

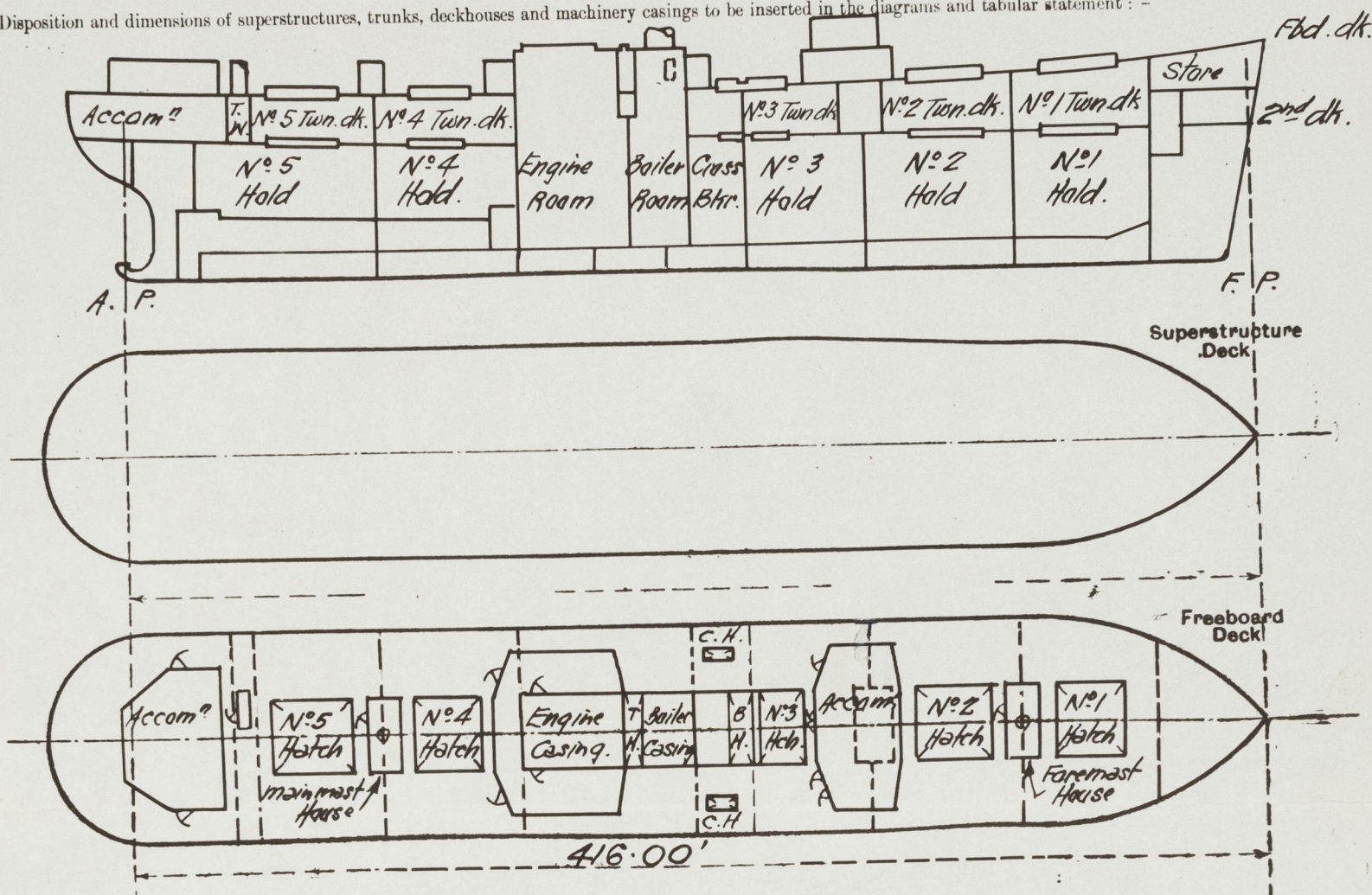
# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

Ship's Name *S. S. "Fort Brunswick"* Port of Survey *QUEBEC, P. Q.*  
Official Number *169758.* Surveyor's Signature *W. Mislop.*  
Nationality and Port of Registry *British.* Date of Survey *18th Dec. 1943.*

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



Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	-							
Raised Quarter Deck Bulkhead ...	-							
Bridge, After Bulkhead ...	-							
Bridge, Forward Bulkhead ...	-							
Forecastle Bulkhead ...	-							
Trunk, Aft ...	-							
Trunk, Forward ...	-							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	22½ x .34"	.30"	3"x3"x.31"	30"-39"	Head-Bkt. Bottom Con.	2-5'0"x2'0"	24"	10'-6"
Exposed Machinery Casings on Superstructure Decks Mast House	Vert. Plg.	.40"	5"x3"x.38" & Div. Bkts.	33"	Bkts. top & bottom	Ford-5'x2' Aft-5'x2'	18"	7'-6"
Machinery Casings within Superstructure not fitted with Class I Closing Appliances Poop House	"	.30"	3"x3"x.31"	Max. 40" Front 34"	" " " "	See Comp' ways	24"	7'-6"
Midship Houses	"	Sides .30" Front .35"	3"x3"x.31" 5"x3"x.44BA	Max. 37½"	All bktd. at top. Altern heels bktd.	See Comp' ways	18"	7'-6"
Deckhouses on Flush Deck Ships ...	"	"	"	"	"	"	"	"

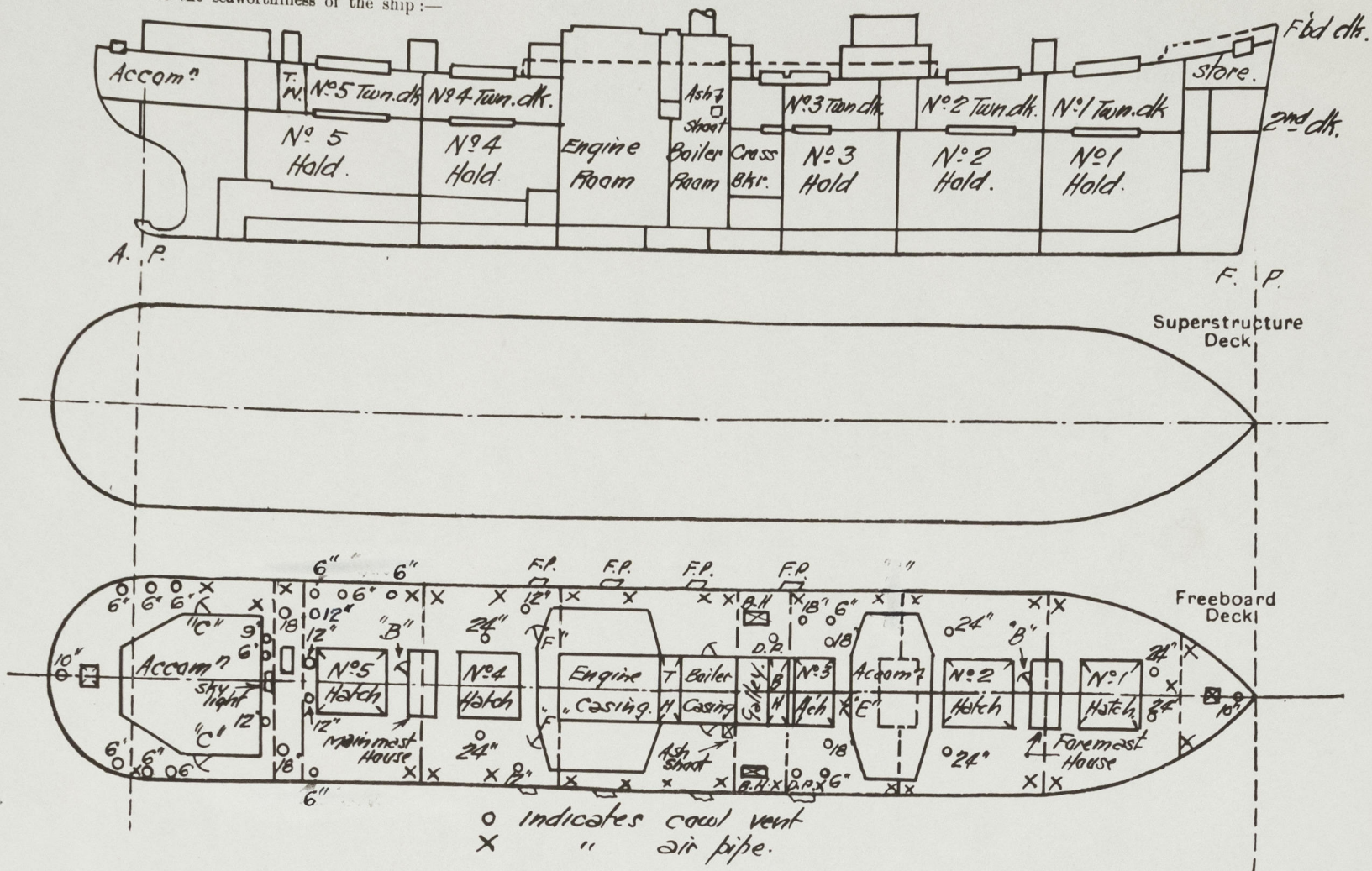
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	-
Raised Quarter Deck Bulkhead ...	-
Bridge, After Bulkhead ...	-2
Bridge, Forward Bulkhead ...	-
Forecastle Bulkhead ...	-
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	Hinged steel doors, manipulated from both sides.
Exposed Machinery Casings on Superstructure Decks Mast House	" " " " " "
Machinery Casings within Superstructure not fitted with Class I Closing Appliances Poop House	Hinged hardwood doors, manipulated from both sides.
Midship Houses	" " " " " "
Deckhouses on Flush Deck Ships ...	" " " " " "



## 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, strongly constructed. ✓  
Fiddley openings fitted with hinged steel covers with locking arrangements

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways :— All companionway doors operated from both sides.

"B" - 5'-0"x2'-0" opening, sill 18" with hinged steel watertight door in masthse., encl. hold escape  
 "C" - 4'-10 $\frac{1}{2}$ "x2'-0" " 24" " " solid h'wood door to poop hse., encl. comp'way to Accommodation.  
 "D" - 5'-11 $\frac{1}{2}$ "x2'-3" " " 21" " " " " strong steel comp'way to tonnage well.  
 "E" - 5'-0"x3'-4" " " 18" " " double solid h'wood doors to saloon hse., encl. access to cabin  
 "F" - 5'-0"x2'-0" " " 18" " " solid h'wood door to dkhse., encl. engine. store

One skylight to crew space aft 3'-6"x2'-0", coaming .30"x16" above wood deck with hinged steel covers.

One skylight to crew space aft 3'-6"x2'-0", coaming .30"x16" above wood deck with hinged steel covers.

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

Particulars of Ventilators in exposed positions on fireboard and upper tween decks:—		
6-24"	diam. cowl vents, coamings	36"x.42" to Holds and Tween decks.
3-18"	" " " "	36"x.40" " " " "
2-18"	" " " "	10'-6"x.40" " " " "
2-12"	" " " "	36"x.34" " Deep Tank.
3-12"	" " " "	36"x.34" " No. 5 Tween decks.
1-10"	" " " "	36"x.32" " Stores.
1-10"	" " " "	36"x.32" " Steering gear compartment.
1-9"	" " " "	36"x.32" " Crews accommodation
8-6"	" " " "	36"x.30" " " "
2-6"	" " " "	36"x.30" " Cabin store, etc.
1-12"	" " " "	36"x.34" " Tunnel escape,
4-6"	" " " "	36"x.30" " Crews wash & W.C.etc.

All ventilators fitted with wood plugs and canvas covers.

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

2-3" diam. air pipes to fore peak.  
2-2" and 1-2½" diam. air pipes to No. 1 D.B.  
4-3" diam. air pipes to No. 2 D.B.  
2-3" and 2-2½" diam. air pipes to No. 3 D.B.  
2-3" " 2-2½" " " " " 4 D.B.  
2-3" diam. air pipes to No. 5 D.B.  
2-3" " " " " " 6 D.B.

2-3" and 2-2½" diam. air pipes to No. 7 D.B.  
2-2½" " 2-2½" " " " " 8 D.B.  
2-3" diam. air pipes to aft peak  
2-6" " " " " " deep tanks.  
3-3" " " " " " built in F.W. tank  
with openings 18" above deck.

All air pipe openings 30" above deck and fitted with wood plugs and canvas covers.



## Particulars of Gangway Cargo and Coaling Ports:—

None.

## Particulars of Scuppers and Sanitary Discharge Pipes:—

All scuppers from spaces below freeboard deck discharge to bilges.  
 Sanitary discharges from spaces above freeboard deck are fitted with brass storm valves at ships side.  
 " " " "tonnage well" space below freeboard deck aft are fitted with double...  
 automatic N.R. valves.  
 2" scuppers p&s. from stores, fitted with brass N.R. valves below second deck with extended spindles to freeboard deck.  
 Strongly constructed ash shoot, midships, starb'd side, leading watertight from ship's side to hopper, 39" above freeboard deck. Hopper fitted with hinged steel weathertight cover. Ship's side opening above second deck.

## Particulars of Side Scuttles:—

To accommodation and steering gear spaces below freeboard deck aft, 10" diameter side scuttles, strongly constructed with brass frames and hinged bronze deadlights.  
 To Deckhouses on Freeboard deck, 15", 12" and 10" diameter side scuttles, strongly constructed with brass frames and hinged malleable cast iron deadlights.

Vertical distance of Sill of lowest Side Scuttle above top of keel Side scuttles fitted below freeboard deck, aft only.  
 Vertical distance of will of lowest side scuttle, 61'-1½" forward of A.P., 36'-3" above top of keel.

## Particulars of Guard Rails:—

Strongly constructed steel bulwarks, efficiently stayed, fitted on freeboard deck for about 36' at fore end and also abreast midship houses.  
 Elsewhere on freeboard deck, steel stanchions, 3" x 1" flat, 3'-6" in height, spaced about 5'-0" apart, with 1½" diam. pipe top rail and two 7/8" diam. solid rod rails.

## Particulars of Gangways, Lifelines, etc.:—

Provision made for rigging life lines on each side of vessel, between midship deckhouses and from engineers deckhouse to after house.

## 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...	127.75'	3'-6"	3'-0" x 9"	Four	9 sq.ft.	-
Forward Well ...						

State position of each freeing port ... (After-Well:—  
 Amidships:— 4" above deck.  
 Forward-Well:—

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—No shutters, bars or rails fitted.

Additional area where sheer is less than standard.



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# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.											
On Freeboard Deck											Casing Top
Description of Hatchway	No.1	No.2	No.3	No.4	No.5	Cross	WingBkr.	ForePk	Steering	Saddle	
Dimensions of Hatchway	Cargo	Cargo	Cargo	Cargo	Cargo	Bunker	lp&ls	Store	Gear	Back	
	33'9"x20'	35'x20'	15x20	35x20	35x20	8x20	7'-2"x4'	2'-6"x3'	6 1-9x2'-0	4-5x18-6	
COAMINGS	Height above Deck	30"	30"	30"	30"	30"	30"	24"	24"	9x3 1/2x.44	
	Thickness	.44"	.44"	.44"	.44"	.44"	.44"	.40"	.40"	Bulb angle	
	Sides	.44"	.44"	.44"	.44"	.44"	.44"	.40"	.40"	Coaming	
	Ends	.44"	.44"	.44"	.44"	.44"	.44"	.40"	.40"	None	
	Stiffeners	7x3x38	9x3 1/2x44	7x3x38	9x3 1/2x44	8x3 1/2x44	7x3x38	None	None	None	
	Bulb angles	40flg.3"	40flg.3"	40flg.3"	40flg.3"	40flg.3"	40flg.3"	None	None	None	
	Brackets, Stays										
HATCH BEAMS	Number	Five	Five	Two	Five	Five	One	None	None	None	
	Spacing	5'-7 1/2"	5'-10"	5'-10"	5'-10"	5'-10"	4'-0"	-	-	-	
	Scantling and Sketch			(Maximum)							
	All Mounting Angles 5"x3"x.38"										
	Bearing Surface	3"	3"	3"	3"	3"	3"	-	-	-	
FORE AND AFTERS	Number	None	None	None	None	None	None	None	None	None	
	Spacing	-	-	-	-	-	-	-	-	-	
	Unsupported Lengths	-	-	-	-	-	-	-	-	-	
	Scantling and Sketch	-	-	-	-	-	-	-	-	-	
	Bearing Surface	-	-	-	-	-	-	-	-	-	
HATCH COVERS	Material	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	
	Thickness	3"	3"	3"	3"	3"	3"	3"	3"	3"	
	How fitted	Fore&aft	F&A.	F&A.	F&A.	F&A.	F&A.	Athwart	Athwart	Athwart	
	Bearing Surface	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3"	3"	3"	3"	
Spacing of Cleats	24"	24"	24"	24"	24"	24"	24"	24"	17"	21"	
Number of Tarpaulins	Three	Three	Three	Three	Three	Three	Three	Two	Two	Three	

\*Are wood fore and afters steel shod at all bearing surfaces? No fore and afters.  
 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? Steel locking bars fitted to all hatchways.

Particulars of any special features:—

This vessel is of the closed shelter deck type, the tonnage opening abaft No. 5 hatchway being closed W.T. by riveted steel plate, efficiently supported by a transverse beam. ~~Under Clause I of Ministry of Shipping memorandum, M3387/41 (Circular Letter No. 1777) and in view of this vessel being in full compliance with the requirements stated therein, the emergency deeper loading regulations apply to this vessel.~~

Moulded W.L.	Full Draft	Full Displacement	Tons/Inch Immersion	Shell & Appendages.
21'	21'-1 3/8"	10,471 tons	46.40	67.0 tons
24'	24'-1 3/8"	12,165 "	47.38	73.0 "
27'	27'-1 3/8"	13,895 "	48.27	77.9 "

*Quint*

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.

*D.*



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