

17 MAY 1944

IN D.O.

STEEL STEAMER or MOTORSHIP

Received at London Office.

14 MAY 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 29th February 1944

Port of Vancouver, B.C.

No. 6125

Survey held at Prince Rupert, B.C.

Date First Survey 31st May, 1943

Last Survey 27th February, 1944

1944

On the (State if Machinery fitted with and if Single, Twin or Triple Screw) Steel Single Screw Steamer "FORT PERROT"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

C.S.S. with T.O. closed

State Type of Erections.

TONNAGE under 6712.95
Tonnage Deck....

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

Total

Gross Tonnage 7170.64

Register Tonnage 4237.06

REGISTERED DIMENSIONS.
FEET.

Length 424.6'

Breadth 57.2'

Depth 34.9'

CLASS 100 A1 with freeboard corresponding to a Summer Mld. Dft.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 416.00

Breadth (greatest moulded) B 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) D 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 Prince Rupert, B.C.

Launched 28th Oct. 1943 Yard No. 50

Builders Prince Rupert Dry Dock & Shipyard.

Owners Minister of Munitions & Supply of Canada.

Managers Headlam & Son

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

Residence

Port of Registry

If surveyed while building, afloat, or in dry dock

Building and afloat, & in dry dock.

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]	12 x 4 x 47	✓	" " top Angles	3 1/2 x 3 1/2 .44	✓
" " Extends up to.....	2nd Deck	✓	" " bottom Angles	4 4 1/2	✓
Intern. Forward Reversed Frame Amidships, Angle.....	6 4 1/2	✓	Side Girders, No. each side and thickness.....	One	✓
for Ice Stiffening " " Extends up to.....	Toe to Shell	✓	B.As. Top & Bottom Margin Plate depth (excl. of flange) and thickness	6 3 1/2 .44	✓
Depth of Framing Girder.....	12	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	40 1/2 x .56	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6 3 1/2 1/2	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	Welded	✓
No. 1 Hold with side stringers and web str. as appd.	10 3 1/2 x 42 1/2	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	10 1/2 x 3/8 (Fl. 2")	✓
" " Third No. 2 Hold	12 x 4 x .59	✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	Continuous	✓
" " from 1/2 len. for'd. to 15% len. from Stem	- - -		" " Tank Side Brackets, height above base line at toe of Frame and thickness	17 x 3/8 (Fl. 2")	✓
" " in Peaks, Angle, [or]	8 3 1/2 .34	✓		10 1/2 x .44	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 At 6 1/2 Dias.	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	No	✓	Breadth and thickness of Middle Line Strake.....	88 x 1/2	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	Thickness of remainder in Holds44	✓
Are the scantlings and arrangements in way of the Bottom Forward 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 Room?	Yes	✓
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	8 3 1/2 .46	✓
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]	- - -	
Middle Line Keelson, on Floors, Angles, [or]			Spacing	Ev. Fr.	✓
" " Through Plate or Intercoastal Plate.....			Second Deck, amidships, Angle, [or]	9 x 3 1/2 x .44	✓
" " Foundation Plate on Floors			Spacing	Ev. Fr.	✓
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate.....			Fourth Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or]		
Solid Floors, thickness and spacing	3/4 Ev. Fr.	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	Yes	✓	Bridge Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line	- - -		Spacing		
" " breadth and thickness at margin plate	- - -		Forecastle Deck, Angle, [or]		
			Spacing		

PILLARS, No. of Rows.....		INCHES IN SHEET.	Any Departure from Approved Plans to be Noted.	PILLARS, No. of Rows.....		INCHES IN SHEET.	Any Departure from Approved Plans to be Noted.
"	in 'tween Decks, Size and Spacing...	6 x 6 x 8	on alt. frs.	"	in 'tween Decks, Size and Spacing...	6 x 6 x 8	on alt. frs.
"	" " " " " "	"	"	"	" " " " " "	"	"
"	in Holds	"	"	"	in Holds	"	"
"	" " " " " "	"	"	"	" " " " " "	"	"
Centre Line Bulkhead, in Holds	Stiffeners and Spacing.....	Ch 12 x 3 x 60	on alt. frs.	Centre Line Bulkhead, in Holds	Stiffeners and Spacing.....	Ch 12 x 3 x 60	on alt. frs.
Plating, thickness of.....		3/4		Plating, thickness of.....		3/4	
STRINGERS AND DECKS.				STRINGERS AND DECKS.			
Uppermost Continuous Deck.				Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in 'tween		61 x 4		Stringer Plate, breadth and thickness in 'tween		61 x 4	
" " " " " " in way of Bridge		"		" " " " " " in way of Bridge		"	
" Angle in 'tween		6 x 6	.69	" Angle in 'tween		6 x 6	.69
Thickness of Plating abreast Deck openings} in way of Wells		8		Thickness of Plating abreast Deck openings} in way of Wells		8	
Thickness of Plating abreast Deck openings} in way of Bridge		"		Thickness of Plating abreast Deck openings} in way of Bridge		"	
Thickness of Plating within line of openings..		56		Thickness of Plating within line of openings..		56	
If Sheathed, material and thickness		"		If Sheathed, material and thickness		"	
Second Deck.				Second Deck.			
Stringer Plate, breadth and thickness in 'tween		58 x 44		Stringer Plate, breadth and thickness in 'tween		58 x 44	
Stringer Plate, breadth and thickness.....		"		Stringer Plate, breadth and thickness.....		"	
Plating, Sheathing, material and thickness.....		"		Plating, Sheathing, material and thickness.....		"	
Third Deck.				Third Deck.			
Stringer Plate, breadth and thickness.....		"		Stringer Plate, breadth and thickness.....		"	
If Plated, state thickness.....		"		If Plated, state thickness.....		"	
Fourth Deck.				Fourth Deck.			
Stringer Plate, breadth and thickness.....		"		Stringer Plate, breadth and thickness.....		"	
If plated, state thickness.....		"		If plated, state thickness.....		"	
Poop Deck.				Poop Deck.			
Stringer Plate, breadth and thickness.....		"		Stringer Plate, breadth and thickness.....		"	
Plating, Sheathing, material and thickness.....		"		Plating, Sheathing, material and thickness.....		"	
Bridge Deck.				Bridge Deck.			
Stringer Plate, breadth and thickness.....		"		Stringer Plate, breadth and thickness.....		"	
Plating, Sheathing, material and thickness.....		"		Plating, Sheathing, material and thickness.....		"	
Forecastle Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness.....		"		Stringer Plate, breadth and thickness.....		"	
Plating, Sheathing, material and thickness.....		"		Plating, Sheathing, material and thickness.....		"	

SCANTLINGS.								RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <u>No</u>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing.		Diam.	Spacing.		
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	<u>52</u>	<u>.75</u> ✓	<u>.69</u>	<u>.69</u> ✓		<u>Double</u>	<u>3/8</u>	<u>3.3</u>	<u>Butts Welded</u> ✓				
" DBLG. (if any)	-	-	-	-									
BOTTOM PLATING, No. of Strakes <u>Four</u>	-	<u>.63</u>	<u>.56</u>	<u>.50</u>									
BILGE PLATING, No. of Strakes <u>One</u>	-	<u>.63</u> ✓	<u>.56</u> ✓	<u>.50</u>		<u>Double</u> ✓	<u>3/8</u>	<u>3.3</u>	<u>Butts Welded</u> ✓				
SIDE PLATING, No. of Strakes <u>Three</u>	-	<u>.63</u>	<u>.56</u>	<u>.44</u>									
UPPER DECK Sheer-strake in Wells.....	<u>84</u>	<u>.69</u>	<u>.50</u>	<u>.44</u> ✓									
UPPER DECK Sheer-strake in Bridge.....	-												
STRAKE BELOW SHEER-strake in Wells.....	<u>78</u>	<u>.63</u>	<u>.44</u>	<u>.44</u> ✓		<u>Double</u>	<u>3/8</u>	<u>3.3</u>	<u>Butts Welded</u> ✓				
STRAKE BELOW SHEER-strake in Bridge.....	/	/	/	/		/	/	/	/	/	/	/	
POOP SIDE PLATING	/	/	/	/		/	/	/	/	/	/	/	
BRIDGE SIDE PLATING.....	/	/	/	/		/	/	/	/	/	/	/	
FORE'C'TLE SIDE PLATING	/	/	/	/		/	/	/	/	/	/	/	

WATERTIGHT BULKHEADS.

In tween dks. - 7 Divisional W.T. Bkds. on (Frs. Nos. 5, 11, 12, 40, 58, 66, 86, 106 & 135)

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) One (Collision) on Fr. 162

" Deck next below Seven, on (Frs. Nos. 12, 40, 58, 66, 86, 106 & 135.)

As per Rule Seven

				STIFFENERS.				
				Plating Thickness.	VERTICAL.		HORIZONTAL.	
					Ins.	Scantlings.	Spacing.	Scantlings.
MIDSHIP BULKH'D,	Upper tween decks	$\frac{1}{2}$	6x3 $\frac{1}{2}$ x $\frac{3}{8}$	30	-	-		
"	" Second "	-	-	-	-	-		
"	" Third "	-	-	-	-	-		
"	" Holds	$\frac{3}{8}$ to $\frac{1}{2}$	Ch. 12x6x $\frac{3}{8}$ BA	30	-	-		
COLLISION	" (in Hold) Fr. 162	50-31	12x6x $\frac{3}{8}$ BA	31	24	3 Stgers. 61-61		
AFTER PEAK	" " Fr. 12	50-31	12x6x $\frac{3}{8}$ BA	32	24	2 Stgers. 61-61		

		Castings or Forging.	Scantlings.	Maker's Name.	Any Depart from Approved Plans to be Noted.
			Ins.		
KEEL Bar			Flat plate		
(Upper Section M.S. Fashion Plate)					
STEM	(Lower-holed Bar M.S. 10x2 1/2)			Van.	
			C.S. As	Eng. Wks.	
STERN	{ Propeller Post		C.S. Appd.		
FRAME	{ Rudder				
Speed of Vessel		Not exceeding 12 knots			
RUDDER—Type		(Goldschmidt-Patent-Streamline)			
		(Made by Vanc. Eng. Wks.			
"	A X D	9 1/2			
"	Diam. of head	16" Dia. x 1" thk.			
"	Mainpiece at top pintle	16" Dia. x 1" thk.			
"	heel	Built and Welded			
"	how constructed	Double			
"	double or single plate coupling, vertical or horizontal	Horizontal			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **Open Hearth**
Algoma Steel Corp., American Rolling Mill Co., Canadian Tube and Steel Prod. Co. Ltd.,
Bethlehem Steel Export Corp., Central Iron & Steel Co. Ltd., Dominion Steel & Coal Corp.,
Manitoba Rolling Mills Co. Ltd., Phoenix Iron Co., Steel Co. of Canada Ltd.,
and United States Steel Export Co. Ltd.
 Has the Steel been tested as required by the Rules? **Yes (Partly by American Bureau of Shipping)**

EQUIPMENT No. 39800				LETTER A				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.
		Wts. grs. lbs.	Tons. cwt. grs. lbs.						
F6469	1st Bower.....	8412 lbs.	✓			8400 lbs.	CAST	VULCAN	WINNIPEG, MAN.
F6468	2nd "	8424 lbs.	✓			8400 lbs.	STEEL	IRON	MAY/AUG. 1943 - J. F. HIND
	3rd "						BALDT	WORKS	
	Collective Weight.	16816 lbs.				16800 lbs.	TYPE	LTD	
F6473	Stream	3260 lbs.	✓			23 3/4 tons.	STEEL C35		WINNIPEG, MAN. MARCH/AUG. 1943 - J. F. HIND

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 Superintended.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.		Length and Size per Table 85.	
	Length.	Diam.	Statury.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Fathoms.	Tons.	Fathoms.	Tons.	Fathoms.	Tons.
7273	210	2 1/8	✓	✓	49	9.10 lb.	29	2 1/8	H.T. STEEL	ELECTRO-WELD METAL PRODUCTS	VANCOUVER, B.C.	✓	120	4 3/4	15.3	120	4 3/4	
9145	60	2 1/8	✓	✓	14	5.90 lb.	16	2 1/8	STEEL LINK	LIMITED	VANCOUVER, B.C.	✓	229	2 1/4	15.5	229	2 1/4	
1802	16 off	2 1/8	✓	✓	9	4 lb.	5	2 1/8	C.S. NATIONAL	SHARON, PA.	13.8-14.3	✓	229	2 1/4	15.5	229	2 1/4	
18826	5 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8	✓	✓	160	lb.	5	2 1/8	STEEL LINKS	CASTINGS CO.	SHARON, PA. 3-9-14.3	✓	229	2 1/4	13.3	229	2 1/4	
18826	16 off	2 1/8																

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) ----- 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.

PRINCE RUPERT DRY DOCK &
Ballew
Manager

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 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 the approved plans. 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) in 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 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 of the materials of each head and shank were substituted (28 tons per square 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.

This 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.

amount of Entry Fee \$ **50.00** : Fees applied for.
 Special Survey Fee..... \$ **1645.00** : **25th Feb.** 19**44** *RF*
 B.D. FFE 100 -
 Travelling Expense, if any \$ **200.00** : Received by me, **We are**
 ✓ 19..... **Freeboard.** In opinion the Vessel should be Classed. ***100 A1 with**

whether the Vessel has been built under Special Survey **Yes**
 Certificate to be sent to New York. Date of issue 16/6/44
 Committee's Minute THURS 25 MAY 1944
 Character assigned +100 AM
 Signature W. E. Paulson & self
 Surveyor to Lloyd's Register of Shipping.
W. E. Paulson

Flashed for oil fuel 3.44 FP above 150°F

FD CL
Lloyd's Register
Foundation

0042 $\frac{2}{2}$

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded a List of the Plans should be embodied.)

This is the second of the "Victory" type ships to be built by Prince Rupert Dry Dock & Shipyard to the order of the Minister of Munitions and Supply of Canada, and is a sistership to their Hull No.49 -- "WINNIPEGOSIS PARK" (Vancouver Report No.6047)

Blue print of Midship Section plan (finished) forwarded herewith.

Interim Certificate issued - copy attached.

Immersed main Ship's side openings Certificate issued - copy attached.

Blue print of Builders' drawing showing side stringers in No.1 Hold.

A copy of each of the following Certificates attached hereto:-

Cert. No.F-7866 for cast steel stern frame.

Cert. No.F-10006 for rudder.

Cert. No.F-9835 for steam steering engine, quadrant and tiller.

Cert. No.F-9977 for windlass.

Cert. Nos. F-8239,F-8444,F-8720,F-8695,F-8240,F-8446,F-8674,F-8693,F-8238,F-8381 & F-8774 for winches.

Cert. Nos. F-6469, F-6468 & F-6473 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:- ~~forward~~ deep tanks' top, O.T. hold bhd., (trans. and cr. line), fore peak bhd., (part) and tunnel. Plate butts of:- Upper and dks., side and bottom shell; inner bottom tank top (part) and margin; cr. girder and hatch side. Stiffeners of:- O.T. Hold bhd., (trans. and cr. line), tunnel and thrust recess. All connection double bottom tanks' margin plates and gusset plates; 2nd deck and forward deep tanks' top, double bottom tanks' margin plates to shell, and upper dk. stringer plates to shell at forward and after ends. Hold bhd., and tunnel sides to double bottom 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. 6086 lbs. J.F.H. F6469 8-7-43	2016 lbs. J.F.H. F6469 9-8-43
	2nd " 6064 lbs. J.F.H. F6468 13-7-43	2030 lbs. J.F.H. F6468 3-8-43
	Stream 2358 lbs. J.F.H. F6473 12-8-43	762 lbs. J.F.H. F6473 3-8-43

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — — ft., R.Q.D. — — ft., Bridge — — ft., Forecastle — —

(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.Q. Extreme Breadth over Belting. No Belting Over-all Length. 441.5' (Circ. 1611) (Circ. 1703)

No. and Material of Decks (Two) steel

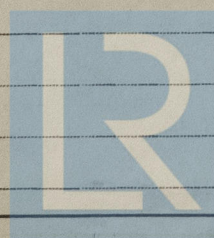
Parts of Bottom of Vessel coated with cement or approved composition. Cement wash only in No.4 D.B. tank (under engines and boilers) and in bilges throughout except in deep tanks for oil fuel which remain uncoated. Cement in peaks.

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
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, Nos. 5 and 6	135.	306.0	Fore peak tank,	22.	1
Double bottom, under Engines and Boilers, No.4	42.5	185.0	After peak tank,	24.	1
Double bottom, if under Engines only, C/dam	2.5	-----	Deep tank aft, of M/C Space	20.	7
Double bottom, if under Boilers only, C/dam	2.5	-----	Deep tank, forward,		
Double bottom, forward, Nos. 1,2 & 3	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.)		

Continuous Survey
Order for Special Survey No. 81
Date 21-6-43
From: 31st May, 1943
To: 27th February, 1944



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Total No. of Visits