

Rpt. 1.

STEEL STEAMER ~~or MOTORSHIP~~

Received at London Office

-9 SEP 1943

State if Report has been sent on the Freeboard of the Vessel. Yes N/N DARFIELDState if Report is sent on the Machinery of the Vessel. Yes N/N FORT HIGHTFIELDDate of completion of report 22nd July, 1943. Port of Vancouver, B. C. No. 5935Survey held at Victoria, B. C. Date First Survey 4th February, 1943 Last Survey 21st July, 1943On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Steamer "YOHO PARK"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) C.S.S. with T.O. closed. State Type of Erections RETAINTONNAGE under Tonnage Deck... 6702.25

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

Total

Gross Tonnage 7129.32Register Tonnage 4249.49

REGISTERED DIMENSIONS. FEET.

Length 424.6Breadth 37.2Depth 34.9CLASS #100 A1 with State if with freeboard Yes Freeboard corresponding condition of Class to a Summer Mld. Dft. of 26'10"Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 416.00Breadth (greatest moulded) 56.88Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 37.33Depth to 2nd Deck 28.881st Longitudinal Number (L x D) 155292nd Numeral L x (B + D) 39191Framing Depth "d," at middle of length. See Sec. 3 (1d) 25.08Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.14Do. Long Bridge to top of keel 11.14Draught Moulded 26.86Built at Victoria, B. C.Launched 5th May, 1943 Yard No. 28Builders Victoria Machinery Depot Co. Ltd.Owners Minister of Munitions & Supply of Canada.Managers Park Steamship Co. Ltd.
(Where necessary to be entered in Reg. Book.)Residence Montreal, Quebec.Port of Registry Montreal, Quebec.

If surveyed while building, afloat, or in dry dock

Building, afloat and in drydock.

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 3/5 length amidships to Collision bulkhead	27		" " Reversed Frame	-	
" " in peaks	24		" " Vertical Struts	-	
WIDE FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 x .56	
Frame Amidships, Angle, [or]	12x4x4x.47		" " top Angles	3 1/2 3 1/2 .44	
" " Extends up to	2nd Deck		" " bottom Angles	4 4 .50	
Reversed Frame Amidships, Angle	-		Side Girders, (No. each side and thickness)	One	
" " Extends up to	-		Margin Plate (BA'S. Top & Bottom)	6 3 1/2 .44	
Depth of Framing Girder	12		depth (excl. of flange) and thickness	40 1/2 x .54	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6 3 1/2 .50		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded to Tank side Brackets	
" " Second 'tween Decks, Angle, [or]	-		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	10 1/2 x .40 (FL 2")	
No. 1 Hold (Prs. 135-162)	15x4x4x.625		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	
No. 2 Hold (Prs. 106-136)	12x4x4x.625		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17" x .40 (FL 2")	
" " from 1/2 len. for'd. to 15% len. from Stem	-		Frame 144.	Continuous	
" " in Peaks, Angle or [8 3 1/2 .34		Fr. 144 to P.P. Bnd.	104 1/2 x .45	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 At 6 1/2 Dias.		Tank Side Brackets, height above base line at toe of Frame and thickness	-	
State if Frame Joggled	No		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Breadth and thickness of Middle Line Strake	84 x .48	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		Thickness of remainder in Holds	.44	
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	
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, Angle [or]	-	
Middle Line Keelson, on Floors, Angles, [or]	-		" " in way of Bridge, Angle, [or]	-	
" " Through Plate or Intercoastal Plate	-		Spacing	Every Frame	
" " Foundation Plate on Floors	-		Second Deck, amidships, Angle, [or]	9x3x.38	
" " Flat Plate Keel Angles	-		Spacing	Every Frame	
Side Keelsons, No. each side	-		Third Deck, amidships, Angle, [or]	-	
" " thickness of Intercoastal Plate	-		Spacing	-	
" " Angles	-		Fourth Deck, amidships, Angle, [or]	-	
DOUBLE BOTTOM.			Spacing	-	
Solid Floors, thickness and spacing	.36" At 30"		Poop Deck, Angle, [or]	-	
" " Are Frame and Reversed Frame joggled?	Yes		Spacing	-	
Bracket Floors, breadth and thickness at middle line	-		Bridge Deck, Angle, [or]	-	
" " breadth and thickness at margin plate	-		Spacing	-	
			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 in tween decks only.		Stringer Plate, breadth and thickness in way of Bridge	- - -	
" " " " " "	in tween Decks, Size and Spacing.....	{ 6 6 5/8 on alt. frs.	Thickness of Plating abreast Deck openings in way of Wells35	
" " " " " "	" " " " " "	" " " " " "	Thickness of Plating abreast Deck openings in way of Bridge	- - -	
" " " " " "	in Holds " " " "	- - -	Thickness of Plating within line of openings..	.34	
" " " " " "	" " " " " "	- - -	If Sheathed, material and thickness.....		
Centre Line Bulkhead. in Holds			Third Deck.		
Stiffeners and Spacing.....	12 x 3 1/2 x .45 on alt. frs.		Stringer Plate, breadth and thickness.....		
Plating, thickness of.....	.30		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 .64		If plated, state thickness.....		
" " " " " " in way of Bridge	- - -		Poop Deck.		
* E.W. to Sheerstrake			Stringer Plate, breadth and thickness.....		
Angle in Wells	- - -		Plating, Sheathing, material and thickness.....		
Thickness of Plating abreast Deck openings}	.55		Bridge Deck.		
in way of Wells			Stringer Plate, breadth and thickness.....		
Thickness of Plating abreast Deck openings}	- - -		Plating, Sheathing, material and thickness.....		
in way of Bridge			Forecastle Deck.		
Thickness of Plating within line of openings..	.40		Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness	- - -		Plating, Sheathing, material and thickness.....		
Second Deck.					
Stringer Plate, breadth and thickness in Wells	50" x .43"				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?.....	SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing. cr. to cr.		Diam.	Spacing. cr. to cr.	
	Inches.	Inches.	Inches.	Inches.				Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	52	.78	.68	.68		Double	7/8	3.3"		Butts Welded			
" DBLG. (if any)	-	-	-	-		-	-	-		-	-	-	
BOTTOM PLATING, No. of of Strakes Four	-	.61	.56	.52	}								
BILGE PLATING, No. of Strakes One	-	.61	.56	.49		Double	7/8	3.3"		Butts Welded			
SIDE PLATING, No. of Strakes Three	-	.61	.56	.48									
UPPER DECK, Sheer- strake in Wells	84	.70	.50	.50									
UPPER DECK, Sheer- strake in Bridge	-	-	-	-		-	-	-		-	-	-	
STRAKE BELOW Sheer- strake in Wells	78	.61	.50	.48		Double	7/8	3.3"		Butts Welded			
STRAKE BELOW Sheer- strake in Bridge													
POOP SIDE PLATING													
BRIDGE SIDE PLATING.....													
FOREC'TLE SIDE PLATING													

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

		STIFFENERS.			
		VERTICAL.	HORIZONTAL.		
		Scantlings.	Spacing.	Scantlings.	Spacing.
		Ins.	Ins.	Ins.	
MIDSHIP BULKH'D, Upper tween decks		.26	6x3 1/2 x .38	30	-
" " Second "		-	-	-	-
" " Third "		-	-	-	-
" " Holds		.26/39	12x3 1/2 x .38	30	-
COLLISION " (in Hold)		.33/50	7x3x.36	24	3 Stgrs. 6'-0"
AFTER PEAK " (Fr.12)		.30/35	7x3x.38	24	2 Stgrs. 6'-6"

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth
Steel Co. of Canada, Algoma Steel Products Co., Manitoba Rolling Mills, Phoenix Iron Works,
Bethlehem Steel Co., Carnegie-Illinois Steel Corpn. and Dominion Steel & Coal Corpn. Ltd.
 Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. 39800				LETTER A				ANCHORS.			
Number of Certificate.	Anchor.	Weight, Ex. Stock.	Weight of Stock.	Test, per Certificate.				Weight Required by Table 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
F-5137	1st Bower.....	7804 lbs.	-	-	-	-	-	68.0	C.S. Baldt Type	Vulcan Iron Works, Winnipeg	Winnipeg 6/2/43
F-5136	2nd "	7744 lbs.	-	-	-	-	-	68.0	Stockless	Works, Winnipeg	J.F. Hind
	3rd "										
	Collective Weight.	15548 lbs.						136.0	C.S. Baldt Type	Vulcan Iron Works, Winnipeg	Winnipeg 6/2/43
F-5138	Stream	2749 lbs.	-	-	-	-	-	23 1/2	Stockless	Works, Winnipeg	J.F. Hind

CHAIN CABLES.										HAWSERS AND WARPS.								
Number of Certificate.	Length and size supplied.		Test per Certificate. Status- Break- ing lbs.	WEIGHT OF CHAIN CABLE		Length and Size per Table 53.		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 53.			
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Fathoms.	Ins.	Fathoms.	Ins.
1771-A	135	2 5/16	A215600 B301840	43055	600	225	2 5/16	Stud Baldt Anchor Chain & Forge Co.	Chester, P.A. 20/5/43	TOWLINE.	120	4 1/2	78.2	120	4 1/2			
1645-B	45	2 5/16	A303320 B424630	13819				C.S. Stud National Malleable & Link Steel Castings Co.	Sharon, P.A. 9/4/43		HAWSERS & WARPS }	2@90	2 1/2	17.5	2@90	2 1/2		
	180	16		56874								2@90	2 1/2	15.5	2@90	2 1/2		
(NOTE: Naco & Baldt patent joining links.																		
G.F.S. British Ropes																		
W.R. Canadian																		
Factory Ltd.																		
Iron Stream Chain Steel Wire	90	5"	-	60.5	(6x12) -	-	90	5"										

(Efficient arrangement of blocks and tackle led to after warping winch.)

Steering Gear, Type (Power or hand) **Steam with telemotor control** (Alternative Means of Steering)

Steering Chains (Size and Test) ----- Windlass **Steam - 11" x 13"** Boats **(2@20' x 6.75' x 2.60'**
1@26' x 8.00' x 3.25'
1@28' x 8.60' x 3.75' Motor)

Ceiling in Holds, thickness and material **2 1/2" thk. B.C. Fir** Cargo Battens, thickness, material and spacing **2" thk. B.C. Fir**
9" clear

Cargo Hatchways.—(Upper Deck) **Strong steel plates and angles** Thickness of Hatches **3" thk. B. C. Fir**

Size of Hatchways No. 1 (Fwd.) **33'9"x20'** No. 2 **35'x20'** No. 3 **15'x20'** No. 4 **35'x20'** No. 5 **35'x20'** No. 6 **7'11"x20'**

Number of Shifting Beams) **Nos. 1, 2, 4 and 5 - each 5.** No. 3 - **2** **Victoria Machinery Depot Company, Limited**
and/or Fore and Afters)

Builder's Signature *Lugh Campbell*
Shipyard 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. **No**
(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 accordance with the approved plans, instructions and printed Rules of the Society. The materials and workmanship are of good quality. The double bottom, peaks, deep and fresh water tanks, decks, bulkheads, tunnels, watertight doors, steering gear, hand pumps and windlass have been tested and found satisfactory. The freeboards assigned by the Committee have been marked on the ship's sides and verified. The equipment of anchors and chain cables is in accordance with the War Emergency Reduction of Equipment requirements. Regarding the anchors, all the requirements of Sections 12 and 13 of the Rules for quality and testing of materials have been carried out 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 First Entry Certificate because of these departures from the Rules. The ship has also been surveyed during construction on behalf of the Minister of Munitions & 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, **23rd July 43** (Special notations, where part of class, to be stated.)
Freeboard \$ **100.00**
Special Survey Fee..... \$ **2145.00:** Received by me, **1645.00**
Travelling Expense, if any \$ **100.00:** ✓ 19.....
Owner's Rep. \$ **1000.00**

I am of opinion the Vessel should be Classed ***100A1 with Freeboard, subject to 45 fathoms 2-5/16" diameter stud link chain cable being supplied at the earliest opportunity.**

State whether the Vessel has been built under Special Survey **Yes** Signature *D.S. Forsyth*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *New York* Date of issue *1/10/43*

Committee's Minute **TUES 1 SEP 1943**
Character assigned **+100A1 with Freeboard subject**
+LMC 7.43; 20. CL
wide ruff

The Surveyors are requested not to write on or below the Committee's Minutes.

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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 a List of the Plans should be embodied.)

This Ship is the ninth of this type to be built by Victoria Machinery Depot Co. Ltd., and is a sistership to their yard No. 20 - "FORT CAMOSUN" (Vancouver Report No. 5760).

Blue print of Midship Section forwarded herewith.

Interim Certificate issued - copy attached.

Immersed main ship's side openings Certificate issued - Copy attached.

Certificate No. F-6050 for cast steel stern frames.

Certificate No. F-7160 for rudder.

Certificate No. F-6862 for steam steering engine, quadrant and tiller.

Certificate No. F-7094 for windlass.

Certificate Nos. F-1637, F-3751, F-6072, F-6052, F-3410, F-3496, F-6021, F-6051, F-3492, F-7655, and F-6849 for winches.

Certificate Nos. F-5137, F-5136 and F-5138 for anchors.

There are six divisional bulkheads in the tween decks, all watertight having the tonnage openings closed with riveted plates except on bulkhead No. 93 (between tween deck coal bunker and No. 3 tween decks) which has steel hinging W.T. doors.

NOTE: This vessel sustained some minor damage on the 14th July, 1943, when vessel came in contact with the sill on the port side on making the entrance to Esquimalt Drydock, B. C., where she was being drydocked for painting and cleaning prior to her trial and acceptance. On examination it was found on port side that "E" (bilge) strake plates 8 and 9 in way of welded butt and "F" 8 adjacent in way of seam (No. 2 Hold, Frs. 114-115) were indented locally, and "E" 10 plate (No. 3 Hold, Frs. 100-101) was slightly indented. These shell plates and framing in way were faired in place, and an efficient local doubling plate fitted in way "E" 8 and 9, and on completion all hose tested and found satisfactory.

PARTICULARS OF ELECTRIC WELDING (if employed) All connections to double bottom tanks' margin plates, watertight floors and gusset plates; 2nd deck stringer closing plates all welded; plate butts of shell plating, tank top (part), tunnel, 2nd and upper decks, centre girder and hatch side girders; hold bhd. and tunnels' sides to tank top plating; 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. Also upper deck stringer plate to upper deck sheerstrake. Fore peak bulkhead, after peak bulkhead, and various deckhouses of welded construction.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Cruiser stern; Direction finder;

Echo sounder; Wireless.

		Head	Shank		
Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	5645 lbs.	1869 J.F.H.	F-5137	22-1-43
	2nd "	5605 lbs.	1849 J.F.H.	F-5136	22-1-43
	stream	2012 lbs.	617 J.F.H.	F-5138	22-1-43

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. 174795 Signal Letters VDTY Extreme Breadth over Belting No belting Over-all Length 441.5' (Circ. 1611) (Circ. 1703)

No. and Material of Decks Two (2) Steel.

Parts of Bottom of Vessel coated with cement or approved composition. Double bottom tanks Nos. 5 & 6, and parts Nos. 4 & 7 adjacent to machinery spaces and peaks cemented on bottom shell, double bottom tanks Nos. 1, 2, 3, part 4 & 7, and 8 fitted with efficient cement fillets at bottom shell landing edges, steel work elsewhere cement washed. Steel work in bilges cement washed throughout.

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. 7 & 8 S.W.	135.0	306.	Fore peak tank, S.W.	22.	145.
Double bottom, under Engines and Boilers, --	--	--	After peak tank, S.W.	24.	160.
Double bottom, if under Engines only, No. 6 S.W.	25.0	106.	Deep tank, aft, Port S.W.	20.	390.
Double bottom, if under Boilers only, NO. 5 (dry) S.W.	20.0	89.	Deep tank, forward, Star'd. S.W.	20.	375.
Double bottom, forward, Nos. 1, 2, 3 & 4 S.W.	188.25	648.	Other tanks, if fitted, --	--	--
Total length (if continuous) and Capacity S.W.	368.25	1149.	(If necessary, furnish further information by sketch.)		

1943.
February 4, 5, 9, 11, 15, 20, 22 & 27. March 1, 3, 6, 10, 16, 19, 23, 24, 26 & 29.
April 1, 2, 5, 6, 8, 9, 10, 12, 14, 15, 17, 19, 20, 21, 22, 24, 28, 29 & 30.
May 1, 3, 4, 5, 6, 10, 12, 13, 17, 20, 25, 26 & 28.
June 3, 7, 8, 9, 10, 15, 16, 17, 18, 22, 23, 26, 28, 29 & 30.
July 1, 2, 6, 8, 9, 10, 12, 13, 14, 15, 16, 18, 19, 20 & 21

Order for Special Survey No. 70

Date 18-11-42

Dates of Surveys held while building

Total No. of Visits 80