

Sister vessel to the "FORT TADOUSSAC" etc.

18 9 SEP 1944

ed by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VEL'S NAME s.s. "FORT BRUNSWICK" REPORT Mtl. 6073 Npt. No. 24907

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

D to W dk 37.33' D to 2nd dk 28.58' D for scantlings 36.58' (i.e. 8' above 2nd 1st Long No. 15217 Depth "d" - dk) 2nd Long No. 38879 Proportions = L/D 11.14 Framing As approved Sheerstrake As approved

The scantlings are suitable for a draught of 18 1/2" in excess of that corresponding to the freeboard which could be assigned as a C.S.S. vessel.

No action regarding the classification of this vessel has been taken pending the receipt of a satisfactory report on the hose testing of the weather decks, permanent repairs to deep tank top in way of 'tween deck fresh water tanks (p & s) and further examination of Nos. 1, 2 & 4 holds on account of evidence of dampness in way of frames and bulkheads.

For full particulars regarding this case see endorsements 14.3.44, 27.4.44, 9.5.44 and correspondence.

The NEWPORT MON. Surveyors report the vessel placed in dry dock, bottom coated and minor repairs effected.

The weather deck hose tested after welding and caulking of deck stringer angle forward (p & s) and hawse pipe deck flanges.

Nos. 1, 2 & 4 holds examined, shell in way hose tested and a few scattered rivets showing slight dampness caulked.

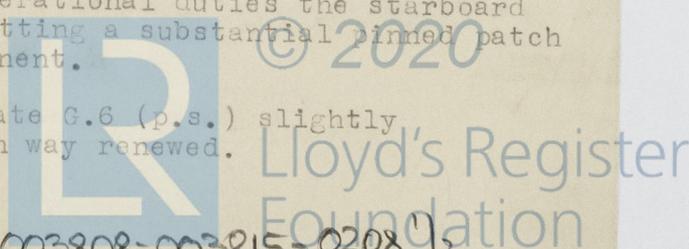
The tween deck fresh water tanks (p & s) filled, deep tank top in way examined from deep tank and found tight. Cement repairs in fresh water tanks effected in London not removed.

The Surveyors state the vessel is now fit to carry dry and perishable cargoes and recommend permanent repairs to the deep tank top in way of the fresh water tanks (p & s) at a convenient opportunity.

On account of damage through grounding bottom plates A.3 (p.s.) B.5 (s.s.) and B.3 (p & s) from aft slightly set up. Temporary repairs effected and the Surveyors recommend permanent repairs at a convenient opportunity.

Owing to damage during recent operational duties the starboard hawse pipe fractured at top. Repairs by fitting a substantial pinned patch carried out which are considered to be permanent.

Due to collision damage shell plate G.6 (p.s.) slightly indented and scored. Some damaged rivets in way renewed.



"FORT BRUNSWICK"

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be <sup>now</sup> classified ~~EL~~100A1 "With freeboard" subject to permanent repairs to the deep tank top in way of 'tween deck fresh water tanks port & starboard and indented bottom plating aft port & starboard at a convenient opportunity.

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

2 Dks "Butts of shell & deck plating elec. welded".  
Cell DB 368' 1081t DTA 20' 764t, FPT 148t, APT 166t  
FK 7BH (Coll to W dk, 6 to 2nd dk) 6 divisional W.T.BHs in 'tween dks., Cem.

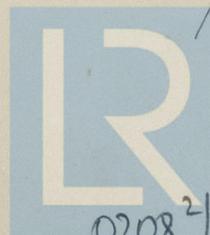
O.L. 441.5'  
E.S.D.

The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed.

Insert <sup>also</sup> in S.R.L:- (A bower anchor and 30 fathoms of chain cable to be supplied).

<sup>X</sup> Newport

The <sup>X</sup>Surveyors should be informed it is concluded the shell riveting as commented upon in London Rpt. 111575, which was sent to them for their guidance, is now to be considered as being satisfactory and that no further action is necessary as regards the slightly indented shell plate G.6 (p.s.), but they should state if this is so.



f.c.d  
11.9.44  
EAM

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Lloyd's Register  
Foundation

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