

RECEIVED

13 DEC 1949

WOOD SHIP.

Mtl. (Report No. 5966)

No. 10
IN-D.O.

Survey held at Shelburne, N. S. Date, First Survey July 22, 1948 Last Survey 28th April, 19 49

on the Wood Motor Ship "FORT HEARNE"

Master J. W. Smith

Built at Shelburne, N. S. When built 1948-49 Launched Dec. 31, 1948

By whom built John Etherington Limited. Owners Hudson's Bay Co.

Port belonging to Montreal Destined Voyage Coasting (Hudson's Bay trade)

If Surveyed while Building, Afloat, or in Dry Dock Yes

Tonnage under Tonnage Deck	338.51
Ditto of Spar Deck, or Awning Deck	
Ditto of Poop, or Raised Qr. Dk.	
Ditto of Houses on deck	43.76
Ditto of Forecastle	
Gross Tonnage	382.27
Crew Space, as per Rule	26.36
Register Tonnage, cut on Beam	
Engine Room	54.37
Register Tonnage, as a Steamer, cut on the Beam	296.60

Length as per Section 39		Feet.	Inches.	Extreme Breadth Outside	30	6	Depth of Hold	12	8	No. of Decks with Flat laid	1
Length of Keel				Round of Beam		6	Depth from limber-strakes to under side of lower deck beam			No. of Tiers of Beams	1
							Depth, Moulded				

DIMENSIONS OF TIMBER.	IN SHIP.			REQUIRED PER RULE OR AS APPROVED.			OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.	
	SIDED.	MOULDED		SIDED.	MOULDED			In Ship.	Per Rule, or as Approved.	THICKNESS.	
		Ins.	Middle.		Ends.	Ins.				Middle.	Ends.
Deck Space	9"	5"					Garboard Strakes	5		Length 145.5 breadth 30.5 depth 12.8	
Books	9"	11"	10				Garboard to Bilge	3 1/2"		INSIDE PLANK.	
Planks	9"	9"	8 1/2"				Bilge Planks	"		In Ship.	Per Rule, or as Approved.
Wales	9"	8 1/2"	6 1/2"				Bilge to Wales	"		Ins.	Ins.
Top-sides	7"	8"	5"				Wales	"		Limber Strakes	4 1/2"
Sheer Strakes							Plank Sheers	"		Bilge Planks	6"
Water Upper Deck							Water Upper Deck	8x8		Ceiling in Flat	4 1/2"
Ways Lower Deck							Ways Lower Deck			Ditto Bilge to Clamp	4 1/2"
Ditto, faying surface against Timbers							Ditto, faying surface against Timbers	8"		Hold Beam Clamps	
Upper deck							Upper deck	3 1/2"		Deck Beam Ditto	6"

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or YM in Ship.			Iron in Ship.			Size required per Rule.	Copper or YM in Ship.			Iron in Ship.			Size required per Rule.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Ins.	Ins.	Ins.	Ins.	Ins.		
Transoms and throats of Hooks														
Arms of Hooks														
Thro' Bilge and Limber Strakes														
Thickstuff over Double Floors														
Butt End Bolts														
Short Bolts in Ceiling														
Pintles of the Rudder														
Hold Beam Bolts in Waterway														
Hold Beam Bolts in Knees														
Hold Beam Bolts in Shelf or Clamp														
Deck Beam Bolts in Waterway														
Deck Beam Bolts in Knees														
Deck Beam Bolts in Shelf or Clamp														
Nails or Bolts in Flat of Deck														
Treenails														

INSIDE.—The Space between the Floor Timbers and Lower Foothooks is 5 Inches. The Space between the Top-Timber is 5 Inches.

Planking consist of Yellow birch. The First Foothooks of Yellow birch.

Foothooks of White pine. The Third Foothooks and Top Timbers of Spruce.

Keelson is Spruce and free from all defects. The Shifts of the First and Second Foothooks are not less than 4'-0"

Mr Keelson is Spruce. N.B.—When less than prescribed by the Rules, state how many.

Stems, Knightheads, Hawse Timbers, & Aprons of Spruce ditto. The rest of the Shifts of the Frame are 3'

of Yellow birch and ditto. The Frame is squared from First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is

and Stern Post of Yellow birch ditto. The Frames are through bolted together to the Gunwale

and Hold Beams of Spruce. N.B.—If not, state how bolted

of Spruce. Knees of Spruce & Hackmatack. The Butts of the Timbers are fitted close together; their thickness not less than full of the entire moulding at that place.

Piece of Rudder of Yellow birch Windlass of cast iron. The Frame is Salt chocked with at top Butt at each end of the chock.

of Yellow birch. Yellow birch

OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Yellow birch

above named height to the Wales Yellow birch. The Topsides and Sheer-strakes Yellow birch

and Black-strakes Yellow birch. The Water-ways Upper Deck Spruce

ing and Plank-sheers Spruce Lower Deck Spruce

White pine State of good

the Planking are not less than 5 Feet Inches. N.B. If less than prescribed by the Rule, state whether general or partial

in what part of the Ship. The Planking is wrought 3 strakes between, and without step-buttting.

INSIDE.—The limber-strakes and Bilge-strakes are Spruce. Shelf Pieces and Clamps Spruce

lower Hold, and between Decks Spruce

S.—To Hold Beams Vessel fitted with nine (9) permanent ice beams, secured to vessel with spruce knees and with 3/4 iron.

Sided 10", 11" and 12". Moulded 11" at center, 7" at ends. Ends bolted to clamps, secured with knees and thru bolted to waterways and shelf.

Number of Breasthooks 2 Pointers 2 Crutches 3

End Bolts are of Galv. iron. in the Bottom 2 spikes, 1 Bolts in each Butt End 1-3/4" bolt through and clenched.

and Limber Strakes bolted through and clenched. Treenails of hackmatack How made machine turned.

Thickstuff over Double Floors bolted through and clenched. General quality and Workmanship

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature John Etherington, Limited Surveyor's Signature W. Laurie's Register

A copy of this report is enclosed in the IR forms given in the IR forms by the Canadian Government. We first that

002701-002710-0222

ANCHORS.

Number of Certificate	Anchors	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT, REQ. BY RULE			Description of Anchor	Makers	Where and when tested, and Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
15597	1st Bower	1017	-	-										Dunn Stockless Baldt Type	Baldt A.C. & Forge Division	Philadelphia 1.6.48	
15596	2nd "	1024												-do-	-do-	J. ANNAGE:-	
	3rd "													-do-	-do-	382	
	Collective weight													"Old style"	Philadelphia 1.6.48	J.R DK.	
15598	Stream	424	-	-													
	Kedge	250	-	-													
	2nd Kedge																

CHAIN CABLES.

Number of Certificate	Fathoms	Size	Test per Certificate Tons	Weight of Chain Cable		Fathoms and Size per Rule	Description	Makers of Cables	Where and when tested, and Superintendent	Material	Fathoms	Size	Breaking Test of Steel Wire Towline						
				Supplied	Per Rule														
3614-A	165	1"	Stud					Baldt, A.C. & Forge Division	Philadelphia 1.6.48	J.K. He...									

Masts, Yards, &c., are in Good condition, and sufficient in size and length.

Standing and Running Rigging Galv. Steel sufficient in size and Good in quality.

Sails Nil Suit of -- Sails, and the following spare sails

Boats 2 - 16' Life boats Rudder good Pumps good

Windlass, present state is Good Capstan

Scuppers, &c.—What arrangements are there, beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? State size 8' x 12' (Coaming height 24")

Cargo Hatchways.—How formed? Built up two pieces

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? One fore & after (iron shod) No beams

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 12'-0" x 8'-0"

Order for Special Survey, No. _____ Date _____

Order for Ordinary Survey, No. _____ Date _____

No. _____ in Builder's Yard.

General Remarks. The vessel is sheathed with 1 1/2" greenheart from 2 ft. above L.W.L. to turn of bilge and from turn of bilge to keel with 1" greenheart.

This ship has been built in conformity with the Society's Rules and Regulations and the Secret letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans.

The material and workmanship are good.

The oil fuel tanks (4 off) built by Lunenburg Foundry Co. Ltd., were water tested to Rule height at their Works on the 12th November, 1948 and subsequently installed in engine room. The flash point the oil is to be above 150 degrees F. and the applicable requirements of the Rules have been complied with.

The Freeboard assigned by the Committee has been cut in on the vessel's sides and verified.

Forecastle only extends from side to side.

Houses are fitted amidships on this vessel.

Poop - No poop after deck being flush.

Present condition of Caulking of Bottom good Deck, good and Waterways good

If Sheathed, Double Deck, Coppered, or Yellow Metal sheathed only Where shown See above.

I am of opinion this Vessel should be Classed B.S. # (Or equivalent).

The Amount of the Entry Fee £ : : Fees applied for, May 28, 1949

Special \$690.00 : : Received by me, June 27, 1949

Certificate £ : :

Travelling Expenses, if any, \$142.00

THURS 13 SEP 1951

Committee Minute FRI. 24 FEB 1950

Character assigned Deferred for further machinery particulars (Proposal re surveys in Arctic Circle approved)

Write off as now AS. 7.51

THURS 13 SEP 1951

Surveyor to Lloyd's Register of Shipping L. Laurie

FRI. 7 JUL 1950

BS # 7.49 MBS #

Lloyd's Register of Shipping