

13 JUN 1945

Index No. 37985
(For London Office only).

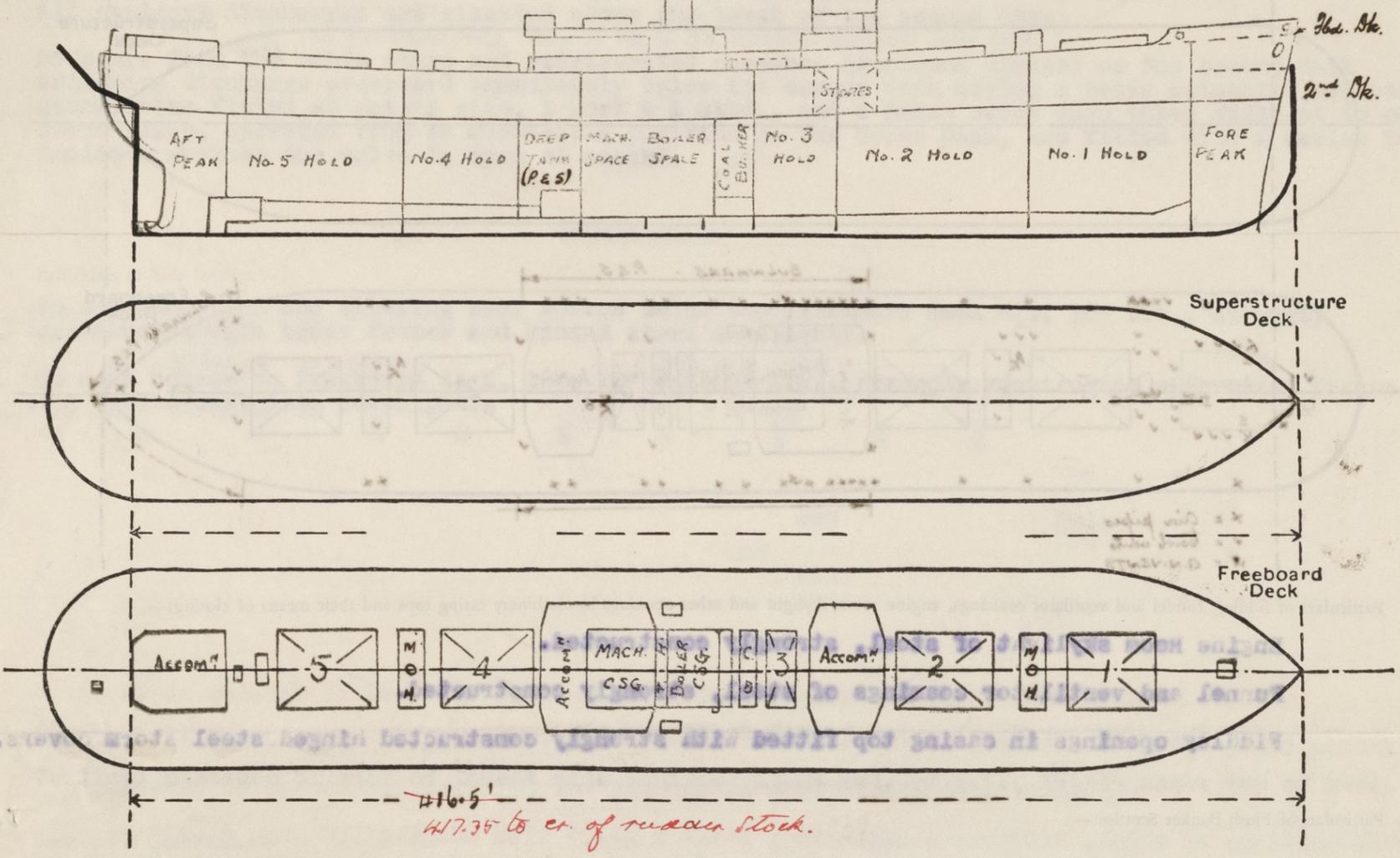
Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

Ship's Name S.S. "GARDEN PARK" JAKE COWICHAN Part of Survey North Vancouver, B. C.
 Official Number 176,011 Surveyor's Signature G. Sinclair
 Nationality and Port of Registry British - Montreal, P.Q. Date of Survey March, 1945.

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

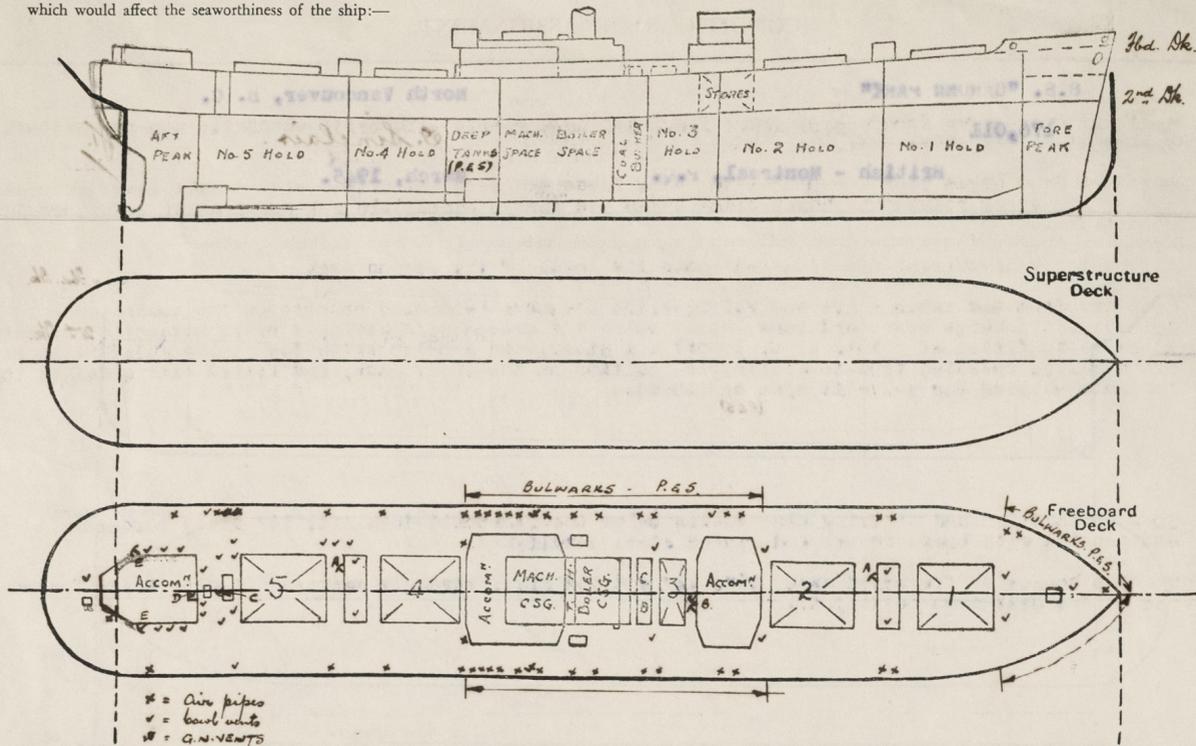


Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	X							
Raised Quarter Deck Bulkhead ...	X							
Bridge, After Bulkhead ...	X		3 Webs	12'-0" apart	E.W. Top and Bottom			
Bridge Saloon House Forward Bulkhead ...	X	.31"	5"x38" F.B.	30"	Bracketted Top and Btm.	None		7'-6"
Forecastle Bulkhead ...	X							
Trunk-Aft Mast Houses ...	X	.38"	5"x3"x.38 O.A. & Div. Bhd.	30"	Bracketted Top and Btm.	4'10 1/2" x 1'10 1/2"	18"	7'-6"
Trunk, Forward ...	X							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	X	.38" & .31"	3"x3"x.31" O.A. & Div. Bhd. or Deep Bkt. Alternately	30"	None - continuous at btm.	4'6" x 2'0"	24"	10'-6"
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	.31"	3"x.38" & 5"x.38" F.B.	30"	Bracketted Top and 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 Saloon House Forward Bulkhead ...	No Openings.
Forecastle Bulkhead Mast Houses ...	Hinged Steel W.T. doors, manipulated from both sides.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	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 ...	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.
- Fiddle openings in casing top fitted with strongly constructed hinged steel storm covers.

Particulars of Flush Bunker Scuttles:—

None Fitted.

Particulars of Companionways:—

- "A" - Opgs. 59" x 23", cmg. 19" with steel hinged W.T. doors to Hold escape trunks in Mast Houses.
- "B" - Opg. 54" x 35", cmg. 24" with double solid hardwood hinged doors on Saloon House after bhd. leading to cabin stores in tween decks.
- "C" - Opg. 48" x 22", cmg. 25" with solid hardwood hinged door on strong steel Companion leading to after accommodation spaces below Freeboard Deck.
- "D" - Opg. 57" x 23", cmg. 22" with steel hinged W.T. door leading to after shaft tunnel escape trunk.
- "E" - Opg. 53" x 24", cmg. 24" with solid hardwood hinged doors to strong steel companionway leading to after accommodation spaces.

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

- 4 @ 36" dia., cmg. 23" x .44" (on Mast House tops) to cargo spaces.
- 6 @ 23" dia., cmg. 36" x .44" to cargo spaces.
- 4 @ 17" dia., cmg. 36" x .44" to cargo spaces.
- 6 @ 12" dia., cmg. 36" x .50" to accommodation aft & cargo tween decks.
- 11 @ 6" dia., cmg. 36" x .44" to accommodation.
- 2 @ 8" dia., cmg. 36" x .44" to cabin stores.
- 2 @ 10" dia., cmg. 36" x .50" to steering gear compartment and F.P. Store.
- 2 @ 12" x 4", gooseneck vents, 36" to openings, to tween deck bunkers.
- 2 @ 5" dia. gooseneck vents 30" to openings, to after accommodation.

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, superstructure and deck:—

- To peaks and double bottom ballast tanks, 4", 3" and 2 1/2" dia., openings 19" above deck, fitted with automatic inverted sea check valves at openings.
- To dry and feed water double bottom tanks in way of machinery space, 3" dia., openings 30" above deck.
- To midship deep tanks (1 Port & 1 Starboard), 4" dia., openings 30" above deck.
- To oil fuel settling tanks (1 Port & 1 Starboard), 4" dia., openings 30" above deck.
- To cofferdam space above oil fuel settling tanks, 2" dia., opening 30" above deck.
- To domestic fresh water tanks amidships, (1 Port & 1 Starboard), 3" dia., opening 30" above deck.

All the foregoing air pipes fitted with wood plugs except those fitted with automatic inverted sea check valves which have gauze and W.T. covers at openings.

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 brass automatic non-return storm valves at ship's sides.
- Sanitary discharges from accommodation below freeboard deck aft fitted with double brass automatic non-return storm valves at ship's sides 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 & 1 Stbd., and a brass screw down valve adjacent to each storm valve, operated from an accessible position on the Upper Deck, and fitted with a device to indicate whether the valve is open or closed.

Particulars of Side Scuttles:—

- To accommodation and steering gear spaces below the freeboard deck aft, 10" dia., strongly constructed with brass frames and hinged steel deadlights.
- To deck houses on freeboard deck, 16", 12" and 10" 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 91'-2" fwd. of A.P., 35'-5" above top of keel.

Particulars of Guard Rails:—

Strongly constructed steel bulwarks, efficiently stayed, fitted on freeboard deck, for about 46 ft. at forward 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 the ship between the fore peak store hatchway and midship deck houses, between the deck houses amidships and from engineer's 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
Aft Well Amidships	126'-10"	3'-6"	3'0" x 9"	4	9 sq. ft.	x
Forward Well	x	x	x	x	x	x

State position of each freeing port ... (Aft 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"

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

Additional area where sheer is less than standard. x

YANK COWICHAN

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.										
FREEBOARD DECK										
Description of Hatchway	No.1	No.2	No.3	No.4	No.5	Cross Bunker	Wing Bkr & S	To F.P. Store	To Steer. Gear	Csg. Top Saddle Bk
Dimensions of Hatchway	33'9" x 20'	35' x 20'	15' x 20'	35' x 20'	35' x 20'	7'6" x 20'	7'4" x 4'1"	3'6" x 26"	1'9" x 2'0"	4'5" x 18'6"
COAMINGS	Height above Deck		36"				30"	24"	24"	9"
	Thickness (Sides)		.44"				.38"	.38"	.38"	.44"
	Thickness (Ends)		.44"				.38"	.38"	.38"	.44"
	Stiffeners	BA 7x3 1/2 x .32	9x3 1/2 x .44	7x3 1/2 x .32	9x3 1/2 x .44	7x3 1/2 x .32	7x3 1/2 x .32	x	x	x
Brackets, Stays	6"x4" OA	P3S1F	P3S1F	P3S1F	P3S1F	P3S1F	x	x	x	x
HATCH BEAMS	Number	5	5	2	5	5	1			
	Spacing	67 1/2"	70"	70"	70"	70"	45"			
	Scantling and Sketch	Web Plates 18 1/2" x .34"								
Bearing Surface	Top and bottom angles 5" x 3" x .38" (5" Horiz.) x									x
FORE AND AFTERS	Number	NONE FITTED								
	Spacing	NONE FITTED								
	Unsupported Lengths	NONE FITTED								
	Scantling and Sketch	NONE FITTED								
Bearing Surface	NONE FITTED									
HATCH COVERS	Material	Wood					Steel			Wood
	Thickness	3"					.25"			3"
	How fitted	Fore and Aft					Athw.			Hinging
	Bearing Surface	3" at hatchway ends, 5" on beams					3"			F & A
Spacing of Cleats	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 rivetted steel plate efficiently supported.

Skylight on Freeboard Deck at forward end of after deck house to Crew's accommodation, of steel, strongly constructed, 3'-6" x 2'-7" with coaming 19" high x .25" thick, 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.
