

RECEIVED

27 JUL 1944

IN DO

SECTION

No. 816A

## STEEL STEAMER or MOTORSHIP

DISCLOSED

Specified at London Office

SECTION

No. 816A

26 JUL 1944

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 May, 1944.

Port of Vancouver, B. C.

No. 6217

Survey held at North Vancouver, B. C. Date First Survey 29th December, 1943 Last Survey 29th May, 1944

On the (State if Machinery Altered After and if Single, Twin or Triple Screw) Steel Single Screw Steamer "DORVAL 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 6712.02

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

Total - -

Gross Tonnage 7162.70

Register Tonnage 4220.89

## REGISTERED DIMENSIONS.

FEET.

Length 424.6

Breadth 57.2

Depth 34.9

CLASS 100 A1 with Freeboard corresponding to a Summer Mid. Dkt. of 26'-10"

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 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 deck. See Sec. 3 (1c) 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) 25.08

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 6th April, 1944 Yard No. 141

Builders North Van Ship Repairs, Ltd.

Owners Minister of Munitions &amp; 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.

## 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.
<b>FRAMES, Spacing amidships</b> .....	30 ✓		<b>Bracket Floors, Frame</b> .....	- - -	
" " from $\frac{3}{8}$ length amidships to Collision bulkhead.....	27 ✓		" " Reversed Frame .....	- - -	
" " in peaks.....	24 ✓		" " Vertical Struts .....	- - -	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	43½ x .56 ✓	
Frame Amidships, Angle, [ or ] .....	12x4x4x.47 ✓		" " top Angles .....	3½ 3½ .44 ✓	
" " Extends up to .....	2nd Deck ✓		" " bottom Angles .....	4 4 ½ ✓	
<b>Interm. Forward</b>			<b>Side Girders, (No. each side and thickness</b> .....	One	
Reversed Frame Amidships, Angle .....	6 4 ½ ✓		<b>(B.As. Top &amp; Bottom</b>	6 3½ .44 ✓	
for Ice Stiffening ✓	(Toe to shell		<b>Margin Plate depth (excl. of flange) and thickness</b> .....	40½ x .56 ✓	
" " Extends up to...	-		" " Vertical Angle to Tank side		
<b>Depth of Framing Girder</b> .....	12 ✓		Bracket abaft ½ len. from stem		
<b>Frames in Uppermost Continuous 'tween</b>			" " Vertical Angle to Tank side		
Decks, Angle, [ or ] .....	6 3½ ½ ✓		Bracket from forward ½ len. from stem to Panting Area		
No. 1 Hold with side struts & web str. as approved	10x3½x.425 ✓		" " Gussets, spacing and scantling abaft ½ len. from stem	10½ x ¾ (Fl. 2") ✓	
No. 2 Hold	12x4x4x.59 ✓		" " Gussets, spacing and scantling from forward ½ len. from stem to Panting Area	17 x ¾ (Fl. 2") ✓	
" " " " " " " "	-		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	10½ x .44 ✓	
" " from ½ len. for'd. to 15% len. from Stem.....	-				
" " in Peaks, Angle or [ .....	8 3½ .34 ✓		<b>INNER BOTTOM PLATING.</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> .....	¾ At 6 Dias. ✓		Breadth and thickness of Middle Line Strake ...	88 x ½ ✓	
<b>State if Frame Joggled</b> .....	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 Boiler 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 ✓		<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships</b>	8 3½ .46 ✓	
Floors, Depth and thickness at mid-line in Holds .....			" " in Wells, Angle, [ or ] .....	- - -	
Height of Brackets at side above base line at toe of frame .....			" " in way of Bridge, Angle, [ or ] .....	- - -	
<b>Middle Line Keelson, on Floors, Angles, [ or ] .....</b>			Spacing .....	Ev. Fr. (BA 9x3x.44) ✓	
" " " Through Plate or Intercoastal Plate...			<b>Second Deck, amidships, Angle, [ or ] .....</b>	(Ch. 12x4x4x.467) ✓	
" " " Foundation Plate on Floors .....			Spacing .....	Ev. Fr.	
" " " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, [ or ] .....</b>		
<b>Side Keelsons, No. each side</b> .....			Spacing .....		
" " thickness of Intercoastal Plate...			<b>Fourth Deck, amidships, Angle, [ or ] .....</b>		
" " Angles .....			Spacing .....		
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, [ or ] .....</b>		
<b>Solid Floors, thickness and spacing</b> .....	¾ Ev. Fr. ✓		Spacing .....		
" " Are Frame and Reversed Frame joggled? .....	No ✓		<b>Bridge Deck, Angle, [ or ] .....</b>		
<b>Bracket Floors, breadth and thickness at middle line</b> .....	Out at Seams ✓		Spacing .....		
" " breadth and thickness at margin plate.....			<b>Forecastle Deck, Angle, [ or ] .....</b>		
			Spacing .....		



PILLARS AND DECKS.				INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>			One ✓			
"	in 'tween Decks, Size and Spacing.....	6 x 6 x $\frac{5}{8}$ ✓ (on alt. frs.)				
"	" " " " "	- - -				
"	in Holds " "	Cr. Line Bhd ✓				
"	" " " " "	- - -				
<b>Centre Line Bulkhead, in Holds</b>						
Stiffeners and Spacing.....	(Ch. 120 x 1 x .60 ✓ on alt. frs.)					
Plating, thickness of .....	.31 ✓					
<b>STRINGERS AND DECKS.</b>						
<b>Uppermost Continuous Deck.</b>						
Stringer Plate, breadth and thickness in Wells	61 x $\frac{3}{4}$ ✓					
" " " " in way of Bridge	- - -					
" Angle in Wells .....	6 6 .69 ✓					
Thickness of Plating abreast Deck openings in way of Wells .....	$\frac{5}{8}$ ✓					
Thickness of Plating abreast Deck openings in way of Bridge .....	- - -					
Thickness of Plating within line of openings...	.56 ✓					
If Sheathed, material and thickness .....	- - -					
<b>Second Deck.</b>						
Stringer Plate, breadth and thickness in Wells	59 $\frac{1}{2}$ x .44 ✓					
<b>Third Deck.</b>						
Stringer Plate, breadth and thickness.....						
If Plated, state thickness.....						
<b>Fourth Deck.</b>						
Stringer Plate, breadth and thickness.....						
If Plated, state thickness .....						
<b>Poop Deck.</b>						
Stringer Plate, breadth and thickness .....						
Plating, Sheathing, material and thickness ...						
<b>Bridge Deck.</b>						
Stringer Plate, breadth and thickness.....						
Plating, Sheathing, material and thickness ...						
<b>Forecastle Deck.</b>						
Stringer Plate, breadth and thickness.....						
Plating, Sheathing, material and thickness ...						

[illegible]

WATERTIGHT BULKHEADS.

In tween dks.-6 Divisional W.T. Bhd. on (Frs.Nos.5,40  
Total No. of W.T. BULKHEADS in Vessel- (66,86,106 & 135)

Extending to Upper Deck (Sec. 3) One (Collision) on Fr.162  
to for record

" Deck next below Seven, on (Frs.Nos.12,40,58,66,86,106  
(and 135. kept for record

As per Rule Seven

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar		Flat Plate		
STEM		Upper Section M.S. Fashion Plate Lower Section Bar. S. 10 x 2	As Van.	
STERN FRAME	Propeller Post	C.S.	Appd. Eng. Wks.	
	Rudder			
Speed of Vessel	Not exceeding 12 knots			
RUDDER—Type	Goldschmidt - Patent - Streamlined Made by Vanc. Eng. Wks.			
"	A x D			
"	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 & Welded		
"	double or single plate	Double		
"	coupling, vertical or horizontal	Horizontal		

				STIFFENERS.				
				Plating Thickness.	VERTICAL.		HORIZONTAL.	
				Ins.	Scanlings.	Spacing.	Scanlings.	Spacing.
					Ins.			
MIDSHIP BULKHEAD.	Upper tween decks			$\frac{1}{2}$	$6 \times 3\frac{1}{2} \times 3$	30	-	-
"	"	Second	"	-	-	-	-	-
"	"	Third	"	-	-	-	-	-
"	"	Holds	.....	$\frac{3}{8}$ to $\frac{1}{2}$	$12 \times 3 \times 3$	30	-	-
COLLISION	"	(in Hold)		$\frac{3}{8}$ to $\frac{1}{2}$	$7 \times 3\frac{1}{2} \times 3$	24	3 Stgrs.	6'-
AFTER PEAK	"	"		$\frac{3}{8}$ to $\frac{1}{2}$	$7 \times 3\frac{1}{2} \times 3$	24	2 Stgrs.	6'-

STEEL. The Steel Co. of Canada Ltd., Dominion Foundries & Steel Works Ltd., Carnegie-Illinois Steel Corp., The Phoenix Iron Co., Algoma Steel Products Co. Ltd., Bethlehem Steel Co., American Rolling Mill Co.  
(The Steel been tested as required by the Rules & Pres. (Partly by American Bureau of Shipping)

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.
		Wt. in lbs.	Tons, cwt. lbs.	Tons, cwt. lbs.				
F.9451	1st Bower ...	8458 Lbs.	✓	✓	8400 lbs.	(Cast	Vulcan Iron Works Limited	WINNIPEG, MAN.. NOVEMBER / DECEMBER, 1943 J.F. HIND
F.9452	2nd " "	8444 Lbs.	✓	✓	8400 lbs.	(Steel		
	3rd " "		✓	✓		(Baldt		
	Collective weight.	16902 Lbs.	✓	✓	16800 lbs.	(Type		
F.9456	Stream .....	3205 Lbs.	✓	✓	23 1/2 Cwts.	(Stockless		WINNIPEG, MAN.. MARCH / DECEMBER, 1943, J.F. HIND

## HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate. Statutory Breaking Force.	WEIGHT OF CHAIN CABLE.		Length and Size 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-63.		
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.				Length.	Cir.		Length.	Cir.	
	Fathoms.	Ins.		Fms.	Cwts.	Fathoms.	Ins.							Fathoms.	Ins.	
F.II025.	270	2 1/16	243,930 lbs.	65310		270	2 1/16	H.T. STEEL STUD LINKS.	ELECTRO-WELD METAL PRODUCTS, LTD.	VANCOUVER, B.C.	TOWLINE..	120	4 1/8	65.3	120	4 1/8
2005	50 FT	2 1/16	243,510 lbs.	1093		20 JOINING 5 END.		C.S. STUD CHAIN LINKS.	NATIONAL MALLEABLE & STEEL CASTINGS CO.	SHARON, PA.	HAWSEYERS & WARPS	20 90	2 1/8	15.5	20 90	2 1/8
												20 90	2 1/8	13.3	20 90	2 1/8
		Cir.					Cir.									
Stream - Steel Wire	90	5	- 53.2	6x12 G.S.W.R.		90	5"	6x12 G.S.W.R.	G.S.W.R.							

Steering Gear, Type (Power or hand) Steam with telemotor control Alternative Means of Steering (after warping winch ✓ Blocks and tackle led to

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 2 3/4" B.C. Fir ✓ Cargo Battens, thickness, material and spacing 1 3/4" B.C. Fir - 9" Clear

Cargo Hatchways—(Upper Deck) Steel plates and angles ✓ Thickness of Hatches 3" - B.C. Fir ✓

Size of Hatchways No. 1 (Fwd.) 33'9"x20' No. 2 35'x20' No. 3 20'x20' No. 4 35'x20' No. 5 35'x20' No. 6 - -

Number of Shifting Beams } Nos. 1, 2, 4 and 5 -- each 5. No. 3 - 3. ✓  
and/or Fore and Afters

Builder's Signature NORTH VAN SHIP REPAIRS LIMITED  
VICE PRESIDENT

**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 **No** ✓ 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 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.

Oil is carried as fuel in the double bottom tanks (except under Engine and Boiler spaces) the deep tanks (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.

The equipment of anchors 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.

The ship has also been surveyed during construction on behalf of the Minister of Munition and Supply of Canada in accordance with the Hull Specification requirements which have been carried out to our satisfaction.

The amount of Entry Fee ..... £ **50.00**  
*Freeboard* \$ 100.00  
 Special Survey Fee.... £ **1645.00**

Travelling Expenses, if any £ **50.00**  
**Owner's Rep.** £ **1000.00**

Fees applied for,  
 29<sup>th</sup> May 1944  
 Received by me, *RB*  
 19.....

(Special notations, where part of class, to be stated.)

**We are**  
 of opinion the Vessel should be Classed **\*100 A1 with**  
**Freeboard. Fitted for oil fuel (5,44)**  
**F.P. above 150°F.**

State whether the Vessel has been built under Special Survey Yes Signature J. Caldwell and Munroe  
Certificate to be sent to New York Date of issue 18/8/1911  
Surveyed to Lloyd's Register of Shipping.

Committee's Minute  
Character assigned

TUES. 1 AUG 1944

+100A: with feedback  
filled in - R.R. Bul 5.44 J.P. above 150° F.  
LYC \* 5.44 subject  
2 W.T.B. 250 lb. 1230 lb  
720 lb

Lloyd's Re  
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 and a List of the Plans should be embodied.)

This ship is the fifteenth 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" - (Vcr.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-10,840 for cast steel stern frame.

Certificate No.F-11,313 for rudder.

Certificate No.F-11,234 for steam steering engine, quadrant and tiller.

Certificate No.F-10,820 for windlass.

Certificate Nos.F-9790, F-9778, F-10482, F-10472, F-9779, F-9789, F-10423, F-10471, F-9777, F-9780 and F-10900 for winches.

Certificate Nos.F-9451, F-9452 and F-9456 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	6136 lbs.	J.F.H.	F-9451	12-11-43	2012 lbs.	J.F.H.	F-9451	20-11-43
	2nd "	6121 lbs.	J.F.H.	F-9452	20-11-43	2013 lbs.	J.F.H.	F-9452	12-11-43
	Stream	2305 lbs.	J.F.H.	F-9456	30-11-43	760 lbs.	J.F.H.	F-9456	17-9-43

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. 175389 Signal Letters V.G.G.D. Extreme Breadth over Belting No belting Over-all Length 441.5' (Circ. 1611) (Circ. 1708)

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 tank, 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

1943. Dec. 29.

1944. Jan. 10,11,19,21,26. Feb. 1,12,17,18,19,22,24,25,26,28,

Mar. 2,3,4,6,7,8,9,10,11,13,14,15,16,17,18,20,21,22,23,24,25,27,

Mar. 28,29, Apr. 3,4,6,13,18,21,22,24,25,27.

May 1,4,5,8,9,10,11,15,16,17,18,22,23,26,27,29.

Total No. of Visits 66