

RECEIVED

Rpt. 2. 3 NOV 1944

IN D.C.

WOOD SHIP.

31 OCT 1944

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 Awaiting Deck

Ditto of Poop, or Raised Or. 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 |
| Length of Keel | 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 |
| | 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. | THICKNESS. | |
| | | Ins. | Ins. | | Ins. | Ins. | | | Ins. | In Ship. |
| Timber and Space 20" (Centre) | | | | As Approved | | | Garboard Strakes | 4 | Approved | Length 113.1' breadth 22.3' depth 10.5' |
| Floors | 6 | 10 1/2 | 9 | | | | Garboard to Bilge | 3 1/2 | " | INSIDE PLANK. |
| First Foothooks | 6 | | | | | | Bilge Planks | 2 3/4 | " | |
| Second Ditto | 6 | 10 1/2 | 7 1/2 | | | | Bilge to Wales | 2 3/4 | " | Per Rule, or as Approved. |
| Third Ditto | 6 | | | | | | Wales | 4 | " | Ins. |
| Top Timbers | 6 | 7 1/2 | 4 1/2 | | | | Topsides | 2 3/4 | " | Ins. |
| Deck Beams {N 31 Average Space} 3'-4" | 6 | 8 | 7 | | | | Sheer Strakes | 4 | " | As |
| Deck Beams length amidships | 21' | | | | | | Plank Sheers | - | " | Approved |
| Deck Beams {No. 6 Average Space} - | 8 | 10 | 7 | | | | Water Upper Deck | 2 1/2 | " | 3 1/4 |
| Old Beams, length amidships | - | | | | | | Water Lower Deck | - | " | 3 1/4 |
| Keel | 10 | 14 | | | | | Upper Deck | 2 1/2 | " | 4 |
| Scarpings of Ditto | 4-6" long | | | | | | Lower Deck | 4 1/2 | " | 3 |
| Keelsons | 8 | 10 | | | | | Ditto, faying surface against Timbers | 4 1/2 | " | - |
| Scarpings of Ditto | None | | | | | | Upper deck | 2 1/2 | " | 7" x 9" wide |

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

| | Galv. Iron in Ship. | | | Copper or YM in Ship. | | | Size required per Rule. | | Galv. Iron in Ship. | | | Copper or YM in Ship. | | |
|---|---------------------|------|-------|-----------------------|------|------|-------------------------|--------------------------------|---------------------|------|------|-----------------------|------|------|
| | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | | | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. |
| Heel-Knee, and Deadwood abaft | 3/4 | 7/8 | As | | | | As | Hold Beam | | | | | | |
| Scarpings of Keel, No. 1 | 3/4 | As | Appd. | | | | Appd. | Bolts in | | | | | | |
| Keelson Bolts through Keel at each Floor | 1 | | " | | | | " | Waterway | | | | | | |
| Bolts through Heels of Timbers against Deadwood | 3/4 | | " | | | | " | Knees | | | | | | |
| Frame Bolts Oak Treenails | 1 1/2 | | " | | | | " | Shelf or Clamp | | | | | | |
| | | | | | | | | Deck Beam | | | | | | |
| | | | | | | | | Bolts in | | | | | | |
| | | | | | | | | Nails or Bolts in Flat of Deck | | | | | | |
| | | | | | | | | Treenails. Oak | | | | | | |
| | | | | | | | | Inches | | | | | | |

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. The rest of the Shifts of the Frame are 36". Deadwood, of Douglas Fir and ditto. The Frame is Douglas Fir squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is Douglas Fir. The Stem, and Stern Post of Stem-gumwood Stern Post ditto. The double Frames are treenailed bolted together to the Gunwale. (The Keel of Douglas Fir.) N.B.—If not, state how bolted. The Deck and Hold Beams of Douglas Fir. The Butts of the Timbers are fitted close together; their thickness not less than full mould of the entire moulding at that place. Breasthooks of Douglas Fir. Knees of Yellow Cedar. The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder of Steel. Windlass Electric.

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 Topsides and Sheer-strakes Douglas Fir. The Spritting and Plank sheers Covering Board. The Waterways { Upper Deck } Douglas Fir { Lower Deck }. 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.

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: [Signature]
 Surveyor to Lloyd's Register of Shipping.

