

RECEIVED

4 JAN 1944

IN D.O.

# STEEL STEAMER & 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 **October, 1943** Port of **VANCOUVER, B. C.** No. **6018**

Survey held at **Vancouver, B. C.** Date First Survey **9th June, 1943** Last Survey **30th October, 1943**

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

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

TONNAGE under Tonnage Deck... **6708.72**

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

Total **- - - -**

Gross Tonnage **7166.14**

Register Tonnage **4251.43**

## REGISTERED DIMENSIONS.

Length **424.6'**

Breadth **57.2'**

Depth **34.9'**

CLASS **\*100 A.1 with Freeboard corresponding to a Summer Mld. Dft. of 26'-10"** State if with freeboard **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 (1c) **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, & North Vancouver, B.C.**

Launched **19th August/43** Yard No. **189**

Builders **Burrard (Vancouver) Dry Dock Company, Limited.**

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

Managers **Capper, Alexander & Co.,** (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.
<b>FRAMES, Spacing amidships</b>	<b>30</b>		<b>Bracket Floors, Frame</b>	<b>-</b>	
" " from 3/5 length amidships to Collision bulkhead	<b>27</b>		" " Reversed Frame	<b>-</b>	
" " in peaks	<b>24</b>		" " Vertical Struts	<b>-</b>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<b>43 1/2 x .56</b>	
Frame Amidships, Angle <b>CH. 12x4x4x.47</b>			" " top Angles	<b>3 1/2 3 1/2 .44</b>	
" " Extends up to <b>2nd Deck</b>			" " bottom Angles	<b>4 4 1/2</b>	
<b>Intern. Forward</b>			<b>Side Girders, (No. each side and thickness)</b>	<b>- One</b>	
<b>Reversed Frame Amidships</b>	<b>(6 4 1/2)</b>		<b>(B.As Top &amp; Bottom</b>	<b>6 3 1/2 .44</b>	
<b>For Ice Stiffening</b>	<b>(toe to shell)</b>		<b>Margin Plate</b>	<b>40 1/2 x .56</b>	
" " Extends up to			" " thickness		
<b>Depth of Framing Girder</b>	<b>12</b>		" " to Tank side		
<b>Frames in Uppermost Continuous 'tween Decks, Angle</b>	<b>6 3 1/2 1/2</b>		Bracket abaft 1/4 len. from stem		
" " Second 'tween Decks, Angle, [ or [			" " to Tank side		
" " <b>No.1 Hold&amp;Fwd. Deep Tanks</b>	<b>10x3 1/2 x 3 1/2 x.425</b>		Bracket from forward 1/4 len. from stem to Panting Area		
" " <b>No.2 Hold</b>	<b>CH. 12x4x4x.59</b>		Gussets, spacing and scantling abaft		
" " from 1/2 len. for'd. to 15% len. from Stem			" " Gussets, spacing and scantling from forward		
" " in Peaks, Angle	<b>8 3 1/2 .34</b>		to Panting Area, Fr.		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<b>7/8 @ 6 1/2 Dias.</b>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<b>104 1/2 x .44</b>	
<b>State if Frame Joggled</b>	<b>No</b>		<b>INNER BOTTOM PLATING.</b>		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<b>Yes</b>		Breadth and thickness of Middle Line Strake	<b>88 x 1/2</b>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<b>Yes</b>		Thickness of remainder in Holds	<b>.44</b>	
<b>SINGLE BOTTOM.</b>			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Boiler Room?	<b>Yes</b>	
Floors, Depth and thickness at mid-line in Holds	<b>-</b>		<b>BEAMS.</b>		
Height of Brackets at side above base line at toe of frame	<b>-</b>		Uppermost Continuous Deck, amidships	<b>8 3 1/2 .46</b>	
<b>Middle Line Keelson, on Floors, Angles,</b>	<b>[ or [</b>		" " in way of Bridge, Angle,	<b>[ or [</b>	
" " Through Plate or Intercoastal Plate	<b>-</b>		Spacing	<b>Ev. Ft.</b>	
" " Foundation Plate on Floors	<b>-</b>		<b>Second Deck, amidships,</b>	<b>9x3 1/2 .44</b>	
" " Flat Plate Keel Angles	<b>-</b>		Spacing	<b>Ev. Fr.</b>	
<b>Side Keelsons, No. each side</b>	<b>-</b>		<b>Third Deck, amidships, Angle, [ or [</b>	<b>-</b>	
" " thickness of Intercoastal Plate	<b>-</b>		Spacing	<b>-</b>	
" " Angles	<b>-</b>		<b>Fourth Deck, amidships, Angle, [ or [</b>	<b>-</b>	
<b>DOUBLE BOTTOM.</b>			Spacing	<b>-</b>	
Solid Floors, thickness and spacing	<b>3/8 Ev. Fr.</b>		<b>Poop Deck, Angle, [ or [</b>	<b>-</b>	
" " Are Frame and Reversed Frame joggled?	<b>No</b>		Spacing	<b>-</b>	
<b>Bracket Floors, breadth and thickness at middle line</b>	<b>-</b>		<b>Bridge Deck, Angle, [ or [</b>	<b>-</b>	
" " breadth and thickness at margin plate	<b>-</b>		Spacing	<b>-</b>	
			<b>Forecastle Deck, Angle, [ or [</b>	<b>-</b>	
			Spacing	<b>-</b>	



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.	
One									
in 'tween Decks, Size and Spacing.....		6 x 6 5/8		on alt. frs.					
in Holds		Cr. Line Bhd.							
Centre Line Bulkhead in Holds		12 x 3 1/2 x 3 1/2		on alt. frs.					
Stiffeners and Spacing.....		61 x 3/4							
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.....									
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.									
RIVETING.									
GENERAL DECLARATION.									
WATERTIGHT BULKHEADS.									
FORGINGS and CASTINGS.									
STIFFENERS.									
STEEL.									

EQUIPMENT No. 39800				LETTER a		ANCHORS.																							
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		Specification		Description of Anchor.		Makers.		Where and when tested and Superintendent.													
F-6452		1st Bower.....		8424 lbs.						8400 lbs.		(C.S. Baldt Type Works Ltd.)		Vulcan Iron Works Ltd.		Winnipeg, May 1943													
F-6431		2nd ".....		8392 lbs.						8400 lbs.		(Stockless)		0"		Winnipeg, July 1943													
F-6427		3rd ".....		6816 lbs.						16800 lbs.																			
		Collective Weight.....		3239 lbs.						23 1/2 Cwts.		Do Do		Do Do		Winnipeg, War./July 1943													
CHAIN CABLES.										HAWSERS AND WARPS.																			
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 53.							
F4238		210. 2 1/8		155		48.540		210 2 1/8		HT STEEL		ELECTRO-WELD METAL		J.A. STEWART		TOWLINE		120 4 1/2		78.2		120 4 1/2							
F9615		60. 2 1/8		100		14.450		60 2 1/8		HT STEEL		ELECTRO-WELD METAL		J.A. STEWART		HAWSEERS & WARPS		2090 2 1/2		17.5		2090 2 1/2							
1464		16 off 2 1/8		100		934		16 off 2 1/8		HT STEEL		ELECTRO-WELD METAL		J.A. STEWART				2090 2 1/2		15.5		2090 2 1/2							
1809A		4 off 2 1/8		100		160		4 off 2 1/8		HT STEEL		ELECTRO-WELD METAL		J.A. STEWART															
Stream Steel Wire		90 5		- 60.5		6x12 G.F.S.W.R.		90 5		6x12 G.S.W.R.																			
Steering Gear, Type (Power or hand).										Steam with telemotor control										Alternative Means of Steering									
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 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, 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 and chain cables 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 30th Oct. 43									
Special Survey Fee.....										\$ 1645.00										Received by me, 19									
Travelling Expense, if any \$ 50.00																				We are of opinion the Vessel should be Classed *100 A.1 with Freeboard,									
Owner's Rep. \$ 1000.00																				Signature, H. J. and J. Sinclair									
State whether the Vessel has been built under Special Survey										Yes										Survivors to Lloyd's Register of Shipping.									
Certificate to be sent to										New York.										Date of issue 28/1/44									
Committee's Minute										FRL 7 JAN 1944																			
Character assigned										+100A1 with Freeboard																			
										Fitted for Oil Fuel 10.43 79 above 150° F																			
										+LMC 10.43 2 WTR 250 lb																			
										20 cl (Sp. 230 lb)																			
										Wide Int																			
																				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 fifth of the "Victory" type ships to be built by Burrard (Vancouver) Dry Dock Company Limited, to the order of the Minister of Munitions and Supply of Canada, and is a sister-ship 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-7989 for cast steel stern frame.

Certificate No. F-8561 for rudder.

Certificate No. F-8592 for steam steering engine, quadrant and tiller.

Certificate No. F-8473 for windlass.

Certificate Nos. F-7524, F-7414, F-8860, F-8861, F-7523, F-8133, F-8650, F-8673, F-8078 F-8076 and F-8660 for winches

Certificate Nos. F6452, F6431 and F6429 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 have 2 openings each closed with steel hinging W.T. doors.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate Butts and seams of 2nd deck, 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 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.

	HEAD	SHANK
Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 6073 lbs. J.F.H. F-6452 3-8-43 2nd " 6090 lbs. J.F.G. F-6431 2-6-43 Stream 2328 lbs. J.F.H. F-6427 24-6-43	2041 lbs. J.F.H. F-6452 3-8-43 1992 lbs. J.F.H. F-6431 18-6-43 771 lbs. J.F.H. F-6427 8-6-43

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.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 engine and boiler space) and in bilges throughout, except in deep tanks carrying 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 tanks forward, No. 1 - 262 T. No. 2 - 460 T.	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- 9,18,23,26; JULY- 2,12,22; AUGUST- 3,4,5,6,7,9,10,11,12,13,14,16, AUGUST- 17,18,19,21; SEPTEMBER- 29; OCTOBER- 18,20,21,22,23,25,26,27,28, OCTOBER- 29,30.

Lloyd's Register  
Total No. of Visits 35  
Foundation