

STEEL STEAMER ~~MOTORS~~

14 OCT 1942

Received at London Office.

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 22nd August, 1942. Port of Vancouver, B.C. No. 5746.Survey held at Esquimalt, B.C. Date First Survey 4th October, 1941. Last Survey 4th July, 1942.On the (State if Machinery fitted Steel Single Screw Steamer "FORT MCLEOD"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... 6400.47CLASS Corresponding to 2 State if with freeboard ✓
Summer Mtd. Dft. of 26' 10" as condition of ClassBuilt at Esquimalt, 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 14th April, 1942 Yard No. 67Total ✓Breadth (greatest moulded) B 56.88Builders Messrs. Yarrow, Ltd.Gross Tonnage 7124.10Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.33Owners Minister of Munition & Supply of CanadaRegister Tonnage 4260.691st Longitudinal Number (L x D) 15529Managers GLEN LUNE LTD.
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS.
FEET.Length 424.6Breadth 54.2Depth 34.92nd Numeral L x (B + D) 39191Framing Depth "d," at middle of length. See Sec. 3 (1d) 25.08Proportions—Depth to Length — Uppermost continuous deck to top of keel 11.14
Do. Long Bridge to top of keel ✓Draught Moulded 26.86Residence LONDON.

Port of Registry

If surveyed while building, afloat, or in dry dock

Building, Afloat and in drydock

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..... | 24 | ✓ | " " Reversed Frame | ✓ | |
| " " in peaks | 24 | ✓ | " " Vertical Struts | ✓ | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 43 5 x 54 | ✓ |
| Frame Amidships, Angle, [<u>✓</u>] | 12 x 4 x 4 x 4 1/2 | ✓ | " " top Angles | 3 1/2 3 1/2 144 | ✓ |
| " " Extends up to..... | 2 nd Deck | ✓ | " " bottom Angles | 4 4 50 | ✓ |
| Reversed Frame Amidships, Angle..... | ✓ | | Side Girders, No. each side and thickness..... | One | ✓ |
| " " Extends up to..... | ✓ | | (2 1/2" TOP & BOTTOM) | 6 3/2 144 | ✓ |
| 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 [<u>✓</u>] | 6 3/2 50 | ✓ | " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem | Welded to tank side brackets | ✓ |
| " " Second 'tween Decks, Angle, [<u>✓</u>] | 15 x 4 x 4 x 6 1/2 | ✓ | " " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area | 10 1/2 x 40 (FL 2") | ✓ |
| " " No. 1 HOLD (FRS. 135-162) [<u>✓</u>] | 12 x 4 x 4 x 6 1/2 | ✓ | " " Gussets, spacing and scantling abaft 1/4 len. from stem | 12 1/4 144 | ✓ |
| " " No. 2 HOLD (FRS. 106-135) [<u>✓</u>] | ✓ | | " " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area | 14 x 40 (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 1/4 x 45 | ✓ |
| " " in Peaks, [<u>✓</u>] | 8 3/2 34 | ✓ | INNER BOTTOM PLATING. | | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 7/8 @ 6 1/2 dia. | ✓ | Breadth and thickness of Middle Line Strake..... | 8 1/2 x 48 | ✓ |
| State if Frame Joggled | No | ✓ | Thickness of remainder in Holds | 144 | ✓ |
| Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? | 1/4 | ✓ | 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? | 1/4 | ✓ |
| Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? | 1/4 | ✓ | BEAMS. | | |
| INGLE BOTTOM. | | | Uppermost Continuous Deck, amidships | 8 3/2 48 | ✓ |
| Floors, Depth and thickness at mid-line in Holds | | | " " in way of Bridge, Angle, [<u>✓</u>] | | |
| Height of Brackets at side above base line at toe of frame | | | Spacing | 8 1/2 38 | ✓ |
| Middle Line Keelson, on Floors, Angles, [<u>✓</u>] | | | Second Deck, amidships, [<u>✓</u>] | 12 x 4 x 4 x 4 1/2 | ✓ |
| " " Through Plate or Intercoastal Plate..... | | | Spacing | 8 1/2 38 | ✓ |
| " " Foundation Plate on Floors | | | Third Deck, amidships, Angle, [<u>✓</u>] | | |
| " " Flat Plate Keel Angles | | | Spacing | | |
| Side Keelsons, No. each side | | | Fourth Deck, amidships, Angle, [<u>✓</u>] | | |
| " " thickness of Intercoastal Plate..... | | | Spacing | | |
| " " Angles | | | Poop Deck, Angle, [<u>✓</u>] | | |
| DOUBLE BOTTOM. | | | Spacing | | |
| Solid Floors, thickness and spacing | 36 @ 30" | ✓ | Bridge Deck, Angle, [<u>✓</u>] | | |
| " " Are Frame and Reversed Frame joggled? | 1/4 | ✓ | Spacing | | |
| Bracket Floors, breadth and thickness at middle line | ✓ | | Forecastle Deck, Angle, [<u>✓</u>] | | |
| " " breadth and thickness at margin plate | ✓ | | Spacing | | |

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..... | | One - 1/2 in 'tween decks only | | ✓ | | | | | | | |
| " in 'tween Decks, Size and Spacing..... | | { 6 6 5/8 | | ✓ | | | | | | | |
| " " " " " " " " " " " " | | ✓ | | ✓ | | | | | | | |
| " in Holds " " " " " " | | ✓ | | ✓ | | | | | | | |
| " " " " " " " " " " " " | | ✓ | | ✓ | | | | | | | |
| Centre Line Bulkhead , IN HOLDS | | { 12 x 2 1/2 x 3 1/2 x 7/16 | | ✓ | | | | | | | |
| Stiffeners and Spacing..... | | { on act. frames | | ✓ | | | | | | | |
| Plating, thickness of..... | | .30 | | ✓ | | | | | | | |
| STRINGERS AND DECKS. | | | | | | | | | | | |
| Uppermost Continuous Deck. | | | | | | | | | | | |
| Stringer Plate, breadth and thickness in Well | | 61 x .64 | | ✓ | | | | | | | |
| " " " " " in way of Bridge | | ✓ | | ✓ | | | | | | | |
| " Angle in Wells | | 6 6 5/8 | | ✓ | | | | | | | |
| Thickness of Plating abreast Deck openings) | | .55 | | ✓ | | | | | | | |
| in way of Well | | | | | | | | | | | |
| Thickness of Plating abreast Deck openings) | | ✓ | | ✓ | | | | | | | |
| in way of Bridge | | | | | | | | | | | |
| Thickness of Plating within line of openings.. | | .40 | | ✓ | | | | | | | |
| If Sheathed, material and thickness | | ✓ | | ✓ | | | | | | | |
| Second Deck. | | | | | | | | | | | |
| Stringer Plate, breadth and thickness in Well | | 50 x .43 | | ✓ | | | | | | | |
| Stringer Plate, breadth and thickness in way of Bridge | | ✓ | | ✓ | | | | | | | |
| Thickness of Plating abreast Deck openings) | | .35 | | ✓ | | | | | | | |
| in way of Wells | | | | | | | | | | | |
| 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..... | | | | | | | | | | | |
| 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.

| SCANTLINGS. | | | | | | RIVETING. | | | | | | | |
|---|---------------|------------|------------|------------|--|---|------------|------------------------|--------------------------|----------|------------------------|------------------------|--|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. <i>No.</i> State if jogged?..... | | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | SINGLE OR DOUBLE. | RIVETS. | | No. OF ROWS OF RIVETS | RIVETS. | | STRAPPED OR LAPPED. | |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | Diam. | Spacing. cr. to cr. | | Diam. | Spacing. cr. to cr. | | |
| | Inches. | Inches. | Inches. | Inches. | | | Inches. | Inches. | | Inches. | Inches. | | |
| FLAT PLATE KEEL | <i>52</i> | <i>.78</i> | <i>.68</i> | <i>.68</i> | | <i>Double</i> | <i>7/8</i> | <i>3 1/3</i> | <i>Butts welded</i> | | | | |
| " DBLG. (if any) | <i>✓</i> | <i>✓</i> | <i>✓</i> | <i>✓</i> | | <i>✓</i> | <i>✓</i> | <i>✓</i> | <i>✓</i> | <i>✓</i> | <i>✓</i> | <i>✓</i> | |
| BOTTOM PLATING, No. of Strakes <i>FIVE</i> | <i>✓</i> | <i>.61</i> | <i>.56</i> | <i>.52</i> | <i>}</i> | | | | | | | | |
| BILGE PLATING, No. of Strakes <i>ONE</i> | <i>✓</i> | <i>.61</i> | <i>.56</i> | <i>.49</i> | | <i>Double</i> | <i>7/8</i> | <i>3 1/3</i> | <i>Butts welded</i> | | | | |
| SIDE PLATING, No. of Strakes <i>THREE</i> | <i>✓</i> | <i>.61</i> | <i>.56</i> | <i>.48</i> | | | | | | | | | |
| UPPER DECK, Sheer-strake Weld | <i>84</i> | <i>.70</i> | <i>.50</i> | <i>.50</i> | | | | | | | | | |
| UPPER DECK, Sheer-strake in Bridge..... | <i>✓</i> | <i>✓</i> | <i>✓</i> | <i>✓</i> | | <i>✓</i> | <i>✓</i> | <i>✓</i> | <i>✓</i> | <i>✓</i> | <i>✓</i> | <i>✓</i> | |
| STRAKE BELOW Sheer-strake Weld | <i>78</i> | <i>.61</i> | <i>.50</i> | <i>.48</i> | | <i>Double</i> | <i>7/8</i> | <i>3 1/3</i> | <i>Butts welded</i> | | | | |
| STRAKE BELOW Sheer-strake in Bridge | | | | | | | | | | | | | |
| POOP SIDE PLATING | | | | | | | | | | | | | |
| BRIDGE SIDE PLATING..... | | | | | | | | | | | | | |
| FOREC'TLE SIDE PLATING | | | | | | | | | | | | | |

WATERTIGHT BULKHEADS.

| | | Plating Thickness. | STIFFENERS. | | | |
|--|---------------------|--------------------|-------------------------|----------|-------------|----------|
| | | | VERTICAL. | | HORIZONTAL. | |
| | | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKHEAD { FR. 93 ✓ Upper tween decks | | 26" | 76 x 3 1/2 x 38 | 30 | ✓ | ✓ |
| " | " Second " | ✓ | ✓ | ✓ | ✓ | ✓ |
| " | " Third " | ✓ | ✓ | ✓ | ✓ | ✓ |
| " | " Holds | 26" 39 | 12 x 3 1/2 x 3 1/2 x 38 | 30 | ✓ | ✓ |
| COLLISION | " (in Hold) (FR 62) | 33/50 | 7 x 3 x 36 | 24 | 3 STRIPS | 6'-0" |
| AFTER PEAK | " (FR 12) | 30/35 | 7 x 3 x 38 | 24 | 2 " | 6'-0" |

FORGINGS and CASTINGS.

| | Casting or Forging. | Scantlings. | Maker's Name. | Any Departure from Approved Plans to be Noted. |
|--|---------------------|--|--|--|
| KEEL, Flat ^{UPPER PORTION} | | Flat plate | | |
| STEM ^{LOWER PORTION} | | M.S. FASHION PLATE BAR 10" x 2 1/2" | Central Iron & Steel Co. AS VANCOUVER | |
| STERN FRAME | Propeller Post | C.S. | APPROVED ENG' WORKS | |
| | Rudder | ✓ | ✓ | ✓ |
| Speed of Vessel | | Not exceeding 12 knots | | |
| RUDDER—Type | | Semi-balanced stream lined | | |
| " " A x D | | 282 | | |
| " " Diam. of head | | 9 1/4" | | |
| " " Mainpiece at top pintle | | 12" dia. | | |
| " " " heel | | 9 1/4" dia. | | |
| " " how constructed | | Built & riveted | | |
| " " double or single plate | | Double | | |
| " " coupling, vertical or horizontal | | Horizontal | | |

| | |
|--------|---|
| STEEL. | <p>Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Open Hearth</i></p> <p><i>Steel Company of Canada, Dominion Foundries & Steel Co., Manitoba Rolling Mills, Canadian Tube & Steel Co., Canadian Steel & Coal Co., Algoma Steel Corporation, Central Iron & Steel Co., and Phoenix Iron Co.,</i></p> <p>Has the Steel been tested as required by the Rules? <i>Yes</i></p> |
|--------|---|

| EQUIPMENT No. 39800 | | | | LETTER at | | | | ANCHORS. 2-1 | | | |
|------------------------|--------------------|--------------------|------------------|------------------------|---|---|---|------------------------------|-------------------------|-----------------------------|---|
| Number of Certificate. | Anchor. | Weight, Ex. Stock. | Weight of Stock. | Test, Per Certificate. | | | | Weight Required by SPECIFIED | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
| F3113 | 1st Bower..... | 7725 lbs. | ✓ | ✓ | ✓ | ✓ | ✓ | 68.0 | Bald's Stockless (C.S.) | Vulcan Iron Works, Winnipeg | Winnipeg, April 1942. |
| F3112 | 2nd "..... | 7710 lbs. | ✓ | ✓ | ✓ | ✓ | ✓ | 68.0 | " " (C.S.) | " " " " " " | " " " " " " |
| | 3rd "..... | | ✓ | ✓ | ✓ | ✓ | ✓ | | | | |
| | Collective Weight. | 15435 lbs. | ✓ | ✓ | ✓ | ✓ | ✓ | 136.0 | | | |
| F3115 | Stream..... | 2725 lbs. | ✓ | ✓ | ✓ | ✓ | ✓ | 23.4 | Bald's Stockless (C.S.) | Vulcan Iron Works, Winnipeg | Winnipeg, March 1942. |

CHAIN CABLES.

HAWSERS AND WARPS.

| Number of Certificate. | Length and size supplied. | Test per Certificate. | WEIGHT OF CHAIN CABLE | | Length and Size | 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. | Stat. Break-factory. | Supplied. | Per Rule. | Length. Diam. | | | | | Length. Cir. | Tons. | Length. Cir. |
| 1360 | 135 and 2 1/2" A 3033204 | ✓ | 44010 lbs. | ✓ | 225 2 1/2" | Stud | National Malleable & Steel Castings Co. | Pittsburgh PA 24/12/41 W.D. Fleming | TOWLINE | 120 4 3/4 | 65.5 | 120 4 3/4 |
| 1304 | 90 and 2 1/2" A 3033204 | ✓ | 29190 lbs. | ✓ | 225 2 1/2" | Link | " " " " " " | Pittsburgh PA 14/11/41 W.D. Fleming | HAWSERS & WARPS | 2@90 2 3/4 | 15.5 | 2@90 2 3/4 |
| | 8 joining shackles | ✓ | 73200 lbs. | ✓ | | | | | | 2@90 2 1/2 | 13.28 | 2@90 2 1/2 |
| Iron Stream Chain or Steel Wire | 90 5 | ✓ | 6322 (6x12) ✓ | ✓ | 90 5 | G.S. Wright Canadian W.R. Ropes, Ltd. | | | | | | |

Steering Gear, Type (Power or hand) *Steam with telemotor* {Alternative Means of Steering *Efficient arrangement of blocks and tackle led to after warping winch.*

Steering Chains (Size and Test) *✓* Windlass *Steam 11" x 13"* Boats *2 @ 26'0" x 8'00" x 2'60"*
1 @ 26'0" x 8'00" x 3'85"
1 @ 28'0" x 8'00" x 3'50" (Motor boat)

Ceiling in Holds, thickness and material *2 1/2" B.C. Fir ✓* Cargo Battens, thickness, material and spacing *1 1/8" B.C. Fir, 9' clear*

Cargo Hatchways, (Upper Deck) *Strong steel plates & angles ✓* Thickness of Hatches *3" B.C. Fir ✓*

Size of Hatchways No. 1 (Fwd.) *33'9" x 20'0"* No. 2 *35'0" x 20'0"* No. 3 *35'0" x 20'0"* No. 4 *35'0" x 20'0"* No. 5 *35'0" x 20'0"* No. 6 *7'41" x 20'0"*

Number of Shifting Beams and/or Fore and Afters *No 1, 2, 4 and 5 — each 5; No 3 — 2; Cross Bunkers 1*

FOR YARROWS LIMITED
 Builder's Signature *John Cameron*

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, peak, deck and fresh water tanks, deck, bulkheads, tunnels, watertight door, steering gear, hand pump and windlass have been tested and found satisfactory. The freeboards assigned by the Committee have been marked on the ship's side and verified. The equipment of anchors and chain cables is in accordance with the War Emergency Reduction of Equipment requirements, and it is recommended that a suitable notation be entered in the First Entry Certificate. The ship has also been surveyed during construction on behalf of the British Purchasing Commission in accordance with the Hull Specification requirements which have been carried out to our satisfaction.

The amount of Entry Fee \$ *50.00*
 Freeboard Fee \$ *90.00*
 Special Survey Fee..... \$ *2155.00*
 Travelling Expense, if any \$ *100.00*
 Owners' Representative \$ *1000.00*

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

Fees applied for,
3-4-1942
 Received by me, *Rh*
 ✓ 19

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

We are of opinion the Vessel should be Classed *+100 A-1 with Freeboard.*

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *New York* Date of issue *21/12/42*

Committee's Minute

Character assigned

TUE 10 NOV 1942

*+100 A-1**With freeboard**Butts of shell & st. pltg Elec Weld. Pl. E.S.D.**Wike RPL**+100 A-1**72. C.S.*

© 2020

Lloyd's Register Foundation

W1188-0151 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.)

This ship is the first of this type to be built by Messrs Yarrow, Ltd., Esquimalt, B.C., and is similar in type to those building by Burrards Dry Dock Co., Ltd., North Vancouver, B.C. Please see S.S. "FORT ST. JAMES" (Yard No 130) Vancouver Rpt No 5418.

The approved plans have been retained for dealing with the sisterships now building.

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 F1089 for Cast Steel Stem Frame.

Certificate No F3188 for Rudder.

Certificate No F1789 for steam steering engine.

Certificate No F1488 for quadrant and tiller.

Certificate No F3263 for steam winchlass.

Certificates Nos F1823, F1828, F1824, F1825, F1830, F1832, F1824, F1833, F1829, F1831 and F3320 for steam winches.

Homage 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) Double bottom tanks, W.T. floor; margin plates to shell, to side frame margin brackets and to floor; gusset plates to tank top and side frame margin brackets; hold bulkheads to tank top plating; 2nd deck stringer closing plates to shell and frames; plate butts of shell, tank top (part) tunnel top and sides, 2nd deck, upper deck, centre girder and hatch side side girders; other items of minor importance. Electrodes complying with Section 4, para 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 | 5530 lbs. | J.F.H. | F 3113 | 30/4/42 |
| | 2nd " | 5475 lbs. | J.F.H. | F 3112 | 30/4/42 |
| | STREAM | 1975 lbs. | J.F.H. | F 3115 | 20/2/42 |

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 441.58' (Circ. 1611) (Circ. 1703)

No. and Material of Decks Two (2) Steel D.B. tanks Nos 1, 2, 3, 4, 5, 6 and peaks cemented on bottom shell, D.B.

Parts of Bottom of Vessel coated with cement or approved composition. Tanks Nos 4 & 8 fitted with efficient cement fillets at bottom shell landing edges; steelwork elsewhere cement washed, except under E. & B. spaces where there is bitumastic solution and enamel on 9th & 10th floors, and bitumastic solution on underside of tank top plating. Steelwork in bilge, bitumastic solution & 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. | | Length. | Water Capacity. | Where Fitted. | Length. | Water Capacity. |
|---|------|---------|-----------------|--|---------|-----------------|
| | | Feet. | Tons. | | | Tons. |
| Double bottom, aft, (Nos 4 & 8) | S.W. | 135.0 | 306.0 | Fore peak tank, | S.W. | 22.0 145. |
| Double bottom, under Engines and Boilers, | S.W. | 25.0 | 106.0 | After peak tank, | S.W. | 24.0 160. |
| Double bottom, if under Engines only, (No 6) | S.W. | 20.0 | 89.0 | Deep tank, aft, (PORT) | S.W. | 20.0 390. |
| Double bottom, if under Boilers only, (Nos 5 & 4) | S.W. | 188.25 | 648.0 | Deep tank, forward, (STARBOARD) | S.W. | 20.0 375. |
| Double bottom, forward, (Nos 1, 2, 3 & 4) | S.W. | 368.25 | 1149.0 | Other tanks, if fitted, | | |
| Total length (if continuous) and Capacity | | | | (If necessary, furnish further information by sketch.) | | |

Order for Special Survey No. 46.

Date 14-7-41.

Dates of Surveys held while building

1941:—Oct, 4th & 11th; Nov, 8th, 22nd & 27th; Dec, 18th
1942:—Jan, 2nd, 8th, 21st, 22nd; Feb, 3rd, 5th, 9th, 11th, 12th, 24th; Mar, 6th, 12th, 18th, 19th, 23rd, 24th, 25th
and 26th; Apr, 2nd, 3rd, 7th, 10th, 11th, 12th, 13th, 14th, 16th, 19th, 20th, 22nd, 24th, 27th, 29th & 30th; May, 1st, 2nd, 6th, 7th, 10th, 11th, 13th, 20th, 21st, 23rd, 26th & 30th; June, 3rd, 4th, 5th, 8th, 9th, 10th, 12th, 13th, 15th, 16th, 18th, 19th, 20th, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th & 30th; July, 1st, 2nd, 3rd & 4th.
Total No. of Visits 78.