

# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

## SURVEY FOR FREEBOARD

STEAMER, ~~TANKER, SAUER~~: "FORT RICHELIEU"

Nationality BRITISH

Port of Registry LONDON

Official Number 169726

Gross Tonnage 7150.12

Date of Build 11/1943

Builders' Name and No. of Ship ~~WITH~~ WITHOUT TIMBER DECK CARGO  
MARINE INDUSTRIES LTD  
SOREL P.Q. N° 122.Owners DOMINION OF CANADA ON CHARTER TO M.O.W.T.  
JACK KENNETH C/O DALHOUSIE STEAMSHIP CO. LTD. (Mars) J.A. BILMERE & CO. LTD. LONDON LONDON

Port and Date of survey SOREL DURING CONSTRUCTION

Name of Surveyor JAS. H. GREENHAUGH.

Particulars of Classification B.S. \* (WITH FREEBOARD)

Names of Sister Ships PORT ROYAL PARK, ALCONQUIN PARK &amp; C.

Type of Superstructures FLUSH DECK.

Trade of Ship

Service Endorsement If any

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)

TROPICAL FRESH WATER LINE above centre of disc

13 1/2"

Corresponding Freeboard

10'-6 1/2"

FRESH WATER LINE " " "

7"

9'-5"

TROPICAL LINE " " "

6 1/2"

9'-11 1/2"

WINTER LINE " " "

below

6 1/2"

10'-0"

WINTER NORTH ATLANTIC LINE " " "

11'-1"

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S.

FRESH WATER " " " "

Corresponding Freeboard

TROPICAL " " " "

WINTER " " below "

WINTER NORTH ATLANTIC " " " "

Number of years recommended for load line certificate

DATE OF ISSUE 11-1-44  
DATE OF EXPIRY 1-11-48.

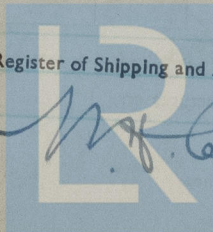
D.L. ENDORSEMENT.

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

Chief Surveyor

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the 2ND FEBRUARY, 1944


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 Secretary



## COMPUTATION OF FREEBOARD

Length on summer load line 414'-6" Moulded Breadth 56'-10 1/2" Moulded Depth 34'-4" Depth of Keel 9'-4"  
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 16,562 Tons @ 24.31 = 122.50  
 Co-efficient of fineness for use with tables  $\frac{\Delta \times 35}{L \times B \times D \times .85} = 46.24$   
 Displacement and tons per inch immersion in salt water at summer load line 13,480 48.25  
 Moulded depth 34.333 Deduction for Fresh Water  $\frac{\Delta}{40T} = 4.14$  inches  
 Stringer Plate .053 Round of Beam Correction  
 Sheathing on exposed deck T  $\left(\frac{L-S}{L}\right)$  Ships Round of Beam 14.00 inches  
 Rise of floor (in sailers) Standard Round of Beam  $\frac{B \times 12}{50} = 13.65$   
 Depth for Freeboard (D) 34.386 Difference .35  
 Table Depth 24.833 Restricted to  
 Depth Correction 9.553 Correction  $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = 0.875 \times 1$   
 If restricted by superstructures 28.659 on 09 off

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle						
Trunk Aft						
„ Forward						
Tonnage Opening Aft						
„ „ Forward						
Totals						

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	54.45	51.45	54.45	1	54.45
1/2 L from A.P.	23.50	23.03	23.50	4	94.00
1/3 L from A.P.	5.45	5.69	5.45	2	11.50
Amidships	0	-	-	4	-
1/3 L from F.P.	11.62	11.38	11.62	2	23.24
1/2 L „ „	46.45	46.06	46.45	4	184.00
F.P.	105.50	103.50	105.50	1	105.50
				18	445.99
Effective Mean Sheer					26.444
Standard „ „ .05L + 5					25.845
Difference					0.599

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 = -

Mean Actual sheer aft = MORE THAN 1  
 „ Standard „ „  
 Mean Actual sheer forward = MORE THAN 1  
 „ Standard „ „  
 Length of enclosed superstructure forward of admidships =  
 Length of Ship  
 Length of enclosed superstructure aft of amidships =  
 Length of Ship  
 Sheer Correction = Difference  $\times \left(75 - \frac{S}{2L}\right) = 569 \times .45$   
 = 426.8 off  
 If limited on account of midship superstructure = -  
 „ to maximum allowance of 1 1/2 ins. per 100 ft. = -

TABULAR FREEBOARD corrected for flush deck if required = 44 + 6.26 = 83.26

Correction for co-efficient = 1.4494 / 136 = 88.44 DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailor, Tanker, Steamer	Timber
Depth correction	28.66	-	Depth to Freeboard Deck in feet	34.386	
Deduction for superstructures	-	-	Summer Freeboard in feet	10.542	
Sheer correction	-	.43	Moulded Draught (d)	26.844	(d1)
Round of Beam correction	-	.09	Addition for Keel	115	
Correction for thickness of deck amidships	-	-	Extreme draught	(26-11 1/2) 26.959	
Other corrections, scantlings, etc.	9.62	-	Deduction for Tropical and addition for Winter freeboard $d/4 = 6.411$ ins.		
	38.28	52	Addition for Winter North Atlantic (if required)	-	ins.
Summer Freeboard in Inches	10'-6 1/2"		Deduction for Tropical Timber Freeboard $\frac{d1}{d}$		ins.
Additional allowance for superstructures on			Addition for Winter „ „ $\frac{d1}{3}$		ins.
Timber carrying ships			„ „ N.A. Timber Freeboard (if required)		ins.
Summer Timber Freeboard in inches					

Form LL. 4.D.

# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

## SURVEY FOR FREEBOARD

### CONDITIONS OF ASSIGNMENT

SHIPS NAME "Fort Richelieu" OFFICIAL NUMBER 169426  
 Nationality and Port of Registry British, London

## 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. Deck	1 1/32	5/16	3 x 3 x 5/16	30	BKTS.	5' x 2'	24'-18"	10'-6"
Exposed Machinery Casings on superstructure decks								
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances								
Deckhouses on flush deck ships	5/16	5/16	3.3" x 3" x 5/16 F.5" x 3" x 5/16	36 33	BKTS.	5' x 2'	18'-24"	7'-6"

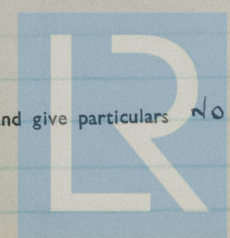
## PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead	
R.Q.D. „	
Bridge Aft Bulkhead	
„ Forward „	
Forecastle Bulkhead	
Exposed Machinery Casings on Freeboard or R.Q. decks	HINGED STEEL DOORS OPERATED BOTH SIDES
Exposed Machinery Casings on superstructure decks	
Machinery Casings within superstructures not fitted with Cl. 1 Closing Appliances	
Deck houses on Flush Deck ships	HINGED WOOD DOORS, 2" THICK. OPERATED BOTH SIDES

## 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	127.5'	3'-6"	4 @ 3'-0" x 9'	9 sq ft	
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 No  
 Give particulars of freeing port area, etc., on superstructure decks



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AFT

PEAK.

Nº 5 HOLD

Nº 4 HOLD

DEEP

TANK

ENGINE

BOILER

COCK

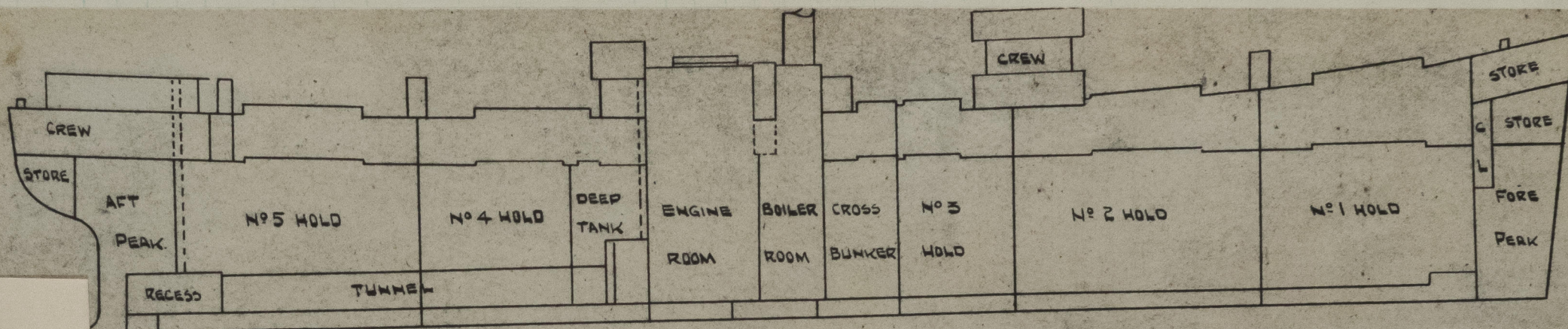
The Freeboard Report has been compared with the  
approved plans and found in order.

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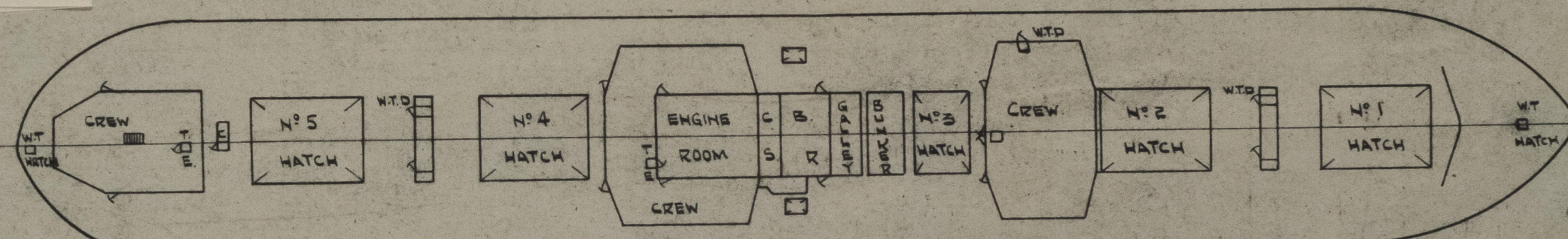
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15 JUN 1911

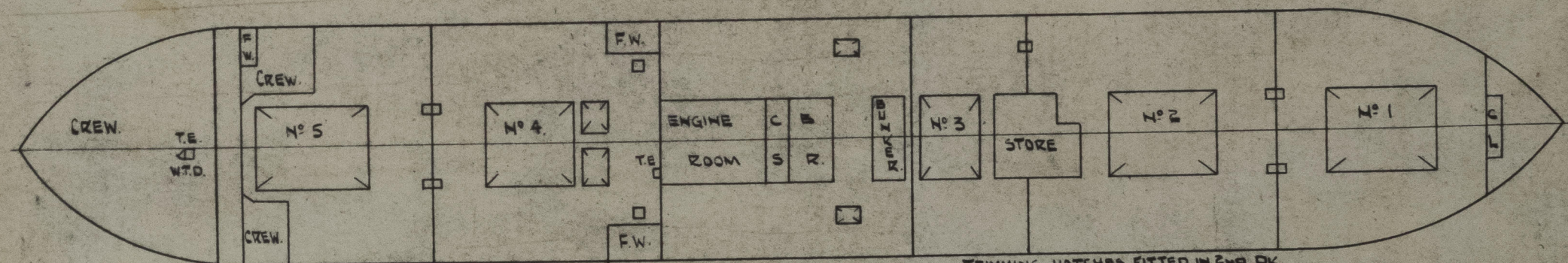




PROFILE.



FREEBOARD DK.



SECOND DK.

TRIMMING HATCHES FITTED IN 2ND DK. TO HOLDS - STEEL HINGED COVERS.

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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	No. 1.	No. 2	No. 3	BUNKER	No. 4	No. 5	COAL HATCH P & S	STORE HATCH FORD.	STORE HATCH AFT.
Dimensions of Hatchway	33'-9" x 20'	35' x 20'	15' x 20'	8' x 20'	35' x 20'	35' x 20'	7'-2 1/2" x 4'	3'-3" x 2'-6"	1'-9" x 2'-0"
COAMINGS									
Height { steel { deck	2'-6"						2'-6"	2'-0"	2'-0"
Thickness { sides	7/16"	AS NO. 1	AS NO. 1	AS NO. 1	AS NO. 1	AS NO. 1	7/16"	7/16"	
Stiffeners	7" x 5 1/2" x 3/8" BA								
Brackets	1 1/32"								
HATCH BEAMS									
Number	5	5	2	1	5	5			
Spacing	5'-7 1/2"	5'-10"	4'-7"-5'-10"	4'-0"	5'-10"	5'-10"			
Scantling and Sketch	18 1/2" x 1 1/32"	AS 1	AS 1	18 1/2" x 5/16"	AS 1	AS 1			
Bearing Surface and thickness of carriers or sockets	5" x 3" x 3/8"			5" x 3" x 3/8"					
FORE AND AFTERS									
Number									
Spacing									
Unsupported lengths									
Scantling and Sketch									
Bearing Surface and thickness of carriers or sockets		As No. 1.	As No. 1.	As No. 1.	As No. 1.	As No. 1.	As No. 1.		
HATCH COVERS									
Material	SPRUCE							FITTED WITH HINGED STEEL W.T. COVER	FITTED WITH HINGED STEEL W.T. COVER
Thickness	2 1/2"								
How Fitted	F & A								
Bearing Surface	3"								
Spacing of Cleats	24"								
Number of Tarpaulins	2								

Are tarpaulins in good condition and in accordance with rule requirements? YES

Are lashings provided in accordance with rule requirements? LOCKING BARS FITTED

Are wood fore and afters steel shod at all bearing surfaces? -

Are battens and wedges efficient and in good condition? YES.

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FITTED WITH HINGED STEEL W.T. COVER

FITTED WITH HINGED STEEL W.T. COVER

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Fiddley, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

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

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)

STEEL COMP. TO CREWS QUARTERS AFT - 24" COAMING - 2" SOLID WOOD DOOR - OPERATED BOTH SIDES  
ENTRANCES IN DECKHOUSE AFT - 24" COAMING - 2" SOLID WOOD DOOR - OPERATED BOTH SIDES  
DOORS TO PANTRY IN FORD. HOUSE - 18" COAMING - 2" SOLID WOOD DOORS - OPERATED BOTH SIDES; REINFORCED WITH  
PORTABLE WOOD STRONG BACK & STORM BOARDS  
DOORS GIVING ACCESS TO HOLOS & TWEEN DECKS ARE STEEL, RUBBER JOINTED & WITH TOGGLES, OPERATED BOTH SIDES.

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)

UPPER DECK COAMINGS 36" MINIMUM - WELDED ABOVE & BELOW DECK. WOOD PLUGS & CANVAS COVERS SUPPLIED

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

MINIMUM HEIGHT OF AIR PIPES ON UPPER DECK 30" TO BOTTOM OF BEND  
CLOSING ARRANGEMENTS - WOOD PLUGS SECURED BY CHAIN TO AIR PIPES.

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

IN TWEEN DECKS:- 7 OFF STORM VALVES FROM DECK HOUSES ON UPPER DK. PORT SIDE  
 4 " " " " " " " " " " STBD. "  
 1 "DOUBLE" " " ACCOMM. IN TWEEN DECK AFT P+S  
 IN NO3 HOLD:- 1 "GEARED" " " REFRIG. SPACE IN TWEEN DECK X P+S  
 VALVE GEARED TO UPPER DECK

## ALL VALVES OF BRASS

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

10" BRASS FRAMED SIDE SCUTTLES HAVING C.I. HINGED DEADLIGHTS, FITTED TO CREW ACCOMM. AFT.

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

SIDE SCUTTLES AFT ARE 36" BELOW UPPER DECK

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

BULWARKS AMIDSHIPS & FORWARD - GUARD RAILS (3") ELSEWHERE ON UPPER DECK

## Gangways and Lifelines

## LIFELINES SUPPLIED & FITTED

Gangway, Cargo and Coaling Ports in sides of ship

ZONE

### 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

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