

Rpt. 1.
RECEIVED

1 JUN 1944

IN D.O.

STEEL STEAMER or MOTORSHIP.

Received at London Office.

JUN 1944

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 17th March, 1944

Port of Vancouver, B. C.

No. 6145

Survey held at Vancouver, B. C.

Date First Survey 4th November, 1943 Last Survey 10th March, 1944

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

Single Screw Steamer "WILLOWDALE 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 6745.42Do. of space or spaces
between Tonnage Dk.
Upper Dk.

Tonnage 7243.01

er Tonnage 4163.11

REGISTERED DIMENSIONS.
FEET.

424.6

57.2

34.9

CLASS 100 A1 with
freeboard "Carrying
Homogeneous Cargo of
Petroleum in Bulk."State if with freeboard
as condition of Class YesLength from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) 416.0

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

" 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) 25.08Proportions—Depth to Length — Uppermost con-
tinuous deck to top of keel 11.14Do. Long Bridge to top
of keel

Draught Moulded 26.86

Built at Vancouver, B. C.

Launched 20th January, 1944 Yard No. 136

Builders West Coast Shipbuilders, Ltd.

Owners Minister of Munitions & Supply
of Canada.Manager Park Steamship Co. Ltd.
(Where necessary to be entered in Reg. Book.)

Residence Montreal, Que.

Port of Registry Montreal, Que.

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.
MES, Spacing amidships	30		Bracket Floors, Frame	-	
" from 3/8 length amidships to Collision bulkhead	27		" " Reversed Frame	-	
" in peaks	24		" " Vertical Struts	-	
FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 x 9/16	
me Amidships, Angle, [or]	12 x 4 x .467		" " 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	
versed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	One	
" " Extends up to	-		BA's Top & Bottom	6 x 3 1/2 x 7/16	
h of Framing Girder	12"		Margin Plate depth (excl. of flange) and thickness	40 1/2 x 9/16	
ies in Uppermost Continuous 'tween Decks, Angle [or]	6 x 3 1/2 x 10.0 A		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded	
" Second 'tween Decks, Angle, [or]	-		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
" Holds Third Frs. 106 to 135	12 x 4 x .59		" " Gussets, spacing and scantling abaft 1/4 len. from stem	12 x 3/8	Gussets on every second frame with 3 x 3 x 7/16 cont. angle along top edge
from 1/4 len. for'd to 15% len. from Stem Frs. 135 to 162	10 x 3 1/2 x .45		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	18 x 3/8	
in Peaks, Angle [or]	8 x 3 1/2 x .34		Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x 7/16	
eter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 5 1/2 Dias.		INNER BOTTOM PLATING.		
if Frame Joggled	No		Breadth and thickness of Middle Line Strake	88 x 1/2	
the scantlings and arrangements in the nting Area in accordance with the Rules 1/or as approved?	Yes		Thickness of remainder in Hold Tanks	7/16	
the scantlings and arrangements in way of the ottom Forward in accordance with the Rules 1/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.		
poors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wall, Angle [or]	8 x 3 1/2 x .46	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]	-	
ddle Line Keelson, on Floors, Angles, [or]			Spacing	30"	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [or]	9 x 3 1/2 x .44	
" " Foundation Plate on Floors			Spacing	30"	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]		
" " Spacing			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" At 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.			
PILLARS, No. of Rows. One - Each side in Tween Decks		Stringer Plate, breadth and thickness in way of Bridge	
1 in 'tween Decks, Size and Spacing	4" Dia. Pipe - 12' - 6"	Thickness of Plating abreast Deck openings in way of Bridge	11/32
Long O.T. Bulkhead P&S Plating	Stiff. 6x3x.4 @ 30"	Thickness of Plating abreast Deck openings in way of Bridge	11/32
in Holds	Stiff. 12x3x.5 @ 30"	Thickness of Plating within line of openings	11/32
Plating	3" to 1 1/2"	If Sheathed, material and thickness	
Centre Line Bulkhead		Third Deck.	
Stiffeners and Spacing	12x3x.5 @ 30" Below 2nd Dk.	Stringer Plate, breadth and thickness	
Plating, thickness of	9x3x.38	If Plated, state thickness	
STRINGERS AND DECKS.		Fourth Deck.	
Uppermost Continuous Deck.		Stringer Plate, breadth and thickness	
Stringer Plate, breadth and thickness in way of Bridge	61x1.00	If plated, state thickness	
Angle in Wells	6 x 6 x 3/8	Poop Deck.	
Thickness of Plating abreast Deck openings in way of Bridge	Trunks 7/8 - 3/8	Stringer Plate, breadth and thickness	
Thickness of Plating abreast Deck openings in way of Bridge	Trunks 11/32	Plating, Sheathing, material and thickness	
Thickness of Plating within line of openings	" " 48 1/2 x 7/16	Bridge Deck.	
If Sheathed, material and thickness		Stringer Plate, breadth and thickness	
Second Deck.		Plating, Sheathing, material and thickness	
Stringer Plate, breadth and thickness in way of Bridge	60" x 7/16	Forecastle Deck.	
		Stringer Plate, breadth and thickness	
		Plating, Sheathing, material and thickness	

SHELL PLATING.			
SCANTLINGS.			
STRAKES.	AS IN VESSEL.		
	AMIDSHIPS.	FORWARD.	AFT.
	Breadth.	Thickness.	Thickness.
	Inches.	Inches.	Inches.
FLAT PLATE KEEL	52	3/4	11/16 11/16
" 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 Wells	84	11/16	1/2 1/2
UPPER DECK, Sheer-strake in Bridge			
STRAKE BELOW SHEER-strake in Wells	78	5/8	1/2 1/2
STRAKE BELOW SHEER-strake in Bridge			
POOP SIDE PLATING			
BRIDGE SIDE PLATING			
FORECASTLE SIDE PLATING			

WATERTIGHT BULKHEADS.			
In tween dks. - Five Div. W.T. Bkds. Frs. 40, 66, 90, 106, 135.			
Total No. of W.T. BULKHEADS in Vessel			
Extending to Upper Deck (Sec. 3 c) One - Coll. on Fr. 162			
Deck next below Eleven - Frs. 12, 18, 27, 40, 58, 66, 86, 91, 106, 135, 149			
As per Rule Seven.			
STIFFENERS.			
	VERTICAL.	HORIZONTAL.	
	Scantlings.	Spacing.	Scantlings.
	Inches.	Inches.	Inches.
MIDSHIP BULKHD, Upper tween decks	3 1/2	6x3x.40	30"
" " Second		BA	
" " Third			
" " Holds	3-7/16	10x3x.50	26" 1 Strg.
COLLISION " (in Hold)	Fr. 162	11/2 x 3x.38	24" 3 Stgs. 6"
AFTER PEAK "	Fr. 12	5/16 x 3x.38	24" 6"
STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth		
	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.	1st Bower	Weight, Ex. Stock	Weight of Stock	Test, Per Certificate	Weight Required by Specification	Description of Anchor.	Makers.	Where and when tested and Superintendent.			
F 2588	2nd "	8500 lbs				C.S. BAJO TYPE	RIVERSIDE	CANARY. 16.11.43 P.D. MACARTHUR			
F 2589	3rd "	8410 lbs				STOCKLESS	IRON WKS. LTD.	- DITTO -			
F 6484	Collective Weight	16910 lbs									
	Stream	3280 lbs									
CHAIN CABLES.											
Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable	Length and size per Specification.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.			
F 11005	270	2 1/2	165040 lbs	270	2 1/2	W.T. STEEL SYDD LINK	VANCOUVER, BC.				
1897	270	2 1/2	933 lbs	270	2 1/2	NATIONAL MALLEABLE	SHAKON, PA.				
18890	270	2 1/2	160 lbs	270	2 1/2	BRITISH ROPES	SHAKON, PA.				
90	5	60-5 TONS		90	5	BRITISH ROPES	SHAKON, PA.				
HAWERS AND WARPS.											
Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable	Length and size per Specification.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.			
F 11005	270	2 1/2	165040 lbs	270	2 1/2	W.T. STEEL SYDD LINK	VANCOUVER, BC.				
1897	270	2 1/2	933 lbs	270	2 1/2	NATIONAL MALLEABLE	SHAKON, PA.				
18890	270	2 1/2	160 lbs	270	2 1/2	BRITISH ROPES	SHAKON, PA.				
90	5	60-5 TONS		90	5	BRITISH ROPES	SHAKON, PA.				
GENERAL DECLARATION.											
(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 sides 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 Hull Specification which has been carried out to my satisfaction.											
The amount of Entry Fee \$ 50.00											
Special Survey Fee \$ 3145.00											
Travelling Expense, if any \$ 50.00											
Owners' Representative \$ 1000.00											
State whether the Vessel has been built under Special Survey. Yes											
Certificate sent to New York. Date of issue 23/6/44											
Committee's Minute											
Character assigned + 100 A1 with freeboard											
Carrying homogeneous cargo of Petroleum											
Fitted for oil fuel 3.44 F above 150°F in bulk											
+ LMC 3.44 F above 150°F											
2 W.B. 250 lb (50 235 lb)											
FD 62											

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 sixth "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.

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

A copy of each of the following certificates attached.

Certificate No. 10,185 for cast steel stern frame.

Certificate No. 10,551 for rudder.

Certificate No. 10,747 for steam steering engine, quadrant and tiller.

Certificate No. 10,277 for windlass.

Certificate Nos. 6609, 6599, 6608, 6559, 10223, 10144, 10273, 10271, 10053, 10272 & 10203 for winches.

Certificate Nos. 2588, 2589 and 6484 for anchors.

There are five W.T. bulkheads in the tween decks, no openings, all hose 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 decks 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 locker 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, tween decks 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 coamings. 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 "Unionmelt" process has been employed in the construction of decks and bulkheads.

SPECIAL NOTATIONS:

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	1st Bower	5990 lbs. P.D.M. F-2588 12-11-43	2250 lbs. P.D.M. F-2588 16-11-43
Cast Steel Anchors, viz:-	2nd "	5890 lbs. P.D.M. F-2589 26-10-43	2192 lbs. P.D.M. F-2589 16-11-43
Weight, Surveyor's Initials,	Stream	2380 lbs. J.F.H. F-6484 28-8-43	760 lbs. J.F.H. F-6484 9-9-43
Number of Certificate, Date	3rd "		
of Test.			

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. 175369 Signal Letters Extreme Breadth over Belting Over-all Length 439.3'

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	135	305	Fore peak, dry tank, not for record. See letter 16.5.44	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, Cofferdam	2.5	-	Deep tank, aft	60.75	690
Double bottom, if under Boilers only, Cofferdam	2.5	-	Deep tank, forward	-	-
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. Nov. 4,10,16,17,18,19,20,22,23,24,25,26,29,30.
Dec. 1,7,13,22,23,29,31.
1944. Jan. 3,4,5,6,7,8,10,11,12,13,14,15,17,18,19,20,22,24,28,29.
Feb. 1,4,9,24.
Mar. 1,3,6,7,8,10.

Total No. of Visits 51