

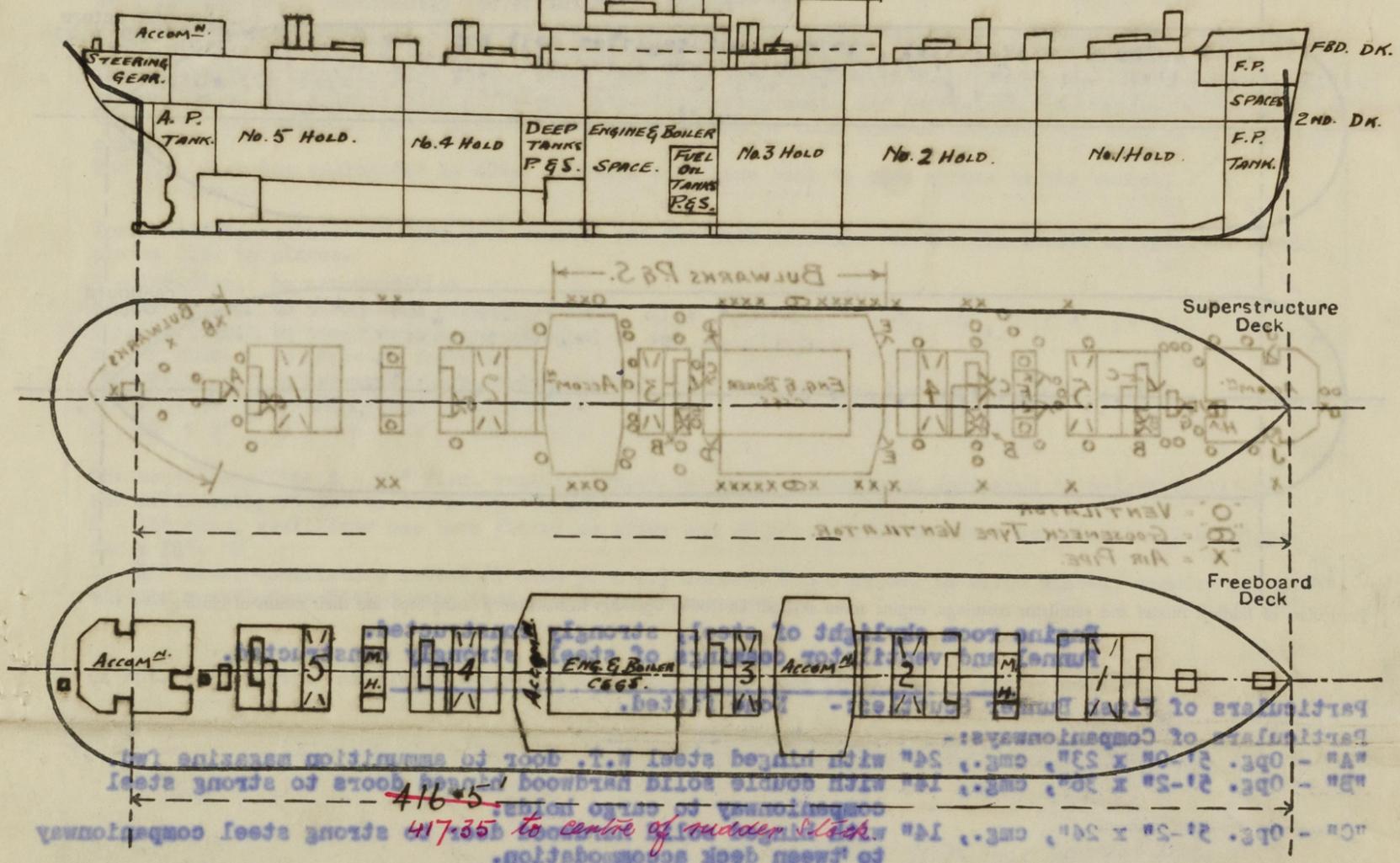
Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

Ship's Name **"FORT BEMONTON"** Port of Survey **North Vancouver, B. C.**
 Official Number **FEDERAL VOYAGER.** Surveyor's Signature *[Signature]*
 Nationality and Port of Registry **British** Date of Survey **September, 1944.**

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement:—



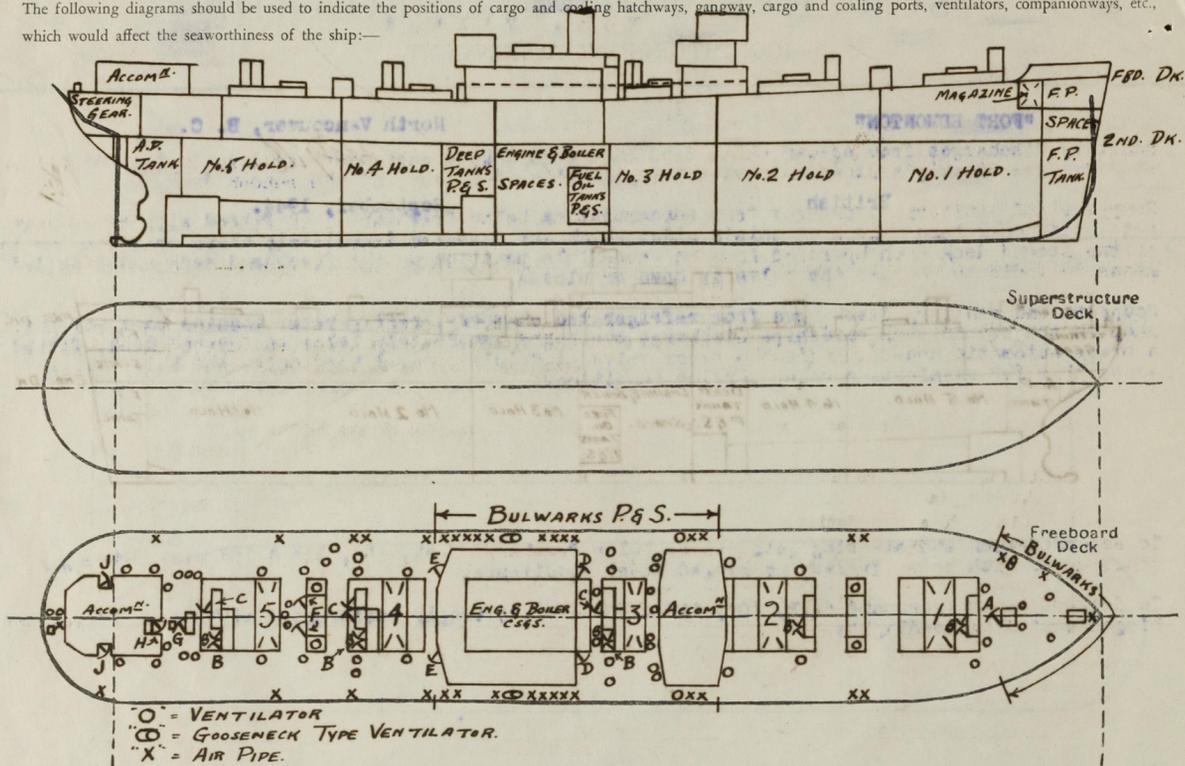
416.5
417.35 to centre of rudder stock

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating Ins.	Stiffeners Ins.	Spacing Ins.	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	X							
Raised Quarter Deck Bulkhead	X							
Bridge, After Bulkhead	X				(All Ends E.W. to Decks & Bats. on Alternate Stiff. Top & Btm. None)			
Saloon House Bridge, Forward Bulkhead	X	.31	5x3 F.B. & 3 Webs.	16 to 20			X	7'-6"
Forecastle Bulkhead								
Trunk, Aft Mast House	X	.38	5x3x.38 O.A. & Div. Bhd.	30"	Bracketted Top & Btm.	5'-0"x2'-0"	18"	7'-6"
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	X							
Exposed Machinery Casings on Superstructure Decks	X							
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	X							
Deckhouses on Flush Deck Ships	X	.25 to .31	3x.38 & 5x.38 F.B.	30"	Bracketted Top & Btm.	See Companionways		7'-6"

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	
Saloon House Bridge, Forward Bulkhead	No Openings. ✓
Forecastle Bulkhead Mast House	Hinged steel W.T. doors, manipulated from both sides. ✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	Hinged steel and hardwood doors, manipulated from both sides.

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

The following diagrams should be used to indicate the positions of cargo and coaling hatchways, gangway, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship:—



Particulars of fiddle, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing:—

Engine room skylight of steel, strongly constructed.
Funnel and ventilator coamings of steel, strongly constructed.

Particulars of Flush Bunker Scuttles:— None fitted.

Particulars of Companionways:—

- "A" - Opg. 5'-0" x 23", cmg., 24" with hinged steel W.T. door to ammunition magazine fwd.
- "B" - Opg. 5'-2" x 36", cmg., 14" with double solid hardwood hinged doors to strong steel companionway to cargo holds.
- "C" - Opg. 5'-2" x 24", cmg., 14" with hinged solid hardwood door to strong steel companionway to 'tween deck accommodation.
- "D" - Opg. 4'-6" x 25", cmg., 24" with hinged solid hardwood door to engineer's deckhouse enclosing access to 'tween deck accommodation & stores, fidley and engine room.
- "E" - Opg. 4'-11" x 25", cmg., 17" with hinged solid hardwood door to engineer's deckhouse enclosing access to 'tween deck accommodation & stores, fidley and engine room.
- "F" - Opg. 4'-11" x 23", cmg., 18" with hinged steel W.T. doors to mast house enclosing access to 'tween deck accommodation.
- "G" - Opg. 4'-0" x 22", cmg., 26" with hinged solid hardwood door to strong steel companionway to accommodation spaces aft.
- "H" - Opg. 4'-9" x 23", cmg., 25" with hinged steel W.T. door to shaft tunnel escape trunk.
- "J" - Opg. 4'-4" x 25", cmg., 24" with hinged solid hardwood door to after deckhouse enclosing access to accommodation spaces.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

- 4 @ 36" dia., cmg., 23" x .44" to cargo spaces and accommodation (on mast house tops).
- 6 @ 24" dia., cmg., 36" x .44" to cargo spaces.
- 10 @ 18" dia., cmg., 36" x .44" to cargo spaces and accommodation.
- 2 @ 18" dia., cmg., 10'-6" x .44" to cargo spaces, efficiently stayed.
- 2 @ 8" dia., cmg., 8'-0" x .50" to 'tween deck accommodation, efficiently stayed.
- 9 @ 12" dia., cmg., 36" x .38", 8 to 'tween deck accommodation, 1 to steering gear compartment.
- 9 @ 10" dia., cmg., 36" x .36", 2 to F.P. stores, 4 to 'tween deck accommodation, 2 to magazine aft, 1 to steering gear compartment.
- 3 @ 8" dia., cmg., 36" x .50", 1 to 'tween deck accommodation, 2 to magazine fwd.
- 14 @ 6" dia., cmg., 36" x .40" to 'tween deck accommodation.
- 1 @ 8" x 8", cmg., 15" x .31" to 'tween deck accommodation (on mast house top).
- 1 @ 8" x 12", cmg., 15" x .31" to 'tween deck accommodation (on mast house top).
- 1 @ 6" dia., gooseneck type, 36" to opg., to F.P. stores.
- 2 @ 12" x 4", gooseneck type, 36" to opg., to midship 'tween deck stores.

All ventilator coamings fitted with wood plugs and canvas covers.

All gooseneck type ventilators fitted with wood plugs.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

- To peaks and double bottom tanks, 3 1/2", 3" and 2 1/2" dia., openings 19" above deck, fitted with "Varec" type automatic inverted sea check valves at openings.
- To oil fuel settling tanks, 1 Port 6" dia., 1 Starboard 4" dia., openings 30" above deck.
- To midship (1P & 1S.) deep tanks, 5" dia., openings 30" above deck.
- To fresh water tanks midships (1P & 1S.) 2" dia., openings 30" above deck.
- To rudder trunk, 2" dia., opening 28" above deck.
- To soil pipes from crew's accommodation below freeboard deck aft, (1P. 2" dia.) opening 30" above deck.
- All the foregoing air pipes fitted with wood plugs except those fitted with "Varec" valves.
- To oil fuel storage tanks, 1 forward P. & 1 midships P. 2" dia., opening 21" above deck, fitted with hinged steel W.T. cover at opening.
- To insulation spaces in way of oil fuel settling tanks, 1P. & 1S. 2" dia., opening 21" above deck, fitted with hinged steel W.T. cover at opening.
- All the foregoing air pipes fitted with wood plugs except as otherwise stated.

Particulars of Gangway Cargo and Coaling Ports:—

None Fitted

Particulars of Scuppers and Sanitary Discharge Pipes:—

Sanitary discharges from spaces above freeboard deck fitted with cast steel automatic non-return storm valves at ship's sides which are situated above the level of the second deck.

Scuppers and sanitary discharges from accommodation below freeboard deck fitted with screw-down automatic non-return valves at ship's sides which are situated immediately above or below the level of the second deck each operated from an accessible position on the freeboard deck and provided with means to indicate whether the valve is open or closed.

Scuppers and sanitary discharges from refrigerated chambers, refrigerator machine room and butcher's shop on the second deck amidships discharge overboard immediately below the second deck, fitted with a brass automatic non-return double storm valve at Ship's side, 1 Port only, which is always accessible for examination under service conditions.

Particulars of Side Scuttles:—

To accommodation and steering gear spaces below freeboard deck, 10", 12" & 16" dia., strongly constructed with brass frames and hinged steel deadlights.

To deckhouses on freeboard deck, 10", 12" & 16" dia., strongly constructed with brass frames and hinged cast iron deadlights.

Vertical distance of Sill of lowest Side Scuttle above top of keel Amidships - 34'-0".

Particulars of Guard Rails:—

Strongly constructed steel bulwarks, efficiently stayed, fitted on freeboard deck for about 46 ft. at fore end and abreast midship houses. Elsewhere on freeboard deck, strong steel stanchions 3'-6" in height, spaced about 5 ft. apart, with 3 rails and efficiently stayed to deck.

Particulars of Gangways, Lifelines, etc:—

Provision made for rigging lifelines on each side of ship between the fore peak store hatch and midship deck houses, between midship deck houses and from engineers' deck house to after accommodation.

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well - Amidships	129'-10"	3'-6"	3'-0" x 9"	4	9 sq. ft.	x
Forward Well						

State position of each freeing port ... { After-Well:— Amidships:— From forward end of bulwark to forward end of freeing ports:— 43'-2", 55'-1", 76'-4", 94'-2"
(F. and A. position and height above deck edge) { Forward-Well:— Height above deck edge:— 9 1/2"

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— None

Additional area where sheer is less than standard: x

FEDERAL VOYAGER

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECK.							
Description of Hatchway	No.1	No.2	No.3	No.4	No.5	To F.P. Stores	To Strg. Gear
Dimensions of Hatchway	11'-3"x20'	11'-8"x20'	10'-x20'	11'-8"x20'	11'-8"x20'	43"x31"	22"x25"
COAMINGS	Height above Deck		46"				24"
	Thickness	Sides	.44"				.38"
		Ends	.44"				.38"
	Stiffeners	BA	7x3 1/2 x 3	9x3 1/2 x 4	7x3 1/2 x 3	9x3 1/2 x 4	7x3 1/2 x 3
Brackets, Stays	6"x4" OA	3P3S	IFIA	3P 3S	IFIA	3P3S	IFIA
HATCH BEAMS	Number	1	1	1	1	1	1
	Spacing	67 1/2"	70"	60"	70"	70"	70"
	Scantling and Sketch	Web Plates 18-1/2" x .34" Top & Btm. Angles 5x3x.38 (5" Hor ^l)					x
Bearing Surface	3"					x	x
FORE AND AFTERS	Number						
	Spacing						
	Unsupported Lengths						
	Scantling and Sketch	x	x	x	x	x	x
Bearing Surface							
HATCH COVERS	Material	Wood			Steel		
	Thickness	3"			.25"		
	How fitted	F & A			Hinging		
	Bearing Surface	5" on Beams, 3" at Hatchway Ends					W.T.
Spacing of Cleats	24"			Toggles			
Number of Tarpaulins	2"			6			5
*Are wood fore and afters steel shod at all bearing surfaces? x Are battens and wedges efficient and in good condition? Yes Are tarpaulins in good condition and in accordance with rule requirements? Yes Are lashings provided in accordance with rule requirements? Yes							

Particulars of any special features:—

This is a standard "Victory" type ship with closed shelter deck, the tonnage opening abaft No.5 hatchway being closed watertight by a rivetted steel plate efficiently supported. The existing hatchways on the Freeboard Deck to the cargo holds have been partly permanently closed watertight by rivetted and E.W. steel plates efficiently supported and the hatchways, Nos. 1 to 5, and companionways "B" and "C", described in this Report, have been fitted on the top of the original hatchways.

Skylight on Freeboard Deck at forward end of after deckhouse, to Crew's accommodation of steel, strongly constructed, 3'-6" x 2'-7" with coaming 18" high x .25" thk. with steel hinging weathertight covers.

Endorsement at first survey and at surveys for renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.



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