

DISCLOSED

SECTION

No. 780

STEEL STEAMER or MOTORSHIP

DISCLOSED

30 AUG 1943

SECTION

No. 780

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 15th July, 1943

Port of Vancouver, B. C.

No. 5932

Survey held at North Vancouver, B.C.

Date First Survey 18th March, 1943

Last Survey 6th July, 1943

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

Steel Single Screw Steamer "GREEN GABLES 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

6703.50

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

State if with freeboard condition of Class

Yes

Built at North 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)

416.00

Launched 13th May, 1943 Yard No. 126

Total

Breadth (greatest moulded)

B 56.88

Builders North Van Ship Repairs, Ltd.

Gross Tonnage

7131.89

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 Minister of Munitions & Supply of Canada.

Register Tonnage

4245.33

Depth to 2nd Deck

28.58'

15529

Managers Park Steamship Co., Ltd.

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

REGISTERED DIMENSIONS.

FEET.

Length

424.6'

Breadth

57.2'

Depth

34.9'

2nd Numeral $L \times (B + D)$

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'

Residence Montreal, Quebec.

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 $\frac{3}{8}$ length amidships to Collision bulkhead	27		" " Reversed Frame	-	
" " in peaks	24		" " Vertical Struts	-	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43½ x .54	
Frame Amidships, Angle [or]	12x4x4x.47		" " top Angles	3½ 3½ .44	
" " Extends up to	2nd Deck.		" " bottom Angles	4 4 .50	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	One	
" " Extends up to	-		(B, As Top & Bottom	6 3½ .44	
Depth of Framing Girder	12		Margin Plate depth (excl. of flange) and thickness	40½ x .54	
Frames in Uppermost Continuous 'tween Decks, Angle [or]	6 3½ .50		" " Vertical Angle to Tank side	Welded to	
" " Second 'tween Decks, Angle [or]	-		Bracket abaft ¼ len. from stem	Tank side	
No.1 Hold (Frs. 135-162)	15x4x4x.625		" " Vertical Angle to Tank side	Brackets	
No.2 Hold (Frs. 106-135)	12x4x4x.625		Bracket from forward ¼ len. from stem to Panting Area	10½ x .40" (FL 2")	
" " from ½ len. for'd. to 15% len. from Stem	-		Gussets, spacing and scantling abaft ¼ len. from stem	Continuous	
" " in Peaks, Angle or [8 3½ .34		Frame 144	17" x .40" (FL 2")	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	¾ At 6½ Dias.		Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area	Continuous	
State if Frame Joggled	No		Fr. 144 to P.P. Bnd	104½ x .45	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Tank Side Brackets, height above base line at toe of Frame and thickness	-	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		INNER BOTTOM PLATING:		
SINGLE BOTTOM.			Breadth and thickness of Middle Line Strake	84 x .48	
Floors, Depth and thickness at mid-line in Holds			Thickness of remainder in Holds	.44	
Height of Brackets at side above base line at toe of frame			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	
Middle Line Keelson, on Floors, Angles, [or]			BEAMS.		
" " Through Plate or Intercoastal Plate			Uppermost Continuous Deck, amidships	8 3½ .46	
" " Foundation Plate on Floors			" " in Wells, Angle [or]	-	
" " Flat Plate Keel Angles			" " in way of Bridge, Angle, [or]	-	
Side Keelsons, No. each side			Spacing	Every Frame	
" " thickness of Intercoastal Plate			Second Deck, amidships, Angle [or]	9x3½ x .38	
" " Angles			Spacing	Every Frame	
DOUBLE BOTTOM.			Third Deck, amidships, Angle [or]	-	
Solid Floors, thickness and spacing	.36 At 30"		Spacing	-	
" " Are Frame and Reversed Frame joggled?	Yes		Fourth Deck, amidships, Angle [or]	-	
Bracket Floors, breadth and thickness at middle line	-		Spacing	-	
" " breadth and thickness at margin plate	-		Poop Deck, Angle [or]	-	
			Spacing	-	
			Bridge Deck, Angle [or]	-	
			Spacing	-	
			Forecastle Deck, Angle [or]	-	
			Spacing	-	

PILLARS AND DECKS.

PILLARS, No. of Rows.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	Top	Bottom			Top	Bottom	
One in tween decks only.	6	6					
in 'tween Decks, Size and Spacing	6	6					
on alt. frs.	6	6					
in Holds							
Centre Line Bulkhead, in Holds							
Stiffeners and Spacing	12x3 1/2 x 3 1/2	45					
Plating, thickness of	30						
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Way	61	x .64					
in way of Bridge							
Angle	6	x 6					
Thickness of Plating abreast Deck openings	.55						
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings.	.40						
If Sheathed, material and thickness							
Second Deck.							
Stringer Plate, breadth and thickness in Way	50	x .43					

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.			State if joggled?.....	No.....	No. of Rows of Rivets	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Aft. Thickness. Inches.					SINGLE OR DOUBLE.	RIVETS.	
FLAT PLATE KEEL	52 ✓	.78 ✓	.68 ✓	.68 ✓	}	Double	7/8	3.3"	Butts Welded	✓	
" DBLG. (if any)	-	-	-	-		-	-	-	-	-	-
BOTTOM PLATING, No. of Strakes Four	-	.61 ✓	.56 ✓	.52 ✓							
BILGE PLATING, No. of Strakes One	-	.61 ✓	.56 ✓	.49 ✓		Double	7/8	3.3"	Butts Welded	✓	
SIDE PLATING, No. of Strakes Three	-	.61 ✓	.56 ✓	.48 ✓							
UPPER DECK, Sheer- strake in Wall	84 ✓	.70 ✓	.50 ✓	.50 ✓							
UPPER DECK, Sheer- strake in Bridge	-	-	-	-							
STRAKE BELOW Sheer- strake in Wall	78 ✓	.61 ✓	.50 ✓	.48 ✓		Double	7/8	3.3"	Butts Welded	✓	
STRAKE BELOW Sheer- strake in Bridge											
POOP SIDE PLATING											
BRIDGE SIDE PLATING											
FOREC'TLE SIDE PLATING											

WATERTIGHT BULKHEADS.

For record: 7 BH (all 6 W.D.K. 6 to 2nd deck) in tween decks
Total No. of W.T. Bulkheads in Vessel—

Extending to Upper Deck (Sec. 3 c) One (1) (Coll. on Fr. 162)
Deck next below Seven (7) (Fr. Nos. 12, 40, 58, 66, 93, 106 & 135)
In Tween Decks—Six divisional W.T. Bds. (Fr. 19, 40, 66, 93, 106 & 135)
As per Rule Seven (7)

FORGINGS and CASTINGS.

STIFFENERS.	VERTICAL.		HORIZONTAL.	
	Plating Thickness.	Scantlings.	Scantlings.	Spacing.
MIDSHIP BULKHEAD (Upper tween decks)	26	6x3 1/2 x 38	30	
" Second "				
" Third "				
" Holds "	26/39	12x3 1/2 x 38	30	
COLLISION (in Hold)	33/50	7x3x.36	24 3 Stgrs.	6'-0"
AFTER PEAK	30/35	7x3x.38	24 2	6'-6"

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **Open Hearth**
Central Iron & Steel Co., Ltd., Carnegie-Illinois Steel Corp., The Phoenix Iron Co.,
Domination Steel & Coal Corp., Ltd., Algoma Steel Products Co. Ltd., Inland Steel Co.,
Bethlehem Steel Co., & Republic Steel Corp.
 Has the Steel been tested as required by the Rules?

EQUIPMENT No. 39800

LETTER 2

ANCHORS.

Number of Certificate.	Anchor.	Weight, Ex. Stock.	Weight of Stock.	Test, Per Certificate.	Weight Required by Specification.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
F2489	1st Bower	49 M. lbs.	49 M. lbs.	68.0	68.0	C.S. BALOT TYPE	RIVERSIDE IRON WORKS	CALGARY, APR. 1943
F2490	2nd "	49 M. lbs.	49 M. lbs.	68.0	68.0	Stockless	IRON WORKS	P.O.M. ARTHUR
F2491	3rd "	128 M. lbs.	128 M. lbs.	136.0	136.0	C.S. BALOT TYPE	RIVERSIDE IRON WORKS	CALGARY, APR. 1943
	Stream	29 M. lbs.	29 M. lbs.	23.4	23.4	Stockless	IRON WORKS	P.O.M. ARTHUR

CHAIN CABLES.

Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size supplied.	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 58.
F7214	210 2 1/2	48,280 lbs.	600.	225 2 1/2	STEEL	ELECTRO-WEAVE VANCOUVER BC.			120 4 1/4	65.3	120 4 1/4
1717	160 2 1/2	48,280 lbs.	92.4	20 2 1/2	STEEL	STEEL CABLE CO. VANCOUVER BC.			20 2 1/2	15.5	20 2 1/2
	90 5	53.2	6x12	90 5	STEEL	STEEL CABLE CO. VANCOUVER BC.			20 2 1/2	13.3	20 2 1/2

HAWERS AND WARPS.

Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size supplied.	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 58.
	90 5	53.2	6x12	90 5	STEEL	STEEL CABLE CO. VANCOUVER BC.			20 2 1/2	13.3	20 2 1/2

Steering Gear, Type (Power or hand) **Steam with telemotor control** (Efficient arrangement of blocks and tackle led to after warping winch.)
 Steering Chains (Size and Test) **Steam - 11" x 13"** (2@20'x6.75'x2.60' (1@26'x8.00'x3.25' (1@28'x8.60'x3.75' (Motor)
 Ceiling in Holds, thickness and material **2 1/2" thk. B.C. Fir** Cargo Battens, thickness, material and spacing **1 1/2" thk. B.C. Fir**
 Cargo Hatchways.—(Upper Deck) **Strong steel plates and angles** Thickness of Hatches **3" thk. B.C. Fir**
 Size of Hatchways No. 1 (Fwd) **33'9"x20'** No. 2 **35'x20'** No. 3 **35'x20'** No. 4 **35'x20'** No. 5 **35'x20'** No. 6 **35'x20'**
 Number of Shifting Beams **Nos. 1, 2, 4 and 5 -- each 5. No. 3 - 2. x Bkr. - 1.**

Builder's Signature **North Van Ship Repairs Limited****Donald M. Service**
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. **No**
 (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 constructed in accordance with the approved plans, instructions and printed Rules of the Society. The materials and workmanship are of good quality.

The double bottom, peaks, deep and fresh water tanks, decks, bulkheads, tunnels, watertight doors, steering gear, and windlass have been tested and found satisfactory. The freeboards assigned by the Committee have been marked on the ship's sides and verified. The equipment of anchors and chain cables is in accordance with the War Emergency Reduction of Equipment requirements. Regarding the anchors all the requirements of Sections 12 and 13 of the Rules for Quality and Testing of Materials have been carried out 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 First 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, 8th July 1943	(Special notations, where part of class, to be stated.)
Special Survey Fee	\$ 1645.00	Received by me, RL	
Travelling Expense, if any	\$ 50.00		
Owner's Rep.	\$ 1000.00		
State whether the Vessel has been built under Special Survey	Yes		
Signature to be sent to	RL	Date of issue	15/10/43

Committee's Minute **FRI. 3 SEP 1943**
 Character assigned **+100A1 with freeboards subject**
+LMC 7.45 SPL 20. CL 2021
wise/msh.
 Lloyd's Register 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 twenty-sixth of this type to be built by North Van Ship Repairs, Ltd., and is a sistership to their Yard No. 101 - S.S. "FORT ALEXANDRIA" (Vancouver Report No. 5755).

The approved plans have been retained for dealing with sisterships building and to be built.

Blue print of plan of Midship Section is 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-6626 for cast steel stern frame.

Certificate No. F-7310 for rudder.

Certificate No. F-6779 for steam steering engine, quadrant and tiller.

Certificate No. F-7307 for windlass.

Certificate Nos. F-3494, F-7049, F-7462, F-7461, F-3421, F-7051, F-7463, F-7464, F-3275, F-3545 & F-6758 for winches.

Certificate Nos. F-2489, F-2490 & F-2491 for anchors.

There are six (6) divisional bulkheads in the tween decks, all watertight having the tonnage openings (on port side only) closed with rivetted plates except on bulkhead No.93 (between tween deck coal bunker and No.3 tween decks) which has tonnage openings, 1 port and 1 starboard, with steel hinging watertight doors. On the starboard side, these bulkheads (except No.93) are framed for tonnage openings but the openings are not cut.

PARTICULARS OF ELECTRIC WELDING (if employed) Upper deck stringer plate to sheerstrake; Double bottom tank margin plates to shell, to side frame brackets, to gusset plates and to floors; Hold bulkheads to tank top; closing plates to 2nd deck stringer plates, to shell and to tween deck frames; Plate butts of shell plating, of double bottom tank top, of centre girder, of 2nd and upper decks, of hatch side girders and of tunnels; also deckhouses and masts E.W. construction. 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.

HEAD

SHANK

Particulars of Drop Test of Cast Steel Anchors, viz:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	5720 lbs. P.D.M. F-2489 16-4-43	1951 lbs. P.D.M. F-2489 16-4-43
2nd "	5680 lbs. P.D.M. F-2490 16-4-43	1940 lbs. P.D.M. F-2490 16-4-43
Stream	1949 lbs. P.D.M. F-2491 19-4-43	636 lbs. P.D.M. F-2491 16-4-43

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. **174,164** Signal Letters **V.D.T.G.** Extreme Breadth over Belting **No belting** Over-all Length **441.5'**
(Circ. 1611) (Circ. 1708)

No. and Material of Decks **Two- (2) steel.**

Parts of Bottom of Vessel coated with cement or approved composition **Nos. 5 (B.R.) and 6 (E.R.) D.B. tanks and 3 fr. spaces fwd. and aft of them have 2" thk. cement on bottom shell. Remainder of D.B. tanks and bilges fore and aft cement washed throughout.**

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. 7 & 8 S.W.	135.0	306.	Fore peak tank, S.W.	22.	145.
Double bottom, under Engines and Boilers, —	—	0	After peak tank, S.W.	24.	160.
Double bottom, if under Engines only, No. 6 S.W.	25.0	106.	Deep tank, aft, Port S.W.	20.	390.
Double bottom, if under Boilers only, No. 5 (dry) S.W.	20.0	89.	Deep tank, forward, Star'd. S.W.	20.	375.
Double bottom, forward, Nos. 1, 2, 3 & 4 S.W.	188.25	648.	Other tanks, if fitted, —	—	—
Total length (if continuous) and Capacity S.W.	368.25	1149.	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. **69**

Date **12-11-42**

Dates of Surveys held while building

1943. March 18, 23, 26. April 7, 8, 21, 30. May 1, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 22, May 27. June 8, 9, 10, 11, 14, 15, 17, 18, 19, 24, 28, 29. July 1, 2, 6.

Total No. of Visits **35**