

7 MAR 1944

Received at London Office

~~26 MAR 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 / 12th Feb. 1944

Port of Saint John, N.B.

No. 544

Survey held at Saint John, N.B.

Date First Survey 8th Sept. 1942

Last Survey 28th December 1949

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

Steel Twin Screw Steamer "Piedmont Park" (ex "Bridge Building")
(Machine No. 111)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

(Machinery Aff)
Sredger converted to Oil Tanker

State Type of Erections

TONNAGE under }
Tonnage Deck.... } 1426.22

CLASS 100A-

State if with freeboard) No
as condition of Class) FEET

Built at Sorel, P.Q.

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) } L 240.0

Launched.....1905.....Yard No.

Breadth (*greatest moulded*).....**B** 42.0

Builders Canadian Government

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 12.6

Owners Park Steamship Co

1st Longitudinal Number (L x D) = 4238

Managers Imperial Oil Co.
(Where necessary to be entered in Reg. Book.)

2nd Numeral $L \times (B + D) \dots\dots\dots = 14318$

Residence.....Toronto

Framing Depth "d," at middle of length. See)
Sec. 3 (1d)

Port of Registry.....*Montreal*

Proportions—Depth to Length — Uppermost continuous deck to top of keel 13.59

Do. Long Bridge to top of keel 13.59

If surveyed while building, afloat, or in dry dock.

Draught Moulded 16'2"

Surveyed during conversion, drydock & 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.
Spacing amidships				Bracket Floors, Frame			
" from $\frac{3}{8}$ length amidships to Collision bulkhead.....		24 ✓		" " Reversed Frame			
" in peaks				" " Vertical Struts			
MINING.				Centre Girder , depth and thickness amidships			
Amidships, Angle [or]		6 X 3 X 3 X $\frac{3}{8}$	See Rpt 1 * attached	" " top Angles			
" Extends up to.....		Upper Deck ✓		" " bottom Angles			
Frame Amidships , Angle.....				Side Girders , No. each side and thickness.....			
" Extends up to.....		None ✓		Margin Plate depth (excl. of flange) and thickness			
Framing Girder		✓		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem			
Uppermost Continuous 'tween Decks, Angle [or]				" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area			
Second 'tween Decks , Angle, [or]		None ✓		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem			
Third " " " "				" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area.....			
$\frac{1}{2}$ len. for'd. to 15% len. from				Tank Side Brackets , height above base line at toe of Frame and thickness			
Peaks, Angle [or]		5 X 3 X $\frac{3}{8}$ 3 $\frac{1}{2}$ X 3 $\frac{1}{2}$ X $\frac{3}{8}$	✓	INNER BOTTOM PLATING.			
and Spacing of Rivets through Frame Shell Plating amidships		$\frac{7}{8}$ - 5" ✓		Breadth and thickness of Middle Line Strake.....			
Keel Joggled		Not joggled ✓		Thickness of remainder in Holds			
Scantlings and arrangements in the area in accordance with the Rules approved?		As approved ✓		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?			
Scantlings and arrangements in way of the forward in accordance with the Rules approved?		As approved ✓		BEAMS.			
TOM.				Uppermost Continuous Deck , amidships			
Depth and thickness at mid-line in holds 4. I.A. + I.B. CARGO TANKS		24 X 40 ✓		" " in Wells, Angle [or]		8 X 3 $\frac{1}{2}$ X 3 $\frac{1}{2}$ X 15 lbs ✓	
Height of Brackets at side above base line at toe of frame		55 ✓		" " in way of Bridge, Angle, [or]			
Keelson , on Floors, Angles, [or]				Spacing		48 ✓	
" Through Plate or Intercoastal Plate.....		Centre line ✓		Second Deck , amidships, Angle, [or]			
" Foundation Plate on Floors		Bulkhead ✓		Spacing			
" Flat Plate Keel Angles (DOUBLE)		4 X 4 X 48 ✓		Third Deck , amidships, Angle, [or]			
Rivets, No. each side FRS. 81-94.		Two ✓		Spacing			
Thickness of Intercoastal Plate.....		.50 ✓		Fourth Deck , amidships, Angle, [or]			
Angles DOUBLE		5 X 3 X $\frac{7}{16}$ ✓		Spacing			
BOTTOM.				Poop Deck , Angle [or]		6 X 3 $\frac{1}{2}$ X 38 ✓	Approved 6 X 4 X $\frac{3}{8}$ O.A.
Scantlings, thickness and spacing				Spacing		24 ✓	
Are Frame and Reversed Frame joggled?		None ✓		Bridge Deck , Angle, [or]			
Floors, breadth and thickness at middle line				Spacing			
" breadth and thickness at margin plate				Forecastle Deck , Angle, [or]		7 X 3 $\frac{1}{2}$ X $\frac{5}{16}$ ✓	
				Spacing		24 ✓	

INCHES IN SHIP

NONE

SHELL PLATING.

AFTER	
PORT	
	.52"
	.42"
	.37"
	.45"
	.35"
	.34"
	.38"
	.38"
	.41"

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

[illegible]

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.)

The following as built drawings enclosed: Sections in way of oil tanks, upper deck plating, shell expansion, General arrangement, Sizing certificate attached.

PARTICULARS OF ELECTRIC WELDING (if employed)

Brackets at ends of longitudinals to O.T. bulkheads; Ventilator Coatings to deck plating; also other items of a minor nature. A casing run of welding has been made on all single rivetted seams, bulk and boundary angles in way of cargo tanks as required by N.Y.K. letter 11.12.42. See confirmation by S.T. letter 14.6.44

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Carrying Oil Fuel in bulk, F.P. above 150°F.

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 75 ft., R.Q.D. 128 ft., Forecastle 27.5 ft., Bridge 128 ft., Forecastle 27.5 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 134184 Signal Letters Extreme Breadth over Belting Over-all Length 248'-0"

No. and Material of Decks 1 (Steel) Parts of Bottom of Vessel coated with cement or approved composition Peaks, Engines and Boiler Space, Bunkers, Joid, Cargo Hold

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,			Fore peak tank,		83
Double bottom, under Engines and Boilers,			After peak tank,		129
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity.			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 213

Date Sept. 19, 1942

Dates of Surveys held while building during conversion

1942: SEPT. 8, 14, 17, 18, 22, 25, 26, 29, 30; OCT. 6, 7, 22, 19, 20, 31, 30; NOV. 4, 9, 12, 14, 16, 24, 26; DEC. 3, 4, 5, 14, 22, 23; 1943: JAN. 7, 11, 19, 27; FEB. 5, 12, 25; MARCH 14, 22, 23, 26; APRIL 9, 15, 21; MAY 3, 13, 13, 22; JUNE 3, 8, 13, 23; JULY 12, 14, 20; AUGUST 3, 9, 13, 17, 18, 23, 30; SEPT. 2, 9, 10, 14, 20, 22, 24, 25; OCT. 1, 6, 12, 20, 26, 27, 29, 30; NOV. 3, 20, 21, 25, 26; DEC. 1, 2, 8, 23, 28; (Mr. Hislop's visits - Nov. 1942 - 11, 13, 14, 15, 16, 17)

Total No. of Visits 92

Rpt. 9a.
Port of

Continuation of Report No. 544 dated

on the

Nos. 2, 3, 4, 5 CARGO TANKS ONLY

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approval Plans to be Noted.	RIVETING.			
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spacg.	Inches.	Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.
Framing of K, L or C B.A.												
Frames in Bridge 'tween Decks ...												
LONG. Frames from Uppermost Continuous No. 1		10	3 1/2	.48	-	-	-	7/8	5	4		Electric Welded
from Deck C.L. at bottom												
" 2		"	"	"	-	-	-	"	"	"		"
" 3		"	"	"	-	-	-	"	"	"		"
" 4		"	"	"	-	-	-	"	"	"		"
" 5		"	"	"	-	-	-	"	"	"		"
" 6		"	"	"	-	-	-	"	"	"		"
" 7		"	"	"	-	-	-	"	"	"		"
" 8												
" 9												
" 10												
" 11												
" 12												
" 13												
" 14												
" 15												
" 16												
Spacing of Longitudinal Frames		Amidships		30								
		At Ends										
Double Bottoms		Tank Top Longitudinals										
L, E or C		Bottom										
Spacing of Longitudinals		Amidships										
		At Ends...										
Transverses.												
		22" to 30" x .38"		-	-	-						
TRUNK Side		Depth and Thickness										
(in 'tween Decks)		Face Angles		Flanged 5"	-	-	-					
		TRUNK SIDE Lugs to Shell		3" x 3" x .36	-	-	-	7/8	3 1/4	(20 trunk side)		
		16" x .40		-	-	-						
Side		Depth and Thickness										
(in fold)		Face Angles (double)		3 1/2" x 3 1/2" x .40	-	-	-					
		Lugs to Shell		6" x 3" x 2" x 3/8" CH	-	-	-					
		Channel Frames		36 1/2" x .42	-	-	-					
		Depth and Thickness										
		Face Angles		6" x 4" x .50	-	-	-					
Bottom		Lugs to Shell		5" x 5" x 3/8	-	-	-	7/8	4 1/2			
		" " Back Bars			-	-	-					
		Brackets (at side)		5'-0" x 4'-0" x .42	-	-	-					
		Flanged 4"			-	-	-					
Sag of Transverse Frames		8'-0" and 10'-0"		-	-	-						
* State if joggled or liners.												
Longitudinal		Trunk Deck		7" x 3" x .34	-	-	-	Spacing.				
ns of		Upper						26"				
X or K		Second										
		Third										

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

W1011-0370 3/4

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Lloyd's Register Foundation

S.S. "Riding Mountain Park" (ex dredge "Fielding")

Alterations and Repairs for conversion of a single-screw Hopper dredger to an Oil Tanker with a view to classification in Lloyd's Register.

Now Done:

Vessel placed in dry dock, bottom and rudder (renewed) cleaned, sparred, and on completion of repairs and alterations, recoated. After and Fore Peak spaces above Engine and Boiler room spaces, under Engines and Boilers, Side Bunkers (Port and Starboard), Cross Bunker, Buoyancy spaces each side of Hopper, Store Room and Deck Machinery spaces all cleared, steel work scaled as required and examined throughout. Cement on bottom shell in way of Engine and Boiler room spaces and Cross Bunker removed for examination of steelwork and afterwards re-cemented. Steelwork generally found satisfactory but repairs were found necessary to wasted parts of structure in Engine and Boiler Room, Side and Cross Bunker spaces, and Upper Deck plating. Bucket ladder and Sumpter, and Bridge dismantled and removed. Hopper sides and internal structure together with Hopper floors, also Bucket ladder Well sides removed. Fore and Aft Bulkhead each side of vessel forming Buoyancy spaces cropped and removed but top portion under Hopper Deck retained as girders (see approved Machinery section).

Bucket
Dredger

276.

Side shell plating, frames and deck plating of Poop and Forecastle Deck, also deckhouse (each side of machinery casing) removed. Wood Belting at line of Upper Deck, Port and Starboard, removed. Existing Rudder, Quadrant, Tiller, and Steering Chains removed and renewed.

Test holes drilled in shell plating, Port and Starboard, at after and forward ends, in way of Cross Bunker, midships and at local places. Test holes drilled in all existing bulkheads and Upper Deck. Shell plating generally scaled, examined, and pitting found in several shell plates. But test holes drilled in plates proved thickness satisfactory. A considerable number of shell rivets which were found below flush or pitted in points were renewed or E.W. After plans had been submitted and approved, alterations were carried out in After and Fore Peaks, Centre line Bulkhead and Transverse Bulkheads were built to form oil tanks, pump room, cofferdam, and cargo hold. New keel, bottom shell plates, transverse and longitudinal erected enclosing Hopper and Bucket Well. Centre keel son fitted at fore end clear of Centre line bulkhead. Expansion trunk built on Upper Deck together with O.T. Hatchways, Coaling Hatchway, and Companionway. Upper Deck plating Port renewed, new side shell plating and framing erected in way of Poop and Forecastle together with new beams and deck plating. Fore Poop and Forecastle Trans Bulkheads erected. Deckhouse and bridge built on top of Expansion Trunk; all alterations carried out as per approved plans and particulars as reported in 1st Entry Report. New Rudder and Rudder Head fitted, also new Quadrant and Tiller, as per approved plans. Upper Deck in way of Engine and Boiler spaces strengthened between beams, and pillars fitted in Engine Room, Port and Starboard. Feed water tank built into ship at fore end of Engine Room, Port and Starboard, with shell plating forming bottom of tanks. Additional angle fitted to top of Propeller shaft bracket arm forming double angles, Port and Starboard. In order to accommodate increased size of Rudder Pintles, existing gudgeons reinforced with heavy plate straps efficiently welded all round with "plug" welds to gudgeons. All gudgeons sighted and re-bored.

Steering engine re-positioned, steering chains (tested) supplied and fitted. Windlass supplied and fitted. All main cargo tanks, after and fore peak tanks, and feed water tanks in engine room filled and tested to Rule Requirements. Shell plating generally indented but at fore end, where this was worst, shell plates were renewed, Port and Starboard (see Shell Expansion). The attention of the Owners' Representative was drawn to the remaining indentations but as these did not affect the seaworthiness or efficiency of the vessel, it was not considered necessary to effect repairs. Decks clear of tanks, hose tested. New ventilator casing fitted, also air and sounding pipes, with striking plates or equivalent. Pumping arrangements fitted as per approved plans and tried under power. List of shell drillings as per separate sheet attached. New load line as assigned by the Committee taken on ship's side and verified.

Repairs Now Done:

A number of reverse frames on floors and side frames in Boiler Rooms, Cross Bunker, and Port and Starboard Side Bunkers renewed. Bottom portion of Stakehold forward bulkhead plating renewed together with lower portion of stiffeners. A number of Upper Deck plates renewed, Port and Starboard (see Upper Deck plan). A number of other repairs of minor importance were also carried out.