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3 NOV 1944

IN D.C.

WOOD SHIP.

No. 6262 Survey held at Vancouver, B.C. Date, First Survey 30th Dec., 1942 Last Survey 21st June, 1944

on the Single Screw Wooden Motor Minesweeper H.M.C.S. "LAVALLEE" Master --

Tonnage under Tonnage Deck 146.33

Ditto of Spar Deck, or Awning Deck

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 168.19

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Register Tonnage, as a Steamer, 62.70

Built at Vancouver, B.C. When built 1943/4 Launched 27th May, 1943

By whom built A.C. Benson Shipyard, Ltd. Owners Department of National Defence (Naval Service)

Port belonging to Not Registered Destined Voyage --

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

Length as per Section 39	Feet. 113	Inches. 1	Extreme Breadth Outside	Feet. 22	Inches. 4	Depth of Hold	Feet. 10	Inches. 5	No. of Decks with Flat laid	One
L. & W. 29.5.45	119	4	Extr. B. ov. Belting	23	10	Depth from limber-strakes to under side of lower deck beam	11	8	No. of Tiers of Beams	One
Length of Keel	88	0	Round of Beam		6	Depth, Moulded				

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			THICKNESS.		Dimensions of Ship per Register.	
	SIDED.	MOULDED		SIDED.	MOULDED		In Ship.	Per Rule, or as Approved.		
		Ins.	Middle.		Ends.	Ins.			Middle.	Ends.
TIMBER AND SPACE 20" (Centre)				As Approved					Length 113.1' breadth 22.3' depth 10.5'	
Floors	6	10 1/2	9							
1st Foothooks	6	10 1/2	7 1/2							
2nd Ditto	6									
3rd Ditto	6									
Top Timbers	6	7 1/2	4 1/2							
Deck Beams {No. 31 Average Space} 3'-4"	6	8	7							
Deck Beams length amidships {No. 6 Average Space} -	8	10	7							
Old Beams, length amidships	-									
Keel	10	14								
Carphs of Ditto	4'-6" long									
Keelsons	8	10								
Carphs of Ditto	None									
OUTSIDE PLANK.										
Garboard Strakes	4									
Garboard to Bilge	3 1/4									
Bilge Planks	2 3/4									
Bilge to Wales	2 3/4									
Wales	4									
Topsides	2 3/4									
Sheer Strakes	4									
Plank Sheers	-									
Covering board {Upper Deck}	2 1/2									
Way {Lower Deck}	-									
Ditto, faying surface against Timbers	4 1/2									
Upper deck	2 1/2									
INSIDE PLANK.										
Limber Strakes	5									
Bilge Planks	4									
Ceiling in flat	3 3/4									
Ditto Bilge to Clamp	3 3/4									
Hold Beam Clamps	-									
Deck Beam Ditto	4									
Lower Clamp	3									
Hold Beam Shelves	-									
Deck Beam Ditto	7" x 9" wide									

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

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

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is 7 Inches. The Space between the Top-Timbers is 7 Inches.

The Floors consist of Douglas Fir. The First Foothooks of Douglas Fir.

The Second Foothooks of Douglas Fir. The Third Foothooks and Top Timbers of Douglas Fir.

The Main Keelson is Douglas Fir and is free from all defects. The Shifts of the First and Second Foothooks are not less than 38".

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

The Transoms, Knightheads, Hawse Timbers, & Aprons of Douglas Fir. ditto.

Deadwood, of Douglas Fir and ditto.

The Stem, and Stern Post of Stem-gumwood. Stern Post, Douglas Fir.

The Deck and Hold Beams of Douglas Fir.

Breasthooks of Douglas Fir. Knees of Yellow Cedar.

The Main piece of Rudder of Steel. Windlass Electric.

(The Keel of Douglas Fir.)

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Douglas Fir.

From the above named height to the Wales Douglas Fir.

The Wales and Black-strakes Douglas Fir.

The Sprinkling and Plank sheers Douglas Fir.

The Decks Douglas Fir. State of Good.

The Shifts of the Planking are not less than 4 Feet 9 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 3 strakes minimum between, and without step-butting.

PLANKING INSIDE.—The limber-strakes and Bilge-strakes are Douglas Fir.

The Ceiling, Lower Hold, and between Decks Douglas Fir.

Shelf Pieces and Clamps Douglas Fir.

FASTENINGS.—To Hold Beams.

Through bolted to shelf and clamps with 3/4" galvanized iron bolts and edge bolted between frames.

Deck Beams

Number of Breasthooks Two. Pointers --. Crutches One.

Butt End Bolts are of 5/8" Galv. Iron in the Bottom Two-Galv. Iron. Bolts in each Butt End driven through and clenched.

Bilge and Limber Strakes 5/8" Galv. Iron bolted through and clenched. Treenails of Oak. How made Machined.

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

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

A. C. BENSON SHIPYARD LTD.

Builder's Signature A. C. Benson

Surveyor's Signature

Surveyor to Lloyd's Register of Shipping

EQUIPMENT TONNAGE 168 = Gross tonnage.										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.	Cwts.	qrs.	lbs.				
6176	1st Bower	5	1	6				7	13	1	8	4	1	0	(C.S. Byers type)	Joliette Steel Id.	28-8-43 8-9-43 W. J. Hyatt	
6201	2nd "	5	1	2	Stockless			7	16	0	0	4	0	0	(Stockless)	Joliette, Que.		
	3rd "																	
	Collective weight	10	2	8								8	1	0				
-	Stream																	
398	Kedge	2	2	9	-	1	22	5	5	0	0	2	2	0	Ord ^y C.S. Anchor	Do Do	Niagara Falls, Ontario. 30-12-42 W. J. Hyatt	
	2nd Kedge																	

CHAIN CABLES.										HAWSERS AND WARPS.							
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	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.												
2492, 2493, 2494, 2600, 3601.	each 7 1/2" 15 fms. dia	7 1/2"	530800 lbs. 816200 lbs.	3601		As	M.S. 5700 (Dominion Chain) LINK C. 60/14	Niagara Falls, Ontario	28-4-43 J.G. HYDE	TOWLINE							
Iron Stream Chain or Steel Wire	60	3	Flexible S.W. 4000			See letter 29.5.45				HAWSER	60	5 1/2"		As			
										WARP	60	3 1/2"		Approved			

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 - 16'-0 dinghy, good.

Windlass, present state is Good Capstan None 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?
Open across transom and 3" continuous scuppers full length each side.

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 - Yes. Main Hatchways.—State size None

Order for Special Survey, No. 65 Date 30-9-42

Order for Ordinary Survey, No. -- Date --

No. 748 in Builder's Yard.

DATES OF Surveys held while building, as per Section 35.

1st. When the Frame is completed. 3rd February, 1943

2nd. When the Beams are put in, &c. 17th February, 1943

3rd. When completed and before the plank be painted or payed 19th May, 1943

General Remarks. This ship has been built in conformity with the Society's Rules and Regulation and the Secretary's letters for the Class contemplated. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans and Department of National Defence of Canada (Naval Service) specifications and instructions. The workmanship and materials are good.

The keel, stem, stern post, shaft log, deadwoods and all faying surfaces have been coated with Cuprinol. See N.Y.K. letter 9.1.44 (with "DEARWOOD") re treatment with Cuprinol

The decks and W.T. bulkheads have been satisfactorily hose tested.

The oil fuel and fresh water tanks have been tested in accordance with the Rules. Drip trays have been fitted under oil fuel tanks. The ventilation in way of the oil fuel tanks is satisfactory.

The ship was constructed under cover until launched.

The requirements of Section 48 of the Rules, not being fully complied with, the term of years has been made up by the Principal Surveyor, New York, as follows:-

9 years per Table A.
- 1 year for absence of Salting.
8

Satisfactory sea trials including windlass and steering trials have been carried out.

This ship was also surveyed during construction by the Royal Canadian Naval Overseers and Shipwrights.

Present condition of Caulking of Bottom Good Deck Good and Waterways Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled No When last done --

I am of opinion this Vessel should be Classed *8 A1 "For Government Service" 6,44.

The Amount of the Entry Fee £\$ 10.00 Fees applied for, 3rd July 1944

Special £\$490.00 Received by me, [Signature]

Certificate £ : : 19

Travelling Expenses, if any, \$20.00

Committee's Minute FRI. 12 JAN 1945

Character assigned + 10 A1 (wood) For Government Service

G.I.B. Lloyd's A+CP

White Star + L.MC 6,44 Oil Eng. C.L.