

For Reports Acpt., Wok.

"MOUNT ROYAL PARK"  
Victoria Machinery Depot's Yard No.29.


Proposals to convert a number of the standard Canadian cargo ships into tankers were dealt with by Mr. Bennett in New York in July, 1943, and previous dates. These previous cases related to partially completed ships (see "POINT PELEE PARK").

In April, 1943, Mr. Bennett forwarded copies of plans which he had approved for the Victoria Machinery Depot's Yard Nos. 29 to 32, which he stated would be built to the same general arrangement as the "POINT PELEE PARK" conversion, but would be built as tankers from the laying of the keel.

The plans have been approved by Mr. Bennett for the class 100A1 with a freeboard corresponding to a summer moulded draught of 26'10", "Carrying homogeneous cargo of petroleum in bulk".

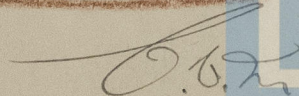
In May, 1943, a further letter was received from Mr. Bennett, stating that due to an oversight at the shipyard, all the second deck plating in the first ship and part of this plating in the second ship had already been punched from the original templates; the rivet holes were 4 diameters apart instead of  $3\frac{1}{2}$  diameters as approved, and in the circumstances this was accepted by Mr. Bennett provided a full weld was run along the sight edge of each seam, the welding to be done to the Surveyors' satisfaction after the seams had been properly bolted and prior to the driving of any rivets in this vicinity.

There is nothing further in the correspondence affecting the First Entry Report.

  
13th January, 1944.

10 plans (London Office copies)

enclosed, which please return  
as soon as done with



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