

# Lloyd's Register of Shipping.

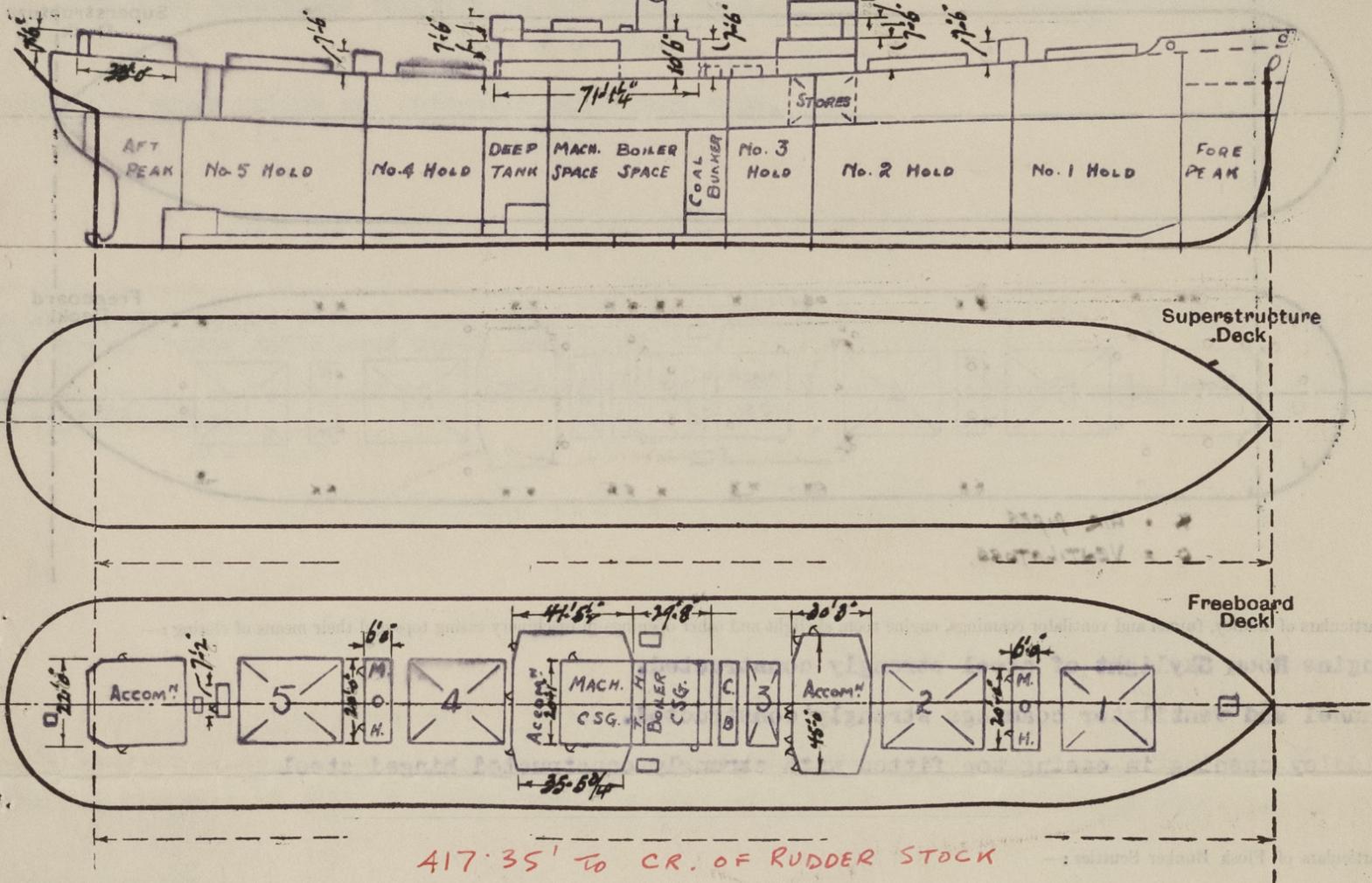
## SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

18 JAN 1943

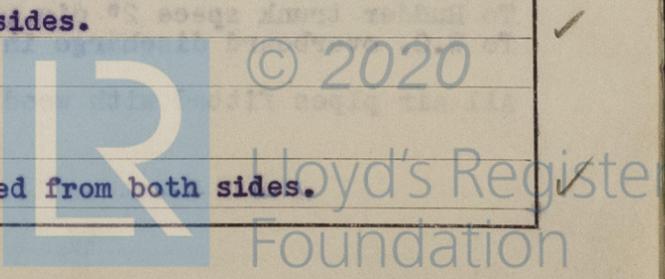
Ship's Name **S.S. "FORT RUPERT"** Port of Survey **Prince Rupert, B. C.**  
 Official Number **-- 168374** Surveyor's Signature **A.E. Marlborough.**  
 Nationality and Port of Registry **British LONDON** Date of Survey **2nd & 3rd October, 1942.**

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



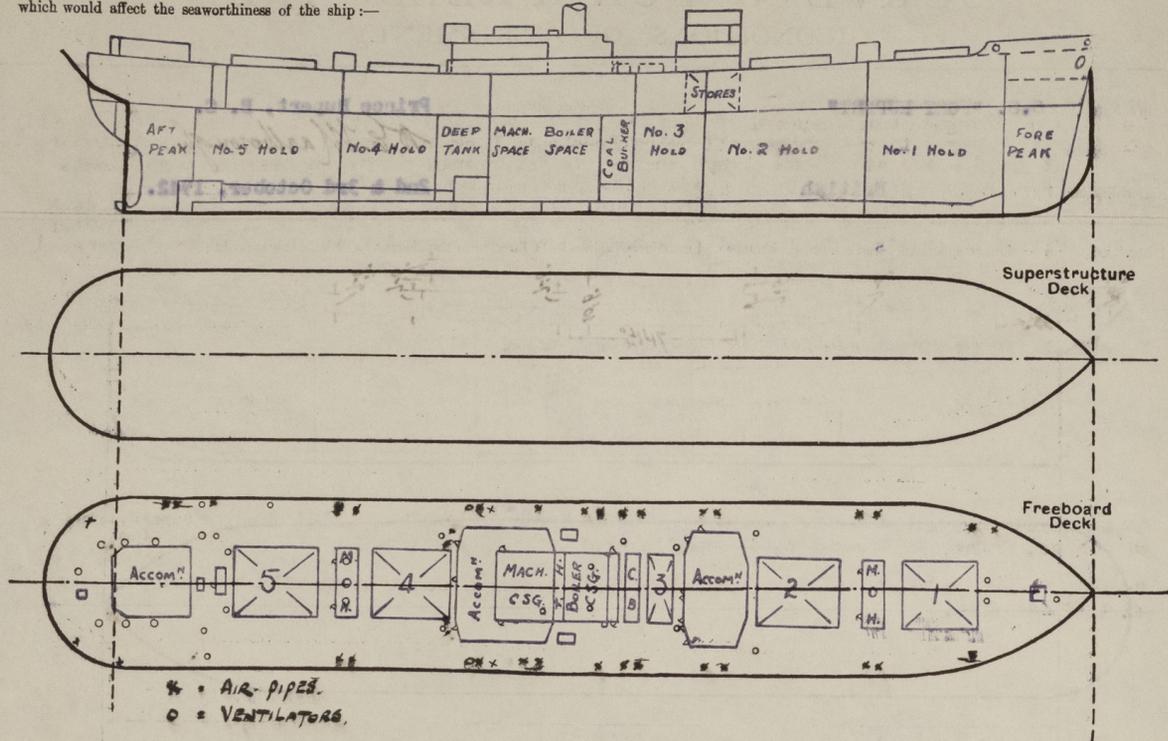
Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	X							
Raised Quarter Deck Bulkhead	X							
Bridge, After Bulkhead	X							
Bridge, Forward Bulkhead	X							
Forecastle Bulkhead	X							
<del>Trunk, Aft</del> <b>Mast Houses</b>	X	.40	5x3x.38 O.A. & Div. Bhd.	30"	Bracketted Top & Btm.	5'-0"x2'-0"	18"	7'-6"
Trunk, Forward	X							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	X	.38 & .30	3x3x.32	30"	None-Continuous at bottom.	5'-0"x2'-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	.30 to .38	5x3x.31" & 3x3x.32 & .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
<del>Forecastle Bulkhead</del> <b>Mast Houses</b>	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 strongly constructed.

Fiddle opening in casing top fitted with strongly constructed hinged steel STORM COVERS.

Particulars of Flush Bunker Scuttles :-

None

"A" - Opening 5'-0" x 2'-0", coaming 16" with hinged steel watertight door to escape trunk in masthouses.

"B" - Opening 5'-0" x 2'-0", coaming 18" with hinged steel watertight door to hold escape trunk in deck house.

"C" - " 5'-0" x 3'-4", coaming 18" with double hinged solid hardwood doors to saloon deck house enclosing access hatch to cabin store.

"D" - Opening 5'-0" x 2'-0", coaming 21" above wood deck with hinged solid hardwood door to after deck house enclosing access hatch to accommodation space.

"E" - Opening 4'-0" x 2'-0", coaming 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., coaming 36" x .37" to F.P. space.

6 @ 24" dia., coaming 36" x .42" to cargo space.

4 @ 36" dia., coaming 24" x .42" to cargo space on mast house.

2 @ 18" dia., coaming 10'-6" x .40" to cargo space efficiently stayed to house.

2 @ 6" dia., coaming 36" x .44" to tween deck cabin store.

3 @ 18" dia., coaming 36" x .42" to cargo spaces.

2 @ 12" dia., coaming 36" x .34" to D.T.

2 @ 12" dia., coaming 36" x .34" to Cargo spaces.

1 @ 12" dia., coaming 36" x .34" to after accommodation.

2 @ 10" dia., coaming 36" x .37" to after accommodation.

7 @ 6" dia., coaming 36" x .44" to after accommodation.

1 @ 10" dia., coaming 36" x .37" to steering space.

2 @ 6" dia., coaming 36" x .44" to tonnage well.

2 @ 6" dia., coaming 36" x .44" to gunnery crew space aft.

2 @ 12" dia., x 4" gooseneck 36" to opening to tween deck bunkers.

All ventilators fitted with wood plugs and canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks :-

To peaks and double bottom tanks 3", 2 1/2" & 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 Port and 1 Starb.) 6" dia., opening 12" above deck, abaft Engineer's House.

To Rudder trunk space 2" dia., opening 30" above deck.

To W.C. overboard discharge in tonnage well, starboard side, 1-1/2" dia., opening 18" above deck.

All air pipes fitted with wood plugs.

"SS. FORT RUPERT"

Particulars of Gangway Cargo and Coaling Ports :-

None

Particulars of Scuppers and Sanitary Discharge Pipes :-

Sanitary discharges from spaces above the Freeboard Deck fitted with Brass Storm Valves at ship's side. Sanitary discharges from tonnage well below Freeboard Deck aft fitted with double brass 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 one brass storm valve fitted at ship's side. P&S and an automatic non-return valve at each inner end operated from an accessible position on the upper deck.

Note:- All storm valves are automatic non-return type.

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 15" & 12" dia., strongly constructed with brass frames and hinged C. I. 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 1/4" for 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. 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 deckhouses, between midship deckhouses and from Engineer's deckhouse 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	126'-10"	3'-6"	3'-0" x 9"	4	9 sq. ft.	
Forward Well						

State position of each freeing port ... (After Well) Amidships 9" above deck. (F. and A. position and height above deck edge) (Forward Well) -x

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.



PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.											
FREEBOARD DECK											
Description of Hatchway	1	2	3	4	5	Cross Bunker	Wing Bks. P & S.	To F.P. Store	To Steering Gear	Casing Top Saddle	
Dimensions of Hatchway	33'9"x20'	35'x20'	15'x20'	35'x20'	35'x20'	7'11"x20'	7'2"x4'3"	3'6"x2'6"	2'x1'9"	4'4"x18'6"	
COAMINGS	Height above Deck		30"			30"	30"	24"	24"	9x3 1/2 x .44 BA	
	Thickness	Sides	.44			.44	.38	.38	.38	X	
COAMINGS	Stiffeners		BA 8x3 1/2 x .44	9x3 1/2 x .44	7x3 x .38	9x3 1/2 x .44	8x3 1/2 x .44	7x3 x .38	X	X	
	Brackets, Stays		Sides 3P 3S	3P 3S	3P 3S	3P 3S	3P 3S	0 2S	X	X	X
HATCH BEAMS	Number		5	5	2	5	5	1			
	Spacing		68"	70"	70"	70"	70"	47"			
	Scantling and Sketch		Web plates 18-1/2" x .34						X	X	X
HATCH BEAMS	Bearing Surface		Top and bottom angles 5" x 3" x 3/8" (5" hor <sup>l</sup> )								
	Bearing Surface		3"								
FORE AND AFTERS	Number		X	X	X	X	X	X	X	X	
	Spacing										
FORE AND AFTERS	Unsupported Lengths										
	Scantling* and Sketch										
HATCH COVERS	Material					BC Fir		Steel	Steel	BC Fir	
	Thickness					3"		.25	.25	3"	
HATCH COVERS	How fitted					F. & A.	Athw.	Hinged	W.T.	F & A	
	Bearing Surface		3" at hatchway ends 5" on Beams								
Spacing of Cleats						24"		Toggles		24"	
Number of Tarpaulins						2		6	5	1	

\*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 by 2 fore and aft beams and one athwartship beam in way of companion.

Skylight on Freeboard Deck at forward end of after deckhouse to Crew's accommodation of steel strongly constructed, 3'-1" x 3'-7", coaming 17" high (above wood deck) x .30 thick with steel hinged watertight 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.
