

RECEIVED

21 DEC 1943

IN D.O.

STEEL STEAMER

Received at London Office 21 DEC 1943

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 **October 22nd, 1943** Port of **Vancouver, B. C.** No. **6006**

Survey held at **North Vancouver, B. C.** Date First Survey **2nd June, 1943** Last Survey **19th October, 1943**

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

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

TONNAGE under 6707.09
Tonnage Deck....

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage **7159.62**

Register Tonnage **4243.93**

REGISTERED DIMENSIONS.

Length **424.6'**

Breadth **57.2'**

Depth **34.9'**

CLASS **100 A1 with** State if with freeboard **Yes**
Freeboard corresponding condition of Class
to a Summer Mid. Dft. of **28'-10"**

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 416.00**

Breadth (greatest moulded) **B 56.88**

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**

Depth to 2nd Deck **28.58'**

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 **---**

Draught Moulded **26.86'**

Built at **North Vancouver, B. C.**

Launched **31st July, 1943** Yard No. **188**

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

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

Managers **Hain Steamship Co. Ltd.,**

(Where necessary to be entered in Reg. Book.)

Residence **London.**

Port of Registry

If surveyed while building, afloat, or in dry dock

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 1/3 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]	12x4x4x.47		" " top Angles	3 1/2 3 1/2 .44	
" " Extends up to.....	2nd Deck		" " bottom Angles	4 4 1/2	
Intern. Forward Reversed Frame Amidships, Angle.....	6 4 1/2		Side Girders (No. each side and thickness.....	One	
For Ice Stiffening	Toe to shell		B.As. Top & Bottom	6 3 1/2 .44	
" " Extends up to.....			Margin Plate depth (excl. of flange) and thickness	40 1/2 x .56	
Depth of Framing Girder.....	12		" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle [or]	6 3 1/2 1/2		Bracket abaft 1/4 len. from stem		
" " Second 'tween Decks, Angle [or]			" " Vertical Angle to Tank side		
" " No. 1 Hold & fwd. Deep Tanks	10x3 1/2 x 3 1/2 x .425		Bracket from forward 1/4 len. from stem to Panting Area		
" " No. 2 Hold	12x4x4x.59		Gussets, spacing and scantling abaft 1/4 len. from stem	10 1/2 x 3 (Fl. 2")	
" " from 1/2 len. for'd. to 15% len. from Stem			Fr. 144	Continuous	
" " in Peaks, Angle [or]	8 3 1/2 .34		Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17 x 3 (Fl. 2")	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 6 1/2 Dias.		144 to P.P. Bnd	Continuous	
State if Frame Joggled	No		Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x .44	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		Breadth and thickness of Middle Line Strake.....	88 x 1/2	
SINGLE BOTTOM.			Thickness of remainder in Holds44	
Floors, Depth and thickness at mid-line in Holds			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	
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, [or]			Uppermost Continuous Deck, amidships	8 3 1/2 .46	
" " Through Plate or Intercoastal Plate.....			" " in Wells, Angle [or]		
" " Foundation Plate on Floors			" " in way of Bridge, Angle, [or]		
" " Flat Plate Keel Angles			Spacing	Ev. Fr.	
Side Keelsons, No. each side			Second Deck, amidships, Angle [or]	CH. 12x4x4x.467	
" " thickness of Intercoastal Plate.....			Spacing	Ev. Fr.	
" " Angles			Third Deck, amidships, Angle, [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	3/4 Ev. Fr.		Fourth Deck, amidships, Angle, [or]		
" " Are Frame and Reversed Frame joggled? No	Out at Seams		Spacing		
Bracket Floors, breadth and thickness at middle line			Poop Deck, Angle, [or]		
" " breadth and thickness at margin plate			Spacing		
			Bridge Deck, Angle, [or]		
			Spacing		
			Forecastle Deck, Angle, [or]		
			Spacing		

PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.
PILLARS, No. of Rows.....	One		
" in 'tween Decks, Size and Spacing.....	6 x 6 x 3/4 on Alt. Frs.		
" in Holds	Cr. Line Hhd.		
Centre Line Bulkhead in Holds.			
Stiffeners and Spacing.....	CH. 12 x 3 1/2 x 3 1/2 on Alt. Frs.		
Plating, thickness of.....	.31		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness.....	61 x 3/4		
" " " " " in way of Bridge			
" Angle.....	6 6 .69		
Thickness of Plating abreast Deck openings	5/8		
Thickness of Plating abreast Deck openings in way of Bridge			
Thickness of Plating within line of openings..	.56		
If Sheathed, material and thickness			
Second Deck.			
Stringer Plate, breadth and thickness.....	59 1/2 x .44		

SHELL PLATING.			
SCANTLINGS.			
STRAKES.	AS IN VESSEL.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.
	AMIDSHIPS. FORWARD. AFT.		
	Breadth. Thickness. Thickness. Thickness.		
	Inches. Inches. Inches. Inches.		
FLAT PLATE KEEL	52 .75 .69 .69		Double 7/8 3.3 Butts Welded
" DBLG. (if any)	- - - -		
BOTTOM PLATING, No. of Strakes.....	- .63 .56 .44	50" ce. letter 11.1.44	Double 7/8 3.3 Butts Welded
BILGE PLATING, No. of Strakes.....	- .63 .56 .44		
SIDE PLATING, No. of Strakes.....	- .63 .56 .44		
UPPER DECK, Sheer-strake in Well.....	84 .69 .50 .44		
UPPER DECK, Sheer-strake in Bridge.....	- - - -		
STRAKE BELOW SHEER-strake in Well.....	78 .63 .44 .44		Double 7/8 3.3 Butts Welded
STRAKE BELOW SHEER-strake in Bridge.....	- - - -		
POOP SIDE PLATING.....	- - - -		
BRIDGE SIDE PLATING.....	- - - -		
FORECASTLE SIDE PLATING.....	- - - -		

WATERTIGHT BULKHEADS.			
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.....	One (Collision) on Fr. 162		
Extending to Upper Deck (Sec. 3 c)	Seven, on Frs. Nos 12, 40, 58, 66, 86, 106 and 135.		
Deck next below	As per Rule Seven		
As per Rule			
STIFFENERS.			
	VERTICAL.	HORIZONTAL.	
	Scantlings. Spacing.	Scantlings. Spacing.	
	Inches. Inches.	Inches. Inches.	
MIDSHIP BULKHEAD, Upper 'tween decks	1/2 6x3 1/2 30	- -	
" " Second	- -	- -	
" " Third	- -	- -	
" " Holds	3/4 to 1 1/2 3x3 1/2 30	- -	
COLLISION " (in Hold Fr. 162)	50" 3 7x3 1/2 31 24 3 Stgrs. 6'-0"		
AFTER PEAK " (Fr. 12)	50" 3 7x3 1/2 32 24 2 Stgrs. 6'-6"		
STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Central Iron & Steel Co., The Steel Co. of Canada, Ltd., Manitoba Rolling Mills Co., Ltd., Carnegie-Illinois Steel Corp., The Phoenix Iron Co., Algoma Steel Products Co., Ltd., Dominion Steel & Coal Corp., Ltd., Bethlehem Steel Co., Republic Steel Corp., Alan Wood Steel Co., and Great Lakes Steel Corp.		
Has the Steel been tested as required by the Rules?	Yes (partly by American Bureau of Shipping)		

EQUIPMENT No. 39800										LETTER a		ANCHORS.			
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY SPECIFICATION.		Description of Anchor.		Makers.		Where and when tested and Superintendent.	
F6461.	1st Bower.....	84 55	110					8400 lbs.	C.S. Baldt Type	Winnipeg	1943				
F6462.	2nd ".....	84 38	110					8400 "	Stockless	Winnipeg	1943				
	3rd ".....														
	Collective Weight.....	168 93	110					16800 lbs.							
F6466.	Stream	82 10	110					23 1/2 Cwts.	Do Do	Winnipeg	1943				

CHAIN CABLES.										HAWERS AND WARPS.											
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size specified.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and size supplied.		Breaking Test of Steel Wire.		Length and size specified.	
		Length. Diam.		Status. Break. ing.		Supplied. Per Rule.		Length. Diam.								Length. Cir.		Length. Cir.		Length. Cir.	
		Fathoms. Ins.				Tons. Cwts. lbs.		Fathoms. Ins.								Fathoms. Ins.		Fathoms. Ins.		Fathoms. Ins.	
F7236	210 2 1/2	210	2 1/2	210	2 1/2	48.640		240 2 1/2	H.T. STEEL	ELECTRO-WELD	Winnipeg	1943	TOWLINE.	120 4 1/2	78.2	120 4 1/2					
F7298	60 2 1/2	60	2 1/2	60	2 1/2	14.670		16 off 2 1/2	STEEL	STEEL	Winnipeg	1943	HAWERS & WARPS	2090 2 1/2	17.5	2090 2 1/2					
1488	16 off 2 1/2	16	2 1/2	16	2 1/2	934		5 off 2 1/2	STEEL	STEEL	Winnipeg	1943		2090 2 1/2	15.5	2090 2 1/2					
1807C	16 off 2 1/2	16	2 1/2	16	2 1/2	160		4 off 2 1/2	STEEL	STEEL	Winnipeg	1943									
Iron (Stream) Chain or Steel Wire	90 5	90	5	90	5	60.5 6 x 12 GPSWR		90 5	6 x 12	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'

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 25'x20' No. 3 20'x20' No. 4 35'x20' No. 5 35'x20' No. 6 -

Number of Shifting Beams Nos. 1, 2, 4 & 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 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, peaks, deep and O.P. 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 (4 forward and 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 these departures 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, 22 Oct. 1943

Freeboard \$ 100.00

Special Survey Fee..... \$ 1645.00: Received by me, W. J. Sinclair

Travelling Expense, if any \$ 50.00: We are of opinion the Vessel should be Classed \$100 A1 with Freeboard.

Owner's Rep. \$ 1000.00

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

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRL 7 JAN 1944

Character assigned +100A1 with Freeboard

2d set in file 10.43 J.P. above 10.43

+LWC 10.43 2d set

2 W.T.B. 250lb (91 250lb)

wide well

Lloyd's Register Foundation

0196212

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 fifth of the "Victory" type ships to be built by Burrard Dry Dock Co. Ltd., and is a sistership to their Hull No.180 - S.S. "FORT COLUMBIA" (Ver. Rpt. No. 5942)

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-7931 for cast steel stern frame.

Certificate No. F-8506 for rudder.

Certificate No. F-8560 for steam steering engine, quadrant and tiller.

Certificate No. F-8311 for windlass.

Certificate Nos. F-8476, F-8478, F-8481, F-8455, F-8477, F-8479, F-8500, F-8501, F-8512, F-8510 and F-8475 for winches.

Certificate Nos. F-6461, F-6462 & F-6456 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 forwd. deep tank top; O.T. hold bhd. (trans. & cr. line); fore peak bhd.; tunnel and cr. line N.W.T. bhd.; Plate Butts of upper and 2nd decks; side & bottom shell; inner bottom tank top (part) and margin; cr. girder, hatch side girders and tw. dk. bhd.; Stiffeners O.T. Hold bhd. (trans. & cr. line); tunnel and thrust recess; fore peak bhd. and tw. dk. bhd.; All connections to D.B. tanks' margin plates, W.T. floors and gusset plates; 2nd deck and fwd. D.T. top stringer plates and D.B. tank margin plates to shell and upper dk. stringer plates to sheerstrake at ends; Hold bhd. 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 6143 lbs. J.F.H. F-6461 3-8-43 2nd " 6128 lbs. J.F.H. F-6462 3-8-43 Stream 2317 lbs. J.F.H. F-6456 13-7-43	2002 lbs. J.F.H. F-6461 13-7-43 2000 lbs. J.F.H. F-6462 21-7-43 753 lbs. J.F.H. F-6456 12-8-43

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 W S** 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 boiler space) and in bilges throughout, except in Forward Deep Tanks where bilges are fitted with cement.**

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, No.1 - 262T. No.2 - 460T.	60.75	722.
Double bottom, forward,	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.
June 2,8,14,29. **July** 2,3,7,8,10,12,13,14,15,17,19,20,21,22,26,27,28,29,30,31.
Aug. 3,17,30. **Sept.** 21,28,29,30.
Oct. 4,7,9,12,13,14,16,18,19.