

RECEIVED

5 MAY 1944

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 - now**

Date of completion of report **23rd Feb. 1944**

Port of **Vancouver, B.C.**

No. **6118**

Survey held at **Vancouver, B.C.**

Date First Survey **18th Oct. 1943**

Last Survey **19th February 1944**

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **Single Screw Steamer "ARLINGTON BEACH 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... **6747.92**

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

Total **- - - -**

Gross Tonnage **7241.52**

Register Tonnage **4181.45**

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 **Yes**

Length 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) **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**

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 **Vancouver, B.C.**

Launched **31st Dec. 1943** Yard No. **135**

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]	12x4x4x.467		" " top Angles	3 1/2 x 3 1/2 x 7/16	
" " Extends up to.....	2nd Deck		" " bottom Angles	4 x 4 x 1/2	
Reversed 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	
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]	Holds		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area.....	12 x 3/8	(Gussets on every second frame with 3 1/2 x 3 1/2 x 7/16 cont. angle along top edge)
" " Third Frs. 106 to 135.	12x4x4x.59		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	18 x 3/8	
" " from 1/2 len. forward to 15% len. from Stem.....	10x3 1/2 x 3x.425		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area.....	104 1/2 x 7/16	
" " in Peaks, Angle [or]	8 x 3 1/2 x .34		Tank Side Brackets, height above base line at toe of Frame and thickness.....	88 x 1/2	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	7/8 @ 5 1/2 Dias.		INNER BOTTOM PLATING.		
State if Frame Joggled.....	No		Breadth and thickness of Middle Line Strake.....	7/16	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	Yes		Thickness of remainder in Holds Tanks	Yes	
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?.....		
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....			Uppermost Continuous Deck, amidships.....	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]	30"	
Middle Line Keelson, on Floors, Angles, [or]			Spacing.....	9 x 3 1/2 x .44	
" " Through Plate or Intercoastal Plate.....			Second Deck, amidships, Angle [or]	30"	
" " Foundation Plate on Floors.....			Spacing.....		
" " 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		Bridge Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line.....	Cut at seams.		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				
" in 'tween Decks, Size and Spacing. 4" Dia. Pipe - 12'-6"				
Long O.T. Bulkhead. Stiff. 6x3 1/2 x .40 BA @ 30"				
" in Holds Stiff. 12x3 1/2 x .50 @ 30"				
" " " Plating 3/8" to 1/2"				
Centre Line Bulkhead.				
Stiffeners and Spacing. 12x3 1/2 x .45 On @ 30" Below 2nd Dk.				
9x3 1/2 x .38 BA @ 30" Above 2nd Dk.				
Plating, thickness of. 3/8" to 1/2"				
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in 'tween 61" x 1/2"				
" " " in way of Bridge				
" Angle in 'tween 6" x 6" x 1/2"				
Thickness of Plating abreast Deck openings Trunks 1/2" --- 1/2"				
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings Trunks 11/32" x 7/16"				
" "Doubling"				
If Sheathed, material and thickness				
Second Deck.				
Stringer Plate, breadth and thickness in 'tween 60" x 7/16"				
Stringer Plate, breadth and thickness in way of Bridge				
Thickness of Plating abreast Deck openings in way of Bridge				
Thickness of Plating within line of openings				
If Sheathed, material and thickness				
Third Deck.				
Stringer Plate, breadth and thickness				
If Plated, state thickness				
Fourth Deck.				
Stringer Plate, breadth and thickness				
If plated, state thickness				
Poop Deck.				
Stringer Plate, breadth and thickness				
Plating, Sheathing, material and thickness				
Bridge Deck.				
Stringer Plate, breadth and thickness				
Plating, Sheathing, material and thickness				
Forecastle Deck.				
Stringer Plate, breadth and thickness				
Plating, Sheathing, material and thickness				

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				
	AMIDSHIPS.		FORWARD.	AFT.	State if joggled? No				
	Breadth.	Thickness.	Thickness.	Thickness.					
	Inches.	Inches.	Inches.	Inches.	SINGLE OR DOUBLE.	RIVETS.	No. of Rows of Rivets.	RIVETS.	STRAPPED OR LAPPED.
						Diam. Spacing. cr. to cr.		Diam. Spacing. cr. to cr.	
						Inches. Inches.		Inches. Inches.	
FLAT PLATE KEEL	52	3/8	11/16	11/16	Double	3/8 3-1/3	Butts Welded		
" DBLG. (if any)									
BOTTOM PLATING, No. of Strakes	4	3/8	1/2	9/16					
BILGE PLATING, No. of Strakes	1	3/8	1/2	9/16					
SIDE PLATING, No. of Strakes	3	3/8	1/2	9/16					
UPPER DECK, Sheer-strake in 'tween	84	11/16	1/2	1/2					
UPPER DECK, Sheer-strake in Bridge									
STRAKE BELOW Sheer-strake in 'tween	78	3/8	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. Hds. Frs. 40, 66, 90, 106 & 135
Total No. of W.T. BULK HEADS 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.**

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		Flat Plate		
STEM	Upper Lower	M.S. Fashion Plate 10" x 2 1/2"		
STERN FRAME	Propeller Post Rudder	C.S. As approved Vanc. Eng. Works.		
Speed of Vessel		Not exceeding 12 knots		
RUDDER-Type		"Goldschmidt" type		
" A x D		Constructed by Vanc. Eng. Works.		
" Diam. of head		9 1/2" Dia.		
" Mainpiece at top pintle		16" dia. x 1" tube		
" heel		16" dia. x 1" tube		
" how constructed		Built & welded		
" double or single plate coupling, vertical or horizontal		Double Horizontal		

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.		Spacing.	Ins.	Scantlings.		Spacing.	Ins.
MIDSHIP BULKH'D, Upper tween decks	3/8	6x3 1/2 x .40	30			36" horiz. binder			
" " Second		BA				16" 15" 44			
" " Third									
" " Holds	1/2	7/16 10x3 1/2 x .50	26 & 30	1 Strg.					
COLLISION " (in Hold)	Fr. 162	1/2 11/32 7x3 1/2 x .38	24	3 Strgs. 60"					
AFTER PEAK "	Fr. 12	5/16 7x3 1/2 x .32	24	" 60"					

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. <u>39800</u>										LETTER <u>A</u>		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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.			
F-9422	1st Bower.....	8515		lbs.						8400 lbs.	(Cast	(Vulcan	Winnipeg Man.
F-9423	2nd "	8448		lbs.						8400 lbs.	(Steel	(Iron	8-11-43 J.F. Hind
	3rd "										(Baldt	(Works	Winnipeg Man.
	Collective Weight	16963		lbs.						16800 lbs.	(Type	(Limited	25-10-43 J.F. Hind
F-9457	Stream	3283		lbs.						234 Cwts.	(Stockless	do	Winnipeg Man.
													30-11-43 J.F. Hind

CHAIN CABLES.												HAWSERS AND WARPS.					
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statu-ory.	Break-ing.	Supplied.	Per Rule.	Fathoms.	Ins.					Length.	Cir.		Fathoms.	Ins.
F11011	270	2 1/2	A	243830 lbs.	65130 lbs.	—	270	2 1/2	H.T.S. 5700 LINK.	ELECTRO-METAL PRODUCTS LTD.	VANCOUVER, B.C. 28.1.44. H.J. REES	TOWLINE.	1233	4 1/2	78.2	120	4 1/2
1894.	-	2 1/2	-	DITTO.	983 lbs.	—	21	"	C.S. 1/2" LINKS	(NATIONAL MALLEABLE & STEEL CASTINGS CO.)	SHARON, PA. 18.9.43. A.T. GRIMES	HAWSERS & WARPS }	1833	2 1/2	17.5	20 3/8	2 1/2
1889A	-	2 1/2	-	DITTO.	160 lbs.	—	4	"	"	"	SHARON, PA. A.T. GRIMES		"	1833	2 1/2	15.5	20 3/8
Iron Stream Chain or Steel Wire	9 1/2	5"		60.5 TONS.			90	5"	GSWR.	—	—	—					

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) **Windlass Steam 11" x 13"** Boats **4 @ 26' x 9' x 3.82' 2 with motors.**

Ceiling in Holds, thickness and material **Cargo Batts, 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

WEST COAST SHIPBUILDERS LTD.

Builder's Signature

General Manager

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 and 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 Section 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, **23rd Feb. 1944** (Special notations, where part of class, to be stated.)
Special Survey Fee **\$3145.00**
Freeboard Fee **\$100.00**
Travelling Expense, if any **\$ 50.00**
Owner's Rep. **\$1000.00**
State whether the Vessel has been built under Special Survey **Yes**
Received by me, **19**
I am of opinion the Vessel should be Classed ***100 A1 with freeboard, "Carrying homogeneous cargo of Petroleum in Bulk." Fitted for oil fuel 2-44 F.P. above 150° F.**
Signature **J. Perry**
Surveyor **Sio Lloyd's Register of Shipping.**

Certificate to be sent to **New York** Date of issue **16/6/44**

Committee's Minute

Character assigned

THURS 11 MAY 1944

+ 100 A1

with freeboard

Carrying homogeneous cargo

of Petroleum in bulk

Note **1/1**

Fitted for oil fuel 2.44 F.P. above 150° F.

+ LMC 2.44 sub'd 2 WTB 150lb

FD CH

(SAL-2306)

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 fifth "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:-

Cert. No. F-9300 for cast steel stern frame.

Cert. No. F-10289 for rudder.

Cert. No. F-10152 for steam steering engine, quadrant and tiller.

Cert. No. F-10358 for Windlass

Cert. Nos. F-9892, F-9868, F-9893, F-9922, F-10010, F-10008, F-10011, F-10009, F-9941,

F-9959 & F-9865 for Winches

Cert. Nos. F-9422, F-9423 & F-9457 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 hatchway 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 Sec.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.

	HEAD	SHANK
Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 6205 lbs. J.F.H. F-9422 4-10-43 2nd " 6138 lbs. J.F.H. F-9423 26-10-43 Stream 2390 lbs. J.F.H. F-9457 30-11-43	2000 lbs. J.F.H. F-9422 8-11-43 2000 lbs. J.F.H. F-9423 12-10-43 753 lbs. J.F.H. F-9457 19-11-43

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. 175,366 Signal Letters V.D.Z.P. Extreme Breadth over Belting --- Over-all Length 439.3 (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 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) 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	Dry Fore peak 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, Coffm	2.5	-	Deep tank, aft	60.75	690
Double bottom, if under Boilers only, Coffm	2.5	-	Deep tanks 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	1943 Oct. 18 Nov. 3, 19, 23, 24, 25, 29, Dec. 7, 9, 10, 13, 14, 15, 16, 17, 18, 20, 21, Dec. 22, 23, 28, 29, 30 & 31
Date 17-6-43	1944 Jan. 6, 12, 17, 18, 20, 24, 26, 27, 28, Feb. 3, 4, 7, 8, 9, 15, 16, 17 & 19
Dates of Surveys held while building	Total No. of Visits 42