

STEEL STEAMER or ~~MOTORSHIP~~

Received at London Office

17 APR 1944

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 10th Feb. 1944Port of Vancouver, B.C.No. 6102Survey held at Vancouver & North Vancouver B.C.Date First Survey 18th Sept. 1943Last Survey 10th February1944

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Steel Single Screw Steamer "LOUISBOURG PARK"

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

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

State Type of Erections

TONNAGE under Tonnage Deck 6707.22CLASS 100 A1 with State if with freeboard Yes  
freeboard corresponding as condition of Class  
to a Summer Mid Dkt.

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) 416.00Breadth (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 = 28.58  
1st 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 11.14  
Do. Long Bridge to top of keel —Draught Moulded 26.86Built at Vancouver, B.C.Launched 4th Dec. 1943 Yard No. 199Builders Burrard (Vancouver) 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, Que.Port of Registry Montreal, P.Q.

If surveyed while building, afloat, or in dry dock

Building and afloat

## REGISTERED DIMENSIONS.

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 1/2 x .56	✓
Frame Amidships, Angle <u>C or E</u>	12x4x4x.47	✓	" " top Angles	3 1/2 3 1/2 .44	✓
" " Extends up to	2nd Deck	✓	" " bottom Angles	4 4 1/2	✓
Intern. Forward Reversed Frame Amidships, Angle <u>C or E</u>	6 4 1/2	✓	Side Girders, (No. each side and thickness) <u>One</u>		✓
" " for Ice Stiffening	Toe to Shell	✓	" " (B.As top & bottom)	6 3 1/2 .44	✓
" " Extends up to	—	—	Margin Plate depth (excl. of flange) and thickness	40 1/2 x .56	✓
Depth of Framing Girder	12	✓	" " <del>Welded</del> to Tank side		✓
Frames in Uppermost Continuous 'tween Decks, Angle <u>C or E</u>	6 3 1/2 1/2	✓	" " Bracket abaft 1/4 len. from stem		✓
" " No. 1 Hold with side strgs. & web frs. as approved.	10x3 1/2 x 3 1/2 x .25	✓	" " <del>Welded</del> to Tank side		✓
" " <del>Flat</del> No. 2 Hold	12x4x4x.59	✓	" " Bracket from forward 1/4 len. from stem to Panting Area		✓
" " from 1/2 len. for'd. to 15% len. from Stem	—	—	" " Gussets, spacing and scantling abaft 1/4 len. from stem	10 1/2 x 3/8 (FL.2")	✓
" " in Peaks, Angle <u>C or E</u>	8 3 1/2 .34	✓	" " <del>Fr. 144</del>		✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 at 6 1/2 Dias.	✓	" " Gussets, spacing and scantling <del>from forward 1/4 len. from stem to Panting Area</del>	17 x 3/8 (FL.2")	✓
State if Frame Joggled	No	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	10 1/2 x .44	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	Breadth and thickness of Middle Line Strake	88 x 1/2	✓
SINGLE BOTTOM.			Thickness of remainder in Holds	.44	✓
Floors, Depth and thickness at mid-line in Holds	—	—	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in <del>Engine</del> Boiler Room?	Yes	✓
Height of Brackets at side above base line at toe of frame	—	—	BEAMS.		
Middle Line Keelson, on Floors, Angles, <u>C or E</u>	—	—	Uppermost Continuous Deck, amidships	8 3 1/2 .46	✓
" " Through Plate or Intercoastal Plate	—	—	" " in way of Bridge, Angle, <u>C or E</u>	—	—
" " Foundation Plate on Floors	—	—	Spacing	Ev. Fr.	✓
" " Flat Plate Keel Angles	—	—	Second Deck, amidships, Angle <u>C or E</u>	—	—
Side Keelsons, No. each side	—	—	Spacing	Ev. Fr.	✓
" " thickness of Intercoastal Plate	—	—	Third Deck, amidships, Angle, <u>C or E</u>	—	—
" " Angles	—	—	Spacing	—	—
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, <u>C or E</u>	—	—
Solid Floors, thickness and spacing	3/8 Ev. Fr.	✓	Spacing	—	—
" " Are Frame and Reversed Frame joggled?	No	✓	Poop Deck, Angle, <u>C or E</u>	—	—
Bracket Floors, breadth and thickness at middle line	—	—	Spacing	—	—
" " breadth and thickness at margin plate	—	—	Bridge Deck, Angle, <u>C or E</u>	—	—
	—	—	Spacing	—	—
	—	—	Forecastle Deck, Angle, <u>C or E</u>	—	—
	—	—	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.
<b>PILLARS,</b> No. of Rows.....	One ✓		Stringer Plate, breadth and thickness in way of Bridge .....	- - -	
" in 'tween Decks, Size and Spacing.....	( 6 x 6 x 3/8 ) on Alt. Frs. ✓		Thickness of Plating abreast Deck openings <del>in way of wells</del> .....	.34 ✓	
" " " " "	- - -		Thickness of Plating abreast Deck openings in way of Bridge .....	- - -	
" in Holds " "	Cr. Line End. ✓		Thickness of Plating within line of openings..	.34 ✓	
" " " " "	- - -		If Sheathed, material and thickness.....	- - -	
<b>Centre Line Bulkhead. In Holds</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	( Ch 12 x 3 1/2 x 3 1/2 ) on Alt. Frs. ✓		Stringer Plate, breadth and thickness.....		
Plating, thickness of.....	.31 ✓		If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Well.....	61 x 3/4 ✓		If plated, state thickness.....		
" " " " in way of Bridge	- - -		<b>Poop Deck.</b>		
" Angle in Well.....	6 6 .69 ✓		Stringer Plate, breadth and thickness.....		
Thickness of Plating abreast Deck openings <del>in way of Wells</del> .....	3/8 ✓		Plating, Sheathing, material and thickness.....		
Thickness of Plating abreast Deck openings in way of Bridge .....	- - -		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings..	.56 ✓	see plan	Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness .....	- - -		Plating, Sheathing, material and thickness.....		
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Well.....	59 1/2 x .44 ✓		Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness.....		

[illegible]

In tween dks.-7 Divisional W.T. Bhds. on (Frs.Nos.5,11,40,66,86,106 & 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

		Plating Thickness.	VERTICAL.		HORIZONTAL.		
			Ins.	Scantlings.	Spacing.	Scantlings.	Spacing.
				Ins.			
MIDSHIP BULKH'D,	Upper tween decks	$\frac{1}{4}$	$6 \times 3\frac{1}{2} \times \frac{3}{8}$	30	-	-	
"	" Second "	-	-	-	-	-	
"	" Third "	-	-	-	-	-	
"	Holds .....	$\frac{3}{8}$ to $\frac{1}{2}$	$12 \times 3\frac{1}{2} \times \frac{3}{8}$	30			
COLLISION	" (in Hold)	Fr. 162	50-31	$7 \times 3\frac{1}{2} \times .31$	24	3 Stgrs. 6'-0"	
AFTER PEAK	" "	Fr. 12	50-31	$7 \times 3\frac{1}{2} \times .32$	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 ✓  
The Steel Co. of Canada Ltd., Dominion Foundries and Steel Ltd., Manitoba Rolling Mills  
Co. Ltd., Carnegie-Illinois Steel Corp., The Phoenix Iron Co., Canadian Tube & Steel Prod.  
Ltd., Algoma Steel Products Co. Ltd., Bethlehem Steel Co., American Rolling Mill Co., Alan  
 Has the Steel been tested as required by the Rules? Yes (Partly by American Bureau of Shipping) ✓ Wood Steel Co.

EQUIPMENT No. <u>39800</u>			LETTER <u>af</u>		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.
		<small>Cwts. lbs.</small>	<small>Cwts. qrs. lbs.</small>	<small>Tons. cwts. qrs. lbs.</small>				
<u>F-9404</u>	1st Bower.....	<u>8478 lbs.</u>	✓		<u>8400 lbs.</u>	(Cast	(Vulcan	May/Oct. 1943 Winn-
<u>F-9424</u>	2nd " .....	<u>8442 lbs.</u>	✓		<u>8400 lbs.</u>	(Steel	(Iron	May/Nov. 1943 ipeg
	3rd " .....					(Baldt	(Works	(J.F.Hind
	Collective Weight	<u>16920 lbs.</u>			<u>16800 lbs.</u>	(Type	(Limited.	
<u>F-9401</u>	Stream .....	<u>3258 lbs.</u>	✓		<u>23 1/2 Cwts.</u>	(Stockless.	do	Mar/Oct 1943 Winnipg J.F.Hind

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size		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.	Stato-ry.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.			Lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
F7275	210	2 1/8	243	11 1/2	49,250.		240	2 1/8	H.T. STEEL	ELECTRO WELD	VANCOUVER, B.C.		120	4 1/2	78.2	120	4 1/2
F9696	60	2 1/8	930	5 1/2	14,580.				STO LING	METAL PRODUCTS LTD	VANCOUVER, B.C.	TOWLINE.	2090	2 1/2	17.5	2090	2 1/2
1960	20 off 5 off	2 1/8	243	3 1/2	1,100.		20 joining 5 end		C-5 STED CHAIN LINKS	NATIONAL MALLEABLE & STEEL CASTINGS	SHARON, PA.	HAWSEYS & WARPS	2090	2 1/2	15.5	2090	2 1/2
146 Stream (cable or steel wire)	90	5	-	60.5	6x12 G.P.S.W.R.		90	5	6x12	G.S.W.R.							

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<sup>3</sup>/<sub>4</sub>" B.C. Fir Cargo Battens, thickness, material and spacing 1<sup>3</sup>/<sub>4</sub>" 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" x 20' No. 2 35' x 20' No. 3 20' x 20' No. 4 35' x 20' No. 5 35' x 20' No. 6 - -

Number of Shifting Beams) Nos. 1, 2, 4, and 5 — each 5. No. 3 = 3

Robert M. La Follette  
President

**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 our satisfaction.

The amount of Entry Fee ..... £\$ 50.00 : ) Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee..... £1645.00 :  
Freeboard in 100.00  
Travelling Expense, if any £ 50.00 :  
Received by me, 19.....  
We are of opinion the Vessel should be Classed 100 A1 with  
freeboard. Fitted for oil fuel 2-44,  
F.P. above 150° F. ✓

Owner's Rep. \$1000.00 F.P. above 150 F. ✓  
State whether the Vessel has been built under Special Survey Yes Signature For W.F. Boulbournish and self

Signature D. W. C. Morrison  
Surveyor to Lloyd's Register of Shipping.

THURS 27 FEB 1944

Committee's Minute \_\_\_\_\_

Character assigned + 100 / 41  
with tree boards

Filled for oil fuel 244 EP above 150°F

+ LMC 2.44 subg. 2020

2 WTR 250 lb (Spt-230 lb)



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 is the tenth of the "Victory" type ships to be built by Burrard (Vancouver) Dry Dock Co. Ltd., North Vancouver, to the order of the Minister of Munitions and Supply of Canada and is a sistership to their Hull No. 181 - S.S. "FORT YUKON" - (Ver. Report No. 5950), except that the four forward deep tanks have been omitted and in lieu of these the main side frames in No.1 Hold have been reinforced by one side stringer and web frame each side as shown on the Blue print of drawing No. 7481A forwarded with our 1st Entry Hull Report No. 6085 - S.S. "FORT DEARBORN"

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-9104 for cast steel stern frame.

Certificate No. F-10170 for rudder

Certificate No. F-10440 for steam steering engine, quadrant and tiller.

Certificate No. F-9975 for windlass

Certificate Nos. F-9236, F-8717, F-8438, F-8244, F-8716, F-7355, F-9008, F-9304, F-9184, &

F-9182 & F-1179 for Winches

Certificate Nos. F-9404, F-9424 & F-9401 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 2nd deck; O.T. hold bhd. (trans. & cr. line); fore peak bhd; tunnel and cr. line N.W.T. bhd; 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; Stiffeners O. T. hold bhd; (trans. & cr. line); cr. line N.W.T. bhd; tunnel and thrust recess; fore peak bhd; and tw. dk. bhd; All connections to D.B. tanks' margin plates, W.T. floors and gusset 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. 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.

	HEAD	SHANK
Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 6160 lbs. 9-9-43 J.F.H.-F-9404 2nd " 6130 lbs. 26-10-43 J.F.H.-F-9424 Stream 2343 lbs. 7-9-43 J.F.H.-F-9401	2008 lbs. 23-9-43 J.F.H.-F-9404 2002 lbs. 8-11-43 J.F.H.-F-9424 775 lbs. 9-9-43 J.F.H.-F-9401

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. 175,363 Signal Letters V.D.Y.K. 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 double bottom tank (under Engine and boiler space) and in bilges throughout except in O.F. deep tanks 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 Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, Nos. 5 and 6	135.	306.0	Fore peak tank,	22.	145.
Double bottom, under Engines and Boilers, No. 4	42.5	185.0	After peak tank,	24.	160.
Double bottom, if under Engines only, C/dam	2.5	- -	Deep tank, aft, of M/C Space	20.	753.
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.)		

Order for Special Survey No. 80  
Date 9-6-43  
Dates of Surveys held while building  
1943 Sept. 18, 25 Oct. 5, 15, 19, 20, 21, 22, 23, 26, 29, 30. Nov. 2, 4, 8, 12, 13, 15, Nov. 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 29, 30 Dec. 2, 4, 11.  
1944 Jan. 12, 21, 26. Feb. 3, 4, 5, 7, 8, 9, 10.