

Lloyd's Register of Shipping.

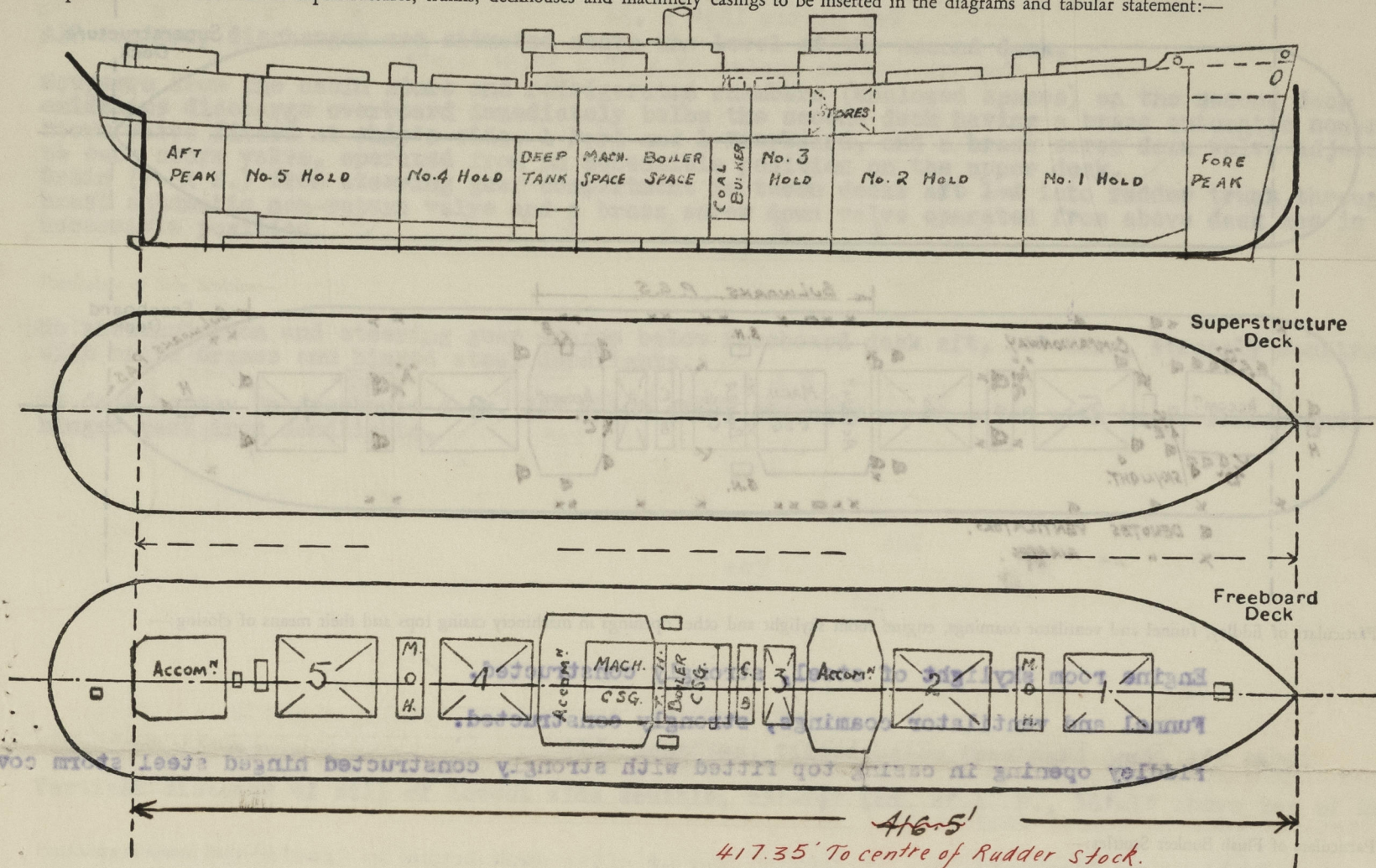
SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

 Index No. 37193
 (For London Office only).

Ship's Name S.S. "FORT TREMBLANT" Port of Survey Victoria, B. C.
 Official Number 169567 Surveyor's Signature D. S. Forsyth
 Nationality and Port of Registry British, London Date of Survey December, 1942.

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.

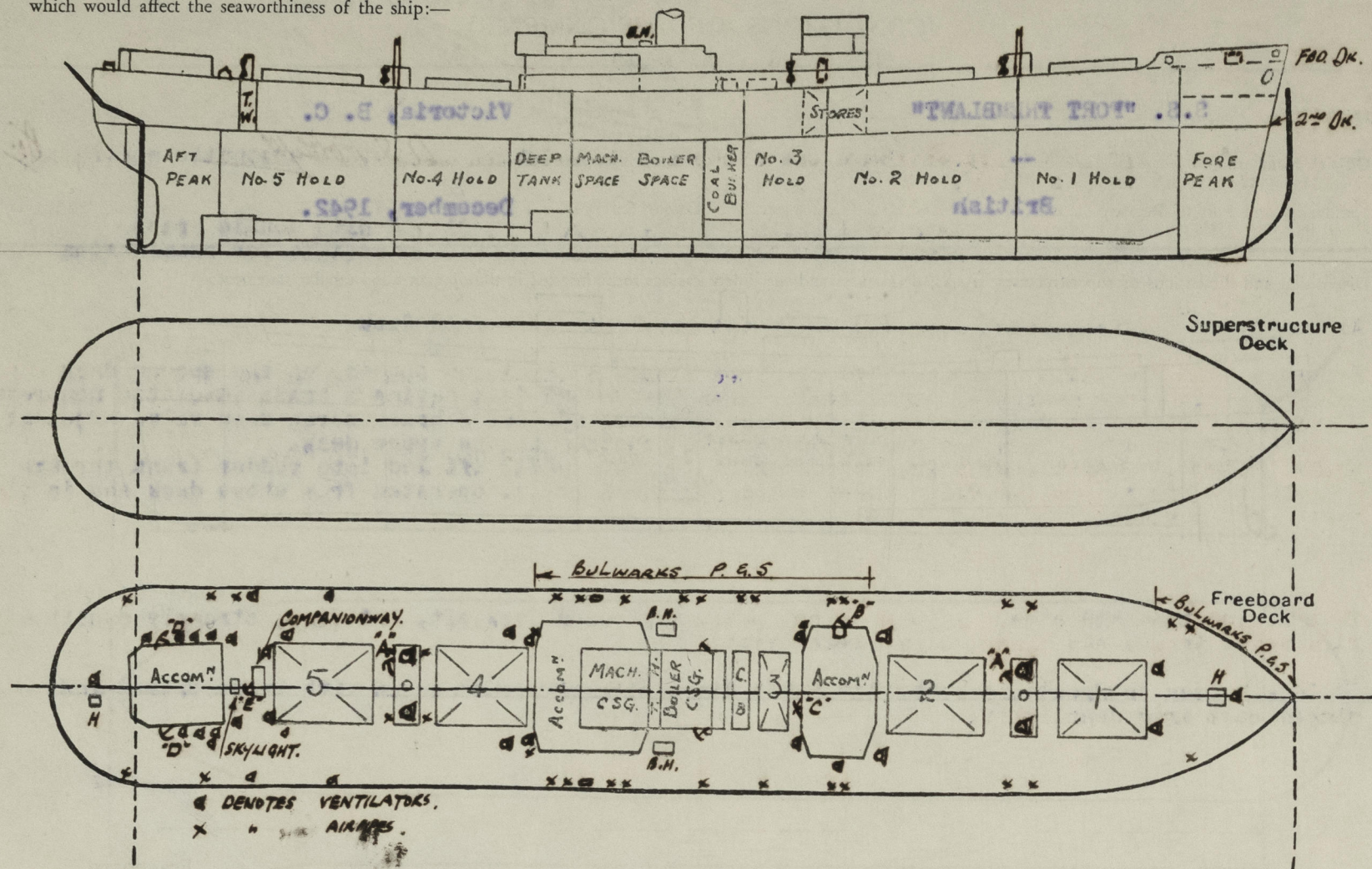
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	X							
Raised Quarter Deck Bulkhead	X							
Bridge, After Bulkhead	X							
Bridge, Forward Bulkhead	X							
Forecastle Bulkhead	X							
Trunk, Aft Mast Houses	X	.38"	5"x3"x.38" & Div. Bhd.	30"	Bracketted Top & Btm.	5'-0"x2'-0"	.19"	7'-6"
Trunk, Forward	X							
Exposed Machinery Casings on Freeboard or Raised Quarter Deck	X	.38" & 30"	3"x3"x.32"	30"	None-continuous at bottom	4'-6"x2'-0"	.24"	10'-8"
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	.30" to .38"	5"x3"x.31" & 3"x3"x.32"	30" to 36"	Bracketted Top & Btm.	See Companionways		7'-6"

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

Poop Bulkhead	X	
Raised Quarter Deck Bulkhead	X	
Bridge, After Bulkhead	X	
Bridge, Forward Bulkhead	X	
Forecastle Bulkhead	X	
Trunk, Aft Mast Houses	X	Hinged steel W.T. doors, manipulated from both sides.
Exposed Machinery Casings on Freeboard or Raised Quarter Deck	X	Hinged steel doors, manipulated from both sides.
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	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, strongly constructed. ✓

Fiddle opening in casing top fitted with strongly constructed hinged steel storm covers. ✓

Particulars of Flush Bunker Scuttles:—

None

- "A" - Opg. 5'-0" x 2'-0", coaming 19" with hinged steel watertight door to hold escape trunk in mast houses. ✓
- "B" - Opg. 5'-0" x 2'-0", coaming 21" with hinged steel watertight door to hold escape trunk in deck house. ✓
- "C" - Opg. 4'-9" x 3'-4", coaming 23" with double hinged solid hardwood doors to saloon deck house enclosing access hatch to cabin store. ✓
- "D" - Opg. 4'-8" x 2'-0", coaming 23" above steel deck, with hinged solid hardwood door to after deck house enclosing access hatch to accommodation spaces. ✓
- "E" - Opg. 4'-3" x 2'-0", coaming 24" with hinged solid hardwood door to strong steel companionway to tonnage well. ✓

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

- 1 @ 10" dia., coaming 36" x .38" to F.P. store. ✓
- 6 @ 24" dia., coaming 36" x .42" to cargo spaces. ✓
- 4 @ 36" dia., coaming 24" x .42" to cargo spaces on mast houses. ✓
- 2 @ 18" dia., coaming 10'-6" x .40" to cargo spaces, efficiently stayed to house. ✓
- 2 @ 6" dia., coaming 36" x .44" to tween deck cabin store. ✓
- 3 @ 18" dia., coaming 36" x .40" to cargo spaces. ✓
- (36" (p.s.))
- 2 @ 12" dia., coaming (9'-4" (s.s.)) x .38" to deep tank (s.s. vent. efficiently stayed) ✓
- 2 @ 12" dia., coaming 36" x .36" to cargo spaces. ✓
- 1 @ 12" dia., coaming 12" x .38" on after deck house below gun stiffening to tunnel. ✓
- 2 @ 10" dia., coaming 36" x .38" to after accommodation. ✓
- 7 @ 6" dia., coaming 36" x .30" to after accommodation. ✓
- 1 @ 10" dia., coaming 36" x .38" to steering space. ✓
- 2 @ 6" dia., coaming 36" x .44" to tonnage well. ✓
- 4 @ 6" dia., coaming 36" x .44" to gunnery crew space aft. ✓
- 2 @ 12" x 4" gooseneck 36" to opening to tween deck bunkers (efficiently stayed). ✓
- All ventilators fitted with wood plugs and canvas covers. ✓

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

- To peaks and double bottom tanks, 3", 2-1/2" & 2" dia., opening 30" above deck. ✓
- To fresh water tanks built in below freeboard deck, 1-1/2" dia., opening 30" above deck, port aft, ✓
- and 1-1/2" dia., opening 30" above deck (p. & s.) amidships. ✓
- To deep tanks (lp. & ls.) 6" dia., opening 36" above deck, abaft engineer's house. ✓
- To counter space aft, 2" dia., opening 30" above deck. ✓

All air pipes fitted with wood plugs. ✓

Particulars of Gangway Cargo and Coaling Ports:—

S.S. TREMBLANT

Particulars of Scuppers and Sanitary Discharge Pipes:—

Sanitary discharges from spaces above the freeboard deck fitted with brass automatic non-return storm valves at ship's sides. ✓

Sanitary discharges from tonnage well below freeboard deck aft fitted with double brass automatic non-return storm valves at ship's side which are always accessible for examination under service conditions. ✓

All sanitary discharges are situated above the level of the second deck. ✓

Scuppers from the cabin store and refrigerated chambers (enclosed spaces) on the second deck amidships discharge overboard immediately below the second deck having a brass automatic non-return storm valve fitted at ship's side, 1 Port and 1 Starboard, and a brass screw down valve adjacent to each storm valve, operated from an accessible position on the upper deck. ✓

Drain (P. & S.) from steering gear compartment in tween decks aft led into rudder trunk through brass automatic non-return valve and a brass screw down valve operated from above deck and in always accessible position. ✓

Particulars of Side Scuttles:—

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

To deck houses on freeboard deck, 16" & 12" dia., strongly constructed with brass frames and hinged 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 sill of lowest side scuttle, 63'-7 1/2" fwd. of A. P., 36'-1" above top of keel. ✓

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 Vessel 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	126'-10"	3'-6"	3'-0" x 9"	4	9 sq. ft.	x
Forward Well	x					
State position of each freeing port ... { After Well: Amidships:- From forward end of bulwark to forward end of Freeing Ports:- 43'-3", 55'-6", 72'-6", 86'-0". (F. and A. position and height above deck edge) { Forward Well: Height above deck edge:- 9" 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						

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.										
FREEBOARD DECK										
Description of Hatchway	1	2	3	4	5	Cross Bunker	Wing P & S	To F.P. Store	To Steer Gear	Casing Top Saddle
Dimensions of Hatchway	33'9" x 20'	35' x 20'	15' x 20'	35' x 20'	35' x 20'	7'11" x 20'	7'2" x 20'	3'6" x 2'6"	2'0" x 1'0"	4'4" x 18'6"
COAMINGS	Height above Deck ... 30" Thickness { Sides44" Ends44" Stiffeners ... BA 8x3 1/2 x 44 9x3 1/2 x 44 7x3 1/2 x 38 9x3 1/2 x 44 8x3 1/2 x 44 7x3 1/2 x 38 Brackets, Stays ... Sides 3P 3S 3P 3S 1P 1S 3P 3S 1P 1S 3P 3S 1P 1S									
HATCH BEAMS	Number ... 5 Spacing ... 68" Scantling and Sketch ... Web plates 18 1/2" x .34 Top and bottom angles 5" x 3" x 3" (5" Hor ^l) Bearing Surface ...									
FORE AND AFTERS	Number ... Spacing ... Unsupported Lengths ... Scantling and Sketch ... Bearing Surface ...									
HATCH COVERS	Material ... BC Fir Thickness ... 3" How fitted ... F & A Bearing Surface ... 3" at hatchway ends, 5" on beams									
Spacing of Cleats	24"					24"				
Number of Tarpaulins	2	2	2	2	2	2	2	6	5	2
*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 ship is of the closed shelter deck type, the tonnage opening abaft No.5 hatchway being closed watertight by a riveted steel plate efficiently supported by 2 fore and aft beams and one athwartship beam in way of companion.

Skylight on Freeboard Deck at forward end of after deck house to Crew's accommodation, of steel, strongly constructed, 3'10" x 3'17" with coaming 18" high above steel deck x .30 thick with steel hinging weathertight covers.

The entrance to the tunnel escape in the crew space aft is fitted with a watertight door, manipulated from both sides.

Provision made for rigging lifelines on each side of Vessel between the fore peak before hatch and midship deck houses, between midship deck houses and from engine room to after deck house.

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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