

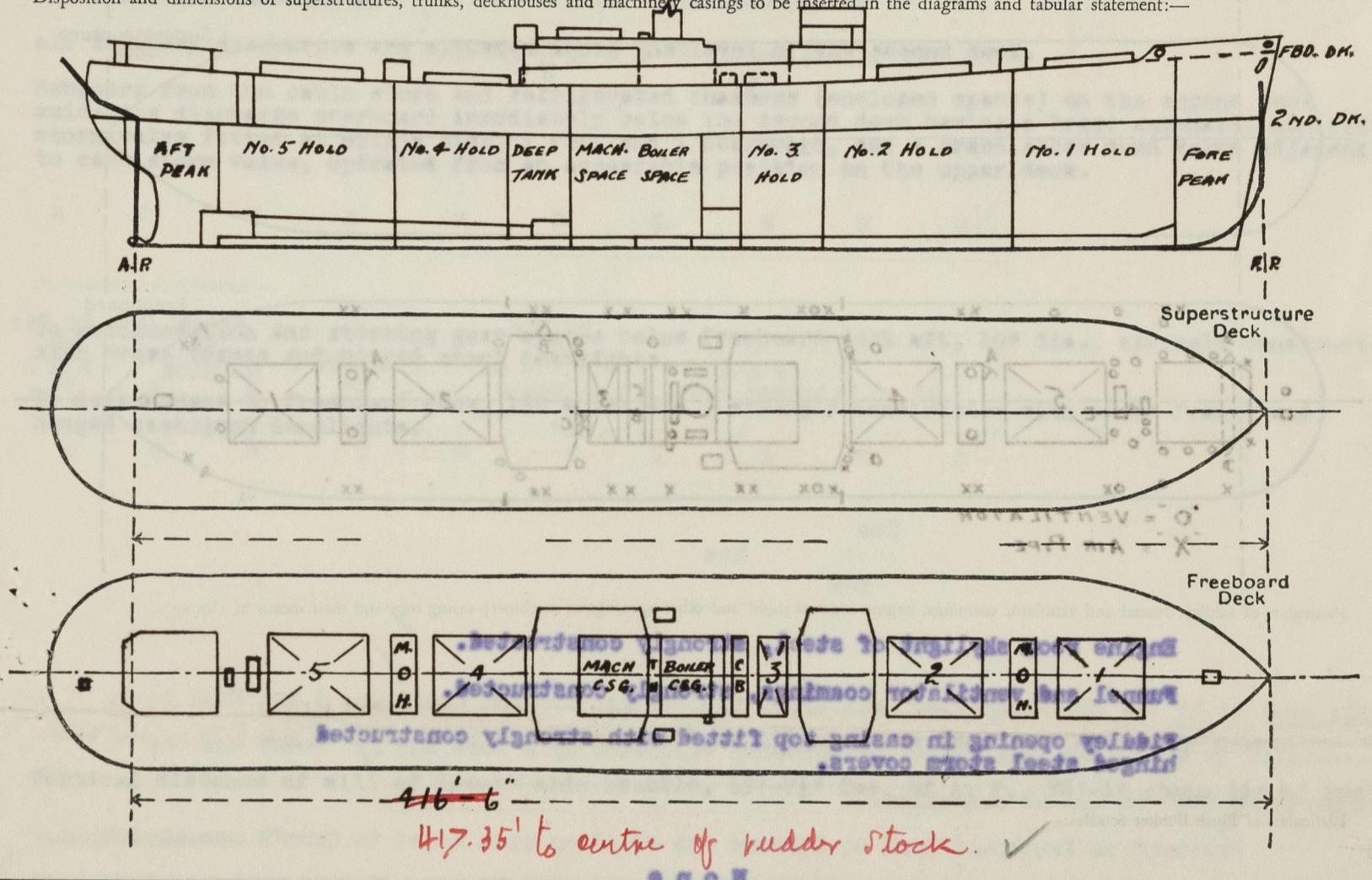
Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

Ship's Name "FORT PINE" Port of Survey North Vancouver, B. C.
 Official Number --- Surveyor's Signature F.B. Gill
 Nationality and Port of Registry British Date of Survey July, 1942.

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

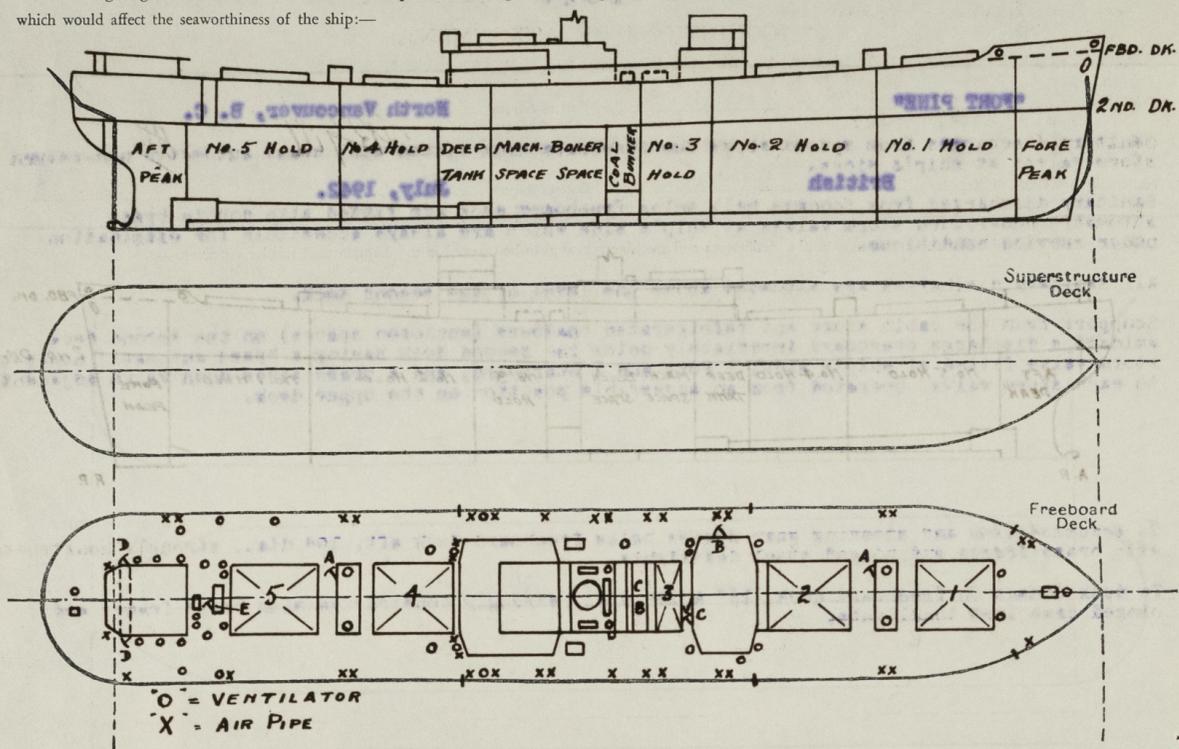


Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	X							
Raised Quarter Deck Bulkhead	X							
Bridge, After Bulkhead	X							
Bridge, Forward Bulkhead	X							
Forecastle Bulkhead	X							
Mast Houses	X	.40	5"x3"x.38" O.A. & Div. Bhd.	30" - 33"	Bracketted Top & Btm.	5'0" x 2'0"	18"	7'-6"
Trunk, Forward	X							
Exposed Machinery Casings on Freeboard Decks	X	.38 & .31	3"x3"x.31	38 30"	None-continuous at bottom.	5'0" x 2'11"	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 36"	5"x3"x.31 3"x3"x.31/38	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
Mast Houses	Hinged steel W. T. doors manipulated from both sides.
Exposed Machinery Casings on Freeboard 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 fiddley, 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 opening in casing top fitted with strongly constructed hinged steel storm covers.

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways:—

- "A" - Opg. 5' x 2', cmg. 18" with hinged steel watertight door to hold escape trunk in mast houses.
- "B" - Opg. 5' x 2', cmg. 18" with hinged steel watertight door to hold escape trunk in deck house.
- "C" - Opg. 5' x 3'-6", cmg. 18" with double hinged solid hardwood doors to saloon deck house enclosing access hatch to cabin store.
- "D" - Opg. 5' x 2'-1", cmg. 16" above wood sheathing, with hinged solid hardwood door to after deck house enclosing companionway to accommodation spaces below freeboard deck.
- "E" - Opg. 4'-0" x 1'-10", cmg. 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., cmg. 36" x .38" to F. P. store.
- 6 @ 24" dia., cmg. 36" x .40" to cargo space.
- 4 @ 36" dia., cmg. 24" x .44" to cargo space on mast house.
- 2 @ 18" dia., cmg. 10'-6" x .40" to cargo space, efficiently stayed to deck house.
- 2 @ 6" dia., cmg. 36" x .38" to tween deck cabin store.
- 3 @ 18" dia., cmg. 36" x .40" to cargo spaces.
- 2 @ 12" dia., cmg. 36" x .34" to deep tank.
- 2 @ 12" dia., cmg. 36" x .34" to cargo spaces.
- 1 @ 12" dia., cmg. 36" x .34" to after accommodation.
- 2 @ 10" dia., cmg. 36" x .36" to after accommodation.
- 7 @ 6" dia., cmg. 36" x .38" to after accommodation.
- 1 @ 10" dia., cmg. 36" x .34" to steering space.
- 2 @ 6" dia., cmg. 36" x .38" to tonnage well.
- 2 @ 6" dia., cmg. 36" x .38" to gunnery crew space aft.
- 2 @ 12" x 4" gooseneck 36" to opg. to tween deck bunkers.

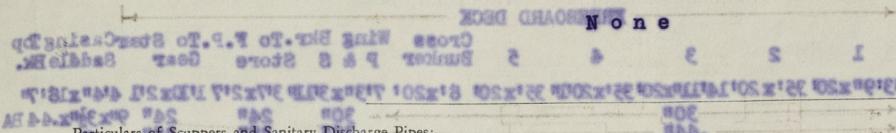
All ventilators fitted with wood plugs and canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, superstructure and deck:—

- To peaks and double bottom tanks, 3", 2-1/2" x 2" dia., opening 30" above deck.
- To fresh water tanks built in below freeboard deck, 1-1/2" dia., opening 18" above deck, port aft, and 1-1/2" dia., opening 18" above deck, port and starboard amidships.
- To deep tanks (1 p. and 1 s.) 6" dia., opening 14" above deck, abaft engineers' house.
- To rudder trunk space, 2" dia., opening 30" above deck.
- To W.C. overboard discharge pipe in tonnage well, 1s., 1-1/2" dia., opening 18" above deck.

All air pipes fitted with wood plugs.

Particulars of Gangway Cargo and Coaling Ports:—



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.

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. and 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
Amidships	126'-10"	3'-6"	3'-0" x 9"	4	9 sq. ft.	X
Forward Well						

State position of each freeing port ... Amidships:— From forward end of Bulwark to forward end of Freeing Ports:— 43'-2", 61'-2", 72'-10", 85'-11".

(F. and A. position and height above deck edge) 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:—

