing		-		Spacing.....		-	
" Are Frame and Reversed Frame joggled?		-		Forecastle Deck, Angle, [or]		-	
t Floors, breadth and thickness at middle line		-		Spacing.....		-	
" breadth and thickness at margin plate.....		-				-	

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	4			
" in 'tween Decks, Size and Spacing	-			
" " " " " "	4" DIA. E.H. PIPE.			
" in Holds	5' 3" TO 7' 0"			
" " " " " "	4 x 3/8 FLAT AT 21			
Gen'l Bulkhead, F. & A. IN MACH'Y SPACE	10-2 #			
Stiffeners and Spacing (11:1 1/2 P.A.S. OFF. 4)	3/8" MULTI-GRIP THROUGHOUT.			
Plating, thickness of				
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells				
" " " " in way of Bridge				
" Angle in Wells	NONE			
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				
Second Deck.				
Stringer Plate, breadth and thickness in Wells				
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.

STRAKES.	SCANTLINGS.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	ELECTRIC WELDING.		RIVETING.		WELDING.	
	AS IN VESSEL.					SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	BUTTS.		STRAPPED OR LAPPED.
	AMIDSHIPS.	FORWARD.	AFT.						Diam.	Spacing cr. to cr.	
Flat Plate Keel	48	5/16	7/16	7/16		MANUALLY WELDED - SINGLE VEE 50°/60°		MANUALLY WELDED - SINGLE VEE 50°/60°			
" Dblg. (if any)											
No. of											
No. of	ALL	5/16	7/16	7/16		MANUALLY WELDED - SINGLE VEE 50°/60°		MANUALLY WELDED - SINGLE VEE 50°/60°			
Side Plating, No. of Strakes	73	7/16	7/16	7/16		MANUALLY WELDED - SINGLE VEE 50°/60°		MANUALLY WELDED - SINGLE VEE 50°/60°			
Upper Deck, Sheer-strake in Wells											
Upper Deck, Sheer-strake in Bridge											
Strake below Sheer-strake in Wells											
Strake below Sheer-strake in Bridge											
Poop Side Plating											
Bridge Side Plating											
Forecastle Side Plating											

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	FOUR
Extending to Upper Deck (Sec. 3 c)	FOUR
" Deck next below	
As per Rule	

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, 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	(None)			
STEM				
STERN FRAME				
Propeller Post				
Rudder				
Speed of Vessel				
RUDDER—Type				
A x D				
Diam. of head				
Mainpiece at top pintle				
" heel				
how constructed				
double or single plate coupling, vertical or horizontal				

OPEN HEARTH.

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	COMPAGNIE DES FORGES ET ACIERIES DE LA MARINE ET D'HOME COURT (ACIER SIEMENS MARTIN MARQUE BLEUET CORRES NDANT A LA NUANCE SAE 1010) KLOCKNER & CO., DUISBURG. - "REFER CERTIFICATES (2) - LETTER ATTACHED
	Has the Steel been tested as required by the Rules? CHECK TESTS CARRIED OUT ACCORDING TO ATTACHED CERTS (RPR 10)

EQUIPMENT No. 3273

LETTER

3 - FEB 1954

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
1st Bower	DANFORTH											2-MARK IV DANFORTH	DANFORTH	(No. CERTIFICATES OF TESTS.)	
2nd Bower	DANFORTH	3	6	-	-	-						ANCHORS, PAT. NO. 2243846, 2320966, 2354666.	ANCHORS, 2121 ALSTON WAY, BERKELEY, CALIFORNIA, U.S.A.		
Collective weight															
Stream															

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 53.		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.	
	Length.	Diam.	Stations.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
Rep. 10. DATA 760. 31.8.52.	30	3/8	2.076	5.8	2.3.0					ELECTRIC WELDED 88B COIL CHAIN.	McKINNON COLUMBUS ST. CATHARINES, ONT. CANADA.	ST. CATHARINES, ONT. CANADA.	TOWLINE					
Rep. 10. DATA 740. 18.9.52.	30	3/8	2.076	5.8	2.3.0					ELECTRIC WELDED 88B COIL CHAIN.	"	J. STEVENSON, SUVAULT ST. CATHARINES, ONT. CANADA. 17.9.52. A.H.T. HOLL, SUVAULT, ONT. CANADA.	HAWSERS & WARPS	60	4			
Iron Stream Chain or Steel Wire																		

Steering Gear, Type (Power or hand)

Steering Chains (Size and Test)

Ceiling in Holds, thickness and material

Hatchways.-(Upper Deck)

Hatchways No. 1 (Fwd.)

No. of Shifting Beams Fore and Afters

ONE FORWARD AND ONE AFT HAVING HYDRAULIC STEERING GEARS BY DUNNIN & CO. LTD, WALKER LANE, NEWCASTLE-ON-TYNE. GRAA NO. 9083. L.R. 24175. J.W.W. 28.3.52. " NO. 9084. L.R. 24176. J.W.W. 8.4.52.

Alternative Means of Steering

Windlass

Cargo Battens, thickness, material and spacing

Thickens of Hatches

CAST STEEL TILLER F.A. FOR MANUAL OPERATION, STAFFORD. GRAA NO. 5214. J.S. 21.5.18.2.52. A.G. HAND OPERATED WINDLASS FOR AND 40T. GRAA NO. 84. LUNenburg Foundry COY., LO., LUNenburg, Nova Scotia, Boats. ONE. 75 CU. FT.

None.

None.

None.

No. 2

No. 3

No. 4

No. 5

No. 6

ERIEAU SHIPBUILDING & DRYDOCK CO. LTD.

Builder's Signature

D. H. Goodison

ALL 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

whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo

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

SHIP HAS BEEN BUILT UNDER SPECIAL SURVEY FOR RESTRICTED SERVICE IN CONFORMITY WITH THE SOCIETY'S RULES AND REGULATIONS AND SECRETARY'S LETTERS. THE SCANTLINGS AND ARRANGEMENTS OF THE SHIP ARE AS SHOWN IN THE REPORT AND AS SHOWN AND AMENDED IN THE APPROVED PLANS NOW FORWARDED. ALL MODIFICATIONS TO THE ORIGINAL APPROVED ARRANGEMENTS MADE DURING CONSTRUCTION HAVE BEEN INDICATED ON THE PLANS AND HAVE BEEN APPROVED AS BEING IN CONFORMITY WITH, OR BY STANDARDS EQUIVALENT TO, THE REQUIREMENTS FOR THE RESTRICTED SERVICE OF THE VESSEL. THE PLANS SHOWING THE SHIP AS BUILT, FORWARDED HEREWITH, HAVE BEEN CHECKED WITH THE APPROVED ARRANGEMENTS AND FOUND IN ORDER. THE SHELL AND DECK, WATERTIGHT BULKHEADS AND DOORS, OIL FUEL TANKS IN MACHINERY SPACE (NOT PART OF STRUCTURE), STEERING GEARS, WINDLASSES, AND PUMPING ARRANGEMENTS OUTSIDE MACHINERY SPACE AMIDSHIPS, BEEN TESTED AS REQUIRED BY THE RULES AND FOUND SATISFACTORY. ARRANGEMENTS ARE MADE FOR CARRYING OIL FUEL IN STORAGE TANKS (2) IN MACHINERY SPACE AMIDSHIPS. OIL FUEL FLASHPOINT TO BE ABOVE 150°F. THE SPECIAL SURVEY HAS BEEN COMPLETED TO MY SATISFACTION.

Yes.

No

The positions in which oil is carried as fuel or cargo should

The amount of Entry Fee

Special Survey Fee

Travelling Expenses, if any

\$530.00

£

\$401.00

Fees applied for.

19

Received by me,

19

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

+ A1

I am of opinion the Vessel should be Classed

TA

FOR FERRY SERVICE IN ST. JOSEPH CHANNEL, LAKE HURON, ONTARIO.

Signature

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey

Yes

Certificate to be sent to

Date of issue

THURSDAY 22 JUL 1954

Committee's Minute

Character assigned

Deferred - awaiting further information

FRIDAY - 6 AUG 1954

+ A1 For Ferry Service in St. Joseph's Channel, Lake Huron.

Col 3. "Car Ferry"

+ LMC 10. 52

Oil Engs.

Str. for Nav. in Ice.

0076 2/2

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.)

LIST OF APPROVED PLANS

Now Forwarded :-

1. MIDSHIP SECTION.
2. FRAMING PLAN.
3. DECK, BULKHEADS, PILLSBURY & GIBBS.
4. STEERING GEAR AND RUDDER CARRIAGE SEATS.
5. RUDDER & SHRO DETAIL.
6. FLUSH PORTABLE PLATES.

CERTIFICATES ATTACHED.

1. REP. 10 DATED Feb. 18. 2. 52 - 30 FATHOMS BBB COIL CHAIN.
2. " " " 21. 8. 52 - 30 " " " "
3. " " " 10. 6. 52 - TWO FORGED RUDDER SHOES.
4. " " " MAR. 19. 10. 51 - STEEL PLATES, TOGETHER WITH COPY OF MAR. 4. 10. 51.
5. REP. 10 DATED Feb. 18. 4. 52 - RUDDER FORGINGS.
6. " " " 22. 2. 52 - STEEL PLATES.
7. INTERIM HULL CERTIFICATE.

PARTICULARS OF ELECTRIC WELDING (if employed) THE VESSEL'S STRUCTURE IS ELECTRICALLY WELDED MANUALLY THROUGHOUT, USING APPROVED ELECTRODES, AND ACCORDING TO DETAILS SHOWN ON APPROVED DRAWINGS. THE REQUIREMENTS OF THE SOCIETY'S RULES, FOR THE APPLICATION OF ELECTRIC WELDING, WERE CARRIED OUT.

SPECIAL NOTATIONS :- Either as part of the vessel's class or for record in the Register Book
ELEC. WELDED. DOUBLE-ENDED AUTOMOBILE AND PASSENGER FERRY, OIL ENG.
FITTED FOR OIL FUEL F.P. ABOVE 150° F. DEEP DAY TANK (p.s.) AGAINST
MACHINERY SPACE ACCIDENTS. BOW AND STEAM RAKE. SINGLE BOTTOM.

RADAR Equipment (State if fitted) NOT FITTED.

State Type or Pattern No.
State } Maker
Name } and/or
of } Supplier

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

1st Bower
2nd "
3rd "

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. 194753. Signal Letters NONE. Extreme Breadth over Belting 33' 2" Over-all Length 92'
(Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE. STEEL-MULTI-GAL.

Parts of Bottom of Vessel coated with cement or approved composition.

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, NONE.	-	-	Fore peak tank, (DRY)	-	-
Double bottom, under Engines and Boilers, "	-	-	After peak tank, "	-	-
Double bottom, if under Engines only, "	-	-	Deep tank, aft, NONE.	-	-
Double bottom, if under Boilers only, "	-	-	Deep tank, forward, "	-	-
Double bottom, forward, "	-	-	Other tanks, if fitted, TWO D.B. TANKS IN S.R. (NOT PART OF SHIP'S STRUCTURE)	80 IMP. GALLONS EA	-
Total length (if continuous) and Capacity	-	-	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 167

Date 16th May 1951

Signature of Authorisation
6th June 1951

Dates of Surveys
held while building

1951: OCTOBER 29. DECEMBER 7.

1952: FEBRUARY 11. JUNE 19 & 20. JULY 14 & 15. AUGUST 13. SEPTEMBER 25.

OCTOBER 21, 22 AND 23.

Total No. of Visits 12.