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Lloyd's Register of Shipping

SURVEYS FOR FREEBOARD - STEAMERS

(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

New York Office Index No. 225
Port of Survey, Seattle, Wash.
Date of Survey, Jan. 7-12, 1936
Name of Surveyor, W. Smith

Ship's Name. S.S. "U.I. LUCKENBACH"	Port of Registry and Nationality. NEW YORK U.S.A.	Official Number. 215800	Gross Tonnage. 5887	Date of Build. 1918-2	Particulars of Classification. +100 A1 Shelter Deck with Freeboard
Number in Register Book.....	Owner. Luckenbach S.S. Co., Inc.	Builder. Bethlehem S.B. Corp.	Hull No. 264		
Moulded dimensions 447 × 55.91 × 40.67 (85% = 34.56)	Moulded displacement at a moulded draught of 85 per cent. of moulded depth. 16600 @ 30' 6"				
Coefficient of fineness for use with tables. .762					

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER	
Moulded depth	40.66	(a) When D is greater than $\frac{L}{15}$		Standard $\frac{55.91 \times 12}{50} = \dots$	13.42
Stringer plate5905	$(D - \frac{L}{15}) \times R = (40.71 - 29.8) \times \dots$	← 32.75	Ship	14.00
Sheathing in wells } $T(\frac{L-S}{L}) =$		(b) When D is less than $\frac{L}{15}$ (if allowed).		Difference58
Depth D = ...	40.71	$(\frac{L}{15} - D) \times R = \dots$		Restricted to	
		If restricted by height of superstructures		Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \dots$	-.15
				.58 ÷ 4	

SUPERSTRUCTURES.

	Mean Covered Length S	Effective Length S ₁ (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunks forward					
" aft					
Tonnage opening					

F L U S H D E C K

TOTAL =
 Length of ship (L) =
 % Covered... .. =
 Corresponding %, corrected for absence of forecastle if required } **A =**
 Allowance =
B =
 Correction for Bridge less than .2 L if required }
 =

SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	2 8 0 0	5 4 7 0	2 8 0 0	1	2 8 0 0
2	2 0 0 0	2 4 3 9	2 0 0 0	4	8 0 0 0
3	- 5 5 0	6 0 0 1	- 5 5 0	2	- 1 1 0 0
4	0 0 0 0	1 2 0 2	0 0 0 0	4	0 0 0 0
5	2 0 0 0	1 2 0 2	1 2 0 2	2	2 4 0 4
6	5 7 0 0	4 8 7 8	4 8 7 8	4	1 9 5 1 2 0
F.P. 7	1 1 2 0 0	1 0 9 4 0	1 0 9 4 0	1	1 0 9 4 0

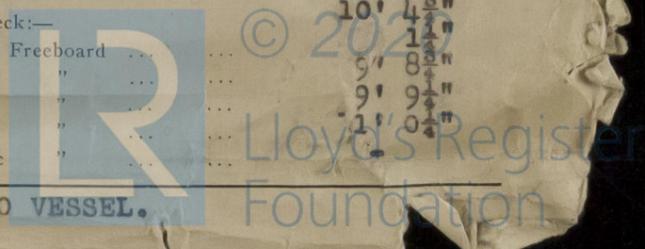
If excess sheer forward and deficient sheer aft:—
 $\frac{\text{Actual sheer aft}}{\text{Standard sheer aft}} =$
 $\frac{\text{Actual sheer forward}}{\text{Standard sheer forward}} =$
 Length of enclosed superstructure **L**
 Forward of amidships =
 Aft of amidships =

Mean effective sheer = **18) 353.56**
 Standard sheer .05 L + 5 = **19.64**
 Difference (Df) = **27.35**
 Allowance = $Df \times (.75 - \frac{S}{2L}) = 7.71 \times .75 = \dots$ **7.71**
 If limited on account of amidship superstructure = **5.78**
 If limited on account of excess sheer (1½ in. per 100 ft.) =

DRAFTS.	F. W. ALLOWANCE	TABULAR FREEBOARD (corrected for flush deck if required) =
Moulded Depth D = 40' 8"	Displacement = 16600	Corrected for Coefficient $\frac{.762 + .68}{1.36} = \dots$ 1.442
Stringer Plate = (or Wood Deck) 40' 8 1/2"	Tons per inch = 51	Correction for Depth 32.73
Freeboard 10' 4 1/4"	$\frac{16600}{40 \times 51} = \dots$ 8	" Superstructures 5.78
Moulded draught 30' 3 1/2"		" Sheer - .15
Addition for keel below base line 2"		" Camber 12.06
Extreme draught 30' 5 1/4"		" Thickness of deck 12.23
$\frac{30.48}{4} = 7.62 = 7 1/2"$		" * Scantlings, etc. To agree with B.O.T. (1906) freeboard assignment 38.51
		Summer Freeboard = 124.75

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line	Shelter Deck:
Tropical Fresh Water Line (above center of Disc) 15 1/2"	Tropical Fresh Water Freeboard 10' 4 1/2"
Fresh Water Line " " 8"	Fresh Water " " 9' 8"
Tropical Line " " 7 1/2"	Tropical " " 9' 9 1/2"
Winter Line (below " ") 7 1/2"	Winter " " 1' 0 1/2"
Winter North Atlantic Line " " "	Winter North Atlantic " " "

PREVIOUS B.O.T. (1906) FREEBOARD REASSIGNED BEING MORE FAVORABLE TO VESSEL.



Note:—The Rules referred to below are the Load Line Regulations of the United States Department of Commerce.
(These should be consulted when completing the report.)

Is the poop or raised quarter deck connected with the bridge? FLUSH DECK VESSEL
 Has the poop or raised quarter deck an efficient steel bulkhead at the fore end? -
 Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44) -
 Has the bridge an efficient steel bulkhead at the fore end? -
 Give particulars of the means of closing the openings in this bulkhead -
 Has the bridge an efficient steel bulkhead at the after end? 2-
 Give particulars of the means of closing the openings in this bulkhead -
 Has the forecastle an efficient steel bulkhead at the after end? -
 Give particulars of the means of closing the openings in this bulkhead -
 Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? Strong Steel Deck House
 If the openings are not so protected, are the exposed parts of the casing efficiently constructed? -
 Give thickness of plating, scantlings and spacing of stiffeners -
 Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? Yes

Particulars of bulkheads of erections:

	Poop or Raised Quarter-Deck bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating				
Scantlings of stiffeners				
Spacing of stiffeners, and if bracketed	-	-	-	-
Height of sills of openings above deck				

Particulars of weather deck hatchways. (In case of complete superstructure vessels having tonnage openings, give, in addition, particulars of 2nd deck hatchways, and also of those in bridge spaces closed by Class 2 appliances, or in open bridges)

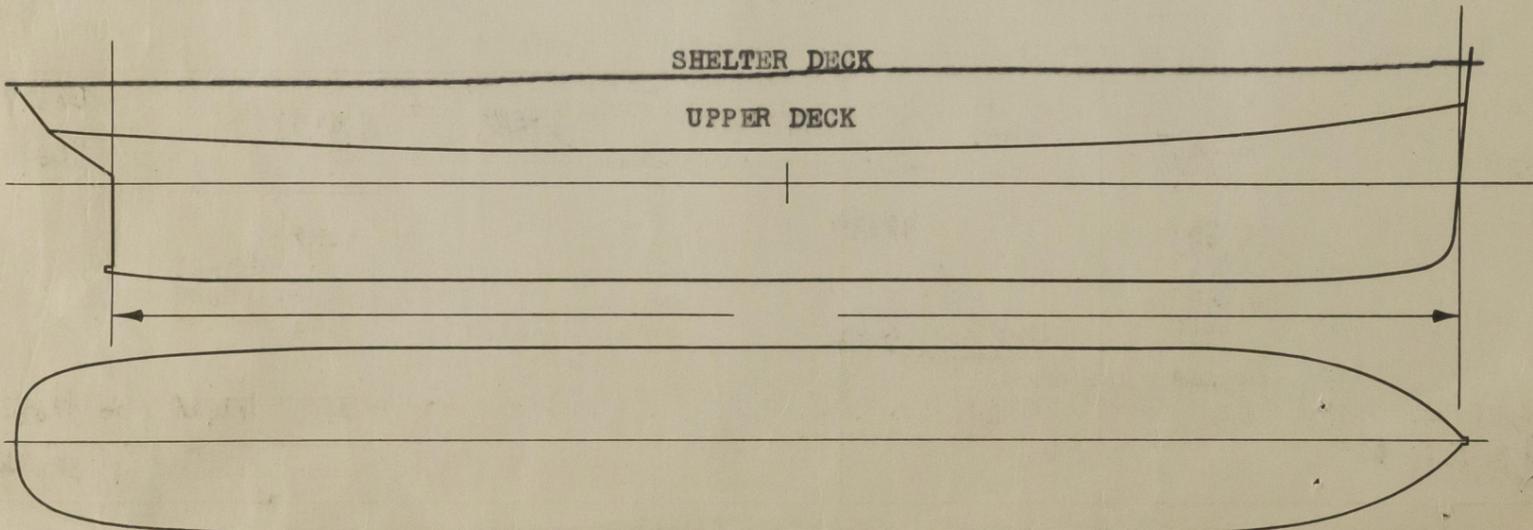
Position and Size.	No.1		No.2		No.3		No.4		No.5		No.6		No.7		No.8		
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
Height above top of DECK	30"																
COAMING Thickness	Sides.....																
	Ends.....	.62"															
SHIFTING BEAMS OR WEB PLATES	Number.....	4	5	7	4	4	5	5	5	3							
	Section and Scantlings.....	4x3x.44															
	Material.....	27"x.44 Steel															
* FORE AND AFTERS	Number.....																
	Section and Scantlings.....																
	Material.....																
HATCHES Thickness	2 1/2" Wood																
Remarks																	

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

Are Rules 12, 13, 14, 15, 16, 17, 18 complied with as far as practicable? Yes
 Are hatchway coamings stiffened in accordance with Rule 9? Yes
 Length of bulwarks in wells—forward: _____ feet; aft: _____ feet. Open Rails
 Area of freeing ports required by regulations (Rules 30 and 100) forward: _____ sq. ft.; aft: _____ sq. ft.
 No. Ft. x Ft.
 Particulars of freeing ports fitted { forward } _____ = _____ sq. ft. Open Rails
 on each side of vessel { after } _____ = _____ sq. ft. Open Rails
 Are Rules 23 and 24 complied with as far as practicable? Yes
 Are air pipes to tanks in accordance with Rule 25? Yes
 Are all scuppers and sanitary discharge pipes in accordance with Rule 27? Yes

In oil tankers, what is the extent of the fore and aft gangway? - Are the crew berthed in the forecastle? (Rule 96) -
 Is the gangway strong and efficiently braced fore and aft? - State spacing of supports _____ feet.
 In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100) -
 Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? -

If the vessel has a complete superstructure deck with a tonnage opening, is the latter fitted with efficient temporary covers? Y



Indicate thickness and extent of any deck covering, and extent of erections, with dimensions, showing overhang (if any).
 Indicate position of scuppers from tonnage-exempted spaces above freeboard deck.

Sister vessels: "Katrina Luckenbach", "F.J. Luckenbach"
 Fee: \$80.00
 Expenses (if any): _____

Sea. A/c \$5.00
 N.Yk. A/c \$3.70

(signed) W. SMITH

Surveyor to Lloyd's Register of Shipping.

