

RECEIVED

Rpt. 1.

1 MAY 1944

IN D.O.

STEEL STEAMER or MOTORSHIP

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 **March, 1944** Port of **Vancouver, B. C.** No. **6135**

Survey held at **North Vancouver, B. C.** Date First Survey **4th October, 1943** Last Survey **7th March, 1944**

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

State Type (Full Seaming, Complete Superstructure with or without Tonnage Openings) **C.S.S. with T.O. closed**

State Type of Erections

TONNAGE under 6711.76
Tonnage Deck

CLASS **100 A1 with freeboard corresponding to a summer Mld. Dft. of 26'-10"** State if with freeboard as condition of Class **Yes**

Built at **North Vancouver, 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 416.00**

Launched **8th January, 1944** Yard No. **202**

Total

Breadth (greatest moulded) **B 56.88**

Builders **Burrard Dry Dock Co. Ltd.**

Gross Tonnage **7165.84**

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**

Owners **Minister of Munitions & Supply of Canada**

Register Tonnage **4241.88**

Depth to 2nd Deck **28.58'**

Managers **Hain Steamship Co. Ltd.**
(Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS.

Length **424.6**

1st Longitudinal Number (L x D) **15529**

Residence

Breadth **57.2**

Framing Depth "d," at middle of length. See Sec. 3 (1d) **25.08**

Port of Registry

Depth **34.9**

Proportions—Depth to Length—Uppermost continuous deck to top of keel **11.14**

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel

Draught Moulded **26.86**

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.
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]	12x4x4 .47		" " top Angles	3 1/2 3 1/2 .44	
" " Extends up to	2nd Deck		" " bottom Angles	4 4 1/2	
Interm. Forward			Side Girders, (No. each side and thickness)	One	
Reversed Frame Amidships, Angle	6 4 1/2		(B.As. top & bottom)	6 3 1/2 .44	
for Ice Stiffening	(Toe to Shell)		Margin Plate depth (excl. of flange) and thickness	40 1/2 x .56	
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded	
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	10 1/2 x 3 (FL.2")	
Frames in Uppermost Continuous 'tween Decks, Angle [or]	6 3 1/2 1/2		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	
" " Second 'tween Decks, Angle, [or]	-		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	Continuous	
" " No.1 Hold with side stgs. Final & web str. as approved	10x3 1/2 x 3 1/2 .425		Tank Side Brackets, height above base line at toe of Frame and thickness	10 1/4 x .44	
" " No.2 Hold	12x4x4 .59		INNER BOTTOM PLATING.		
" " from 1/2 len. for'd. to 15% len. from Stem	-		Breadth and thickness of Middle Line Strake	88 x 1/2	
" " in Peaks, Angle [or]	8 3 1/2 .34		Thickness of remainder in Holds	.44	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 at 6 1/2 Dias		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Boiler Room?	Yes	
State if Frame Joggled	No		BEAMS.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Uppermost Continuous Deck, amidships	8 3 1/2 .46	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		" " in Wells, Angle [or]	-	
SINGLE BOTTOM.			" " in way of Bridge, Angle, [or]	-	
Floors, Depth and thickness at mid-line in Holds			Spacing	Ev. Fr.	
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, [or]	(BA 9x3 1/2 x .44) (Ch. 12x4x4 .467)	
Middle Line Keelson, on Floors, Angles, [or]			Spacing	Ev. Fr.	
" " Through Plate or Intercoastal Plate			Third Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Poop Deck, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Bridge Deck, Angle, [or]		
Solid Floors, thickness and spacing	3/8 Ev. Fr.		Spacing		
" " Are Frame and Reversed Frame joggled?	No		Forecastle Deck, Angle, [or]		
Bracket 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.....			One		✓					Stringer Plate, breadth and thickness in way of Bridge.....		- - -	
" in 'tween Decks, Size and Spacing.....			{ 6 x 6 x 5/8		{ on Alt. Frs.					Thickness of Plating abreast Deck openings in way of Bridge.....		{ .34 ✓	
" "													

SHELL PLATING.				RIVETING.			
SCANTLING.				RIVETING.			
STRAKES.	AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.	STRAPPED OR LAPPED.
	AMIDSHIPS.	FORWARD.		SINGLE OR DOUBLE.	RIVETS.		
FLAT PLATE KEEL	52	.75	.69	.69	Double	3/8 3.3	Butts Welded
DBLG. (if any)	-	-	-	-	-	-	-
BOTTOM PLATING, No. of Strakes	Four	.63	.56	.50	Double	3/8 3.3	Butts Welded
BILGE PLATING, No. of Strakes	One	.63	.56	.50	Double	3/8 3.3	Butts Welded
SIDE PLATING, No. of Strakes	Three	.63	.56	.44	Double	3/8 3.3	Butts Welded
UPPER DECK, Sheer-strake in Wells	84	.69	.50	.44	Double	3/8 3.3	Butts Welded
UPPER DECK, Sheer-strake in Bridge	-	-	-	-	-	-	-
STRAKE BELOW SHEER-strake in Wells	78	.63	.44	.44	Double	3/8 3.3	Butts Welded
STRAKE BELOW SHEER-strake in Bridge	-	-	-	-	-	-	-
POOP SIDE PLATING	-	-	-	-	-	-	-
BRIDGE SIDE PLATING	-	-	-	-	-	-	-
FORECASTLE SIDE PLATING	-	-	-	-	-	-	-

WATERTIGHT BULKHEADS.				FORGINGS and CASTINGS.			
In tween dks. - 7 Divisional W.T. Bkds. on (Frs.Nos.5,11,40, 66,86,106 & 135. Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.			
Extending to Upper Deck (Sec. 3) One (Collision) on Fr.162				Ins.			
Deck next below Seven on (Frs.Nos.12,40,58,66, 86,106 & 135.				As			
As per Rule Seven				C.S. Appd. Vanc. Eng. Wks.			
		STIFFENERS.					
		VERTICAL.		HORIZONTAL.			
Plating Thickness.		Scantlings.	Spacing.	Scantlings.	Spacing.		
Ins.		INS.	INS.				
MIDSHIP BULKH'D, Upper tween decks		1/2	6x3 1/2 x 3/8	30	-	-	
" " Second "		-	-	-	-	-	
" " Third "		-	-	-	-	-	
" " Holds		3 to 1 1/2 x 3/8	30	-	-	-	
COLLISION " (in Hold)		Fr.162. 50-30 x 3 1/2 x 31	24	3 Stgrs.	61-0	-	
AFTER PEAK "		Fr.12. 50-30 x 3 1/2 x 32	24	2 Stgrs.	61-0	-	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).				Open Hearth			
The Steel Co. of Canada Ltd. Manitoba Rolling Mills Co.Ltd., Carnegie-Illinois Steel Corpn.				The Phoenix Iron Co., Canadian Tube & Steel Products Ltd., Algoma Steel Products Co. Ltd.,			
Bethlehem Steel Co., Republic Steel Corpn. and Alan Wood Steel Co.							
Has the Steel been tested as required by the Rules? Yes (Partly by American Bureau of Shipping)							

See Mtd. Rpt. No. 7492 (8.48)

EQUIPMENT No. 39800 LETTER of ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY SPECIFICATION.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
F6444	1st Bower	8400 lbs.	8400 lbs.	8400 lbs.	8400 lbs.	(Cast Steel)	Vulcan Iron Works	Winnipeg, Man. (Aug. 1943. J.F. Hing)
F6449	2nd "	8400 lbs.	8400 lbs.	8400 lbs.	8400 lbs.	(Steel)	Iron Works	Winnipeg, Man. (Aug. 1943. J.F. Hing)
F6418	3rd "	16800 lbs.	16800 lbs.	16800 lbs.	16800 lbs.	(Type)	Limited	Winnipeg, Man. (Aug. 1943. J.F. Hing)
F6418	Stream	23 1/2 Cwts.	23 1/2 Cwts.	23 1/2 Cwts.	23 1/2 Cwts.	(Stockless)		

CHAIN CABLES.

Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size specified.	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.
F11000	270	270	65470 lbs.	270	270	ELECTRO-WELO METAL PRODUCTS CO.	VANCOUVER, B.C. 11-1-44. H.J. REES.	TOWLINE	120	4 1/2 66.4	120 4 1/2
1891	16 off 2 1/2	2 1/2	933 lbs.	16	16	NATIONAL STEEL	SHARON, PA. 9.9.43. A.T. GRIMES.	HAWSEIRS & WARPS	2090	2 1/2 17.5	2090 2 1/2
1986A	4 off 2 1/2	2 1/2	160 lbs.	4	4	NATIONAL STEEL	SHARON, PA. 18-11-43. A.T. GRIMES.		2090	2 1/2 15.5	2090 2 1/2
90	5	5	60.5 6x12 G.S.W.R.	90	90	6x12 G.S.W.R.					

Steering Gear, Type (Power or hand) Steam with telemotor control Alternative Means of Steering (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"x20' No. 2 35'x20' No. 3 20'x20' No. 4 35'x20' No. 5 35'x20' No. 6 - -

Number of Shifting Beams Nos. 1, 2, 4 and 5 - each 5. No. 3 - 3

Builder's Signature Burrard Dry Dock Company, Limited

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 position 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 built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans.

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 (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 this departure 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, 8th March 1944

Special Survey Fee £ 1645.00 Received by me, RB

Travelling Expense, if any £ 50.00

Owners' Representative \$ 1000.00

State whether the Vessel has been built under Special Survey Yes

Signature Lawrence and Sinclair Surveyors to Lloyd's Register of Shipping.

Certificate to be sent to New York Date of issue 26/1/44

Committee's Minute THURS 11 JAN 1944

Character assigned +100 A1 with freeboard

Fitted for oil fuel 3.44 F.P. above 150°F + LMC 3.44 Subd. 1

Wrote Vx mgt

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 a List of the Plans should be embodied.)

This ship is the twelfth of the "Victory" type ships to be built by Burrard Dry Dock Co. Ltd., to the order of the Minister of Munitions and Supply of Canada, and is a sistership to their Hull No. 180 - S.S. "FORT COLUMBIA" (Vancouver Report No. 5942) except that the four forward deep tanks have been omitted and in lieu of these the main side frames in No.1 Hold have been reinforced by one side stringer and web frame each side shown on the Blue Print of drawing No. 7481A forwarded with our 1st Entry Hull Report No.6085 - S.S. "FORT DEARBORN."

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-10110 for cast steel stern frame.

Certificate No. F-10411 for rudder.

Certificate No. F-10444 for steam steering engine, quadrant and tiller.

Certificate No. F-9979 for windlass.

Certificate Nos. F-9823, F-9311, F-9199, F-9198, F-9310, F-9822, F-9200, F-9201, F-9312, F-9017 and F-10,643 for winches.

Certificate Nos. F-6444, F-6449 and F-6418 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 O.T. hold bhd's. (trans. & Cr. line) tunnel and cr. line N.W.T. bhd's; Plate Butts of upper and 2nd decks; side and bottom shell; inner bottom tank top (part) and margin; cr. girder, hatch side girders and twm. dk. bhd's; Stiffeners of O.T. Hold bhd's. (trans. & cr. line); tunnel and thrust recess and cr. line Non W.T. bhd's; All connections to D.B. tanks; margin plates W.T. floors and gusset plates; 2nd deck and D.T. stringer plates and D.B. tank margin plates to shell and upper dk. stringer plates to sheerstrake at ends; Hold bhd's. and tunnel sides to D.B. 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 6132 lbs. J.F.H. F-6444 2-6-43 2nd " 6083 lbs. J.F.H. F-6449 8-7-43 Stream 2320 lbs. J.F.H. F-6418 8-6-43	2014 lbs. J.F.H. F-6444 8-7-43 2020 lbs. J.F.H. F-6449 3-8-43 758 lbs. J.F.H. F-6418 21-5-43

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 **B.K.Z.V.** 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 Engines and boilers) and in bilges throughout except in deep tanks for oil fuel which remain uncoated. Cement in peaks.**
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 tank, aft, of M/C Space	20.	753.
Double bottom, if under Boilers only, C/dam.	2.5	-	Deep tank, forward,		
Double bottom, forward, Nos. 1, 2 & 3	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. **80**
Date **9-6-43**
Dates of Surveys held while building
1943. Oct. 4,6,8,18. Nov. 8,17,23,25. Dec. 1,2,3,6,7,10,13,15,18,20, Dec. 21,22,23,28,29,31.
1944. Jan. 3,4,8,17. Feb. 15,16,22,25,26. March 2,4,6,7.
Total No. of Visits **37**

RECEIVED
1 MAY 1944
Date of writing
No. in
Reg. Book
Built at
Engines made
G.R. 130.
These
Signal Letters
Office
1699
No., Date
Whether
Foreign
- Brit
Number
Number
Rigged
Stem
Stern
Build
Framework
vessel
Number of
No. of
sets of
Engines.
One
No. of
Shafts.
One
This Co
"While
properly ex
any circumst
its Surveyors
default or no
the Society."
(CERT. B.)
Th
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Foundation