

Rpt. 1.

RECEIVED

20 APR 1945

IN D.O.

STEEL STEAMER or 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 - Now

Date of completion of report 20th February, 1945 Port of Vancouver, B. C. No. 6450

Survey held at Vancouver & North Vancouver, B. C. Date First Survey 8th Sept., 1944 Last Survey 31st January, 19 45

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Steamer "FAIRMOUNT 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 Tonnage Deck... 6705.91

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

Total - -

Gross Tonnage 7145.02

Register Tonnage 4209.66

CLASS 100 A1 with Freeboard corresponding to a Summer Mld. Dft. of 26'-10" State if with freeboard as condition of Class Yes

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 Vancouver & North Vancouver, B.C. South

Launched 5th Dec., 1944 Yard No. 227

Builders Burrard Dry Dock Co. Ltd.

Owners Minister of Munitions & Supply of Canada.

Managers Park Steamship Co. Ltd. (Where necessary to be entered in Reg. Book.)

Residence Montreal, P. Q.

Port of Registry Montreal, P.Q.

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.
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 1/2 x .56	✓
Frame Amidships, Angle, [or]	12x4x.47	✓	" " top Angles	3 1/2 x 3 1/2 x .44	✓
" " Extends up to	2nd Deck	✓	" " bottom Angles	4 x 4 x 1/2	✓
Reversed Frame Amidships, Angle	- - -		Side Girders (No. each side and thickness) One		
" " Extends up to	- - -		(B.A.'s top and btm.	6x3 1/2 x .44	✓
Depth of Framing Girder	12	✓	Margin Plate depth (excl. of flange) and thickness	40 1/2 x .56	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6x3 1/2 x .50	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded	✓
" " No. 1 Hold	15x4x.625	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	10 1/2 x .38 (Fl. 2")	✓
" " Second 'tween Decks, Angle, [or]	12x4x.59	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	✓
" " Third Nos. 2, 4 & 5 Holds	-		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17 x .38 (Fl. 2")	✓
" " from 1/2 len. for'd. to 15% len. from Stem	-		Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x .44	✓
" " in Peaks, Angle or [8x3 1/2 x .34	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 at 6 1/2 Dias.	✓	Breadth and thickness of Middle Line Strake	88 x .50	✓
State if Frame Joggled	No	✓	Thickness of remainder in Holds	.44	✓
Are the scantlings and arrangements in the Panting Area 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	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Way, Angle, [or]	8x3 1/2 x .46	✓
Floors, Depth and thickness at mid-line in Holds	-		" " in way of Bridge, Angle, [or]	-	
Height of Brackets at side above base line at toe of frame	-		Spacing	Ev. Fr.	✓
Middle Line Keelson, on Floors, Angles, [or]	-		Second Deck, amidships, Angle, [or]	9x3 1/2 x .38	✓
" " Through Plate or Intercoastal Plate	-		Spacing	12x4x.47	✓
" " Foundation Plate on Floors	-		Third Deck, amidships, Angle, [or]	-	
" " Flat Plate Keel Angles	-		Spacing	-	
Side Keelsons, No. each side	-		Fourth Deck, amidships, Angle, [or]	-	
" " thickness of Intercoastal Plate	-		Spacing	-	
" " Angles	-		Poop Deck, Angle, [or]	-	
DOUBLE BOTTOM.			Spacing	-	
Solid Floors, thickness and spacing	3/8 @ 30"	✓	Bridge Deck, Angle, [or]	-	
" " Are Frame and Reversed Frame joggled?	No	✓	Spacing	-	
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, [or]	-	
" " breadth and thickness at margin plate	-		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. <u>in Tween Decks only</u>	<u>One</u>	✓	Stringer Plate, breadth and thickness in way of Bridge	-	
" " " " " "	<u>6 x 6 x .63</u>	✓	Thickness of Plating abreast Deck openings <u>in way of Well</u>34	✓
" " " " " "	<u>on alt. frs.</u>	✓	Thickness of Plating abreast Deck openings in way of Bridge	-	
" " " " " "	<u>Cr. Line Bulkhead</u>	✓	Thickness of Plating within line of openings..	.34	✓
" " " " " "	-		If Sheathed, material and thickness.....	-	
Centre Line Bulkhead , in Holds. ✓	-		Third Deck.		
Stiffeners and Spacing..... <u>Ch. 12x3x.60</u>	<u>on alt. frs.</u>	✓	Stringer Plate, breadth and thickness.....		
Plating, thickness of.....	.31		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness <u>in Well</u>	<u>60 x .75</u>	✓	If plated, state thickness.....		
" " " " " " " in way of Bridge	-		Poop Deck.		
" Angle <u>in Wells</u>	<u>6 x 6 x .69</u>	✓	Stringer Plate, breadth and thickness.....		
Thickness of Plating abreast Deck openings <u>in way of Well</u>63	✓	Plating, Sheathing, material and thickness.....		
Thickness of Plating abreast Deck openings in way of Bridge	-		Bridge Deck.		
Thickness of Plating within line of openings..	.56	✓	Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness	-		Plating, Sheathing, material and thickness.....		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness <u>in Well</u>	<u>59 x .44</u>	✓	Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness.....		

ANCHORS.

✓ Spare anchor verified BRS (9.48) Rpt N° 17093

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, tunnels, watertight doors, steering gear and windlass have been tested as required by the Rules and found satisfactory.

The freeboards assigned by the Committee have been marked on the ship's sides and verified.

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 our satisfaction.

The amount of Entry Fee \$ 50.00 : } Fees applied for,
Special Survey Fee..... \$1645.00 : } 1 Feb., 1945
Travelling Expense, if any \$ 50.00 : } Received by me,
Owners' Rep. \$1000.00 : } 19.....

(Special notations, where part of class, to be stated.)

We are
~~I am~~ of opinion the Vessel should be Classed *100 Al with
Freeboard. Fitted for oil fuel 1,45
F.P. above 150° F.

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

Signature N. Terry and J. Sinclair
Surveyors to Lloyd's Register of Shipping.

Certificate to be sent to New York Date of issue 14/5/45

Committee's Minute

Character assigned
+100A1 "with fuelboard"
Fitted for oil fuel 1.45 F.P. above 150°F
+LMC 1.45 Subject
F.D. C.L. Sp.

white wood

Note for S.R.L.

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 ship is the first of the "Canadian" type ships to be built by the Burrard Dry Dock Co. Ltd. to the order of the Minister of Munitions & Supply of Canada and is a sistership to West Coast Shipbuilders Hull No. 148 - S.S. "WINONA PARK" (Vcr. Report No. 6426).

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-13145 for cast steel stern frame.

Certificate No. F-14171 for rudder.

Certificate No. F-14079 for steam steering engine, quadrant and tiller.

Certificate No. F-13813 for windlass.

Certificate Nos. F-14073, F-14032, F-13065, F-12782, F-14075, F-14030, F-11789, F-12853, F-14031, F-14074, F-14104 for winches.

Certificate Nos. F-9529, F-9530, F-9534 for anchors.

There are six (6) divisional bulkheads in 'tween decks all watertight, having no openings except the forward bulkhead of the steering gear compartment which has 1 opening closed with a steel hinging W.T. door, and the bulkhead on frame No. 93 which has two openings (1 P. & 1 S.) each closed with a steel hinging W.T. door.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate Butts and seams of 2nd deck; O.T. hold bhd's. (trans. & cr. line); fore peak bhd; tunnel and cr. line N.W.T. bhd's; 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's; Stiffeners O.T. hold bhd's; (trans. & cr. line); cr. line N.W.T. bhd's; tunnel and thrust recess fore peak bhd; and tw. dk. bhd's. All connection to D.B. tanks' margin plates W.T. floors and guss plates; 2nd deck, side stringer & web plates in No. 1 Hold and D.B. tank margin plates to shell; upper dk. stringer plates to sheerstrake at ends; Hold bhd's, 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.

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		2035 lbs.	2056 lbs.	764 lbs.	
	6150 lbs.	6120 lbs.	2331 lbs.	J.F.H. F9529 27-6-44	J.F.H. F9529 14-8-44	J.F.H. F9530 23-8-44	J.F.H. F9534 28-8-44	

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. 176004 Signal Letters V.C.M.M. 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 & 5 double bottom tanks (under Engine and Boiler space) and in hold bilges throughout. 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. 6 and 7	135.0	306.0	Fore peak tank,	22.	145
Double bottom, under Engines and Boilers, C/dam.	2.5	-	After peak tank,	24.	160
Double bottom, if under Engines only, No. 5	22.5	97.0	Deep tanks aft, of Machinery Space	20.	753
Double bottom, if under Boilers only, No. 4	20.0	Dry Tank	Deep tank, forward,		
Double bottom, forward, Nos. 1, 2 and 3	188.25	644.0	Other tanks, if fitted,		
Total length (if continuous) and Capacity	368.25	1047.0	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 80

Date 9 - 6 - 43

Dates of Surveys held while building

1944 Sept. 8, 11, 15, 16, 21

Oct. 4, 10, 12, 17, 19, 20, 21, 24, 26, 27,

Nov. 1, 6

7, 9, 10, 13, 14, 15, 17, 20, 21, 22, 23, 24, 27, 28, 29, 30

Dec. 1, 4, 5, 18

1945 Jan. 2, 8, 10, 17, 19, 21, 24, 27, 29, 30, 31

Total No. of Visits 48