

Lloyd's Register of Shipping.

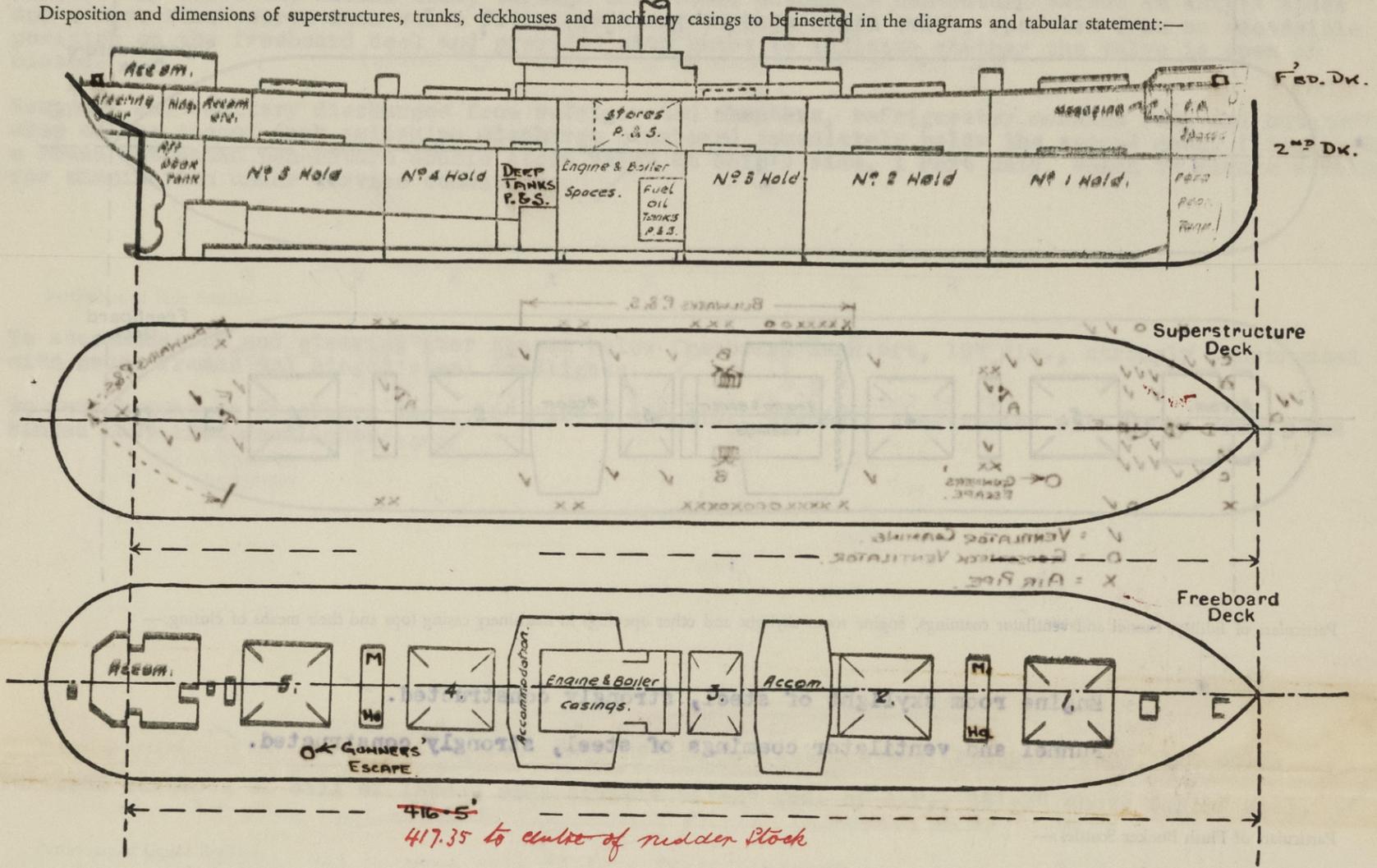
SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

AMERICANA

Ship's Name LAKE WINNIPEG Port of Survey North Vancouver, B. C.
 Official Number 175575 Surveyor's Signature J. Caldwell
 Nationality and Port of Registry British Montreal, P. Q. Date of Survey July, 1944

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

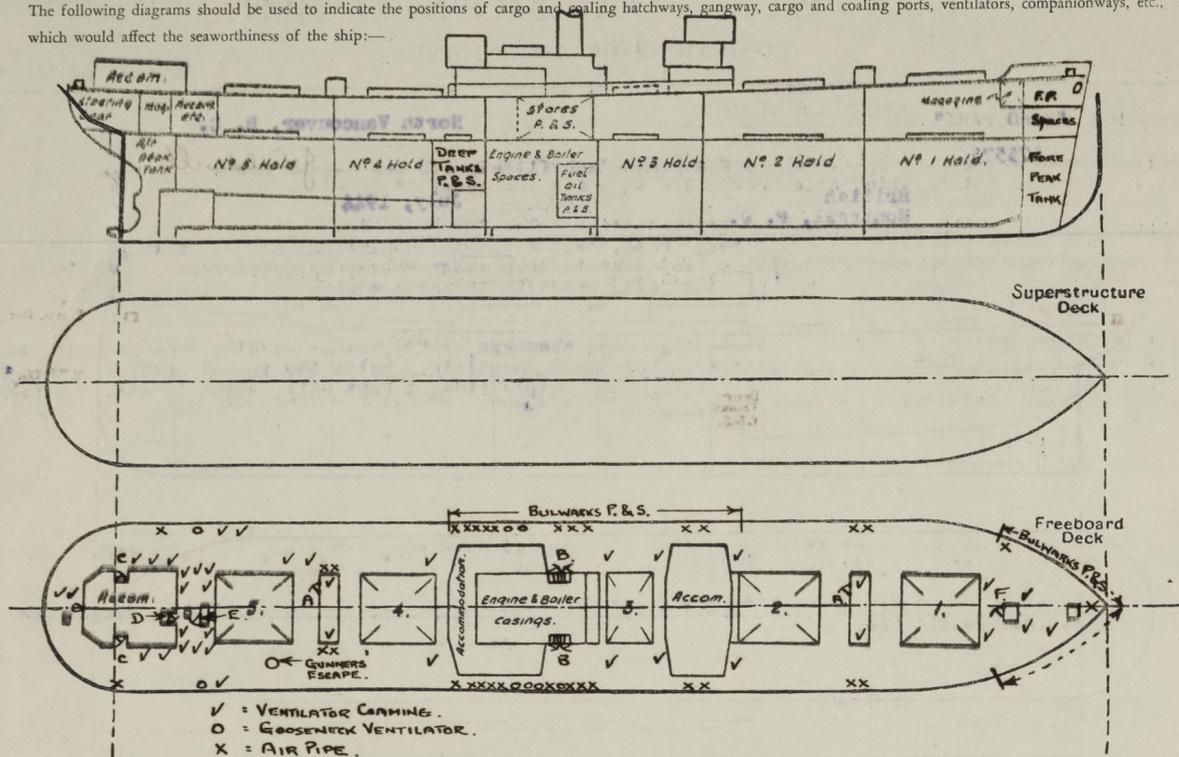


	Coaming	Plating Ins.	Stiffeners Ins.	Spacing Ins.	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	X							
Raised Quarter Deck Bulkhead ...	X							
Bridge, After Bulkhead (Saloon House) ...	X				All Ends E.W. Cornd. & Bkts. on Ev. 2nd Stiff. Top & Btm.			
Bridge/Forward Bulkhead ...	X	.31	5 x 3/8 F.B. & 3 Webs	16 to 20		None	X	7'-6"
Forecastle Bulkhead ...	X							
Trunk, After Mast Houses ...	X	.38	5 x 3x.38 OA & Div. Bhd.	30	Bracketted Top & Btm.	5'-0"x2'-0"	18"	7'-6"
Trunk, Forward ...								
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...	X	.31 & .38	3x3x.31 OA	30	None-Cont. at bottom	4'7"x3'6" & 4'7"x2'1"	24"	10'-6"
Exposed Machinery Casings on Super- structure Decks ...								
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances ...								
Deckhouses on Flush Deck Ships ...	X	.25 to .31	3 x .38 & 5 x .38 RB.	30	Bracketted top & Btm.	See Companionways		7'-6"

Poop Bulkhead ...	X
Raised Quarter Deck Bulkhead ...	X
Bridge, After Bulkhead (Saloon House) ...	X
Bridge/Forward Bulkhead ...	No openings
Forecastle Bulkhead	Hinged Steel W.T. doors, manipulated from both sides.
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...	Hinged Steel doors, manipulated from both sides.
Exposed Machinery Casings on Super- structure Decks ...	X
Machinery Casings within Superstruc- tures 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 of steel, strongly constructed.

Particulars of Flush Bunker Scuttles:—

NONE

Particulars of Companionways:—

- "A" - Opg. 4'-10" x 22" cmg. 18" with hinged steel watertight door to hold escape trunk in mast base.
- "B" - Opg. 4'-5" x 40" cmg. 24" with double steel hinged doors, to Steward's Stores.
- "C" - Opg. 4'-8" x 24" cmg. 24" with hinged solid hardwood door to after deck house enclosing companionway to accommodation spaces.
- "D" - Opg. 4'-8" x 20" cmg. 23" with hinged steel watertight door to shaft tunnel escape trunk.
- "E" - Opg. 4'-1" x 22" cmg. 26" with hinged solid hardwood door to strong steel companionway to after accommodation spaces.
- "F" - Opg. 4'-10" x 22" cmg. 24" with hinged steel watertight door to ammunition magazine fwd.

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

- 4 @ 36" dia., cmg. 23" x .44" to cargo spaces, (on mast-house tops).
- 6 @ 24" dia., cmg. 36" x .44" to cargo spaces.
- 2 @ 16" dia., cmg. 10'-6" x .44" to cargo spaces, efficiently stayed.
- 4 @ 18" dia., cmg. 36" x .44" to cargo spaces.
- 2 @ 18" dia., cmg. 36" x .44" to after accommodation.
- 6 @ 12" dia., cmg. 36" x .34", 2 to cargo spaces, 2 to after accommodation, 1 to steering flat, 1 to after tunnel escape trunk.
- 6 @ 10" dia., cmg. 36" x .34", 2 to after magazine, 1 to F.P. stores, 1 to steering gear compartment, 2 to forward magazine.
- 8 @ 6" dia., cmg. 36" x .40" to after accommodation.
- 2 @ 6" dia., gooseneck, 36" to opg., to midship 'tween deck stores.
- 3 @ 12" x 4", gooseneck, 36" to opg., to midship 'tween deck stores.

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, mixed quarter, or superstructure decks:—

- To peaks and double bottom tanks, 3/4", 3" and 2 1/2" dia., openings 21" above deck, fitted with "Varec" automatic inverted sea check valves at openings.
- To oil fuel settling tanks, 1 Port - 6" dia., 1 Starboard - 4" dia., openings 30" above deck.
- To midship deep tanks, (1P. and 1S.) 5" dia., openings 30" above deck.
- To fresh water tanks midships (1P. and 1S.) 2" dia., openings 30" above deck.
- To rudder trunk, 2" dia., opening 21" above deck.
- To soil pipes from crew's accommodation below freeboard deck aft, (1P. and 1S.) 2" dia., opening 30" above deck.

All the foregoing air pipes fitted with wood plugs except those fitted with "Varec" valves.

Particulars of Gangway Cargo and Coaling Ports:—

Particulars of Scuppers and Sanitary Discharge Pipes:—

Sanitary discharges from spaces above freeboard deck fitted with cast steel automatic non-return storm valves at ship's sides which are situated above the level of the second deck.

Scuppers and sanitary discharges from accommodation below freeboard deck aft discharge overboard immediately below the second deck, through cast steel automatic non-return valves at ship's sides and a cast steel screw down valve fitted adjacent to each storm valve, operated from an accessible position on the freeboard deck and provided with means to indicate whether the valve is open or closed.

Scuppers and sanitary discharges from refrigerated chambers, refrigerator machine room and butcher's shop on the second deck amidships discharge overboard immediately below the second deck, fitted with a brass automatic non-return double storm valve at ship's side, 1 Port only, which is always accessible for examination under service conditions.

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" & 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'-3" 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	129'-10"	3'-6"	3'-0" x 9"	4	9 sq. ft.	x
Forward Well						
State position of each freeing port	(After Well) Amidships:— From forward end of bulwark to forward end of freeing ports:— 44'-1", 56'-7", 76'-4", 93'-10" (F. and A. position and height above deck edge) — Forward Well Height above deck edges - 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.	x					

LAKE WINNIPEG

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	No.1	No.2	No.3	No.4	No.5	To F.P. Store	To Strg. Gear	Guns. Escape	
Dimensions of Hatchway	33'9"x20'	35'x20'	20'x20'	35'x20'	35'x20'	3'7"x2'7"	11'0"x2'0"	2'0" Dia.	
COAMINGS	Height above Deck		38"			24"	24"	9"	
	Thickness (Sides)		.44"			.38"	.38"	.38"	
	Thickness (Ends)		.44"			.38"	.38"	.38"	
	Stiffeners	BA	3x.32	3x.44	3x.32	3x.44	3x.32	3x.32	
Brackets, Stays	6"x4"	3x.32	3x.44	3x.32	3x.44	3x.32	3x.32		
HATCH BEAMS	Number	5	5	3	5	5			
	Spacing	67 1/2"	70"	60"	70"	70"			
	Scantling and Sketch	Web plates 18 1/2" x .34"							
Bearing Surface	Top and bottom angles 5" x 3" x .38" (5" Horl.)								
	3"								
FORE AND AFTERS	Number								
	Spacing								
	Unsupported Lengths								
Scantling and Sketch									
Bearing Surface	x	x	x	x	x	x	x	x	
HATCH COVERS	Material	B.C. Fir				Steel			
	Thickness	3"				.25"			
	How fitted	F & A				Hinging			
	Bearing Surface	5" on beams, 3" at hatchway ends				W.T.			
Spacing of Cleats			24"			Toggles		Strong-Back	
Number of Tarpaulins			2			6	5	Efficiently Secured	
*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.

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 18" high x .25" thk. 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.



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