

Rpt. A  
RECEIVED

1 JUN 1944

IN D.O.

STEEL STEAMER ~~OF 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 - now

Date of completion of report 12th April, 1944 Port of Vancouver, B. C. No. 6161

Survey held at Vancouver, B. C. Date First Survey 23rd November, 1943 Last Survey 30th March, 1944

On the (State if Machinery fitted Aft and of Single, Twin or Triple Screw) Single Screw Steamer "QUETICO 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 6746.20  
Tonnage Deck....Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk. - -

Total - -

Gross Tonnage 7245.56

Register Tonnage 4166.98

REGISTERED DIMENSIONS.  
FEET.

Length 424.6

Breadth 57.2

Depth 34.9

CLASS \*100 A1 with  
Freeboard "Carrying  
Homogeneous Cargo of  
Petroleum in Bulk."State if with freeboard  
as condition of Class  
FEET.Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a) L 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 12th February, 1944 Yard No. 137

Builders West Coast Shipbuilders 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

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 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 9/16	
Frame Amidships, Angle, [ or ] .....	12x4 x 4x .467		" " top Angles .....	3 1/2 x 3 1/2 x 7/16	
" " Extends up to.....	2nd Dk.		" " bottom Angles .....	4x 4x 1/2	
Reversed Frame Amidships, Angle.....	-		Side Girders, No. each side and thickness.....	One	
" " Extends up to.....	-		BA's. Top & Bottom	6x 3 1/2 x 7/16	
Depth of Framing Girder.....	12"		Margin Plate depth (excl. of flange) and thickness .....	40 1/2 x 9/16	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ] .....	6x3 1/2 x 10 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. "	12x4x4x.59		" " Gussets, spacing and scantling abaft 1/4 len. from stem .....	12 x 3/8	Gussets on every second frame with 1/2 x 3/2 x 1/16
" " from 1/4 len. forward to 15/16 len. from stem Frs. 135 to 162 .....	10x3 1/2 x 3x.45		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area .....	18 x 3/8	cont. angle along top edge
" " in Peaks, Angle or [ .....	8x3 1/2 x .34		Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x 7/16	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships .....	7/8 @ 5 1/2 Dbs		INNER BOTTOM PLATING.		
State if Frame Joggled .....	No		Breadth and thickness of Middle Line Strake.....	88 x 1/2	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? .....	Yes		Thickness of remainder in Hold Tanks.....	7/16	
Are the scantlings and arrangements in way of the Bottom Forward 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	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds .....			Uppermost Continuous Deck, amidships in Wells, Angle, [ or ] .....	8x 3 1/2 x .46	
Height of Brackets at side above base line at toe of frame .....			" " in way of Bridge, Angle, [ or ] .....	-	
Middle 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	and see plan
" " Foundation Plate on Floors .....			Spacing .....	30"	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [ or ] .....		
Side Keelsons, No. each side .....			Spacing .....		
" " thickness of Intercoastal Plate.....			Fourth Deck, amidships, Angle, [ or ] .....		
" " Angles .....			Spacing .....		
DOUBLE BOTTOM.			Poop Deck, Angle, [ or ] .....		
Solid Floors, thickness and spacing .....	3/8" at 30"		Spacing .....		
" " Are Frame and Reversed Frame joggled? No .....	Out at seams		Bridge Deck, Angle, [ or ] .....		
Bracket Floors, breadth and thickness at middle line .....	-		Spacing .....		
" " breadth and thickness at margin plate .....	-		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. One - Each side in Tween Decks				Stringer Plate, breadth and thickness in way of Bridge			
" in 'tween Decks, Size and Spacing				Thickness of Plating abreast Deck openings in way of Wells			
Long O.T. Bulkhead P&S				Thickness of Plating abreast Deck openings in way of Bridge			
" in Holds				Thickness of Plating within line of openings			
" " " Plating				If Sheathed, material and thickness			
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing				Stringer Plate, breadth and thickness			
Plating, thickness of				If Plated, state thickness			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness			
Stringer Plate, breadth and thickness				If plated, state thickness			
" " " " in way of Bridge				Poop Deck.			
" Angle in Wells				Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings in way of Wells				Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Bridge				Bridge Deck.			
Thickness of Plating within line of openings				Stringer Plate, breadth and thickness			
" "Doubling " " "				Plating, Sheathing, material and thickness			
If Sheathed, material and thickness				Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness			
Stringer Plate, breadth and thickness				Plating, Sheathing, material and thickness			

SHELL PLATING.							
SCANTLINGS.		RIVETING.					
AS IN VESSEL.		EDGES.		BUTTS.			
STRAKES.		State if joggled?		No.			
AMIDSHIPS.		RIVETS.		No. of Rows of Rivets			
Breadth.		Diam.		Diam.			
Thickness.		Spacing.		Spacing.			
Inches.		Inches.		Inches.			
FLAT PLATE KEEL		Double		Butts Welded			
" DBLG. (if any)							
BOTTOM PLATING, No. of Strakes							
BILGE PLATING, No. of Strakes							
SIDE PLATING, No. of Strakes							
UPPER DECK, Sheer-strake in Wells							
UPPER DECK, Sheer-strake in Bridge							
STRAKE BELOW Sheer-strake in Wells							
STRAKE BELOW Sheer-strake in Bridge							
POOP SIDE PLATING							
BRIDGE SIDE PLATING							
FORECASTLE SIDE PLATING							

WATERTIGHT BULKHEADS.				FORGINGS and CASTINGS.			
In tween dks. - Five Div. W.T. Bkds. Frs. 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 - Frs. 12, 18, 27, 40, 58, 66, 86, 91, 106, 135, 149.				Any Departure from Approved Plans to be Noted.			
As per Rule Seven.							
STIFFENERS.							
Plating Thickness.							
VERTICAL.							
Scantlings.							
Spacing.							
HORIZONTAL.							
Scantlings.							
Spacing.							
MIDSHIP BULKHD, Upper tween decks				KEEL, Bar			
" " Second				Upper			
" " Third				Lower			
" " Holds				STEM			
COLLISION " (in Hold)				Propeller Post			
AFTER PEAK " " Fr. 12				Rudder			
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)				Speed of Vessel			
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.				RUDDER - Type			
Has the Steel been tested as required by the Rules? Yes (Partly by American Bureau)				" A x D			
				" Diam. of head			
				" Mainpiece at top pintle			
				" " heel			
				" how constructed			
				" double or single plate coupling, vertical or horizontal			

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.													
F6892	1st Bower	8469 lbs								8400 lbs		C.S. B&O TYPE	YUKAN IRON WORKS LTD	WINNIPEG	11-5-43	J.F. HIND.													
F6892	2nd "	8432								8400 lbs		STOCKLESS	WINNIPEG	11-5-43	J.F. HIND.														
F2890	3rd "	16901 lbs								150		-	RIVERSIDE IRON WORKS.	18-11-43	P.O. MARTIN														
	Collective Weight	32471 lbs								2640 lbs		-																	
	Stream											-																	

  

CHAIN CABLES.										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.			
F11001	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2		
1963	-	2 1/2	-	2 1/2	-	2 1/2	-	2 1/2	-	2 1/2	-	2 1/2	-	2 1/2	-	2 1/2	-		

  

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" Windlass Boats 4 @ 26' x 9' x 3.82' 2 with motor.

Ceiling in Holds, thickness and material - Cargo Battens, thickness, material and spacing -

Cargo Hatchways. (Upper Deck) - Thickness of Hatches -

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

Number of Shifting Beams and/or Fore and Afters -

Builder's Signature W. M. Lave General Manager

WEST COAST SHIPBUILDERS LTD.

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 Hull Specification which has been carried out to my satisfaction.

The amount of Entry Fee £ 50.00 Fees applied for, 3rd Apr. 1944

Special Survey Fee £ 3145.00 Received by me, 19

Travelling Expense, if any £ 100.00 Owner's Representative 1000.00

State whether the Vessel has been built under Special Survey. Yes Signature K. Perry

Surveyor to Lloyd's Register of Shipping.

Committee's Minute 100/171

Character assigned with freeboard

Carrying homogeneous cargo

Fitted for oil fuel 8.444 F.P. above 150°F

2 WTB 250 lb (230 lb) foundation



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded List of the Plans should be embodied.)

This is the seventh "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).

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.F-10449 for cast steel stern frame.

Certificate No.F-10762 for rudder.

Certificate No.F-10895 for steam steering engine, quadrant and tiller.

Certificate No.F-10211 for windlass.

Certificate Nos.F-6288,F-6285,F-6504,F-6523,F-9737,F-9730,F-9733,F-9731,F-9736,F-9732, and F-10526 for winches.

Certificate Nos.F-6393, F-6392 and F-2590 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 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, 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 2 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:—Either as part of the vessel's class or for record in the Register Book 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.	HEAD				SHANK			
	1st Bower	2nd "	Stream		1st Bower	2nd "	Stream	
	6123 lbs.	6080 lbs.	2331 lbs.	J.F.H. F-6393 11-5-43	2036 lbs.	2042 lbs.	777 lbs.	J.F.H. F-6393 1-5-43 J.F.H. F-6392 6-5-43 P.D.M. F-2590 16-11-43

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. 175,370 Signal Letters V.D.Z.Q. Extreme Breadth over Belting — — Over-all Length 439.2' (Circ. 1611) (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 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.
Double bottom, aft, Nos. 5 & 6	135	305	Fore peak tank, DRY	22	148
Double bottom, under Engines and Boilers, No.4	42.5	186	After peak tank,	24	160
Double bottom, if under Engines only Cofferdam	2.5	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only Cofferdam	2.5	—	Deep tank, 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	1943 Nov.23,24,26 & 29 Dec.1,2,3,4,6,7,9,10,13,14,15,17,21 & 22
Date 17 - 6 - 43	1944 Jan.4,5,7,8,10,17,19,20,21,22,24,25,26,27,28,29 & 31 Feb.1,2,3,4,5,6,7,8,9,10,11,12,14 & 15 Mar.16,23,27,28 & 30