

Rpt. 1.

RECEIVED

8 NOV 1943

DISCLOSED

SECTION

No. 768

STEEL STEAMER or MOTORSHIP.

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 - Now

DISCLOSED

Received at London Office

5-NOV-1943

SECTION

No. 768

Date of completion of report 31st August, 1943

Port of Vancouver, B. C.

No. 5949

Survey held at Vancouver, B. C.

Date First Survey 3rd June, 1943

Last Survey 22nd July, 1943

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

Steel Single Screw Steamer "FORT ASTORIA"

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

6703.31

CLASS 100 A1 with freeboard corresponding to a summer draft (mld.) 26'-10"

State if with freeboard condition of Class

Yes

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 416.0

Breadth (greatest moulded)

B 56.88

Total

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

D 37.33

Gross Tonnage

7188.56

Register Tonnage

4291.30

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 Vancouver, B. C.

Launched 21st May, 1943 Yard No. 123

Builders West Coast Shipbuilders, Ltd.

Owners Minister of Munitions & Supply of Canada.

Managers Counties Ship Management, Ltd. (Where necessary to be entered in Reg. Book.)

Residence London

Port of Registry

If surveyed while building, afloat, or in dry dock

Whilst afloat.

REGISTERED DIMENSIONS.

FEET.

Length

424.6

Breadth

37.2

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 3/5 length amidships to Collision bulkhead	27		" " Reversed Frame	--	
" " in peaks	24		" " Vertical Struts	--	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43 x 9/16	
Frame Amidships, Angle	12x4x4.47		" " top Angles	3 1/2 x 3 1/2 x 7/16	
" " Extends up to	2nd Dk.		" " bottom Angles	4 x 4 x 1/2	
Intermediate frs. for'd. for Reversed Frame Amidships, Angle	6 x 4 x 1/2		Side Girders, No. each side and thickness	One	
" " Extends up to	12		Margin Plate depth (excl. of flange) and thickness	6x3 1/2 x .44	
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	40 1/2 x 9/16	
Frames in Uppermost Continuous 'tween Decks, Angle	4 x 3 1/2 x .50		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	Welded	
" " Second 'tween Decks, Angle, [or [	--		" " Gussets, spacing and scantling abaft 1/4 len. from stem	10 1/2 x 3/4 (Fl. 2")	
" " Third 'tween Decks, Angle, [or [	--		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	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 3/4 (Fl. 2")	
" " in Peaks, Angle or [	8x3 1/2 x .34		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	Continuous	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/8 At 6 1/2 Dias.		Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x 7/16	
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 1/2	
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 Holds	7/16	
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 [or [	8x3 1/2 x .46	
Middle Line Keelson, on Floors, Angles, [or [			" " in way of Bridge, Angle, [or [
" " Through Plate or Intercoastal Plate			Spacing	30"	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [or [	9x3 1/2 x .44	
" " Flat Plate Keel Angles			Spacing	12x4x4.47	
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or [	30"	
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, [or [
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	3" At 30"		Poop Deck, Angle, [or [
" " Are Frame and Reversed Frame joggled?	No—Cut at seams		Spacing		
Bracket Floors, breadth and thickness at middle line	--		Bridge Deck, Angle, [or [
" " breadth and thickness at margin plate	--		Spacing		
			Forecastle Deck, Angle, [or [
			Spacing		

WATERTIGHT BULKHEADS.						FORGINGS AND CASTINGS.			
For record: 1 B.H. (Coll. 6 W. dk., 6 6 2nd dk.) 6 divisional W.T. B.H.s in 'hoen decks. Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging. Scantlings. Maker's Name. Any Departure from Approved Plans to be Noted			
Extending to Upper Deck (Sec. 3 c) One - Fr. 162 (Coll. Bhd.)						KEEL, Rm. Flat Plate			
Seven Deck next below Seven - Rs. 135, 106, 86, 66, 58, 40, 12						STEM Upper M.S. Fashion plate Lower 10 x 2 1/2			
In Tween Decks, Divisional Bhd.s. Rs. 135, 106, 86, 66, 40, 11, 5 As per Rule Seven						STERN FRAME { Propeller Post C.S. As app'd. - Vanc. Eng. Wks. { Rudder " - - - - -			
STIFFENERS.						Speed of Vessel Not exceeding 12 knots			
Plating Thickness. VERTICAL. HORIZONTAL.						RUDDER—Type "Goldschmidt" type const. by Vanc. Eng. Wks.			
Scantlings. Spacing. Scantlings. Spacing.						" A x D			
MIDSHIP BULKH'D, Upper tween decks 1/2 6x3 1/2 x .38 30" ✓						" Diam. of head 9 1/2" Dia.			
" " Second " " " " - - - -						" Mainpiece at top pintle 16" Dia. x 1" Tube			
" " Third " " " " - - - -						" " heel " "			
" " Holds 7/16 - 1/2 12x3 1/2 x .38 30" ✓						" how constructed Built Welded			
COLLISION " (in Hold) Fr. 162 1/2 - 11/32 7x3 1/2 x .38 24" 3 Str 6" ✓						" double or single plate Double			
AFTER PEAK " " Fr. 12 5/16 7x3 1/2 x .38 24" ✓						" 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						STEEL. U.S. Steel Co., Bethlehem Steel Corp., Central Iron & Steel, Phoenix Iron Co., Steel Co. of Canada, Algoma Steel Products, Dominion Steel Corp., Manitoba Rolling Mills, & Dominion Foundries & Steel.			
Has the Steel been tested as required by the Rules? Yes									

EQUIPMENT No. 39798						LETTER Mf		ANCHORS.			
No. of Certificate	Anchor	Weight, Ex. Stock	Weight of Stock	Test, per Certificate	Wright Required by Specification	Description of Anchor	Makers	Where and when tested and Superintendent			
F6377	1st Bower.....	8450 lbs.	-	-	75	C.S. BALOT	YULCAN IRON WORKS LTD	MINNIEG. 11.5.43			
F6376	2nd "	8431 lbs.	-	-	75	TYPE STOCKLESS		J.F.MINO.			
	Collective Weight	16881			150						
F6390	Stream	3046 lbs.	-	-	23 1/2	- DITTO -		MINNIEG. 15.5.43 J.F.MINO.			

CHAIN CABLES						HAWERS AND WARPS.					
No. of Certificate	Length and size supplied	Test per Certificate	Weight of Chain Cable	Length and Size per Table 52	Description	Makers of Cables	Where and when tested, and Superintendent	Material	Length and Size applied	Breaking Test of Steel Wire	Length and Size per Table 52
	Fathoms In.	Tons Cir.	Supplied	Per Rule					Fathoms In.	Tons Cir.	
F 7235	210 2 1/2	A 24430 B 34510	47950	210 2 1/2	H.T. STEEL STUD LINKS	ELECTO-METAL PRODUCTS	VANCOUVER, BC. 11.6.43 J.A. STEWART	TOWLINE	191 7/8 4 3/4	65.3	120 4 1/2
1719	- 2 1/2	DITTO	927	- 2 1/2	NATIONAL MALLEABLE & STEEL CASTINGS	SARON, PA. 7.6.43 A.T. GRIMES		HAWERS & WARPS	183 2 1/2	5.5	2e90 7 1/2
Stream Chain (see Steel Wire)	91 1/2 5"	63.22 TONS		90 5"	WRIGHTS CANADIAN ROPES				183 2 1/2	13.28	2e90 7 1/2

Steering Gear, Type (Power or hand) Steam with telemotor control Alternative Means of Steering Blocks & tackle to aft.

Steering Chains (Size and Test) -- Windlass Steam 11" x 13" Boats --

Ceiling in Holds, thickness and material 2 1/2" E.C. fir Cargo Battens, thickness, material and spacing 1 1/2" E.C. fir

Cargo Hatchways.—(Upper Deck) Steel plates and angles Thickness of Hatches 2 1/2" E.C. fir

Size of Hatchways No. 1 (Fwd.) 33'9" x 20' No. 2 23'1" x 20' No. 3 20'1" x 20' No. 4 43'1" x 20' No. 5 35'1" x 20' No. 6 --

Number of Shifting Beams Nos. 1,2,4 & 5 — each 5. No.3 — 3.

Builder's Signature WEST COAST SHIPBUILDERS LTD.
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. 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 tanks (except below engine and boiler space), deep tanks and settling tanks are fitted for the carriage of oil used as fuel (F.P. above 150°F). Section 20 of the Rules has been complied with. The D.B. tanks, peaks, deep tanks, settling tanks, decks, bulkheads, tunnels, W.T. doors, steering gear and windlass have been tested and found satisfactory. The freeboards assigned by the Committee have been marked on the ship's side. The equipment of the anchors and chain cables is in accordance with the War Emergency Reduction of equipment. Regarding the anchors the requirements of Sect. 12, 13 of the Rules for quality and testing of materials have been carried out except the Statutory tests for which tensile tests on the materials of head and shank were substituted (28 tons per sq. inch minimum with usual extension). It is recommended that a suitable notation be entered on the first entry certificate because of these departures from the Rules. This ship has been surveyed on behalf of the Minister of Munitions & Supply in accordance with the hull specification, which have been carried out to my satisfaction.

*The amount of Entry Fee (£) 50.00 Fees applied for, 30th Aug. 1943
(Credit £ 45.00)
Special Survey Fee £ 1600.00
Owner's Rep. 1000.00
Travelling Expense, if any £ 50.00
Freeboard 100.00

I am of opinion the Vessel should be Classed 100 A1 with freeboard subject to 2 1/2 inches of stud link chain cable of 11 1/2 inch diameter being supplied at the earliest opportunity also to gullies on tank top and wood battens being fitted at O.P. tank bulkheads No. 135, 80, 58 at the earliest opportunity.

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

State whether the Vessel has been built under Special Survey Partly. See General Remarks.

Certificate to be sent to New York Date of issue 10/12/43

Committee's Minute TUES. 7 DEC 1943

er assigned 100 A1 subject with freeboard Fitted for oil fuel 7.43 F.P. above 150°F + LMC 7.43 2 WT 350 lb (See 230 b) FD CB

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 first "Victory" type vessel to be built by the West Coast Shipbuilders, Ltd., to the order of the Minister of Munitions & Supply of Canada.

The approved plans have been retained for sisterships building and to be built. Blue print plan of the midship section is forwarded herewith.

Interim Certificate issued - Copy attached.

Immersed ship's side openings, certificate issued - Copy attached.

A copy of each of the following certificates attached.

No. F-6706 for cast steel stern frame.

No. F-7535 for rudder.

No. F-7347 for steam steering engine, quadrant and tiller.

No. F-7013 for windlass.

Nos. F-6808, F-6832, F-7057, F-7058, F-6817, F-6811, F-7114, F-7115, F-6833, F-6807 & F-7095 for winches

Nos. F-6377, F-6376 & F-6390 for anchors.

There are seven divisional W.T. bulkheads in the tween decks, no openings, except on the forward bulkhead of aft magazine which has steel hinging W.T. doors. All hose tested and found satisfactory.

This vessel was built under the survey of the British Corporation from keel till after launch, the testing and examination of D.B. tanks, cofferdams, deep tanks, peaks, settling & F.W. tanks, being carried out and completed by the B.C. Surveyor. The peaks and deep tanks, holds and tween deck spaces were examined by me and found satisfactory and in accordance with the approved plans; the hose testing of W.T. bulkheads and decks carried out with satisfactory results. It is recommended in view of the above that the ship be classed "100 A.1. with freeboard" etc.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate butts of shell, upper deck, 2nd deck, tank top and hatch coamings, upper deck stringer plates to sheerstrake at ends, seams and butts of shell in way of deep tanks forward, aft peak & fore peak, 2nd deck stringer plates to shell. All transverse bulkheads, margin plates to tank top, shell, floors and frame brackets, W.T. floors in D. Bottom, forward deep tank top seams and butts, gusset plates to tank top and frame brackets. **Electrodes:** Complying with Sect.4 paras. 1 to 9 of the Rules have been employed for manual welding and the Rule for electric welding have been complied with. The "Unionmelt" process has been employed in the construction of transverse bulkheads.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Cruiser stern, direction finding apparatus, echo sounder, wireless, "gyro" compass.

The double bottom and deep tanks are fitted for the carriage of oil fuel (FP above 150°F.)

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	Lbs. HEAD		Lbs. SHANK	
	1st Bower	2nd "	Stream	
	6415 J.F.H. F-6377 11-5-43	6126 J.F.H. F-6376 6-5-43	2334 J.F.H. F-6390 15-5-43	1995 J.F.H. F-6377 1-5-43
				1995 J.F.H. F-6376 11-5-43
				772 J.F.H. F-6390 15-5-43

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 — Extreme Breadth over Belting No belting (Circ. 1611) Over-all Length 439.4' (Circ. 1703)

No. and Material of Decks Two - steel

Parts of Bottom of Vessel coated with cement or approved composition. The double bottom tank (No.4) below engines and boilers has 1 1/2" cement on bottom shell and steelwork cement washed. Steelwork in bilges cement wash throughout.

Particulars of composition (if fitted) and of approval Bitumastic solution on tank top in shaft tunnel.

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, Nos. 5 & 6	135.0	305	Fore peak tank,	22	148
Double bottom, under Engines and Boilers, No.4	42.5	186	After peak tank,	24	160
Double bottom, if under Engines only, Cofferdam	2.5	—	Deep tank, aft, Amidships	20	765
Double bottom, if under Boilers only, "	2.5	—	Deep tank forward, No.1 = 240tons No.2 =	60.75	690
Double bottom, forward, Nos.1,2,3.	185.75	635	Other tanks, if fitted,	450tons.	
Total length (if continuous) and Capacity.	368.25	1126	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 78

Date 17-6-43

Dates of Surveys held while building

1943. June 3,8,9,15,16,18,21,22,23,24,25,26,28,29,30.
July 1,2,3,4,6,7,8,9,10,13,14,16,17,18,20,22.



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