

Rpt. 1.

now Lake Bahine
STEEL STEAMER or MOTORSHIP.

Received at London Office.

112 FEB 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 5th December, 1943 Port of Vancouver, B. C. No. 6046

Survey held at Vancouver, B. C. Date First Survey 1st July, 1943 Last Survey 29th November, 1943

On the (State if Machinery fitted and if Single, Twin or Triple Screw) Steel Single Screw Steamer "BEATON 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 6706.49

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

Total

Gross Tonnage 7163.90

Register Tonnage 4250.28

REGISTERED DIMENSIONS.
FEET.

Length 424.6

Breadth 57.2

Depth 34.9

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 416.00

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

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 13th Sept., 1943 Yard No. 192

Builders Burrard Dry Dock Co. Ltd.

Owners Minister of Munitions & Supply of Canada.

Managers Park Steamship Co. Ltd.

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

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 3/5 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. Forward Reversed Frame Amidships, Angle.....	(6 4 1/2)		Side Girders (No. each side and thickness.....)	One	
for Ice Stiffening	Toe to Shell		(B.As. Top & Bottom)	6 3 1/2 .44	
" " Extends up to.....			Margin Plate depth (excl. of flange) and thickness	40 1/2 x .56	
Depth of Framing Girder.....	12		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded	
Frames in Uppermost Continuous 'tween Decks, Angle [or]	6 3 1/2 1/2		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	10 1/2 x 3 (Fl. 2")	
" " Second 'tween Decks, Angle, [or]	10 3/4 x 3 1/2 x .425	WITH STAYS AND FRAME AS APPROVED	" " Gussets, spacing and scantling abaft 1/2 len. from stem	Continuous	
" " No. 1 Hold & Deck			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	17 x 3 (Fl. 2")	
" " No. 2 Hold	12x4x4x.59		Tank Side Brackets, height above base line at toe of Frame and thickness	104 1/2 x .44	
" " from 1/2 len. for'd. to 15% len. from Stem			INNER BOTTOM PLATING.		
" " in Peaks, Angle or [.....	8 3 1/2 .34		Breadth and thickness of Middle Line Strake.....	88 x 1/2	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 At 6 1/2 Dias.		Thickness of remainder in Holds44	
State if Frame Joggled	No		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	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes		Uppermost Continuous Deck, amidships in Wells, Angle [or]	8 3 1/2 .46	
SINGLE BOTTOM.			" " in way of Bridge, Angle, [or]	-	
Floors, Depth and thickness at mid-line in Holds			Spacing	Ev. Fr. 9 x 3 1/2 x .44	
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, [or]	12 x 4 x 4 x .467	
Middle Line Keelson, on Floors, Angles, [or]			Spacing	Ev. Fr.	
" " Through Plate or Intercoastal Plate.....			Third Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate.....			Poop Deck, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Bridge Deck, Angle, [or]		
Solid Floors, thickness and spacing	3/4 Ev. Fr.		Spacing		
" " Are Frame and Reversed Frame joggled?	No		Forecastle Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate					

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 ✓		Stringer Plate, breadth and thickness in way of Bridge	- - -	
" In 'tween Decks, Size and Spacing.... {	6 x 6 x $\frac{3}{8}$ ✓ on alt. frs.		Thickness of Plating abreast Deck openings } in way of Wells34 ✓	
" " " " "	- - -		Thickness of Plating abreast Deck openings } in way of Bridge	- - -	
" in Holds " "	Cr. Line Bhd. ✓		Thickness of Plating within line of openings..	.34 ✓	
" " " " "	- - -		If Sheathed, material and thickness.....	- - -	
Centre Line Bulkhead in Holds	(Ch. 12x3 $\frac{1}{2}$ x3 $\frac{1}{2}$ x60 ✓ on Alt. Frs.)		Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....		
Plating, thickness of.....	.31		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	61 x $\frac{3}{4}$ ✓		If plated, state thickness.....		
" " " " in way of Bridge	- - -		Poop Deck.		
" Angle in Wells	6 6 .69 ✓		Stringer Plate, breadth and thickness.....		
Thickness of Plating abreast Deck openings } in way of Wells	$\frac{5}{8}$ ✓		Plating, Sheathing, material and thickness.....		
Thickness of Plating abreast Deck openings } in way of Bridge	- - -		Bridge Deck.		
Thickness of Plating within line of openings..	.56 ✓		Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness			Plating, Sheathing, material and thickness.....		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells	59 $\frac{1}{2}$ x .44 ✓		Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness.....		

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS. *X NOT FOR RECORD*
In tween dks. - 7 Divisional W.T. Bhds. on (Frs. Nos. 5, 11,
Total No. of W.T. BULKHEADS in Vessel— (40, 66, 86, 106 & 135.
Extending to Upper Deck (Sec. 3 c) One (Collision) on Fr. 162
" Deck next below ⁵⁴Seven, on (Frs. Nos. 12, 40, 58, 66, 86, 106
(and 135.
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 Section	M.S.	Fashion Plate		
	Lower Rolled Bar	M.S.	10"x24"		
			As	Van.	
STERN	Propeller Post	C.S.	Appd.	Eng. Wks.	
FRAME	Rudder		-		
Speed of Vessel	Not exceeding 12 knots				
RUDDER—Type	Goldsmidt - Patent - Streamline				
	Made by Van. Eng. Works.				
	A x D		9 1/2		
	Diam. of head		16" Dia. x 1" thk. tube		
	Mainpiece at top pintle		16" Dia. x 1" thk. tube		
	heel		Built and Welded		
	how constructed		Double		
	double or single plate coupling, vertical or horizontal		Horizontal		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks		$\frac{1}{4}$	0.A. Ins. $6 \times 3\frac{1}{2} \times 3$	30	-	-
"	Second	-	-	-	-	-
"	Third	-	-	-	-	-
"	Holds	$\frac{3}{8}$ to $\frac{1}{2}$	CH $12 \times 3\frac{1}{2} \times 3$	30	-	-
COLLISION	(in Hold)	Fr. 162	50 ^{BA} $\times 3\frac{1}{2} \times 3$	24	3 Stgrs.	6'-0"
	AFTER PEAK	Fr. 12	50 ^{BA} $\times 3\frac{1}{2} \times 3$	24	2 Stgrs.	6'-6"

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). Open Hearth
The Steel Co. of Canada, Ltd., Manitoba Rolling Mills Co. Ltd., Carnegie-Illinois Steel Corpn.,
The Phoenix Iron Co., Canadian Tube & Steel Products Ltd., Algoma Steel Products Co. Ltd.,
Bethlehem Steel Co., Republic Steel Corpn., Alan Wood Steel Co.
 Has the Steel been tested as required by the Rules? Yes (Partly by American Bureau 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 seventh of the "Victory" type ships to be built by Burrard Dry Dock Co. Ltd., to the order of the Minister of Munitions and Supply of Canada, and is a sistership to their Hull No. 180 - S.S. "FORT COLUMBIA" (Vancouver Report No. 5942).

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-8390 for cast steel stern frame.

Certificate No. F-8929 for rudder.

Certificate No. F-8875 for steam steering engine, quadrant and tiller.

Certificate No. F-9001 for windlass.

Certificate Nos. F-8715, F-8667, F-8799, F-8807, F-8665, F-8668, F-8750, F-8829, F-8718, F-8666 & F-8863 for winches.

Certificate Nos. F-2541, F-2573 & F-6474 for anchors.

There are seven (7) divisional bulkheads in tween decks all watertight, having no openings except on the after bulkhead of the after magazines which has 2 openings each closed with steel hinging W.T. doors. This is the first Burrard Dry Dock Co. Ltd. Victory type ship where the four forward deep tanks have been omitted. In lieu of 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 certified copy of approved drawing No.7439A forwarded herewith.

PARTICULARS OF ELECTRIC WELDING (if employed) Plate butts and seams of ~~trans. & cr. line~~; O.T. hold bnds. (trans. & cr. line); fore peak bnd.; tunnel and cr. line N.W.T. bnds.; Plate Butts of upper and 2nd decks; side & bottom shell; inner bottom tank top (part) and margin; cr. girder, hatch side girders and twm. dk. bnds.; Stiffeners O.T. Hold bnds. (trans. & cr. line); tunnel and thrust recess; fore peak bnd. and twm. dk. bnds.; All connections to D.B. tanks' margin plates, W.T. floors and gusset plates; 2nd deck and ~~trans. & cr. line~~ stringer plates and D.B. tank margin plates to shell and upper dk. stringer plates to sheerstrake at ends; Hold bnds. and tunnel sides to D.B. 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. *Not on cargo. See page 3*

	HEAD	SHANK.
Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 5940 lbs. P.D.M. F-2541 27-7-43 2nd " 5810 lbs. P.D.M. F-2573 28-9-43 Stream 2380 lbs. J.F.H. F-6474 17-8-43	2255 lbs. P.D.M. F-2541 27-7-43 2256 lbs. P.D.M. F-2573 11-8-43 765 lbs. P.D.M. F-6474 12-8-43

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. 174820 Signal Letters V.D.Z.X. 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 Engines & boilers) and in bilges throughout except in deep tanks for oil fuel 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 tanks, 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	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. 80
Date 9-6-43
Dates of Surveys held while building
1943. July 1, 20. Aug. 3, 4, 7, 9, 11, 13, 14, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, Aug. 30, 31. Sept. 1, 2, 3, 7, 9, 10, 11, 13. Oct. 22, 26. Nov. 12, 13, 16, 18, 20, 22, 23, 24, 26, 29.