

Rpt. 1.  
RECEIVED

17 NOV 1943

IN D.O.

STEEL STEAMER ~~MOTORSHIP~~

Received at London Office 16 NOV 1943

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 September, 1943 Port of Vancouver, B. C. No. 5956

Survey held at Vancouver &amp; North Vancouver B.C. Date First Survey 14th April, 1943 Last Survey 28th August, 1943

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Steamer, "WASCANA 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 6708.88  
Tonnage Deck...Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk.

Total

Gross Tonnage 7152.20

Register Tonnage 4239.68

REGISTERED DIMENSIONS.  
FEET.

Length 424.6'

Breadth 57.2'

Depth 34.9'

CLASS #100 A.1 with State if with freeboard Yes  
Freeboard corresponding condition of Class  
to a Summer Mld. Dft. of 26'-10"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) B 56.88

Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous D 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) 25.08Proportions—Depth to Length — Uppermost con- 11.14  
tinuous deck to top of keel

Do. Long Bridge to top of keel - - -

Draught Moulded 26.86'

Built at Vancouver, B. C.

Launched 22nd June, 1943 and No. 183

Builders Burrard (Vancouver) Dry Dock  
Company, Limited

Owners Park Steamship Co. Ltd.

Managers North Pacific Shipping Co. Ltd.  
(Where necessary to be entered in Reg. Book.)Residence 966 West Hastings Street,  
Vancouver, B.C.

Port of Registry Montreal, Quebec

If surveyed while building, afloat, or in dry dock

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 3/4 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	12x4x4x.47	✓	" " top Angles	3 1/2 x 3 1/2 .44	✓
" " Extends up to	2nd Deck	✓	" " bottom Angles	4 4 1/2	✓
Intern. Forward			Side Girders, (No. each side and thickness	One	✓
Reversed Frame Amidships, Angle	(6 4 1/2	✓	(B.As. Top & Bottom	6 3 1/2 .44	✓
For Ice Stiffening	(toe to shell	✓	Margin Plate depth (excl. of flange) and thickness	40 1/2 x .56	✓
" " Extends up to			" " <del>from forward 1/4 len. from</del> Bracket abaft 1/4 len. from stem	Welded	✓
Depth of Framing Girder	12	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	10 1/2 x 3 (FL 2")	✓
Frames in Uppermost Continuous 'tween Decks, Angle	6 3 1/2 1/2	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	continuous	✓
" " Second 'tween Decks, Angle, [ or [			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17 x 3 (FL 2")	✓
" " No. 1 Hold & Fwd Deep Tanks	10 x 3 1/2 x 3 1/2 x.425	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x .44	✓
" " No. 2 Hold	12 x 4 x 4 x.59	✓	INNER BOTTOM PLATING.		
" " from 1/2 len. for'd. to 15% len. from Stem	8 3 1/2 .34	✓	Breadth and thickness of Middle Line Strake	88 x 1/2	✓
" " in Peaks, Angle, [ or [	8 A.	✓	Thickness of remainder in Holds	.44	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 6 1/2 dia.	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Boiler Room?	Yes	✓
State if Frame Joggled	No	✓	BEAMS.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	Uppermost Continuous Deck, amidships	8 3 1/2 .46	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	" " in way of Bridge, Angle, [ or [	- - -	
SINGLE BOTTOM.			Spacing	Ev. Fr.	
Floors, Depth and thickness at mid-line in Holds	- - -		(BA 9 x 3 1/2 x.44		
Height of Brackets at side above base line at toe of frame	- - -		(CH. 12 x 4 x 4 x.467		
Middle Line Keelson, on Floors, Angles, [ or [	- - -		Ev. Fr.		
" " Through Plate or Intercoastal Plate	- - -				
" " Foundation Plate on Floors	- - -				
" " Flat Plate Keel Angles	- - -				
Side Keelsons, No. each side	- - -				
" " thickness of Intercoastal Plate	- - -				
" " Angles	- - -				
DOUBLE BOTTOM.					
Solid Floors, thickness and spacing	3/4 Ev. Fr.	✓			
" " Are Frame and Reversed Frame joggled?	Cut at seams	✓			
Bracket Floors, breadth and thickness at middle line	- - -				
" " breadth and thickness at margin plate	- - -				



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			
" in 'tween Decks, Size and Spacing.....	6 x 6 1/2 on alt. frs.			
" in Holds				
Centre Line Bulkhead in Holds	CH 12x3 1/2 x 3/4 x .60 on alt. frs.			
Stiffeners and Spacing				
Plating, thickness of.....	.31			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in 'tween	61 x 3/4			
" in way of Bridge				
Angle in 'tween	6 6 .69			
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings.	.56	see plan		
If Sheathed, material and thickness				
Second Deck.				
Stringer Plate, breadth and thickness in 'tween	59 1/2 x .44			

SHELL PLATING.				
SCANTLINGS.				RIVETING.
STRAKES.	AS IN VESSEL.			
	AMIDSHIPS.		AFT.	
	Breadth.	Thickness.	Thickness.	Thickness.
FLAT PLATE KEEL	52	.75	.69	.69
" DBLG. (if any)	-	-	-	-
BOTTOM PLATING, No. of Strakes	Four	.63	.56	.44
BILGE PLATING, No. of Strakes	One	.63	.56	.44
SIDE PLATING, No. of Strakes	Three	.63	.56	.44
UPPER DECK, Sheer-strake	84	.69	.50	.44
UPPER DECK, Sheer-strake in Bridge	-	-	-	-
STRAKE BELOW SHEER-strake	78	.63	.44	.44
STRAKE BELOW SHEER-strake in Bridge	-	-	-	-
POOP SIDE PLATING	-	-	-	-
BRIDGE SIDE PLATING	-	-	-	-
FORECASTLE SIDE PLATING	-	-	-	-

WATERTIGHT BULKHEADS.				
In 'tween dks. 7 divisional W.T. Bkds 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 (7) on (Frs. Nos. 12, 40, 58, (66, 86, 106 & 135) As per Rule Seven				
STIFFENERS.				
Plating Thickness.	VERTICAL.		HORIZONTAL.	
	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	1/2	6x3 1/2	1/2	30
" " Second	-	-	-	-
" " Third	-	-	-	-
" " Holds	1/2	6x3 1/2	1/2	30
COLLISION (in Hold)	Fr. 162, 50-1/2 x 3/4 x 31/2	24	3 Stgs	6'0"
AFTER PEAK	Fr. 12, 50-1/2 x 3/4 x 32	24	2 "	6'6"
FORGINGS and CASTINGS.				
KEEL Bar	Flat Plate			
UPPER SECTION	M.S. Fashion Plate			
LOWER SECTION	M.S. 10"x2 1/2"			
STEM	As Van. Engineering			
FRAME	App'd Works Ltd.			
Propeller Post				
RUDDER—Type	Goldsmidt - Patent - Streamline			
" " A x D	(made by Van. Engineering Wks.)			
" " Diam. of head	9 1/2			
" " Mainpiece at top pintle	16" dia x 1" thk. tube			
" " heel	16" dia. x 1" thk. tube			
" " how constructed	Built and Welded			
" " double or single plate coupling, vertical or horizontal	Double			
" " "	Horizontal			
STEEL.				
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)				
The Steel Co. of Canada Ltd., Manitoba Rolling Mills Co. Ltd., Carnegie-Illinois Steel Corp., The Phoenix Iron Co., Canadian Tube & Steel Products Ltd., Dominion Steel and Coal Corp., Ltd., Algoma Steel Products Co. Ltd., Bethlehem Steel Co.				
Has the Steel been tested as required by the Rules? Yes (partly by American Bureau of Shipping)				

EQUIPMENT No. 39800										LETTER		ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.
F6395	1st Bower	8417 lbs.			8400 lbs.									
F6396	2nd "	8413 lbs.			8400 lbs.									
F6399	3rd "	16830 lbs.			16800 lbs.									
	Stream	3223 lbs.			23 1/2 cwt.									
CHAIN CABLES.														
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Test per Certificate.
F7231	210 2 1/4	2 1/4	48,100 lbs.	210 2 1/4	2 1/4	48,100 lbs.	210 2 1/4	2 1/4	48,100 lbs.	210 2 1/4	2 1/4	48,100 lbs.	210 2 1/4	2 1/4
F7258	16 off 2 1/4	2 1/4	1095 lbs.	16 off 2 1/4	2 1/4	1095 lbs.	16 off 2 1/4	2 1/4	1095 lbs.	16 off 2 1/4	2 1/4	1095 lbs.	16 off 2 1/4	2 1/4
	90 5	5	60.5	90 5	5	60.5	90 5	5	60.5	90 5	5	60.5	90 5	5
HAWERS AND WARPS.														
Number of Certificate.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size supplied.	Test per Certificate.
F7231	210 2 1/4	2 1/4	48,100 lbs.	210 2 1/4	2 1/4	48,100 lbs.	210 2 1/4	2 1/4	48,100 lbs.	210 2 1/4	2 1/4	48,100 lbs.	210 2 1/4	2 1/4
F7258	16 off 2 1/4	2 1/4	1095 lbs.	16 off 2 1/4	2 1/4	1095 lbs.	16 off 2 1/4	2 1/4	1095 lbs.	16 off 2 1/4	2 1/4	1095 lbs.	16 off 2 1/4	2 1/4
	90 5	5	60.5	90 5	5	60.5	90 5	5	60.5	90 5	5	60.5	90 5	5
Steering Gear, Type (Power or hand) <b>Steam with telemotor control</b> Alternative Means of Steering <b>(Blocks and tackle led to after warping winch)</b> Steering Chains (Size and Test) <b>Windlass Steam - 11" x 13"</b> Boats <b>4 @ 26' x 9' x 3.82' with motors.</b> Ceiling in Holds, thickness and material <b>2 1/2" B. C. Fir</b> Cargo Battens, thickness, material and spacing <b>1 1/2" B.C. Fir - 9" Clear</b> Cargo Hatchways.—(Upper Deck) <b>Steel plates and angles</b> Thickness of Hatches <b>3" B. C. Fir</b> Size of Hatchways, No. 1 (Fwd.) <b>33' - 9" x 20'</b> No. 2 <b>35' x 20'</b> No. 3 <b>20' x 20'</b> No. 4 <b>35' x 20'</b> No. 5 <b>35' x 20'</b> No. 6 <b>- - - -</b> Number of Shifting Beams <b>Nos. 1, 2 4 and 5 - each 5</b> No. 3 <b>- 3</b> Builder's Signature <b>Burrard Dry Dock Company, Limited</b> <b>See plan</b>														
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. <b>Yes</b> (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. <b>No</b> 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). <b>This ship has been constructed in accordance with the approved plans, instructions and printed Rules of the Society.</b> <b>The materials and workmanship are of good quality.</b> <b>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.</b> <b>Oil is carried as fuel in the double bottom tanks (except under Engine and Boiler spaces), the deep tanks (4 forward and 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.</b> <b>The equipment of anchors and chain cables 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.</b> <b>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.</b>														
The amount of Entry Fee <b>\$ 50.00</b> Fees applied for <b>31st Aug. 1943</b> Freeboard fee <b>100.00</b> Received by me, <b>P.B.</b> Special Survey Fee <b>\$1645.00</b> Travelling Expense, if any <b>\$ 50.00</b> Owners' Repres <b>\$1000.00</b> State whether the Vessel has been built under Special Survey <b>Yes</b> Certificate to be sent to <b>New York</b> Date of issue <b>7/1/44</b> <b>TUES. 21 DEC 1943</b> Committee's Minute <b>1100 A1 subject</b> Character assigned <b>with freeboard</b> <b>Fitted for oil fuel 8.43 FP above 150° F</b> <b>L.M.C. 8.43 FP CA</b> <b>2 WTB 250 lb (230 lb)</b> <b>Write Ver</b> <b>Spec</b> <b>Lloyds Register</b> <b>Foundation</b>														



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 second of the "Victory" type ships to be built by Burrard (Vancouver) Dry Dock Co. Ltd., and is a sistership to their Yard No.181, S.S."FORT YUKON" (Ver.1st Entry Hull Report No.5950)  
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-7069 for cast steel stern frame.

Certificate No. F-7947 for rudder.

Certificate No. F-7716 for steering engine, quadrant and tiller.

Certificate No. F-7494 for steam windlass.

Certificate Nos. F-7602, F-7547, F-7146, F-7161, F-7603, F-7605, F-7681, F-7162, F-7604, F-7545 and F-7787 for winches.

Certificate Nos. F-6395, F-6396 and F-6399 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 to openings each closed with steel hinging W.T. doors.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate Butts and seams of 2nd deck; forwd. deep tank top; O.T. hold bhd. (trans. & cr. line); fore peak bhd.; tunnel and cr. line N.W.T. bhd.; Plate butts of upper deck; side & 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); 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 and fwd. D.T. top stringer plates and D.B. tank margin plates to shell and upper dk. stringer plates to sheerstake 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 6105 lbs. J.F.H. F-6395 26-5-43 2nd " 6090 lbs. J.F.H. F-6396 15-5-43 Stream 2330 lbs. J.F.H. F-6399 15-5-43	2002 lbs. J.F.H. F-6395 11-5-43 2013 lbs. J.F.H. F-6396 11-5-43 753 lbs. J.F.H. F-6399 11-5-43

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. 174,798 Signal Letters V.D.Z.F. Extreme Breadth over Belting No Belting Over-all Length 441.5' (Circ. 1611) (Circ. 1703)

No. and Material of Decks Two - Steel Cement wash only on No.4 double bottom tank (under Engine and Boiler space) and in bilges throughout, except in forward deck tanks where bilges are filled with cement

Parts of Bottom of Vessel coated with cement or approved composition  
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, M/C Space	20	753
Double bottom, if under Boilers only, c/dam	2.5	--	Deep tank, forward, No.1-244 T.No.2-442 T.	60.75	686
Double bottom, forward,	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  
Apr.-14-27-30; May-13-18-20-25-26-27; June 7-8-9-10-11-12-14-15-16-17-18-  
June-19-20-21-22; July-6-15-22; Aug.-3-4-11-12-13-16-18-20-23-24-25-26-27  
and 28.

Lloyd's Register Foundation  
Total No. of Visits 41