

Canadian Vickers Ltd., Montreal.

Yard No.147.

28 FEB 1943

Received by Chief Ship Surveyor.....

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VESSEL'S NAME "POINT PELEE PARK" (ex "FORT CHIMO") REPORT Mtl. No. 5718

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

"The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This vessel was built as a cargo vessel under the Survey of the British Corporation in 1942 and is generally a sister vessel to the "FORT TADOUSSAC" etc. classed with Lloyd's Register.

Conversion to an oil tanker and classification with this Society is desired.

The cargo oil is to be carried between the inner bottom and the second deck. Two longitudinal bulkheads ~~between~~ in way of Nos.2, 3 & 4 holds and centre line bulkheads in way of Nos.1 & 5 holds extending to the weather deck are to be fitted. The holds are to be divided into 18 cargo tanks. Pump rooms are to be arranged forward of the cross bunker and in the deep tank aft starboard side. The port deep tank aft is to form a cofferdam and cofferdams are to be provided forward of the after peak bulkhead, in way of the chain locker and under the cabin store. Expansion trunks are to be arranged.

Plans and particulars showing details of the proposed conversion have been examined and approved for the class 100A1 "With freeboard" "Carrying homogeneous cargo of Petroleum in bulk". The scantlings are suitable for a freeboard corresponding to an extreme summer draught of 26'-0". (See copies of correspondence attached).



The Montreal Surveyors were informed and they have forwarded (8.42) a First Entry Report and Report 8.

The vessel examined in dry dock and tanks tested.

The scantlings and arrangements verified, the conversion to an oil tanker carried out in accordance with the approved plans and the Surveyors recommend a notation of 100A1 "With freeboard" "Carrying homogeneous cargo of Petroleum in bulk".

The Surveyors state the equipment on board is in accordance with the Rules (see cable attached) As however, no particulars of the equipment on board have been furnished the Surveyors cannot say without pending receipt of the required information.

It is submitted the vessel is worthy to be classed 100A1 "With freeboard" "Carrying homogeneous cargo of Petroleum in bulk" with record of survey 8.42.

100A1 "With freeboard" "Carrying homogeneous cargo of Petroleum in bulk".

8.42 Mtl.

2 Dks "Butts of shell and deck plating elec. welded".

Cell DB 368' 1150t, FPT 145t, APT 160t

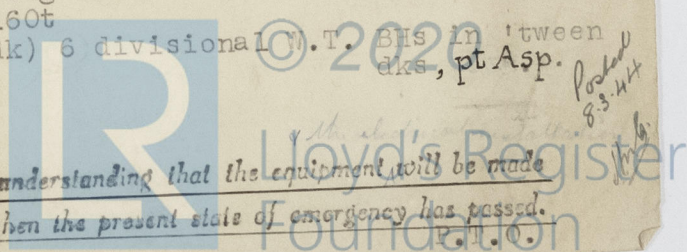
FK, 12 BH (Coll to W dk 11 to 2nd dk) 6 divisional M.T. Bhs in 'tween dks, pt Asp.

O.L. 441.5

E.S.D.

a+

The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed.



Indice
Merk in S.R.L. "POINT PEELE PARK"
(One lower anchor and 45 fathoms of chain cable
to be supplied)

The Surveyors should be informed it is concluded the vessel has been examined as required by the Rules for vessels not built under survey, as far as applicable in this case, and that the windlass and steering arrangements have been tried under working conditions with satisfactory results. They should be requested to furnish particulars of the scantlings of the bulkheads for insertion in the First Entry Report and particulars as to the origin, weight and test of the anchors, length size, weight and test of the chain cables, length size and test of the equipment of ropes on board; ~~that the assignment of the figure "1" may receive consideration.~~

They should also furnish the overall length and state on which parts of the bottom ~~segment~~ has been laid and whether an Echo sounding device has been fitted. It appears from the plans that for record purposes there are altogether 12 bulkheads in the vessel, 11 of which extend to the 2nd deck and 1 (the collision bulkhead) to the weather deck and that there are 6 divisional watertight bulkheads in the 'tween decks, but this should be confirmed and it should be stated whether the tween deck bulkheads are intact, and if not, how the openings are closed. In this connection the Surveyors should be referred to the Secretary's letter of the 12th August last.



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18.1.43.
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