

Rpt. 1.

STEEL STEAMER or MOTORSHIP

Received at London Office.

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**Date of completion of report **31st July, 1944**Port of **Vancouver, B. C.** No. **1011** No. **6279**Survey held at **North Vancouver, B.C.** Date First Survey **16th Feb., 1944** Last Survey **21st July, 1944**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **Steel Single Screw Steamer "YOHU PARK"**State Type (Full Steaming, Complete Superstructure with or without Tonnage Openings) **C.S.S. with T.O. closed.**

State Type of Erections

TONNAGE under Tonnage Deck... **6712.42**

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

Total

Gross Tonnage **7163.61**Register Tonnage **4220.33**CLASS **100 A1 with** State if with freeboard **Yes**
Freeboard corresponding condition of Class **to a Summer Mid. Dft.**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **416.00**Breadth (greatest moulded) **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) **37.33**Depth 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) **25.08**Proportions—Depth to Length—Uppermost continuous deck to top of keel **11.14**Do. Long Bridge to top of keel **--**Draught Moulded **26.86**Built at **North Vancouver, B. C.**Launched **29th May, 1944** Yard No. **143**Builders **North Van Ship Repairs, Ltd.**Owners **Minister of Munitions & Supply of Canada.**Managers **Park Steamship Co. Ltd.**
(Where necessary to be entered in Reg. Book.)Residence **Montreal, P.Q.**Port of Registry **Montreal, P.Q.**

If surveyed while building, afloat, or in dry dock

Building and Afloat.

REGISTERED DIMENSIONS.

FEET.

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, [or]	12x4x4x.47		" " top Angles	3 1/2 3 1/2 .44	
" " Extends up to	2nd Deck		" " bottom Angles	4 4 1/2	
Intern. Reversed Frame for Ice Stiffening	Angle (6 4 1/2)		Side Girders, (No. each side and thickness) (B.As. Top & Bottom)	One 6 3 1/2 .44	
" " Extends up to	Toe to Shell		Margin Plate depth (excl. of flange) and thickness	40 1/2 x .56	
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6 3 1/2 1/2		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	10 1/2 x 3/8 (FL.2")	
" " No. 1 Hold with side stags, 4 web frs. as approved.	10x3 1/2 x 3 1/2 x .25		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	
" " No. 2 Hold	12x4x4x.59		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17 x 3/8 (FL.2")	
" " from 1/2 len. for'd. to 15% len. from Stem	-		Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x .44	
" " in Peaks, Angle, [or]	8 3 1/2 .34		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 at 6 1/2" Dia.		Breadth and thickness of Middle Line Strake	88 x 1/2	
State if Frame Joggled	No		Thickness of remainder in Holds	.44	
Are the scantlings and arrangements in the Panting Area 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	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	8 3 1/2 .46	
Floors, Depth and thickness at mid-line in Holds	-		" " in way of Bridge, Angle, [or]	-	
Height of Brackets at side above base line at toe of frame	-		Spacing	Ev. Fr.	
Middle Line Keelson, on Floors, Angles, [or]	-		Second Deck, amidships, Angle, [or]	(BA 9x3 1/2 x .44) (Ch. 12x4x4x.467)	
" " Through Plate or Intercoastal Plate	-		Spacing	Ev. Fr.	
" " Foundation Plate on Floors	-		Third Deck, amidships, Angle, [or]	-	
" " Flat Plate Keel Angles	-		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 Ev. Fr.		Bridge Deck, Angle, [or]	-	
" " Are Frame and Reversed Frame joggled? No	Cut at Seams		Spacing	-	
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, [or]	-	
" " breadth and thickness at margin plate	-		Spacing	-	

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 seventeenth of the "Victory" type ships to be built by North Van Ship Repairs, Ltd., North Vancouver, to the order of the Minister of Munitions and Supply of Canada and is a sistership to their Hull No.127 - S.S. "FORT HALL" - (Ver. Report No. 5952), except that the four forward deep tanks have been omitted. In lieu of these deep tanks' top, the main side frames in No.1 hold have been reinforced by one side stringer and web frame as shown on the blue print of N.V.S.R. Drg. N.V. 55 forwarded with our First Entry Hull Report No.6090 - S.S. "LEASIDE PARK". This arrangement was approved in New York - please see certified copy of approved Drg.No.7439A sent with our First Entry Hull Report No.6046 - S.S. "BEATON PARK".

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-11329 for cast steel stern frame.

Certificate No.F-11868 for rudder.

Certificate No.F-11553 for steam steering engine, quadrant and tiller.

Certificate No.F-11770 for windlass.

Certificate Nos. F-11405, F-11410, F-11363, F-11364, F-11411, F-11404, F-11305, F-11370, F-11412, F-11413, F-11304 for winches.

Certificate Nos. F-2684, F-2683 & F-2685 for anchors.

There are six (6) divisional bulkheads in tween decks all watertight, having no openings except on the forward bulkhead of the steering gear compartment which has 1 opening closed with steel hinging W.T. door.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate butts and seams of:- O.T. hold bhd's., (Trans. and Cr. line): Plate butts of:- Upper and 2nd dks., side and bottom shell; inner bottom tank top (part) and margin; cr. girder and hatch side girders and tunnel. Stiffeners of:- O.T. hold bhd's. (trans. and cr. line) and thrust recess. All connections to double bottom tanks' margin plates and gusset plates 2nd deck and double bottom tanks' margin plates to shell and upper dk. stringer plates to shell at ends. Hold bhd's. and tunnel sides to double bottom 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 5810 lbs. P.D.M. F-2684 15-4-44	2222 lbs. P.D.M. F-2684 21-4-44
	2nd " 5740 lbs. P.D.M. F-2683 15-4-44	2224 lbs. P.D.M. F-2683 21-4-44
	3rd " 2248 lbs. P.D.M. F-2685 21-4-44	772 lbs. P.D.M. F-2685 21-4-44

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. 175,575 Signal Letters V.D.T.Y. 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 way of 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 tanks 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. 76

Date 4-6-43

Dates of Surveys held while building

1944. Feb. 16, 25. March 11, 17, 24. April 1, 3, 4, 12, 13, 14, 17, 19, 21, 24, 25, 26. April 27, 28, 29. May 1, 3, 4, 6, 9, 10, 11, 12, 13, 16, 17, 18, 22, 23, 27, 29, 30. June 9, 12, 14, 16, 19, 20, 21, 22, 27, 28, 29, 30. July 3, 4, 5, 6, 8, 10, 12, 13, 14, 15, 18, 19, 20, 21.

Total No. of Visits 64