

DISCLOSED  
RECEIVED  
22 AUG 1944  
IN D.O.

# STEEL STEAMER ~~MOTORSHIP~~

DISCLOSED 21 AUG 1944  
SECTION  
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**  
Date of completion of report **20th June, 1944.** Port of **Vancouver, B. C.** No. **6234.**  
Survey held at **Victoria, B. C.** Date First Survey **16th Dec., 1943.** Last Survey **6th June, 1944.**  
On the (State if Machinery fitted with and if Single, Twin or Triple Screw) **Steel Single Screw Steamer "SALT LAKE PARK".**  
State Type (Full Scantlings, Complete Superstructure with or without Tonnage Openings) **C.S.S. with T.O. closed.** State Type of Erections **-**

TONNAGE under 6711.62  
Tonnage Deck...  
Do. of space or spaces between Tonnage Dk. and Upper Dk.  
Total  
Gross Tonnage 7166.01  
Register Tonnage 4219.75

REGISTERED DIMENSIONS.  
FEET.  
Length 424.6  
Breadth 57.2  
Depth 34.9

CLASS **Freeboard, corresponding to a Summer Mid. Dft. of 26'-10".** 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) **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 **26.86'**  
Draught Moulded **26.86'**

Built at **Victoria, B. C.**  
Launched **6th April, 1944** Yard No. **34**  
Builders **Victoria Machinery Depot Co. Ltd.**  
Owners **Minister of Munitions & Supply of Canada.**  
Managers **Park Steamship Co. Ltd.**  
(Where necessary to be entered in Reg. Book.)  
Residence **Montreal, Canada.**  
Port of Registry **Montreal, Canada.**  
If surveyed while building, afloat, or in dry dock **Yes**

## 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 .56 ✓	
Frame Amidships, Angle, [ or ]	12x4x4x.47		" " top Angles	3 1/2 3 1/2 .44 ✓	
" " Extends up to	2nd Deck		" " bottom Angles	4 4 1/2 ✓	
Intern. Reversed Frame Amidships, Angle, [ or ]	6 4 1/2		Side Girders (No. each side and thickness)	One 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	12		" " Vertical Angle to Tank side 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 3/8 (FL. 2") ✓	
Frames in Uppermost Continuous 'tween	6 3 1/2 1/2 ✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	
" " Decks, Angle, [ or ]	10x3 1/2 x 3 1/2 x.425 ✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17 x 3/8 (FL. 2") ✓	
" " Second 'tween Decks, Angle, [ or ]	12x4x4x.59 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x .44 ✓	
" " Third No. 2 Hold	-		INNER BOTTOM PLATING.		
" " from 1/2 len. for'd. to 15% len. from Stem	-		Breadth and thickness of Middle Line Strake	88 x 1/2 ✓	
" " in Peaks, Angle, [ or ]	8 3 1/2 .34 ✓		Thickness of remainder in Holds	.44 ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 At 6 1/2 Dias. ✓		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 ✓	
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. 9x3 1/2 x.44 ✓	
Floors, Depth and thickness at mid-line in Holds			Second Deck, amidships, Angle, [ or ]	(Ch. 12x4x4x.467 ✓	
Height of Brackets at side above base line at toe of frame			Spacing	Ev. Fr.	
Middle Line Keelson, on Floors, Angles, [ or ]			Third Deck, amidships, Angle, [ or ]		
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			Fourth Deck, amidships, Angle, [ or ]		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Poop Deck, Angle, [ or ]		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Bridge Deck, Angle, [ or ]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	3/8 Ev. Fr. ✓		Forecastle Deck, Angle, [ or ]		
" " Are Frame and Reversed Frame joggled?	No ✓		Spacing		
Floors, breadth and thickness at middle line	- - -				
" " breadth and thickness at margin plate	- - -				



## PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
	One	Two			
Stringer Plate, breadth and thickness in way of Bridge.....	One				
Thickness of Plating abreast Deck openings in way of Bridge.....	6 x 8 x 5/8			.34	
Thickness of Plating abreast Deck openings in way of Bridge.....	6 x 8 x 5/8			.34	
Thickness of Plating within line of openings.....	6 x 8 x 5/8			.34	
If Sheathed, material and thickness.....	Gr. Line Bld.				
Third Deck.					
Stringer Plate, breadth and thickness.....	61 x .69				
If Plated, state thickness.....	.31				
Fourth Deck.					
Stringer Plate, breadth and thickness.....	61 x .69				
If plated, state thickness.....	.31				
Poop Deck.					
Stringer Plate, breadth and thickness.....	61 x .69				
Plating, Sheathing, material and thickness.....	5/8				
Bridge Deck.					
Stringer Plate, breadth and thickness.....	61 x .69				
Plating, Sheathing, material and thickness.....	.56				
Forecastle Deck.					
Stringer Plate, breadth and thickness.....	59 1/2 x .44				
Plating, Sheathing, material and thickness.....					

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <b>No</b>			BUTTS.				
	AMIDSHIPS.		FORWARD.			State if jogged?.....	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of RIVETS	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	AFT.				Diam.	Spacing. cr. to cr.		Diam.	Spacing. cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL .....	<b>52</b>	<b>.75</b>	<b>.69</b>	<b>.69</b>		<b>Double</b>	<b>7/8</b>	<b>3.3</b>	<b>Butts Welded</b>				
"    DBLG. (if any) .....	-	-	-	-									
BOTTOM PLATING, No. of of Strakes <b>Four</b> .....	-	<b>.63</b>	<b>.56</b>	<b>.50</b>	}								
BILGE PLATING, No. of Strakes <b>One</b> .....	-	<b>.63</b>	<b>.56</b>	<b>.50</b>		<b>Double</b>	<b>7/8</b>	<b>3.3</b>	<b>Butts Welded</b>				
SIDE PLATING, No. of Strakes <b>Three</b> .....	-	<b>.63</b>	<b>.56</b>	<b>.44</b>									
UPPER DECK, Sheer- strake in Well .....	<b>84</b>	<b>.69</b>	<b>.50</b>	<b>.44</b>									
UPPER DECK, Sheer- strake in Bridge .....	-	-	-	-									
STRAKE BELOW Sheer- strake in Well .....	<b>78</b>	<b>.63</b>	<b>.44</b>	<b>.44</b>		<b>Double</b>	<b>7/8</b>	<b>3.3</b>	<b>Butts Welded</b>				
STRAKE BELOW Sheer- strake in Bridge .....													
POOP SIDE PLATING .....													
BRIDGE SIDE PLATING.....													
FORE'C'TLE SIDE PLATING													

## WATERTIGHT BULKHEADS.

In tween decks-6 Divisional W.T. Bkds. on Frs. Nos. 5, 40, 66, 86, 106 & 135.					
Extending to Upper Deck (Sec. 3 c) One (Collision) on Fr. 162.					
Deck next below Seven, on Frs. Nos. 12, 40, 58, 66, 86, 106 and 135.					
As per Rule Seven					
STIFFENERS.	VERTICAL.		HORIZONTAL.		Any Departure from Approved Plans to be Noted.
	Plating Thickness.	Scantlings.	Plating Thickness.	Scantlings.	
MIDSHIP BULKH'D, Upper tween decks	1/2	6x3 1/2 x 3/8	30		
" " Second					
" " Third					
" " Holds	3/8 to 1/2	12x3 1/2 x 3/8	30		
COLLISION (in Hold)	Fr. 162	50-31	7x3 1/2 x 31	24	3 Stgs. 6'-0"
AFTER PEAK	Fr. 12	50-31	7x3 1/2 x 32	24	2 Stgs. 6'-6"

## FORGINGS and CASTINGS.

STERN FRAME	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL	Flat Plate	M.S. Fashion Plate		
STEM	Upper Section: M.S. 10"x2"	Lower: Rolled Bar	Van. C.S. Appd. Eng. Wks.	
Propeller Post				
Speed of Vessel	Not exceeding 12 knots			
RUDDER-Type	Goldschmidt-Patent-Streamline			
" A x D	Made by Van. Eng. 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 & Welded			
" double or single plate coupling, vertical or horizontal	Double Horizontal			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **Open Hearth**  
**Steel Company of Canada, Algoma Steel Products Co., Manitoba Rolling Mills, Phoenix Works, Dominion Foundries & Steel Co., Bethlehem Steel Co., Carnegie Illinois.**  
 Has the Steel been tested as required by the Rules? **Yes (Partly by American Bureau of Shipping)**

## EQUIPMENT No. 39800

## LETTER #1

## 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.
		lbs.	Cwts.	qrs.	lbs.					
F9444	1st Bower	8462	1	1	1		8400	(Cast)	Vulcan	Winnipeg,
F9445	2nd "	8409	1	1	1		8400	(Steel)	Iron	Manitoba
	3rd "							(Baldt)	Works	20/11/43
F9448	Collective Weight	16871	1	1	1		16800	(Type)	Limited	J. F. Hind
	Stream	3251	1	1	1		23 1/2	(Stockless)		

## CHAIN CABLES.

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.	HAWSERS AND WARPS.					
					Supplied.	Per Rule.							Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.		
													Length.	Ins.		Length.	Ins.	
	Fathoms.	Ins.	Tons.	Ins.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
F 11041	270	2 1/4	64	940	16s		720 3/4	270	2 1/4	HT. STEEL STUD LINK LTD. VANCOUVER	ELECTRO WELD METAL PRODUCTS 303-H. H. REES	TOWLINE.	120	4 1/2	65.3	120	4 1/2	
F 2062	20	2 1/4	24	393	40s		791 16s		C.S. STUD	NATIONAL MALLEABLE AND STEEL CASTINGS Co.	SHARON PA		HAWSERS & WARPS }	2090	2 1/2	15.5	2090	2 1/2
F 2066	5	2 1/4	24	393	40s		316 16s		C.S. STUD		SHARON PA				2090	2 1/2	13.3	2090
Stream	90	5	53.2	6x12	G.S.W.R.		90	5	6x12	G.S.W.R.								

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

Steering Chains (Size and Test) **Windlass Steam - 11" x 13"** Boats **4 @ 26' x 9' x 3.82'**

Ceiling in Holds, thickness and material **3" B. C. Fir** Cargo Batts, thickness, material and spacing **2" 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" x 20'** No. 2 **35' x 20'** No. 3 **20' x 20'** No. 4 **35' x 20'** No. 5 **35' x 20'** No. 6 **--**

Number of Shifting Beams **Nos. 1, 2, 4 and 5 - each 5; No. 3 - 3.**

Builder's Signature **Lough Campbell** Shipyard 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 **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 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 Freeboards as assigned by the Committee have been marked on the ship's sides and verified.

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 Munitions 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	Fees applied for.....	12 June, 1944
Special Survey Fee.....	1645.00	Received by me, <b>R. H. Brown</b>	
Travelling Expense, if any.....	100.00	19	
Owners Representatives.....	1000.00		
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>27/9/44</b>			
Committee's Minute <b>TUES. 29 AUG 1944</b>			
Character assigned <b>+ 100A1 with Freeboard</b>			
<b>3000 in Oil Fuel 6.44 SP above 150°F</b>			
<b>+ LMC 6.44 subject 2000</b>			
<b>2 WTB 250 lb (Sp. 230 lb)</b>			

Signature **R. H. Brown** Surveyor to Lloyd's Register of Shipping.



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 first of the "Victory" type cargo ships to be built by Victoria Machinery Depot, Ltd., Victoria, B. C., to the order of the Minister of Munitions and Supply of Canada and is a sistership to Burrard Dry Dock Co. Ltd., North Vancouver, B. C., Yard No. 180, S.S. "FORT COLUMBIA", (Vancouver, B. C. Report No. 5942) except that the four forward deep tanks have been omitted and the framing in No. 1 Hold has been reinforced in lieu thereof as shown on blue print of Burrard Dry Dock Co. Ltd. Drawing No. 7481A, forwarded herewith.

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-10645 for cast steel stern frame.

Certificate No. F-11396 for rudder.

Certificate No. F-11236 for steam steering engine, quadrant and tiller.

Certificate No. F-10957 for windlass.

Certificate Nos. F-11427, 11428, 11579, 8122, 11429, 11430, 11580, 11581, 11423, 11424 for winches and F-10837 for warping winch.

Certificate Nos. F-9444, 9445, 9448 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 one opening closed with steel hinging W.T. door.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate butts and seams of:- Bhd. No. 162 (Collision Bhd.) and all trans. hold bhd. below 2nd dk. and deep tank cr. line bhd. and tunnel. Plate butts of:- Upper and 2nd dks., side and bottom shell; inner bottom tank top (part) and margin; cr. girder and hatch side girders. Stiffeners of:- Bhd. No. 162 (Collision Bhd.) and all trans. bhd. below 2nd dk., and thrust recess. All connections to double bottom tanks' margin plates and gusset plates, 2nd dk., and double bottom tanks' margin plates to shell and upper dk. stringer plates to shell at ends. Hold bhd. 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.

Particulars of Drop Test of Cast Steel Anchors, viz:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.		Lbs.				
		Head	Shank			
1st Bower		6110	2042	J.F.H.	F-9444	1-11-43, 20-11-43.
2nd "		6062	2037	J.F.H.	F-9445	12-11-43, 20-11-43.
Stream		2353	758	J.F.H.	F-9448	1-11-43, 20-11-43.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop, 37 ft., R.Q.D. 37 ft., Bridge, 37 ft., Forecastle, 37 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 175392 Signal Letters V.G.G.K. Extreme Breadth over Belting No belting Over-all Length 441.5' (Circ. 1611) (Circ. 1703)

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 & Boiler space) and in bilges throughout except in way of deep tanks which remain uncoated. Cement in peak

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.
Double bottom, aft, Nos. 5 and 6 S.W.	135	306.0	Fore peak tank,	22.	145.
Double bottom, under Engines and Boilers No. 4 F.W.	42.5	182.0	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 and 3	185.75	635.0	Other tanks, if fitted,		
Total length (if continuous) and Capacity	368.25	1123.0	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 77  
Date 7-6-43  
Dates of Surveys held while building  
1943 - Dec. 16, 20, 22, 28, 29, 30.  
1944 - Jan. 3, 4, 6, 7, 11, 12, 14, 19, 25, 26, 27, 29. Feb. 3, 7, 8, 11, 20, 22, 28, 29.  
Mar. 3, 6, 7, 10, 11, 13, 14, 15, 16, 17, 20, 21, 23, 24, 25, 29. Apr. 1, 3, 4, 8, 11, 13, 14, 15, 17, 21, 22, 24, 25, 26, 27, 29. May 2, 3, 4, 5, 8, 9, 10, 12, 16, 17, 19, 20, 22, 23, 25, 26, 31. June 1, 2, 3, 5, 6.

Lloyd's Register Foundation