

29 JAN 1945

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WOOD SHIP.

(No. 5061.)

No. A40. Survey held at Meteghan, N. S. Date, First Survey Dec. 31/43 Last Survey November 21 1944

on the Wood Single Screw Motor Minesweeper, M.M.S. 1055

Master

TONNAGE under Tonnage Deck 249.91

Ditto of Spar Deck, or Awning Deck

Ditto of Poop, or Ranged Or. Dk.

Ditto of Houses on Deck

Ditto of Forecabin

Gross Tonnage

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Register Tonnage, as a Steamer,

cut on the Beam

Built at

Meteghan, N. S.

When built

1943-1944

Launched

June 27, 1944

By whom built

Clare Shipbuilding Co. Ltd.

Owners

British Admiralty

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock building & Afloat

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	No. of Decks with Flat laid
Length as per Section 39	120 00	Extreme Breadth Outside	26 3	Depth of Hold	13 1	One
O.A.	140 00	Over belting	27 9	Depth from limber-strakes to under side of lower deck beam	12 1	"
Length of Keel	116 00	Round of Beam	0 6	Depth, Moulded	15 0	No. of Tiers of Beams

CANTLINGS 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.	
		Middle.	Ends.		Middle.	Ends.				
MBER AND SPACE 22" centre to centre	Ins.	Ins.	Ins.	As approved			Ins.	As Approved	Length 133' 4" breadth 26' depth 13' 1"	
DOORS	8	11	10			"	Garboard Strakes	5-4 ✓		
Foothooks	8	10	9 1/2 ✓			"	Garboard to Bilge	3 ✓	"	
Ditto	8	9 1/2	9 ✓			"	Bilge Planks	3 ✓	"	
Ditto	8	9	7 ✓			"	Bilge to Wales	3 ✓	"	
Ditto	8	7	6 ✓			"	Wales	4 1/2 ✓	"	
Top Timbers	8	7	6 ✓			"	Topsides	-	"	
Deck Beams {No. 35 Average Space} 33"	8	10	8 ✓			"	Sheer Strakes	5 ✓	"	
Deck Beams, length amidships		24' 6"	✓			"	Plank Sheers		"	
Old Beams {No. 40 Average Space} 19'	10	12	8 ✓			"	Water { Upper Deck	5 ✓	"	
Old Beams, length amidships						"	Ways { Lower Deck		"	
Keel	11	15 1/2	✓			"	Ditto, faying surface against Timbers	6 ✓	"	
Carphs of Ditto 6'-0" see letter 14.5.45							Upper deck	3 ✓	"	
Belsons	11	14	✓							
Carphs of Ditto 6'-0" ✓		see letter 13.3.45								

INSIDE PLANK.	THICKNESS.	
	In Ship.	Per Rule, or as Approved.
Limber Strakes	4 ✓	As Approved
Bilge Planks	4 1/2 ✓	
Ceiling in Flat	3 ✓	
Ditto Bilge to Clamp	3 ✓	
Hold Beam Clamps		
Deck Beam Ditto	4 1/2 ✓	
Ceiling 'twist Decks		
Hold Beam Shelves	34" (7"-8"-10")	
Deck Beam Ditto		

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

	Copper or YM in Ship.			Size required per Rule.		Copper or YM in Ship.			Size required per Rule.		Copper or YM in Ship.			Size required per Rule.
	Ins.	Ins.	Ins.			Ins.	Ins.	Ins.			Ins.	Ins.	Ins.	
Keel-Knee, and Deadwood abaft	1-1/8	7/8	As Approved	Transoms and throats of Hooks	7/8	As Approved	Hold Beam	Waterway	-	-	-	-	-	-
Carphs of Keel, No. 6	7/8	"	"	Arms of Hooks	3/4	"	Bolts in	Knees	-	-	-	-	-	-
Keelson Bolts through Keel at each Floor	1-1/8	"	"	Thro' Bilge and Limber Strakes	5/8	"	Shelf or Clamp	Shelf or Clamp	-	-	-	-	-	-
Bolts through Heels of Timbers against Deadwood	3/4	"	"	Thickstuff over Double Floors	5/8	"	Deck Beam	Waterway	3/4	7/8	As Approved	5/8	As Approved	As Approved
Frame Bolts	3/4	"	"	Butt End Bolts	5/8	"	Bolts in	Knees	3/4	7/8	"	3/4	7/8	"
	3/4	"	"	Short Bolts in Ceiling	5/8	"	Nails or Bolts in Flat of Deck	Shelf or Clamp	3/4	7/8	"	3/8	"	"
	3/4	"	"	Pintles of the Rudder	4 1/2	"	Treenails 1-1/8 Inches Hackmatack							

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is 6 Inches. The Space between the Top-Timbers is 6 Inches.

The Floors consist of Yellow Birch The First Foothooks of Yellow Birch

The Second Foothooks of Yellow Birch The Third Foothooks and Top Timbers of Spruce

The Main Keelson is B. C. Fir and is free from all defects. The Shifts of the First and Second Foothooks are not less than 36"

The Rider Keelson is B. C. Fir N.B.—When less than prescribed by the Rules, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of Spruce ditto. The rest of the Shifts of the Frame are 36"

Deadwood, of Yellow Birch and ditto. The Frame is Spruce squared from First Foothook Heads upwards,

The Stem, and Stern Post of Yellow Birch and Oak ditto. and free from sap, and from thence downwards, the frame is Yellow Birch.

The Deck and Hold Beams of Spruce The entire Frames are through bolted together to the Gunwale

Breasthooks of Spruce Knees of Spruce N.B.—If not, state how bolted.

The Main piece of Rudder of steel Windlass of cast iron The Butts of the Timbers are fitted close together; their thickness not

The Keel of Yellow Birch less than full mould of the entire moulding at that place.

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Yellow Birch The Frame is chocked with Butt at each end of the chock.

From the above named height to the Wales Yellow Birch

The Wales and Black-strakes Yellow Birch The Topsides and Sheer-strakes Spruce

The Spirketting and Plank-sheers Spruce The Water-ways { Upper Deck B. C. Fir

The Decks edge grain white pine State of good { Lower Deck

The Shifts of the Planking are not less than 4 Feet 0 Inches N.B. If less than prescribed by the Rule, state whether general or partial,

and if partial, in what part of the Ship. The Planking is wrought Spruce between, and without step-butting.

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

The Ceiling, Lower Hold, and between Decks Spruce

FASTENINGS.—To Hold Beams

Deck Beams Through bolted to shelf with 3/4" galv'd iron bolts. Clamps, ceiling, bilge strakes and garboard

are all edge bolted.

Number of Breasthooks 2 Pointers 2 Crutches 2

Butt End Bolts are of Galv. Iron in the Bottom Galv. Iron Bolts in each Butt End Driven through and clenched.

Bilge and Limber Strakes Galv. Iron bolted through and clenched. Treenails of Yellow Birch How made machine

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

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

Builder's Signature

Surveyor's Signature

Surveyor to Lloyd's Register of Shipping

Rule test 14.10.2.14

EQUIPMENT TONNAGE										300 tons										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.															
6468	1st Bower	12	2	22	✓			14	6	0	0	✓	As approved	Cast steel	Joliette	19 - 6 - 44													
6464	2nd "	12	2	22	✓			14	6	0	0	✓	As approved	Stockless Byer	Steel Ltd.	19 - 6 - 44													
	3rd "													Type		J. G. Hyde													
	Collective weight														Joliette, P.Q.	Dom. Chain Ltd													
	Stream			✓												Niagara Falls													
6335	Kedge	2	3	16		2	3	5	10	0	0	✓	As approved	Cast Steel Kedge	Joliette Steel	11/11/43 J. G													
	2nd Kedge														Joliette	Niagara Falls													

If Fabric state name of Patentee.

HAWSERS AND WARPS.

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.	Fathoms and Size per Rule.
				Supplied.	Per Rule.									
5339				876										
5342	15	1"	18	890		As Approved	Mild	McKinnon	St. Catherine Ont.	TOWLINE.				
5343	"	"	"	875		"	Steel	Columbus	J. G. Hyde	HAWSER.	60	8"		As app
5344	"	"	"	873		"	Stud	Chain Ltd.	8 - 11 - 43	WARP.	60	3½"		"
5345	"	"	"	876		"		Dom. wire						
5346	"	"	"	876		"	Link	Rope & Cable	5 - 6 - 43					
5347	75	2"	33784	876		"								
Iron Steam Chain or Steel Wire	60	3"	66304			"		Montreal	I. J. Tait					

Masts, Yards, &c., are in good condition, and sufficient in size and length.
Standing and Running Rigging is sufficient in size and good in quality.
Sails. Suit of Sails, and the following spare sails
Boats One 14 1/2' pulling boat
Windlass, present state is good Capstan Rudder good Pumps good
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?
Bulwark planking stops 2 1/2" above deck forming a continuous freeing port each side of vessel.
Cargo Hatchways.—How formed? none State size.
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams?
Hatches, themselves, whether strong and efficient? access hatches good Main Hatchways.—State size

Order for Special Survey, No. 440
Date Feb. 12, 1943
Order for Ordinary Survey, No. 185
Date
No. 185 in Builder's Yard.

DATES OF SURVEYS held while building, as per Section 35.
1st. When the Frame is completed March 3, 1944
2nd. When the Beams are put in, &c. April 2, 1944
3rd. When completed and before the plank be painted or payed May 16, 1944

General Remarks. This is the 6th of 12 sister vessels constructed by Clare Shipbuilding Co., Meteghan, N.S. and 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 approved plans. Materials and workmanship are of good quality. The stem, stern post, keel-keelson deadwoods, clamps, shelf, ceiling, planking, top of beams, pointers, faying surfaces, and enclosed spaces have been given two coats of "Cuprinol" as requested by the British Admiralty Technical Mission. The fuel and fresh water tanks have been tested in accordance with the rules and found satisfactory. All important castings and forgings have been satisfactorily tested by the Society's Surveyors. The decks and bulkheads have been hose tested with satisfactory results. Drip trays have been fitted under fuel tanks and the ventilation in way of same is satisfactory. This vessel has been built under a roof. But the requirements of section 48 were not fully complied with. The term of years is made up as follows:

- 6 years for table A
- 2 years for mixed materials
- 8
- 1 year for absence of salting
- 7 years total

See attached copy of endorsement re. assignment of term of 9 years

Steering arrangements & windlass tried under working conditions and found efficient. See letter 13.3.45

Present condition of Caulking of Bottom good Deck, good and Waterways good
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled. When last done
We are of opinion this Vessel should be Classed +9A1

The Amount of the Entry Fee \$ 10.00:
Special \$ 490.00:
Certificate £ : :
Fees applied for, Dec. 28 1944
Received by me, 19
Travelling Expenses, if any, £ 417.00
Photostats \$ 4.50
Owners' Representation - \$ 375.00
Committee's Minute

ADMIRALTY
A/c rendered from 12 FEB '45
London

J. Berthe
Surveyor to Lloyd's Register of Shipping.

Character assigned +9A1 (Wood) "For Government Service"

G.I.B. Lloyd's A & CP
LMC(R) 11.44 Bil Eng. C.L.