

STEEL STEAMER ~~MOTORSHIP~~

Received at London Office

3 MAR 1944

RECEIVED

4 MAR 1944

Date of completion of report 28th December, 1943. Port of Vancouver, B. C. No. 6069
 Survey held at Vancouver, B. C. Date First Survey 7th August, 1943 Last Survey 21st December, 1943

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Steamer "SILVER STAR 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... 6750.01 CLASS #100 A1 with freeboard "Carrying Homogeneous Cargo of Petroleum in Bulk" State if with freeboard as condition of Class Yes Built at Vancouver, B. C.
 Do. of space or spaces between Tonnage Dk. and Upper Dk. --- Length (from fore part of stem to after part of stern) post on summer L.W.L. See Sec. 3 (1a) 416.0 Launched 3rd Nov., 1943 Yard No. 132
 Total --- Breadth (greatest moulded) 56.88 Builders West Coast Shipbuilders, Ltd.
 Gross Tonnage 7243.04 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 37.33 Owners Minister of Munitions & Supply of Canada.
 Register Tonnage 4184.37 1st Longitudinal Number (E x B) 15529 Managers Park Steamship Co. Ltd.
 2nd Numeral L x (B + D) 39191 (Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS.

Length 424.6 424.6
 Breadth 57.2 57.2
 Depth 34.9 34.9

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

Residence Montreal, P.Q.
 Port of Registry Montreal, P.Q.
 If surveyed while building, afloat, or in dry dock Whilst 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 1/2 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 9 1/2	
Frame Amidships, Angle, [or]	12 x 4 x 1/2		" " top Angles	3 1/2 x 3 1/2 x 7/16	
" " Extends up to	2nd Dk.		" " bottom Angles	4 x 4 x 1/2	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	6 x 3 1/2 x 7/16	
Depth of Framing Girder	12"		" " Vertical Angle to Tank side	40 1/2 x 9/16	
Frames in Uppermost Continuous 'tween Decks, Angle [or]	6 x 3 1/2 x 1/2 O.A.		" " Bracket abaft 1/4 len. from stem	Welded	
" " Second 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Third 'tween Decks, Angle, [or]	12 x 4 x 1/2		" " Bracket from forward 1/4 len. from stem to Panting Area		
" " from 1/4 len. for'd to 15% len. from Stem	10 x 3 1/2 x 3/4		" " Gussets, spacing and scantling abaft 1/4 len. from stem	12 x 3/4	Gussets on every second frame with 3/4 x 3/4 x 7/16 cont. angle along top edge
" " in Peaks, Angle or [8 x 3 1/2 x 3/4		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	18 x 3/4	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1/2 @ 5 diam.		Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x 7/16	
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	88 x 1/2	
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 Tanks	7/16	
DOUBLE BOTTOM.			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	
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships	6 x 3 1/2 x 1/2	
Middle Line Keelson, on Floors, Angles, [or]			" " in way of Bridge, Angle, [or]		
" " Through Plate or Intercoastal Plate			Spacing	30"	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [or]	9 x 3 1/2 x 1/2	
" " Flat Plate Keel Angles			Spacing	30"	
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	3" At 30"		Poop Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	No		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..... Six - Each side in Tween Decks						Stringer Plate, breadth and thickness in way of Bridge..... 3/8"					
in Tween Decks, Size and Spacing..... 12 x 3 1/2 x 3/8"						Thickness of Plating abreast Deck openings in way of Bridge..... 3/8"					
in Holds..... 12 x 3 1/2 x 3/8"						Thickness of Plating within line of Bridge..... 3/8"					
Centre Line Bulkhead, Stiffeners and Spacing..... 12 x 3 1/2 x 3/8"						If Sheathed, material and thickness.....					
Plating, thickness of..... 3/8"						Third Deck.					
STRINGERS AND DECKS.						Stringer Plate, breadth and thickness.....					
Uppermost Continuous Deck.						If Plated, state thickness.....					
Stringer Plate, breadth and thickness..... 60 x 7/16"						Fourth Deck.					
Angle in Wall..... 60°						Stringer Plate, breadth and thickness.....					
Thickness of Plating abreast Deck openings in way of Bridge..... 3/8"						If Plated, state thickness.....					
Thickness of Plating within line of Bridge..... 3/8"						Poop Deck.					
If Sheathed, material and thickness.....						Stringer Plate, breadth and thickness.....					
Second Deck.						Plating, Sheathing, material and thickness.....					
Stringer Plate, breadth and thickness..... 60 x 7/16"						Bridge Deck.					
						Stringer Plate, breadth and thickness.....					
						Plating, Sheathing, material and thickness.....					
						Forecastle Deck.					
						Stringer Plate, breadth and thickness.....					
						Plating, Sheathing, material and thickness.....					

SHELL PLATING.																	
SCANTLINGS.					RIVETING.												
AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.		STRAPPED OR LAPPED.								
STRAKES.		AMIDSHIPS.		FORWARD.		AFT.		State if jogged?	RIVETS.		No. of Rows of Rivets.	RIVETS.					
		Breadth.		Thickness.		Thickness.			Diam.		Spacing.		Diam.		Spacing.		
		Inches.		Inches.		Inches.			Inches.		Inches.		Inches.		Inches.		
FLAT PLATE KEEL.....		52		3/4		11/16		11/16		Double		3/4		Butts Welded			
DBLG. (if any).....																	
BOTTOM PLATING, No. of Strakes.....		5/8		1/2		9/16											
BILGE PLATING, No. of Strakes.....		5/8		1/2		9/16											
SIDE PLATING, No. of Strakes.....		5/8		1/2		9/16											
UPPER DECK, Sheer-strake in Bridge.....		5/8		1/2		1/2											
UPPER DECK, Sheer-strake in Bridge.....		5/8		1/2		1/2											
STRAKE BELOW SHEER-strake in Bridge.....		7/8		1/2		1/2											
STRAKE BELOW SHEER-strake in Bridge.....																	
POOP SIDE PLATING.....																	
BRIDGE SIDE PLATING.....																	
FORECASTLE SIDE PLATING.....																	

WATERTIGHT BULKHEADS.										FORGINGS and CASTINGS.									
In tween Decks - Five Div. W.T. Bkds. Nos. 40, 66, 90, 106, 135.										Casting or Forging.									
Total No. of W.T. BULKHEADS in Vessel.....										Scantlings.									
Extending to Upper Deck (Sec. 3 c) One - Coll. on Fr. 162										Maker's Name.									
Deck next below Eleven - Nos. 12, 18, 27, 40, 58, 66, 86, 91, 106, 135, 149.										Any Departure from Approved Plans to be Noted.									
As per Rule Seven.																			
STIFFENERS.										KEEL, Bar.....									
Plating Thickness.										Upper Lower									
VERTICAL.										Flat Plate									
SCANTLINGS.										M.S. Fashion plate									
SPACING.										10" x 2 1/2"									
HORIZONTAL.										STEM.....									
SCANTLINGS.										C.S. As approved Vanc. Eng. Works.									
SPACING.										STERN FRAME.....									
										Propeller Post.....									
										Rudder.....									
										Speed of Vessel.....									
										Not exceeding 12 knots									
										RUDDER—Type.....									
										"A x D.....									
										Constructed by Vanc. Eng. Works.									
										Diam. of head.....									
										16" dia. x 1" tube									
										Mainpiece at top pintle.....									
										16" dia. x 1" tube									
										heel.....									
										Built & welded									
										how constructed.....									
										Double or single plate									
										coupling, vertical or									
										horizontal.....									
										Horizontal									

STEEL.									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....									
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.									
Has the Steel been tested as required by the Rules? Yes (Partly by American Bureau)									

EQUIPMENT No. 39800										LETTER at.										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.													
F. 9436		1st Bower.....		8437 lbs.		1/2"		1/2"		1/2"		C.S. BALOT		VULCAN IRON WORKS		WINNIPEG 8.11.43 J.F. HIND.													
F. 9435		2nd.....		8434 lbs.		1/2"		1/2"		1/2"		C.S. BALOT		VULCAN IRON WORKS		WINNIPEG 12.11.43 J.F. HIND.													
F. 9402		3rd.....		16871 lbs.		1/2"		1/2"		1/2"		C.S. BALOT		VULCAN IRON WORKS		WINNIPEG 13.9.43 J.F. HIND.													
		Collective Weight.....		3194 lbs.		1/2"		1/2"		1/2"																			
		Stream.....																											

CHAIN CABLES.										HAWSERS AND WARPS.													
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and size per Table 58.		Breaking Test of Steel Wire.		Length and size per Table 58.	
F. 9270		210		2 1/2"		A 24350 lbs.		49600 lbs.		2 1/2"		ELECT. WELD STEEL LINK.		VANCOUVER B.C.		12.3.43		12.3.43		12.3.43		12.3.43	
F. 9642		60		2 1/2"		DITTO.		14500.		2 1/2"		ELECT. WELD STEEL LINK.		VANCOUVER B.C.		12.3.43		12.3.43		12.3.43		12.3.43	
1803				2 1/2"		DITTO.		160.		2 1/2"		ELECT. WELD STEEL LINK.		VANCOUVER B.C.		12.3.43		12.3.43		12.3.43		12.3.43	
18870				2 1/2"		DITTO.		160.		2 1/2"		ELECT. WELD STEEL LINK.		VANCOUVER B.C.		12.3.43		12.3.43		12.3.43		12.3.43	
Stream		91 2/3		5"		60.5 TONS.				5"		GS WR.											

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

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

Ceiling in Holds, thickness and material..... **Steel 1/2"** Cargo Battens, thickness, material and spacing..... **Steel 1/2"**

Cargo Hatchways—(Upper Deck)..... **Steel 1/2"** Thickness of Hatches..... **Steel 1/2"**

Size of Hatchways No. 1 (Fwd.)..... **No. 2..... No. 3..... No. 4..... No. 5..... No. 6.....**

Number of Shifting Beams..... **WEST COAST SHIPBUILDERS LTD.**

Builder's Signature..... **W. S. M. Laven** General 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..... **Oil Tanker** 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 & 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 tanks and fresh water tanks, the cargo oil tanks, cofferdams, decks, bulkheads, tunnels, W.T. doors, steering gear, hand pumps and windlass have been tested and found satisfactory. Oil is carried as fuel in the double bottom tanks (except below engine and boiler space), forward deep tanks and settling tanks (F.P. above 150° F) Section 20 of the Rules has been complied with.

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

The equipment is in accordance with the War Emergency Reduction of Equipment requirements. Regarding the anchors the requirements of Sect. 12 & 13 of the Rules for quality and testing of materials have been carried out except the statutory tests for which tensile tests on the materials of head and shank were substituted (28 tons per sq. inch minimum with usual extension). It is recommended that a suitable notation be entered in the 1st entry certificate because of these departures from the Rules.

This ship has been surveyed on behalf of the Minister of Munitions & Supply in accordance with the The amount of Entry Fee..... **\$ 50.00** Fees applied for..... **28 Dec. 1943** Hull specification which has been carried out to my satisfaction.

Special Survey Fee..... **\$ 3145.00** Received by me..... **19**

Freightboard Fee..... **\$ 100.00** We are of opinion the Vessel should be Classed..... **100 A1 with freeboard, "Carrying homogeneous cargo of Petroleum in bulk."**

Travelling Expense, if any..... **\$ 50.00** Owner's Rep..... **\$ 1000.00**

State whether the Vessel has been built under Special Survey..... **Yes** Signature..... **H. Bernf. and J. Caldwell.** Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to..... **New York** Date of issue..... **7/14/44**

Committee's Minute..... **FRI. 31 MAR 1944**

Character assigned..... **+100A1 With Freeboard**

Carrying homogeneous cargo of Petroleum in bulk. Intended for use after Dec. 12. 43, F.P. above 150° F.

White 1874. E.S.D. T.L.M.C. 12.43 Subject 2 W.T.B. 250 lb (SPT 230 lb) F.D. C.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 is the second "Victory" type oil tanker 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. "MOUNT BRUCE PARK" - (Ver. Report No. 6048)

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.

Increased ship's side openings certificate issued - Copy attached.

A copy of each of the following certificates attached.

Certificate No. F-8712 for cast steel stern frame.

Certificate No. F-9361 for rudder.

Certificate No. F-9832 for steam steering engine, quadrant and tiller.

Certificate No. F-9805 for windlass.

Certificate Nos. F-8854, F-8855, F-8830, F-8907, F-8896, F-8957, F-8895, F-8946, F-8894, F-8948 and F-8884 for winches.

There are five W.T. bulkheads in the tween decks, no openings, all have tested and found satisfactory. The ship is divided into cargo tanks and cofferdams as follows:-

Two longitudinal O.T. bulkheads fitted in all holds excepting Nos. 1 & 5 where a centreline O.T. bulkhead is fitted. Additional transverse O.T. bulkheads subdividing No. 1 hold (fr. 149), No. 2 centre space (fr. 121) and No. 5 hold (fr. 21) forming 18 cargo tanks. The hatchways in tween deck plated in to form expansion trunks and upper decks hatches plated over and stiffened, bolted manhole doors have been fitted on the top. Access to side tanks is provided by trunks carried up from 2nd deck to 30" above upper deck. Cofferdams have been formed between cargo tanks, chain lock and aft peak, and pump rooms at forward and aft ends of machinery spaces. Cargo oil pumps are fitted in pump rooms and drainage pumps for dealing with tunnel well, forepeak (dry), pump room bilges, tanks and cofferdams. The ventilation and access to tween decks and pump rooms is satisfactory.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate butts of shell, upper deck, tank top and hatch coverings. Upper deck stringer plates to sheerstrake at ends. Seams and butts of shell plating in way of deep tanks forward, aft peak and fore peak. 2nd deck beams, seams and butts and stringer plates to shell. Seams, butts and stiffeners of all transverse and longitudinal bulkheads below 2nd deck and expansion trunks above 2nd deck. Forward deep tank top seams, butts and beams. Shaft tunnel seams, butts and stiffeners. Margin plates to tank top, shell and floors. W.T. floors and gusset plates to tank top. 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 "Union" process has been employed in the construction of decks and bulkheads.

with Freeboard "Carrying homogeneous Cargo of Petroleum in Bulk". Cruiser stern, direction finding apparatus, echo sounder, wireless, gyro compass, double bottom and deep tanks 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.

	1st Bower	2nd "	Stream	HEAD	SHANK
	6089 lbs. J.F.H. F-9436 17-9-43	6092 lbs. J.F.H. F-9435 12-11-43	2300 lbs. J.F.H. F-9402 7-9-43	2038 lbs. J.F.H. F-9436 8-11-43	2032 lbs. J.F.H. F-9435 1-11-43
					754 lbs. J.F.H. F-9402 13-9-43

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. 175353 Signal Letters Y.D.Z.B. Extreme Breadth over Belting (Circ. 1611) Over-all Length 439.3' (Circ. 1703)

No. and Material of Decks Two - steel

Parts of Bottom of Vessel coated with cement or approved composition Double bottom tank (No. 4) below engines and boilers has 1 1/2" cement on bottom shell and steelwork cement washed. The peak tanks and tunnel well cement on bottom shell as approved plans.

Particulars of composition (if fitted) and of approval None

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) (Excluding Cargo tanks) 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	134	305	Fore peak, tank, dry	22	148
Double bottom, under Engines and Boilers, No. 4	42.5	186	After peak tank, omit	24	160
Double bottom, if under Engines only, Coffd	2.5	-	Deep tank, aft	-	-
Double bottom, if under Boilers only, Coffd	2.5	-	Deep tanks forward	60.75	690
Double bottom, forward, Nos. 1, 2, 3.	185.75	635	Other tanks, if fitted	-	-
Total length (if continuous) and Capacity	368.25	1126	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 79

Date 17-6-43

Dates of Surveys held while building

1943. Aug. 7, 10, 16, 18, 26, 27. Sept. 13, 16, 17, 18, 23, 27, 28.
Oct. 4, 5, 6, 7, 13, 14, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31.
Nov. 1, 2, 3, 10.
Dec. 2, 3, 7, 8, 10, 11, 13, 14, 15, 16, 17, 20, 21.

Total No. of Visits 49

For S.S.O.F., see "Arlington Beach Park" (Ver. 6/18)