

Rpt. 11b.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS

Index No. 30180
(For London Office only)

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLIES AND FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey *Halifax N.S.*
Date of Survey *While building, July 6/21*
Name of Surveyor *J. Mon.*Ship's Name
Canadian Cruiser
Halifax Shipyard Ltd Hull No 3
Number in Register BookPort of Registry
and Nationality.
Halifax N.S.
*British*Official
Number.
*150463*Gross
Tonnage.
7100
*(approx)*Date of Build.
*1921*Particulars of Classification.
#100A1 Shelter Deck with freeboard
(contemplated)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>430-0'</i>	<i>56-22'</i>	<i>26-89'</i> <i>34-89'</i>	<i>5017-05'</i> <i>6664-17'</i>
Length on LOADLINE.	<i>429-5'</i>	Frame Depth <i>10'</i> Rule <i>7'</i>	Ceiling <i>fitted</i> Sheer <i>4-6 1/2'</i>	Peak Tanks
		<i>Cargo Hatchways fitted</i> <i>to depth in tank top</i> <i>38-21-5'</i> <i>36-37'</i>		
CORRECTED DIMENSIONS.	<i>429-5'</i>	<i>55-7/2'</i>	<i>36-02'</i>	<i>6664-17'</i>

Co-efficient of fineness.....
Any modification necessary [Para. 4 (a) to (e)]*
Co-efficient as correctedSheer { Stem... *95-5"*
at { Sternpost *50-5"* } $146-0 \div 2 = 73"$... MeanSheer at $\frac{1}{2}$ of the length from { Stem *55-5"*
Sternpost *27-5"* } $83 \div 2 = 41-5"$... MeanGradual mean Sheer $41-5 \div 55 = 75-45$ Standard mean Sheer [Table, Para. 18] $31-77$ CorrectionDifference..... $9-73 \div 4 = 2-43$ § If limited as Para. 18 (f) $-2-1/2$ Rise in Sheer { At front of bridge house
from amidships {

[Para. 18 (e)] { At after end of forecastle

Fall in Sheer { $\div 2 =$

Para. 18 (d) {

length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... $7-5-29$ Correction for Length, if required (Para. 12, 13, and 14) $-13/4$ Freeboard by Table A, corrected for shear, and for length, if required (Para. 12, 13, and 14) $7-3-45$ Difference $10-3-38$ percentage as below..... $2-11-93$ Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) $4-79$ Allowance for Deck Erections $-4-3/4$

Length. Length allowed. Height.

Forecastle..... *44-5-4* *44-5-4* *7-6"*

Bridge House.....

Raised Qr. Dk.....

Poop..... *45-5-4* *45-5-4* *7-6"*Total $90-0-8$ $90-0-8$ 209 Length of Ship *430-0-0* *429-5* $1-675$ Corresponding percentage (Para. 12, 13, or 14) $13-47\%$

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

Fresh Water Line above centre of Disc

Indian Summer Line " " "

Winter Line below " "

Winter North Atlantic Line " " "

Moulded Depth as measured..... $38-0'$
39-2'
3-92'
35-10'
Wood deck less stringer -3 1/2'
Addition for Keel below base line $37-8 1/2'$
for draught record. $2-7-5$ inches. $-in 0 bone$ CORRECTION FOR LENGTH.
Length of Ship on Loadline..... $429-5'$
Length in Table $452-5'$
Difference $23-0'$
Correction for 10ft., Table A. $1-7'$ Table C. $-8'$
 \times Difference divided by 10 $3-91$ (if required.) $1-84$
If $\frac{1}{10}$ ths length covered divide by 2 $-4"$ $-13/4$ CORRECTION FOR IRON DECK.
Proportion covered, if less than $\frac{1}{10}$ ths length covered
Thickness of usual wood deck, less stringer *allows in m d.*CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships..... $56-0'$
Round of Beam $14"$
Normal round..... $14"$
Difference $\checkmark \div 2 =$
Proportion of Deck uncovered (Para. 19) \checkmark Freeboard, Table A $10-7-29$ $10-7 1/2$
Correction for Sheer $2-43$ $-2 1/2$
 $10-4-86$ $10-43/4$
 $3-91$ -4
Correction for Length $10-0-95$ $10-03/4$
Allowance for Deck Erections $-43/4$
 $9-8$ Correction for Round of Beam.....
Correction for fall in Sheer (if any).....
Correction for Iron Deck (if required) *in m d.*
Additions for non-compliance with provisions of Para. 11 (d) and (e) \dagger
Other Corrections (if any)Winter Freeboard $9-8$
Summer Freeboard $9-1$
Indian Summer Freeboard $8-6$
N. A. Winter FreeboardCorrection necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side. $+13/4$ Winter Freeboard from deck line $9-93/4$
Summer " " " $9-23/4$
Indian Summer " " " $8-73/4$
N. A. Winter " " " $9-2 1/2$ State dimensions of freeing port area on back of this form.
The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft should be reported.If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

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MARKING REPORT
RECEIVED 4/10/21

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Do all the Frames extend to the top height in the Poop? *Yes* ✓ Raised Quarter Deck? *Yes* ✓ Bridge House? *Yes* ✓ Forecastle? *Yes* ✓

To what height do the Reverse Frames extend? *Half angle framing* ✓

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes* ✓

Give particulars of the means for closing the openings in Bulkhead *Hinged steel doors, bolted* ✓

Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* ✓ Has the Bridge House an efficient Bulkhead at the fore end? *None* ✓

Give particulars of the means for closing the openings in Bulkhead *None* ✓

What is the thickness of the Bridge Front plating? *✓* and Coaming plate? *✓*

Give scantlings and spacing of the Stiffeners *✓*

Are bracket plates fitted at each end of the Stiffeners? *✓* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *✓*

Has the Bridge House an efficient Iron Bulkhead at the after end? *✓*

How are the openings closed? *✓*

Is the Forecastle at least as high as the main or top-gallant rail? *Yes* ✓ Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *Open* ✓

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Enclosed by a strong steel deck house* ✓

If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *✓*

Give thickness of plating; scantlings and spacing of Stiffeners *✓*

What is the height of the exposed Casings? *✓* Are suitable means provided for closing all openings in them in bad weather? *✓*

Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:— *Yes*

Position and Size.		(1) Frames 160-170. 28' 8 1/2" x 18'-0"		(2) Frames 153 1/2, 143 1/2. 30'-11" x 18'-0"		(3) Frames 110 1/2, 117 1/2. 15'-5 1/2" x 18'-0"		(4) Frames 66-72. 18'-3" x 18'-0"		(5) Frames 47-61. 30'-11" x 18'-0"		Frames 23 1/2. 28'-8 1/2" x 18'-0"
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.
COAMING.	Height above top of DECK	30"	24"	30"	24"	30"	24"	30"	24"	30"	24"	30"
	Sides	48	44	48	44	48	44	48	44	48	44	48
	Ends	44	44	44	44	44	44	44	44	44	44	44
SHIFTING BEAMS OR WEB PLATES.	Number	5		5		2		2		5		5
	Section and Scantlings	16" x 36" 4 x 3 x 5		16" x 36" 4 x 3 x 5	as approved	16" x 36" 4 x 3 x 5	as approved	16" x 36" 4 x 3 x 5	as approved	16" x 36" 4 x 3 x 5	as approved	16" x 36" 4 x 3 x 5
	Material	Steel		Steel		Steel		Steel		Steel		Steel
* FORE AND AFTERS.	Number	None		None		None		None		None		None
	Section and Scantlings											
	Material											
HATCHES Thickness		3"	2 1/2"	3"	2 1/2"	3"	2 1/2"	3"	2 1/2"	3"	2 1/2"	3"
Remarks		Good		Good		Good		Good		Good		Good

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake? *✓* Strake between Main and Bridge Sheerstrakes? *✓*

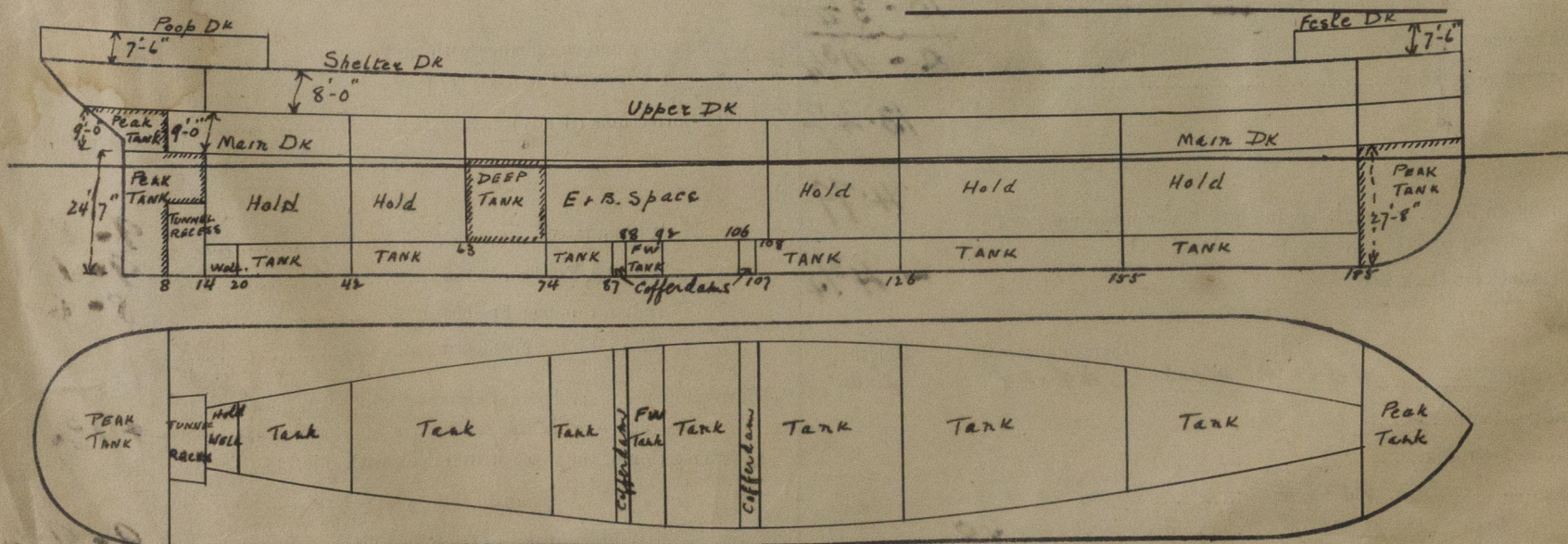
Delete the words *The Crew are, are not, berthed in the bridge house.*
that do not apply *The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.*

Length of Bulwarks in well *✓*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *✓* Sq. ft.

Ft. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel) = *✓* Sq. ft.

Total deficiency or excess = *✓* Sq. ft.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel

Owners *Canada Government Merchant Marine, Ltd.*

Address *230 St. James St. Montreal, P.Q.*

Fee *\$100.00*

Received by me



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