

RECEIVED

4 JAN 1944

IN D.O.

## STEEL STEAMER

Received at London Office

31 DEC 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 - Now

Date of completion of report 30th October, 1943

Port of Vancouver, B. C.

No.

6014

Survey held at Vancouver, B. C.

Date First Survey 7th July, 1943

Last Survey 22nd October, 1943

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

Steel Single Screw Steamer "T E C U M S E H P A R K"

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... 6707.64

CLASS #100 A1 with Freeboard corresponding to a Summer draft (Mid.)

State if with freeboard condition of Class

Yes

Built at Vancouver, B. C.

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 416.00

Launched 25th August, 1943. Yard No. 129

Total

Breadth (greatest moulded)

B 56.88

Builders West Coast Shipbuilders, Ltd.

Gross Tonnage

7163.33

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

Owners Park Steamship Co. Ltd.

Register Tonnage

4249.74

1st Longitudinal Number (L x D)

15529

Managers

(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D)

39191

Residence

## REGISTERED DIMENSIONS.

FEET.

Length

424.6

Framing Depth "d," at middle of length. See Sec. 3 (1d)

25.08

Port of Registry Montreal, Que.

Breadth

57.2

Proportions—Depth to Length — Uppermost continuous deck to top of keel

11.14

If surveyed while building, afloat, or in dry dock

Depth

34.9

Do. Long Bridge to top of keel

26.86

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 x 9/16	✓
Frame Amidships, Angle	12x4x4x.47	✓	" " 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	✓
Intermediate frs. for'd. for Reversed Frame Amidships, Angle	6x4 x 1/2 toe welded to shell	✓	Side Girders, No. each side and thickness	One	✓
" " Extends up to	-		B.A.'s top & bottom	6x3 1/2 x .24	✓
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	6 x 3 1/2 x 30	✓	" " 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	10 1/2 x 1 1/2 (Pl. 2")	✓
" " Time Noted Hrs. 135-162 No. 2 Hdd 106-135	10x3 1/2 x .425 12x4x4x.59	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	✓
" " from 1/2 len. for'd. to 15% len. from Stem	-		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17 x 3 (Pl. 2")	✓
" " in Peaks, Angle or [	6 x 3 1/2 x 34	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	10 1/2 x 7/16	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 At 6" Dias.	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	No	✓	Breadth and thickness of Middle Line Strake	84 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 Holds	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	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 [	-	
Middle Line Keelson, on Floors, Angles, [ or [	-		Spacing	30"	✓
" " Through Plate or Intercoastal Plate	-		Second Deck, amidships, Angle, [ or [	9x3 1/2 x .44 12x4x4x.47	✓
" " 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	1" At 30"	✓	Spacing	-	
" " Are Frame and Reversed Frame joggled?	No	✓	Bridge Deck, Angle, [ or [	-	
Bracket Floors, breadth and thickness at middle line	-		Spacing	-	
" " breadth and thickness at margin plate	-		Forecastle Deck, Angle, [ or [	-	
			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 List of the Plans should be embodied.)

This is the seventh "Victory" type vessel 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. "FORT ASTORIA" (Vancouver Report No. 5949).

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.

No. F-7918 for cast steel stern frame.

No. F-8835 for rudder.

No. F-8839 for steam steering engine, quadrant and tiller.

No. F-8743 for windlass.

Nos. F-8077, F-8075, F-8166, F-8163, F-8045, F-8043, F-8165, F-8164, F-8042, F-8044 & F-8167 for winches.

Nos. F-6440, F-6439 & F-6455 for anchors.

There are seven divisional W.T. bulkheads in the tween decks, no openings except on the forward bulkhead of aft magazine which has steel hinging W.T. doors. All hose tested and found satisfactory.

This vessel was commenced under the Survey of the British Corporation, the keel and centre keelson, bottom shell and part side shell prefabricated, all examined by me and found satisfactory and in accordance with the approved plans.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate butts of shell, upper deck, 2nd deck, tank top and hatch coamings, upper deck stringer plates to sheerstrake at ends. Seams and butts of shell in way of deep tanks forward, aft peak and fore peak, 2nd deck stringer plates to shell. All transverse bulkheads. Margin plates to tank top, shell, floors & frame brackets. W.T. floors in D. Bottom. Forward deep tank top seams and butts. Gusset plates to tank top and frame brackets.

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 transverse bulkheads.

SPECIAL NOTATIONS:- Either as part of the vessel's class or for record in the Register Book

Cruiser stern, Direction finding apparatus, Echo Sounder, Wireless, 'Gyro' Compass.

The double bottom and deep tanks are fitted for the carriage of oil fuel (FP 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 6073 lbs. J.F.H. F-6440 15-6-43 2nd " 6085 lbs. J.F.H. F-6439 18-6-43 Stream 2365 lbs. J.F.H. F-6455 3-8-43	2037 lbs. J.F.H. F-6440 21-7-43 2004 lbs. J.F.H. F-6439 8-7-43 756 lbs. J.F.H. F-6455 21-7-43

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. -- Signal Letters **B K W T** Extreme Breadth over Belting **No Belting** Over-all Length **439.6'**  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks **Two - steel.**

Parts of Bottom of Vessel coated with cement or approved composition **The double bottom tank (No.4) below engines and boilers has 1½" cement on bottom shell and steelwork cement washed. Steel work in bilges cement wash throughout.**

Particulars of composition (if fitted) and of approval **Bitumastic solution on tank top in shaft tunnel.**

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, <b>Nos. 5 &amp; 6</b>	<b>135.0</b>	<b>305</b>	Fore peak tank,	<b>22</b>	<b>148</b>
Double bottom, under Engines and Boilers, <b>No.4</b>	<b>42.5</b>	<b>186</b>	After peak tank,	<b>24</b>	<b>160</b>
Double bottom, if under Engines only, <b>Cofferdam</b>	<b>2.5</b>	<b>-</b>	Deep tank, aft, <b>Amidships</b>	<b>20</b>	<b>765</b>
Double bottom, if under Boilers only, <b>"</b>	<b>2.5</b>	<b>-</b>	Deep tank, forward, <b>No.1- 240 Tons. No.2- 450 Tons.</b>	<b>60.75</b>	<b>690</b>
Double bottom, forward, <b>Nos. 1, 2 &amp; 3</b>	<b>185.75</b>	<b>635</b>	Other tanks, if fitted,		<b>-</b>
Total length (if continuous) and Capacity	<b>368.25</b>	<b>1126</b>	(If necessary, furnish further information by sketch.)		<b>-</b>

Order for Special Survey No. **78**

Date **17-6-43**

Dates of Surveys held while building

**1943.**

**July 7. Aug. 5,6,9,10,11,12,13,16,17,18,19,20,21,24,25.**

**Sept. 17,24,25,28. Oct. 5,6,7,8,12,13,14,18,20,21,22.**

Total No. of Visits **31**