

Rpt. 1.

DISCLOSED

SECTION

No. 800

STEEL STEAMER MOTORSHIP

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 - No

Received at London Office.

DISCLOSED

SECTION

No. 800

Date of completion of report 19th September, 1944. Port of Vancouver, B. C. No. 6327

Survey held at Vancouver, B. C. Date First Survey 12th April, 1944. Last Survey 6th September, 1944.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Steamer "MOUNT ROBSON PARK"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) C.S.S. with T.O. closed

State Type of Erections - -

TONNAGE under 6709.66
Tonnage Deck....Do. of space or spaces
between Tonnage Dk.
and Upper Dk.

Total - -

Gross Tonnage 7161.98

Register Tonnage 4236.71

CLASS 100 A1 with Freeboard corresponding to a Summer dft. (Mid. 7' 2 1/2" - 10' 0")

State if with freeboard Yes

FEET.

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

" 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) 25.08Proportions—Depth to Length — Uppermost con-
tinuous deck to top of keel 11.14
Dp. Long Bridge to top
of keel

Draught Moulded 26.86

Built at Vancouver, B. C.

Launched 10th July, 1944 Yard No. 144

Builders West Coast Shipbuilders, Ltd.

Owners Minister of Munitions & Supply
of Canada.Managers Park Steamship Co. Ltd.
(Where necessary to be entered in Reg. Book.)

Residence

Port of Registry

If surveyed while building, afloat, or in dry dock

While building and afloat.

REGISTERED DIMENSIONS.
FEET.

Length 424.6

Breadth 57.2

Depth 34.9

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 3/8 length amidships to Collision bulkhead.....	27	✓	" " Reversed Frame	-	
" " in peaks	24	✓	" " Vertical Struts	-	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43 x 9/16	✓
Frame Amidships, Angle [or]	12x4x4 .47	✓	" " top Angles	3 1/2 x 7/16	✓
" " Extends up to.....	2nd Deck.	✓	" " bottom Angles	4 x 4 x 1/2	✓
Intermediate frs. for'd. for ice	6 x 4 x 1/2	✓	Side Girders, No. each side and thickness.....	One	
Reversed Frame Amidships, Angle.....	toe welded to shell	✓	B.A.'s top and btm.	6 x 3 1/2 x 44	✓
" " Extends up to.....	-		Margin Plate depth (excl. of flange) and thickness	40 1/2 x 9/16	✓
Depth of Framing Girder.....	12	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded	✓
Frames in Uppermost Continuous 'tween Decks, Angle [or]	6 x 3 1/2 x .50	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	10 1/2 x 3 (Fl. 2")	✓
" " No. 1 Hold with side steps and web frs. as approved	10 x 3 1/2 x .45	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	✓
" " Third No. 2 Hold	12 x 4 x .59	✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17 x 3 (Fl. 2")	✓
" " from 1/2 len. for'd. to 15% len. from Stem	-		FR. 144 to F.P. Bnd.	Continuous	✓
" " in Peaks, Angle [or]	8 x 3 1/2 x .34	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x 7/16	✓
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.....	84 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 Holds	7/16	✓
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 Bunkers and Boiler Room?	Yes	✓
INGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Holds, Angle [or]	8 x 3 1/2 x .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	30"	✓
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [or]	9 x 3 1/2 x .44	✓
" " Foundation Plate on Floors			Spacing	12 x 4 x .47	✓
" " 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	3/8 @ 30"	✓	Spacing		
" " Are Frame and Reversed Frame joggled? No	Cut at Seams	✓	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 AND DECKS.					
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	One		Stringer Plate, breadth and thickness in way of Bridge	-	
" "in 'tween Decks, Size and Spacing.....	6 x 6 x $\frac{3}{8}$		Thickness of Plating abreast Deck openings in way of Wells	11/32	
" " " " " "	on alt.frs.		Thickness of Plating abreast Deck openings in way of Bridge	-	
" "in Holds " "	Cr.Line Bulkhead		Thickness of Plating within line of openings..	11/32	
" " " " " "	-		If Sheathed, material and thickness.....	-	
Centre Line Bulkhead. in Holds			Third Deck.		
Stiffeners and Spacing.....	12x3 $\frac{1}{2}$ x60 on alt.frs.		Stringer Plate, breadth and thickness.....		
Plating, thickness of.....	5/16"		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	61 x 11/16		If plated, state thickness.....		
" " " " " "in way of Bridge	-		Poop Deck.		
" Angle in Wells	6 x 6 x $\frac{3}{8}$		Stringer Plate, breadth and thickness.....		
Thickness of Plating abreast Deck openings} in way of Wells	$\frac{3}{8}$		Plating, Sheathing, material and thickness.....		
Thickness of Plating abreast Deck openings} in way of Bridge	-		Bridge Deck.		
Thickness of Plating within line of openings..	9/16"		Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness	-		Plating, Sheathing, material and thickness.....		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells	59 $\frac{1}{2}$ "x7/16		Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness.....		

[illegible]

FORGINGS and CASTINGS.

Total No. of **W.T. BULKHEADS** in Vessel—
In two dks. **Five** Div. Bkds. **Frs. 135, 106, 86, 66 & 40**
 Extending to Upper Deck (Sec. 3 c) **One - Fr. 162 (Coll. Bhd.)**
 " Deck next below **Seven - Frs. 135, 106, 86, 66, 58,**
40 & 12.
 As per Rule **Seven**

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar		Flat Plate		
STEM	Upper Lower	M.S. fashion plate 10" x 2 1/2"		
STERN FRAME	{ Propeller Post { Rudder	C.S.-As appd.- Works.	Vanc. Eng.	
Speed of Vessel.		Not exceeding 12 knots.		
RUDDER—Type		"Goldschmidt" type constructed by Vancouver Eng. Works		
"	A x D			
"	Diam. of head	9 1/2" Dia.		
"	Mainpiece at top pintle	16" Dia. x 1" tube		
"	" " heel	16" Dia. x 1" tube		
"	how constructed.	Built & Welded		
"	double or single plate coupling, vertical or horizontal	Double Horizontal		

				STIFFENERS.					
				Plating Thickness.		VERTICAL.		HORIZONTAL.	
						Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks				Ins. $\frac{1}{2}$	Ins. $6\frac{3}{4}$	x. 38	30"		
"	"	Second	"	-	-	-			
"	"	Third	"	-	-	-			
"	"	Holds		7/16 - $\frac{1}{2}$	12	3 x 35	30"		
COLLISION " (in Hold)				Fr. 162	11/32	7 x 38 BA	24"	3 Strs. 6'	
AFTER PEAK "				Fr. 12	5/16"	7 x 32 BA	24"	" 6'	

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth
U.S. Steel Co., Bethlehem Steel Corp., Central Iron & Steel, Phoenix Iron Co., Steel Co. of
Canada, Algoma Steel Products, Dominion Steel Corp., Manitoba Rolling Mills, Dominion
Foundries & Steel.
 Has the Steel been tested as required by the Rules? Yes (Partly by American Bureau of Shipping).

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.
F2722	1st Bower.....	Cwts. lbs. 8400 lbs.	Cwts. qrs. lbs. ✓	Tons. cwts. qrs. lbs. ✓	Cwts. 75	C.S. '8/10'	RIVERSIDE	CALGARY.
F2721	2nd "	8386	✓	✓	75	TYPE STOCKLESS.	IRON WORKS	7-6-24. P.D. MACARTHUR.
	3rd		✓	✓				CALGARY
	Collective Weight.	16786 lbs	✓	✓	150			7-6-24 P.D. MacNATHUG.
F9508	Stream	3212 lbs.	✓	✓	23-3/4	- DITTO -	VULCAN IRON WORKS.	WINNIPEG: 15-7-24. J.F. HIND.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size per Certificate.		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 63.	
	Length.	Diam.	Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
F 11055.	270	2 1/2	Perms. A 249930 lbs B. 3d 1510 lbs.	Perms. 5150 lbs.	65470 lbs.	-	270	2 1/2	H.T. STEEL STOO LINK.	ELECTRO-MELO METAL PRODUCTS	VANCOUVER, B.C. 18-5-11. L.B. HAMPTON	TOWLINE	120	4 3/4	65.3	120	4 3/4
2122.	-	2 1/2	-	-	306 lbs.	-	5	5	C.S. NACO LINKS.	NATIONAL MILLARIE CASTINGS CO.	SHARON, PA. A.T. GRIMES.		HAWKERS & WARPS	180	2 3/4	15.5	2@36
														180	2 1/2	13.28	2@36
Iron Stream Shanks (Steel Wire)	90	5"	53.22 TONS.				90	5"	GSWR.	-	-						

Steering Gear, Type (Power or hand) Steam with telemotor control Alternative Means of Steering Blocks and tackle to aft warping winch.

Steering Chains (Size and Test) Windlass Steam 11" x 13" Boats 4 @ 26' x 9' x 3.82'
2 with motor.

Ceiling in Holds, thickness and material 2 1/2" B.C. Fir Cargo Battens, thickness, material and spacing 1 3/4" 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 & 5 - each 5. No. 3 - 3.

Builder's Signature.

General Managers

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 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 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), the deep tanks (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 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 my satisfaction.

The amount of Entry Fee \$ 50.00

Special Survey Fee.....\$1645.00

Travelling Expense, if any \$ 50.00

Owner's Rep. \$1000.00

State whether the Vessel has been built under Special Survey.....**Yes**

545 58 New York.

Committee's Minutes

3. *Character assigned*

FBI 8 DEC 1944

+ 1000, will 2.3.8.1.80

2 Med to RL Incl 9.44 3P above 150° F.
+ LMC 9.44 2 WTB 250 lb (Spl 230 lb)
subject 20 Ch

Signature J. H. Kern
Surveyor to Lloyd's Register of Shipping.

 $0154^{2\frac{1}{2}}$

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

This is the fifteenth "Victory" type vessel to be built by the West Coast Shipbuilders, Ltd., to the order of the Minister of Munitions & Supply of Canada, and is a sistership to the S.S. "FORT ASTOR" (Vancouver Report No. 5949).

The approved plans have been retained for sisterships building and to be built.

Blue print plan of the Midship Section is forwarded herewith.

Interim Certificate issued - Copy attached.

Immersed ship's side openings, certificate issued - Copy attached.

A copy of each of the following Certificates attached.

No. F-11786 for cast steel stern frame.

No. F-12442 for rudder.

No. F-12035 for steam steering engine, quadrant and tiller.

No. F-11771 for windlass.

Nos. F-11920, F-11908, F-11921, F-11928, F-11457, F-11456, F-11453, F-11452, F-11454, F-11455, F-11919 for winches.

Nos. F-2722, F-2721 and F-9508 for anchors.

There are five divisional W.T. Bulkheads in the tween decks, no openings. All hose tested and found satisfactory.

This ship was launched as the "FORT MIAMI" and is now renamed the "MOUNT ROBSON PARK"

PARTICULARS OF ELECTRIC WELDING (if employed) Plate butts of shell, upper deck, 2nd deck, tank top and hatch coamings, upper deck stringer plate to sheerstrake at ends. Seams and butts of shell in way of aft peak and fore peak, 2nd deck stringer plates to shell. All transverse bulkheads, margin plates to tank top, shell, floors and frame brackets. W.T. floors in D. Bottom. Gusset plates to tank top and frame brackets. Electrodes: Complying with Sect. 4 paras. 1 to 9 of the Rules have been employed for manual welding and the Rules for electric welding have been complied with. The "Unionmelt" process has been employed in the construction of transverse bulkheads.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Cruiser stern, Direction finding apparatus, Echo sounder, wireless, 'Gyro' compass.

The double bottom and deep tanks are fitted for the carriage of oil fuel (F.P. above 150°F.)

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	HEAD				SHANK			
	1st Bower	2nd "	Stream	3rd "				
	5860 lbs. P.D.M. F-2722	5860 lbs. P.D.M. F-2721	2304 lbs. J.F.H. F-9508		7-6-44	2232 lbs. P.D.M. F-2722	2217 lbs. P.D.M. F-2721	768 lbs. J.F.H. F-9508
						26-5-44	26-5-44	15-7-44

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. 175,589 Signal Letters V.D.J.B. Extreme Breadth over Belting No belting Over-all Length 439.5

No. and Material of Decks Two - steel.

Parts of Bottom of Vessel coated with cement or approved composition. The double bottom tank (No. 4) below engines and boilers has 1 1/2" cement on bottom shell and steelwork cement washed. Steelwork in bilges cement wash throughout.

Particulars of composition (if fitted) and of approval Bitumastic solution on tank top in shaft tunnel.

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 & 6	135.0	305	Fore peak tank,	22	148
Double bottom, under Engines and Boilers, No. 4	42.5	186	After peak tank,	24	160
Double bottom, if under Engines only, Cofferdam	2.5	-	Deep tank, aft, Amidships	20	765
Double bottom, if under Boilers only, "	2.5	-	Deep tank, forward,		
Double bottom, forward, Nos. 1, 2 & 3	185.75	635	Other tanks, if fitted,		
Total length (if continuous) and Capacity.	368.25	1126			

Order for Special Survey No. 83 Date 5-8-43

Dates of Surveys held while building

1944 April 13, 15, 21 & 27 May 16, 22, 26 & 31 June 2, 3, 5, 6, 7, 8, 9, 12, 13, 15, 19, 20, 21, 22, 26, 27, 29 & 30 July 3, 4, 6, 11, 13, 17, 18, 20, 21, 24, 25, 26, 27, 28 & 31 August 3, 4, 5, 7, 8, 9, 10, 16, 21, 25, 28, 30 & 31 September 2, 5, 6

Total No. of Visits 57