

F.E.  
(FBD.)

ed by Chief Ship Surveyor .....

Received from Chief Ship Surveyor .....

SEL'S NAME "FORT TADOUSSAC" Rpt. Mtl. No. 5644

The 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, 24/5/22.)

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

This vessel is similar to the "FORT ST.JAMES" etc.

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

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 classed LOCAL "With freeboard"

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 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,  
pt. Asp., pt. Cem., Lloyd's A & CP.  
O.L. 441.6'

*posted 5/16/22*  
a† 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.

E.S.D.

Insert in S.R.L: (A bower anchor and 45 fathoms of chain cable to be supplied).

*Statue  
P.S.*



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The Surveyors' attention should be drawn to the discrepancy between the height of the tank side brackets as indicated on the report and on the plan of Midship Section respectively and informed it is concluded the latter is correct.

It is further concluded the reduced width of the sheerstrake plating has been approved & that the spacing of the rivets in the butts of the keel plating is as required by the Rules viz., 4 diameters.

They should be referred to Circular No. 1284 and requested to state the lengths and capacities in tons salt water of the double bottom tanks for the purpose of the records in the Register Book and they should state whether an Echo sounding device has been fitted.

In the absence of any approved plans and particularly a plan of Profile and Decks the position, scantlings and arrangements of 'tween deck bulkheads, if fitted, are not known but it is concluded that as in the recent case of the "FORT ST. JAMES" there are 6 divisional watertight 'tween deck bulkheads fitted above the hold bulkheads and that the scantlings and arrangements are similar to those fitted in the previous vessel. This should, however, be confirmed.

It would be appreciated if a plan of the Profile and Decks or alternatively a Capacity Plan could be sent for record and reference.

With reference to the recent decision of the Ministry of War Transport relating to the extension of bulkheads to the weather deck in shelter deck vessels, of which Mr. Bennett has recently been advised, Mr. Bennett should now be advised in accordance with the memorandum dated 31st July relating to the closing of openings in the 'tween deck bulkheads.

SEE ALSO SPECIAL ENDORSEMENT ATTACHED.



*J.C.D.*  
4.8.42

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