

STEEL STEAMER or ~~MOTORSHIP~~

12 FEB 1943

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. Yes - NowDate of completion of report 10th December, 1942 Port of Vancouver, B. C. No. 5845Survey held at Vancouver, B. C. Date First Survey 13th August, 1942 Last Survey 30th November, 1942On the (State if Machinery fitted and if Single, Twin or Triple Screw) Steel Single Screw Steamer "FORT FRANKLIN"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.... <u>6704.21</u>	CLASS <u>*100 A1 with</u> State if with freeboard <u>Yes</u>	Built at <u>Vancouver, B. C.</u>
Do. of space or spaces between Tonnage Dk. and Upper Dk. <u>_____</u>	Freeboard corresponding to a Summer Mld. Draft of <u>26' 10"</u> condition of Class <u>FEET.</u>	Launched <u>October 16th, 1942.</u> Yard No. <u>110</u>
Total <u>_____</u>	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) <u>416.0</u>	Builders <u>West Coast Shipbuilders, Ltd.</u>
Gross Tonnage <u>7134.62</u>	Breadth (greatest moulded) <u>B 56.88</u>	Owners <u>Minister of Munitions & Supply of Canada.</u>
Register Tonnage <u>4244.36</u>	Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) <u>D 37.33</u>	Managers <u>Dodd, Thomson & Co. Ltd.</u> (Where necessary to be entered in Reg. Book.)
REGISTERED DIMENSIONS. FEET.	1st Longitudinal Number (L x D) <u>15529</u>	Residence <u>London</u>
Length <u>424.6'</u>	2nd Numeral L x (B + D) <u>39191</u>	Port of Registry <u>_____</u>
Breadth <u>57.2'</u>	Framing Depth "d," at middle of length. See Sec. 3 (1d) <u>25.08</u>	If surveyed while building, afloat, or in dry dock <u>Whilst building and afloat.</u>
Depth <u>34.9'</u>	Proportions—Depth to Length—Uppermost continuous deck to top of keel <u>11.14</u>	
	Do. Long Bridge to top of keel <u>_____</u>	
	Draught Moulded <u>26.86'</u>	

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 1/2 x 9/16	
Frame Amidships, Angle <u>[or]</u>	12x4x4x.47		" " top Angles	3 1/2 x 3/4 x.44	
" " Extends up to.....	2nd Dk.		" " bottom Angles	4x4x.50	
Reversed Frame Amidships, Angle.....	-		Side Girders, No. each side and thickness.....	One	
" " Extends up to.....	-		BA.'s Top & Bottom	6x3 1/2 x.44	
Depth of Framing Girder.....	12		Margin Plate depth (excl. of flange) and thickness	40 1/2 x 9/16	
Frames in Uppermost Continuous 'tween Decks, Angle <u>[or]</u>	6x3 1/2 x.50		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded to tank side Brackets	
" " Second 'tween Decks, Angle, <u>[or]</u>	-		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	10 1/2 x 3 (FL 2") continuous	
" " Third No. 1 Hold (Frs. 135-142) No. 2 " (Frs. 106-135).....	15x4x4x.625 12x4x4x.625		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Fr. 144 17x3 (FL 2") 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	to fore peak bnd 104 1/2 x 7/16	
" " in Peaks, Angle <u>[or]</u>	8x3 1/2 x.34		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	7/8 at 6 1/2 dias.		INNER BOTTOM PLATING.		
State if Frame Joggled	No		Breadth and thickness of Middle Line Strake.....	84 x 1/2	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Thickness of remainder in Holds	7/16	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	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	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle <u>[or]</u>	8 x 3 1/2 x .48	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <u>[or]</u>	-	
Middle Line Keelson, on Floors, Angles, <u>[or]</u>			Spacing	Every Frame 9x3 1/2 x.38	
" " Through Plate or Intercoastal Plate.....			Second Deck, amidships, Angle, <u>[or]</u>	12x4x4x.47	
" " Foundation Plate on Floors			Spacing	Every Frame	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <u>[or]</u>		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate....			Fourth Deck, amidships, Angle, <u>[or]</u>		
" " Angles.....			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <u>[or]</u>		
Solid Floors, thickness and spacing	11/32 @ 30"		Spacing		
" " Are Frame and Reversed Frame joggled?	Yes		Bridge Deck, Angle, <u>[or]</u>		
Bracket Floors, breadth and thickness at middle line	-		Spacing		
" " breadth and thickness at margin plate	-		Forecastle Deck, Angle, <u>[or]</u>		
			Spacing		

PILLARS AND DECKS.				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 <u>One in tween decks only.</u>				Stringer Plate, breadth and thickness in way of Bridge			
in 'tween Decks, Size and Spacing				Thickness of Plating abreast Deck openings in way of Wells			
on alt. frs.				Thickness of Plating abreast Deck openings in way of Bridge			
in Holds				Thickness of Plating within line of openings.			
If Sheathed, material and thickness				If Sheathed, material and thickness			
Centre Line Bulkhead in Holds				Third Deck.			
Stiffeners and Spacing				Stringer Plate, breadth and thickness			
Plating, thickness of				If Plated, state thickness			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness			
Stringer Plate, breadth and thickness in Wells				If Plated, state thickness			
in way of Bridge				Poop Deck.			
Angle in Wells				Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings in way of Wells				Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Bridge				Bridge Deck.			
Thickness of Plating within line of openings				Stringer Plate, breadth and thickness			
If Sheathed, material and thickness				Plating, Sheathing, material and thickness			
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells				Stringer Plate, breadth and thickness			
Plating, Sheathing, material and thickness				Plating, Sheathing, material and thickness			

SHELL PLATING.				SHELL PLATING.			
SCANTLINGS.		RIVETING.		SCANTLINGS.		RIVETING.	
AS IN VESSEL.		EDGES.		AS IN VESSEL.		EDGES.	
AMIDSHIPS.		No		AMIDSHIPS.		No	
Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.
Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
FLAT PLATE KEEL				Double			
DBLG. (if any)				Butts Welded			
BOTTOM PLATING, No. of Strakes				Double			
BILGE PLATING, No. of Strakes				Butts Welded			
SIDE PLATING, No. of Strakes				Double			
UPPER DECK, Sheer-strake in Wells				Butts Welded			
UPPER DECK, Sheer-strake in Bridge				Double			
STRAKE BELOW SHEER-strake in Wells				Butts Welded			
STRAKE BELOW SHEER-strake in Bridge				Double			
POOP SIDE PLATING				Butts Welded			
BRIDGE SIDE PLATING				Double			
FORECASTLE SIDE PLATING				Butts Welded			

WATERTIGHT BULKHEADS.				FORGINGS and CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel				Casting or Forging.			
Extending to Upper Deck (Sec. 3 c)				Scantlings.			
Deck next below				Maker's Name.			
As per Rule				Any Departure from Approved Plans to be Noted.			
STIFFENERS.				KEEL, Bar			
Plating Thickness.				Upper			
VERTICAL.				Lower			
Scantlings.	Spacing.	Scantlings.	Spacing.	STEM			
MIDSHIP BULKHEAD				Propeller Post			
Second				RUDDER—Type			
Third				A x D			
Holds				Diam. of head			
COLLISION				Mainpiece at top pintle			
AFTER PEAK				heel			
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)				how constructed			
Steel Company of Canada, Bethlehem Steel Corp., American Steel Co., Central Iron & Steel Co., Phoenix Iron Co., U.S. Steel Corp., Manitoba Rolling Mills, Algoma Steel Corp.				double or single plate coupling, vertical or horizontal			
Has the Steel been tested as required by the Rules?				Horizontal			

EQUIPMENT No. 39800										LETTER A		ANCHORS.	
Number of Certificate.	Anchor.	Weight, Ex. Stock.	Weight of Stock.	Test, Per Certificate.	Weight Required by Specification.	Description of Anchor.	Makers.	Where and when tested and Superintendent.					
F-5007	1st Bower	7825 lbs.	-	-	68	BALOT TYPE C.S. STOCKLESS	VULCAN IRON WORKS LTD.	WINNIPEG					
F-5005	2nd "	7825 lbs.	-	-	68	"	"	"					
F-5005	3rd "	7825 lbs.	-	-	68	"	"	"					
F-5152	Collective Weight	15660 lbs.	-	-	136	"	"	"					
F-5152	Stream	2775 lbs.	-	-	23 1/4	"	"	"					

CHAIN CABLES.										HAWERS AND WARPS.			
Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size supplied.	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 58.		
1561	221 1/4 fms. 2 1/2" dia.	8038 20 lbs.	600	225 fms. 2 1/2" dia.	C.S. STOCKLESS	NATIONAL MALLEABLE	SHARON, PA.	TOWLINE	120 fms. 2 1/2" dia.	65.3	120 fms. 2 1/2" dia.		
1555	- 2 1/2" dia.	1038 lbs.	-	- 2 1/2" dia.	C.S. STOCKLESS	CASTINGS CO.	SHARON, PA.	HAWERS & WARPS	2080 fms. 2 1/2" dia.	15.5	2080 fms. 2 1/2" dia.		
1555	- 2 1/2" dia.	1038 lbs.	-	- 2 1/2" dia.	C.S. STOCKLESS	CASTINGS CO.	SHARON, PA.	HAWERS & WARPS	2080 fms. 2 1/2" dia.	15.5	2080 fms. 2 1/2" dia.		
1555	- 2 1/2" dia.	1038 lbs.	-	- 2 1/2" dia.	C.S. STOCKLESS	CASTINGS CO.	SHARON, PA.	HAWERS & WARPS	2080 fms. 2 1/2" dia.	15.5	2080 fms. 2 1/2" dia.		

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

Steering Chains (Size and Test) **1 1/2" x 13"** Windlass **Steam 11" x 13"** Boats **1 @ 26'-0" 1 @ 28'-0" (Motor)**

Ceiling in Holds, thickness and material **2 1/2" B.C. Fir** Cargo Battens, thickness, material and spacing **1 1/2" B.C. Fir**

Cargo Hatchways.—(Upper Deck) **Steel plates and angles** Thickness of Hatches **3" 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'** Cross Bunker **8'x20'**

Number of Shifting Beams **Nos. 1, 2, 4, & 5 - each 5. No. 3 - 2. Cross Bunker - 1.**

Builder's Signature **W. J. Caldwell** 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 with the approved plans, instructions and printed Rules of the Society. The materials and workmanship are of good quality. The double bottom tanks, peaks, deep tanks 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 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 & 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 head and shank were substituted (26 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 of Canada in accordance with the Hull specification requirements which have been carried out to my satisfaction.

The amount of Entry Fee **£ 50.00** Fees applied for **1st Dec 1942**

Special Survey Fee **£ 2145.00** Received by me **W. J. Caldwell**

Travelling Expense, if any **£ 50.00** Owner's Rep. **£ 1000.00**

State whether the Vessel has been built under Special Survey **Yes** Signature **W. J. Caldwell**

Certificate to be sent to **New York** Date of issue **14 April 1943**

Committee's Minute **+1000**

Character assigned **With freeboard**

note for J.R.L. **note for J.R.L.**

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 tenth of this type to be built by the West Coast Shipbuilders, Ltd., to the order of the Minister of Munitions & Supply of Canada, and is a sistership to the West Coast Shipbuilders Yard No.101 - "FORT CHILCOTIN" (Vancouver Report No.5764) ✓

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 main ship's side openings Certificate - copy attached.

Cert. No.1561 for C.S. Stud link chain cables - Photostat copy attached.

A copy of each of the following certificates attached hereto:-

No. F-3838 for cast steel stern frame.

No. F-4685 for rudder.

No. F-3706 for steam steering engine, quadrant and tiller.

No. F-4725 for windlass.

Nos. F-3450, F-3448, F-4493, F-4527, F-3417, F-3416, F-4661, F-4573, F-3447, F-3449, & F-3784 for winches.

Nos. F-5007, F-5005 & F-4152 for anchors.

Tonnage openings in tween deck bulkheads have all been efficiently closed with steel plates, riveted on all bulkheads except No.93 where hinged W.T. door P & S has been fitted.

All tween deck bulkheads have been hose tested and found satisfactory.

(No.93 bulkhead is between tween deck bunker and No.3 tween decks) ✓

There are 6 divisional W.T. Bhd's. in tween decks on Frs. Nos. 19,40,66,93,106 and 135. ✓

PARTICULARS OF ELECTRIC WELDING (if employed) D.B. tanks, W.T. floors, margin plates to shell, to side frame margin brackets and to floors, gusset plates to tank top and frame brackets, hold bulkheads to tank top, 2nd deck closing plates to shell and frames, plate butts of shell, tank top, tunnel top and sides, 2nd deck, upper deck, centre girder and hatch side girders, other items of minor importance. Electrodes:- Complying with Section 4, paras. 1 to 9 of the Rules have been employed for manual welding, and the Rules for the application of Electric Welding to Ship Construction have been complied with.

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.

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

1st Bower	5693 lbs.	J.F.H.	F-5007	29-10-42
2nd "	5680 lbs.	J.F.H.	F-5005	29-10-42
Stream	2040 lbs.	J.F.H.	F-4152	2-9-42

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 439.6' (Circ. 1611) (Circ. 1703)

No. and Material of Decks Two - steel

Parts of Bottom of Vessel coated with cement or approved composition D.B. Tanks:- cement washed and fillets on bottom shell, except in way of E&B space where there is 1½" cement on bottom shell, cement washed elsewhere throughout. Bitumastic solution and enamel on tank top in E&B spaces. Steelwork in bilges cement washed 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.		Feet.	Tons.
Double bottom, aft, Nos.7 & 8 S.W.	135.0	306	Fore peak tank, S.W.	22	145
Double bottom, under Engines and Boilers, —	—	—	After peak tank, S.W.	24	160
Double bottom, if under Engines only No.6 S.W.	25.0	106	Deep tank, aft, Port S.W.	20	390
Double bottom, if under Boilers only No.5 S.W.	20.0	89	Deep tank, forward, Starbd S.W.	20	375
Double bottom, forward Nos.1,2,3&4 S.W.	188.25	648	Other tanks, if fitted, —	—	—
Total length (if continuous) and Capacity	368.25	1149	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 48
Date 17-7-41
Dates of Surveys held while building 1942.-, Aug. 13,27. Sept. 8,10,15,17,20,23,28. Oct. 1,3,5,6,7,8,9,10,13, Oct. 15,16, Nov. 2,3,5,6,9,10,13,14,16,17,18,21,24,25,26,27,28, Nov. 30.