

STEEL STEAMER or MOTORSHIP

Received at London Office 21 JAN 1944

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 **November, 1943**Port of **Vancouver, B. C.**No. **6035**Survey held at **Vancouver and North Vancouver, B.C.**Date First Survey **2nd July, 1943**Last Survey **19th November, 1943.**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **Steel Single Screw Steamer, "FORT ORLEANS"**State Type (Full Scantlings, Complete Superstructure with or without Tonnage Openings) **C.S.S. with T.O. closed**State Type of Erections **- - - -**TONNAGE under Tonnage Deck... **6708.76**Do. of space or spaces between Tonnage Dk. and Upper Dk. **- - - -**Total **- - - -**Gross Tonnage **7165.78**Register Tonnage **4249.51**REGISTERED DIMENSIONS.
FEET.Length **424.6'**Breadth **57.2'**Depth **34.9'**CLASS ***100 A.1 with freeboard corresponding to a Summer Mld. Dft.** State if with freeboard condition of Class **Yes**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **416.00'**Breadth (greatest moulded) **56.88'**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1d) **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 **Vancouver, B. C.**Launched **5th September 1943** No. **191**Builders **Burrard (Vancouver) Dry Dock Co. Ltd.**Owners **Minister of Munitions and Supply of Canada.**Managers **John Morrison & Son.**

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

Residence **Newcastle-on-Tyne.**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 3/4 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 1/2	
{ Interm. Forward			Side Girders, (No. each side and thickness.....)	One	
{ Reversed Frame, 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	-	
Depth of Framing Girder.....	12		Bracket abaft 1/4 len. from stem	-	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6 3 1/2 1/2		" " Vertical Angle to Tank side	-	
" " Second 'tween Decks, Angle, [or]	-		Bracket from forward 1/4 len. from stem to Panting Area	-	
" " No. 1 Hold & Fwd Deck Tanks	10x3 1/2 x 3 1/2 x.425		Gussets, spacing and scantling abaft 1/4 len. from stem	10 1/2 x 3/8 (Fl. 2")	
" " No. 2 Hold	12x4x4x.59		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17 x 3/8 (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	104 1/2 x .44	
" " in Peaks, Angle, or [.....	8 3 1/2 .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.....	88 x 1/2	
State if Frame Joggled	No		Thickness of remainder in Holds44	
Are the scantlings and arrangements in the Panting Area 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 Boiler and Boiler Room?	Yes	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	8 3 1/2 .46	
Floors, Depth and thickness at mid-line in Holds	-		" " in way of Bridge, Angle, [or]	-	
Height of Brackets at side above base line at toe of frame	-		Spacing	Ev. Fr.	
Middle Line Keelson, on Floors, Angles, [or]	-		Second Deck, amidships, Angle, [or]	9x 3 1/2 .44	
" " Through Plate or Intercoastal Plate.....	-		Spacing	Ev. Fr.	
" " Foundation Plate on Floors	-		Third Deck, amidships, Angle, [or]	-	
" " Flat Plate Keel Angles	-		Spacing	-	
Side Keelsons, No. each side	-		Fourth Deck, amidships, Angle, [or]	-	
" " thickness of Intercoastal Plate.....	-		Spacing	-	
" " Angles	-		Poop Deck, Angle, [or]	-	
DOUBLE BOTTOM.			Spacing	-	
Solid Floors, thickness and spacing	3/8 Ev. Fr.		Bridge Deck, Angle, [or]	-	
" " Are Frame and Reversed Frame joggled?	No.		Spacing	-	
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, [or]	-	
" " breadth and thickness at margin plate	-		Spacing	-	

PILLARS AND DECKS.									
PILLARS, No. of Rows.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.				
	Breadth.	Thickness.							
Stringer Plate, breadth and thickness in way of Bridge	One								
Thickness of Plating abreast Deck openings in way of Bridge	6 x 6 x 5/8 on alt. frs.			.34					
Thickness of Plating abreast Deck openings in way of Bridge				.34					
Thickness of Plating within line of openings.	Cr. Line Bhd.								
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.										
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.				
	AMIDSHIPS.		AFT.			State if jogged?	EDGES.		BUTTS.	
	Breadth.	Thickness.	Breadth.	Thickness.			Single or Double.	Rivets.	Rivets.	Strapped or Lapped.
FLAT PLATE KEEL	52	.75	.69	.69		Double	7/8	3.3	Butts Welded	
DBLG. (if any)										
BOTTOM PLATING, No. of Strakes	four	.63	.56	.44	.50	Double	7/8	3.3	Butts Welded	
BILGE PLATING, No. of Strakes	one	.63	.56	.44	.50					
SIDE PLATING, No. of Strakes	three	.63	.56	.44						
UPPER DECK, Sheer-strake	84	.69	.50	.44						
UPPER DECK, Sheer-strake in Bridge										
STRAKE BELOW SHEER-strake	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.					FORGINGS and CASTINGS.				
In tween dks. - 7 Divisional W.T. Bhd. on (Frs. 5, 11, 40, 66, 86, 106 & 135. Total No. of W.T. BULKHEADS in Vessel -					Casting or Forging.				
Extending to Upper Deck (Sec. 3 c) One (Collision) on Fr. 162					Scantlings.				
Deck next below Seven on (Frs. Nos. 12, 40, 58, 66, 86, 106 and 135.					Maker's Name.				
As per Rule Seven					Any Departure from Approved Plans to be Noted.				

STIFFENERS.	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	1/4	6x3x3/8	30		
" " Second "					
" " Third "					
" " Holds	1/4	6x3x3/8	30		
COLLISION (in Hold)	1/4	6x3x3/8	30	3 Stgs. 6'0"	
AFTER PEAK	1/4	6x3x3/8	30	2 Stgs. 6'6"	

STEEL.	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).	
The Steel Co. of Canada Ltd.; Manitoba Rolling Mills Co. Ltd.; Carnegie-Illinois Steel Corp.; The Phoenix Iron Co.; Canadian Tube & Steel Prod. Ltd.; Dominion Steel & Coal Corp. Ltd.; Algoma Steel Prod. Co. Ltd.; Bethlehem Steel Co.; Jones & Laughlin Steel Corp.; American Rolling Mill Co. and Alan Wood Steel Co.	
Has the Steel been tested as required by the Rules? Yes (partly by American Bureau of Shipping)	

EQUIPMENT No. 39800										LETTERA										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.																	
		Lbs.	Cwts.	qrs.	Lbs.	Tons.	cwts.	qrs.	Lbs.																				
P-2576	1st Bower	8438						8400 lbs.		C.S. Baldt Type	Riverside Iron Works Ltd.	Calgary Sept/Oct. 1943																	
P-2577	2nd "	8275						8400 lbs.		Stockless		P.D. McArthur																	
	3rd "																												
	Collective Weight.	16713						16800 lbs.		C.S. Baldt Type	Volcanic Iron Works Ltd.	Winnipeg Mar/Aug. 1943																	
P6454	Stream	3243						23 1/2 Cwts.		Stockless		J. F. Hind.																	

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size supplied.	Test per Certificate.	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.				
	Length.	Diam.		Supplied.	Per Rule.							Length.	Diam.		Length.	Cir.	Length.	Cir.	
F7239	210	2 1/2	14.5	14.5	14.5	270	2 1/2	STEEL	ELECTRO-WELO	YCA. 18-6-43	TOWLINE	120	4 1/2	78.2	120	4 1/2			
F9612	60	2 1/4	14.5	14.5	14.5			STEEL	J.A. STEWART	YCA. 25-9-43									
1934	100	2 1/4	14.5	14.5	14.5			STEEL	LINK. PRODUCTS CO.	YCA. 25-9-43									
18098	100	2 1/4	14.5	14.5	14.5			STEEL	NATIONAL	YCA. 25-9-43									
								STEEL	SHARON	YCA. 25-9-43									
								STEEL	AT. GRIMES	YCA. 25-9-43									
								STEEL	SHARON	YCA. 25-9-43									
								STEEL	AT. GRIMES	YCA. 25-9-43									

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

Steering Chains (Size and Test) **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" x 20'** 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 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.F. settling tanks, decks, bulkheads, tunnel, water-tight 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 flush 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: **22nd Nov. 43** (Special notations, where part of class, to be stated.)

Special Survey Fee **\$1645.00** Received by me, *PL*

Freeboard Fee **\$100.00** Travelling Expense, if any **\$ 50.00** Owners' Repres. **\$1000.00**

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

Signature *Henry and J. Sinclair* Surveyors to Lloyd's Register of Shipping.

Committee's Minute **100 AT with freeboard**

Character assigned **Fitted for oil fuel 11.43 FP above 150°F + LMC 11.43 FC CH**

W. de M. C.

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 6th of the "Victory" type ships to be built by Burrard (Vancouver) Dry Dock Co. Ltd., North Vancouver, to the order of the Minister of Munitions and Supply of Canada and is a sistership of their Hull No. 181 - S.S. "FORT YUKON" - Ver. Rpt. No. 5950.

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-8184 for cast steel Stern Frame.

Certificate No. F-8816 for Rudder.

Certificate No. F-8840 for steam Steering Engine, quadrant and tiller.

Certificate No. F-8745 for Windlass.

Certificate Nos. F-8824, F-8851, F-8862, F-7968, F-8849, F-8134, F-8614, F-8398, F-8848, F-8826 and F-9061 for Winches.

Certificate Nos. F-2576, F-2577 and F-6454 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 2nd deck, forward 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 deck; side and 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.

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	HEAD		SHANK	
	1st Bower	2nd Stream		
	5870 lbs. P.D.M. F-2576 14-10-43	5720 lbs. P.D.M. F-2577 28-9-43	2235 lbs. P.D.M. F-2576 14-9-43	2230 lbs. P.D.M. F-2577 28-9-43
	2350 lbs. J.F.H. F-6454 3-8-43		753 lbs. J.F.H. F-6454 21-7-43	

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.X.L. Extreme Breadth over Belting No Belting Over-all Length 441.5' (Circ. 1611) (Circ. 1708)

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 engine and boiler space) and in bilges throughout, except in O.F. deep tanks 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, <u>Nos. 5 and 6</u>	<u>135.</u>	<u>306.0</u>	Fore peak tank,	<u>22.</u>	<u>145.</u>
Double bottom, under Engines and Boilers, <u>No.4</u>	<u>42.5</u>	<u>185.0</u>	After peak tank,	<u>24.</u>	<u>160.</u>
Double bottom, if under Engines only, <u>C/dam.</u>	<u>2.5</u>	<u>---</u>	Deep tank, <u>saft, of M/C Space</u>	<u>20.</u>	<u>753.</u>
Double bottom, if under Boilers only, <u>c/dam.</u>	<u>2.5</u>	<u>---</u>	Deep tank, forward, <u>No.1 =262 T. No.2-460T.</u>	<u>6075</u>	<u>722</u>
Double bottom, forward,	<u>185.75</u>	<u>631.0</u>	Other tanks, if fitted,	<u>---</u>	<u>---</u>
Total length (if continuous) and Capacity.	<u>368.25</u>	<u>1122.0</u>		<u>---</u>	<u>---</u>

Order for Special Survey No. 80

Date 9/6/43.

Dates of Surveys held while building

July- 2,22; Aug.- 12,17,21,23,24,25,26,27,28,30,31; Sept.- 1,2,3,4,11,19
Oct.- 12,21,26; Nov. 2,4,10,12,15,16,18,19.

Total No. of Visits 31.