

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER: "CITY OF MONTREAL" ~~WITH~~ WITHOUT TIMBER DECK CARGO

Nationality *British* Builders' Name and No. of Ship *Midland S B*

Port of Registry *Montreal* Co Ltd

Official Number *153422* Owners *Canada S.S. Lines Ltd.*

Gross Tonnage *1665*

Date of Build *6/1924* Port and Date of Survey *Hamilton Ont. 5/1/38*

Particulars of Classification *B.S. & GREAT LAKES & RIVER ST. LAWRENCE.* ✓ Name of Surveyor *E. Russell Macmillan*

Type of Superstructures *Forecastle (2 decks. package freighter)* Names of Sister Ships *City of Hamilton*

Trade of Ship

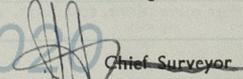
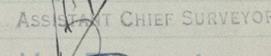
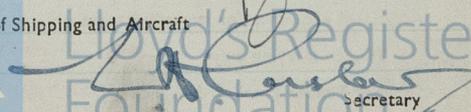
Service Endorsement if any

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)				8' 2 1/2" ✓
TROPICAL FRESH WATER LINE above centre of disc				Corresponding Freeboard
FRESH WATER LINE	"	"	"	"
INTERMEDIATE TROPICAL LINE	<i>BELOW</i>	"	<i>5"</i>	8' 7 1/2"
WINTER LINE	<i>below</i>	"	<i>9 1/2"</i>	9' 0"
WINTER NORTH ATLANTIC LINE	"	"	"	"

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line				Corresponding Freeboard
TROPICAL FRESH WATER Timber line above L.S.				Corresponding Freeboard
FRESH WATER	"	"	"	"
TROPICAL	"	"	"	"
WINTER	"	<i>below</i>	"	"
WINTER NORTH ATLANTIC	"	"	"	"

Number of years recommended for load line certificate

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned


 Chief Surveyor

 ASSISTANT CHIEF SURVEYOR

 Secretary

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft on the *23rd March 1938*

1356

COMPUTATION OF FREEBOARD

Length on summer load line 230' 0" Moulded Breadth 38' 0" Moulded Depth 23' 0" Depth of Keel

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth Tons

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .781$

Displacement and tons per inch immersion in salt water at summer load line

Moulded depth Deduction for Fresh Water $\frac{\Delta}{40T} =$ inches
 Stringer Plate .42 Round of Beam Correction
 Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ Ships Round of Beam 9.0 inches
 Rise of floor (in sailers) Standard Round of Beam $\frac{B \times 12}{50}$
 Depth for Freeboard (D) Difference
 Table Depth Restricted to
 Depth Correction Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) =$

If restricted by superstructures

Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
36' 6"	F A	7'-6"			

Standard Height of Superstructure
 " " R.Q.D.
 Percentage covered S/L =
 " " E/L =
 " " from Table line A, B, (corrected for absence of forecastle if required)
 Percentage from Table by interpolation for Bridge less than .2L if required =
 Deduction =
 Percentage from Table for Tankers (or Timber ships) =
 Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft
A.P.	30.0			1		" Standard " "
$\frac{1}{3}$ L from A.P.	13.0			4		Mean Actual sheer forward
$\frac{1}{3}$ L from A.P.	3.5			2		" Standard " "
Amidships	-			4		Length of enclosed superstructure forward of amidships
$\frac{1}{3}$ L from F.P.	5.5			2		Length of Ship
$\frac{1}{3}$ L " "	21.5			4		Length of enclosed superstructure aft of amidships
F.P.	45.0			1		Length of Ship
				18		Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) =$

Effective Mean Sheer =
 Standard " " .05L + 5 =
 Difference =
 If limited on account of midship superstructure =
 " to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. =

TABULAR FREEBOARD corrected for flush deck if required =

Correction for co-efficient = DRAUGHTS AND SEASONAL CORRECTIONS

	+	-	Sailer, Tanker, Steamer	Timber
Depth correction				
Deduction for superstructures				
Sheer correction				
Round of Beam correction				
Correction for thickness of deck amidships				
Other corrections, scantlings, etc.				

Summer Freeboard in inches =
 Additional allowance for superstructures on Timber carrying ships =
 Summer Timber Freeboard in inches =
 Deduction for Tropical and addition for Winter freeboard $d/4 =$ ins.
 Addition for Winter North Atlantic (if required) = ins.
 Deduction for Tropical Timber Freeboard $\frac{d}{3} =$ ins.
 Addition for Winter " " $\frac{d}{3} =$ ins.
 " " N.A. Timber Freeboard (if required) = ins.

FOR COMPUTATION SEE CITY OF HAMILTON No. 1348

PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

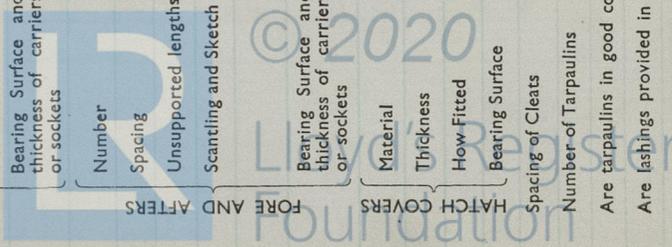
Number and description of Hatchway from forward	Dimensions of Hatchway	Heights steel above deck	Thickness sides	Stiffeners	Brackets or Stays	Number Spacing	Scantling and Sketch	Bearing Surface and thickness of carriers or sockets	Number Spacing	Unsupported lengths	Scantling and Sketch	Bearing Surface and thickness of carriers or sockets	Material	Thickness	How Fitted	Bearing Surface	Spacing of Cleats	Number of Taraulins
1	19' 3" 8' x 24'	9" B.A.	9 x 3/2 x 147 BA	None	None	1	4' 0"	7 x 7 wood	3/2 x 3/2 x 5	As. 1	None	None	wood	2 1/2	F.A.	3 (x 3 x 3/8)	24"	2
2 (Salvator hatch)	26.1	"	"	"	"	None	"	"	As. 1	None	"	"	As. 1	"	"	"	"	"

no exposed deck seats or hatches.
 Hatch beams are not always used (hard to be removed from No 2 hatch when elevator fitted) Would suggest that vessel be considered as having 8ft hatches without hatch beams - penalty being included in present provisional freeboard. Etker

Securing bars - 3 x 3 x 3/8 L - one athwartship each hatch

Are wood face and afters steel shod at all bearing surfaces? Yes.
 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? - Securing bars fitted.



Give full particulars of the following:—

Fiddle, Funnel and Vent Coamings, Engine Room skylight and other openings ^{on deckhouse} in Machinery Casings tops, and their means of closing (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

Fiddles - 3" coamings - hinged steel covers.

Ex B. Vents have high coamings.

Engine Room skylight - steel

Bunker hatch - 4" PA coaming; 2 1/2" wood covers, 8ft long; rest bars 3"; cleats at 24" apart.

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

None.

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

None.

Hawse pipes (windlass inside forecastle) - steel covers on inboard ends.

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

None (except SD M. Vents to forecastle accommodation)

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

Airpipes on freeboard deck - 9" high. S.N.

Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

All W.C. discharges from forecastle (above freeboard deck) have clapper valves on outlets.

All W.C. discharges from after deckhouse have clapper valves on outlets.

There are no overboard discharges from spaces below the freeboard deck, either forward or aft. (tween deck scuppers are led to bilges.)

Cashgun - cover on hopper & hinged steel flap, with cover, on outlet.

Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

Forecastle side scuttles have hinged metal covers.

Forecastle bulkhead - 12" airports have no covers.

Engine Room - no side scuttles.

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

Guard Rails on freeboard and superstructure decks (state type and where fitted)

Open rails - 2 tier rod (or wire) all around freeboard deck, forward of bulwark aft - portable in way of hatches.

Gangways and Lifelines

Lifelines to be fitted.

Gangway, Cargo and Coaling Ports in sides of ship

3 Gangway doors, P.S. in tween decks - as originally fitted.
1 " " " in Eng. Room - " © 2020.



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SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructure and Machinery Casings comply with rules?

Is provision made for protection of steering gear?

Is emergency steering gear provided?

Are efficient sockets and eyes for lashings provided and properly spaced?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Particulars of any Special Features in the construction of the Ship

2 Decks - package freighter

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition



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SURVEY FOR FREEBOARD

CONDITIONS OF ASSIGNMENT

SHIPS NAME *"CITY OF MONTREAL"* OFFICIAL NUMBER *153422*
 Nationality and Port of Registry *BRITISH MONTREAL*

PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
R.Q.D. "								
Bridge Aft Bulkhead								
" Forward "								
Forecastle Bulkhead								
Trunk, Aft								
" Forward								
Exposed Machinery Casings on } Freeboard or R.Q. Decks								
Exposed Machinery Casings on } superstructure decks								
Machinery Casings within Super- structures not fitted with Cl. 1. closing appliances								
Deckhouses on flush deck ships								

As originally fitted (wood lined)
.30. 5 x 3 x .38 30"

alt
as originally fitted.

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead	
R.Q.D. "	
Bridge Aft Bulkhead	
" Forward "	
Forecastle Bulkhead	<i>2 doors - 59 x 27 x 1/4 steel - 18" coamings</i>
Exposed Machinery Casings on } Freeboard or R.Q. decks	<i>Engine Casing - inside house - steel</i>
Exposed Machinery Casings on } <i>alt deckhouse</i> superstructure decks	<i>Stokehold Ent. P+S - 62 x 24 x 1/4 - 16" coamings (no inner door)</i> <i>Eng. Room Ent - 62 x 24 x 1 3/4 solid wood door - 17" sill; open stairway inside to Eng. room - no cover</i>
Machinery Casings within super- structures not fitted with Cl. 1 Closing Appliances	<i>Accomd. doors - 62 x 24 x 1 3/4 solid wood - 17" sills.</i> <i>no fantail entrance.</i>
Deck houses on Flush Deck ships	

PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well					
Forward Well					

36" bulwark (no freeing ports) round stern in way of deckhouse (open rails elsewhere)

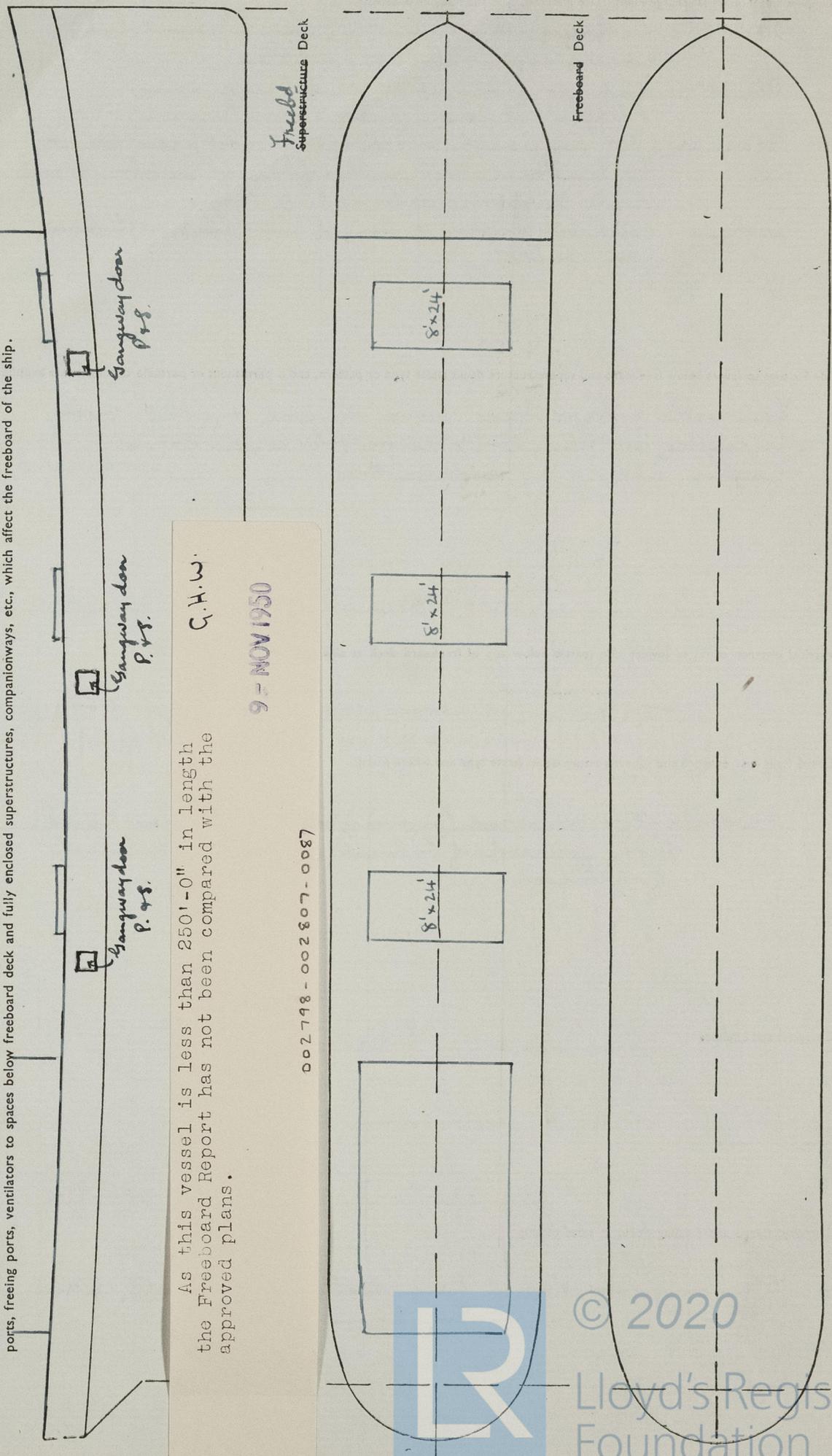
State fore and aft position and height above deck to bottom of port, for each port

After Well
Forward Well

State whether freeing ports are fitted with shutters, bars or rails, and give particulars

Give particulars of freeing port area, etc., on superstructure decks

Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc., which affect the freeboard of the ship.



As this vessel is less than 250'-0" in length the Freeboard Report has not been compared with the approved plans.

C.H.W.
9 - NOV 1950

002798-002807-0087

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SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENT

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 Nationality and Port of Registry *BRITISH MONTREAL*

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R.Q.D. "								
Bridge Aft Bulkhead								
" Forward "								
Forecastle Bulkhead								
Trunk, Aft								
" Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks								
Machinery Casings within Superstructures not fitted with Cl. 1. closing appliances								
Deckhouses on flush deck ships								

(As originally fitted (wood lined))
1.30. 5x3x.38 30"

as originally fitted.

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead	
R.Q.D. "	
Bridge Aft Bulkhead	
" Forward "	
Forecastle Bulkhead	<i>2 doors - 59 x 27 x 1/4 steel - 16" coamings</i>
Exposed Machinery Casings on Freeboard or R.Q. decks	<i>Engine Casings - inside house - steel</i>
Exposed Machinery Casings on superstructure decks	<i>Stokehold Ent. P+S - 62 x 24 x 1/4 - 16" coamings (no inner door)</i> <i>Eng. Room Ent - 62 x 24 x 1/4 solid wood door - 17" sill; open stairway inside to Eng. Room - no cover</i>
Machinery Casings within superstructures not fitted with Cl. 1. Closing Appliances	<i>Accord² doors - 62 x 24 x 1/4 solid wood - 17" sills.</i> <i>no fantail entrance.</i>
Deck houses on Flush Deck ships	

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	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well					
Forward Well					
State fore and aft position and height above deck to bottom of port, for each port					
			After Well		
			Forward Well		
State whether freeing ports are fitted with shutters, bars or rails, and give particulars					
Give particulars of freeing port area, etc., on superstructure decks					

36" bulwark (no freeing ports) round stern in way of deckhouse (open rails elsewhere)

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