

-5 DEC 1935

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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. 27.....

Port of Survey... Philadelphia

Date of Survey... 8th Nov. 1935

Name of Surveyor... J. H. H.

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
S.S. <i>SAN JUAN</i>	<i>Baltimore</i>	<i>221360</i>	<i>6817</i>	<i>1921-6</i>	<i>+100 ft. No. 1003, 234</i>
M.S. <i>W. W. Miller</i>	<i>G. J. H.</i>				<i>Carrying petroleum in bulk</i>

Owner... <i>W. W. Miller</i>	Builder... <i>Messharts S. B. Corp.</i>	Hull No. <i>381</i>
Moulded dimensions <i>424.0 × 58.0 × 33.0</i>	(85% = <i>28.05</i> )	
Moulded displacement at a moulded draught of 85 per cent. of moulded depth... <i>16,445</i>	<i>× 495 = 15,965 Tons</i>	
Coefficient of fineness for use with tables... <i>8.10</i>		

DEPTH FOR FREEBOARD.	CORRECTION FOR DEPTH.	CAMBER
Moulded depth ... <i>33.00</i>	(a) When <b>D</b> is greater than $\frac{L}{15}$	Standard $\frac{58 \times 12}{50} = \dots$ <i>13.92</i>
Stringer plate ... <i>.64</i>	$(D - \frac{L}{15}) \times R = (\dots) \times \dots$ <i>4.78</i>	Ship ... <i>equivalent</i> ... <i>10.78</i>
Sheathing in wells	(b) When <b>D</b> is less than $\frac{L}{15}$ (if allowed).	Difference ... <i>3.14</i>
$T(\frac{L-S}{L}) = \dots$	$(\frac{L}{15} - D) \times R = \dots$	Restricted to ...
Depth <b>D</b> = ... <i>33.05</i>	If restricted by height of superstructures ...	Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \dots$ <i>3.14 × .57 = 1.78</i>

## SUPERSTRUCTURES.

	Mean Covered Length S	Effective Length S <sub>e</sub> (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed ...	<i>128.29</i>	<i>128.29</i>	<i>8.0</i>	<i>✓</i>	<i>128.29</i>
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<i>24.96</i>	<i>24.96</i>	<i>8.0</i>	<i>✓</i>	<i>24.96</i>
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<i>40.71</i>	<i>27.37</i>	<i>8.0</i>	<i>✓</i>	<i>27.37</i>
" overhang ...					
Trunks forward ...					
" aft ...					
Tonnage opening ...					

Sheer forward

<i>0.19</i>	<i>4</i>	<i>.76</i>
<i>11.94</i>	<i>2</i>	<i>23.88</i>
<i>41.81</i>	<i>4</i>	<i>167.24</i>
<i>90.0</i>	<i>1</i>	<i>90.00</i>
		<i>281.88</i>

Standard Sheer Forward

<i>6.55</i>	<i>4</i>	<i>26.20</i>
<i>26.20</i>	<i>2</i>	<i>52.40</i>
<i>58.95</i>	<i>4</i>	<i>235.80</i>
<i>104.80</i>	<i>1</i>	<i>104.80</i>
		<i>419.20</i>

TOTAL =	<i>193.96</i>	<i>180.62</i>	<i>180.62</i>
Length of ship (L) =	<i>424</i>	<i>424</i>	<i>424</i>
% Covered... =	<i>45.75%</i>	<i>42.60%</i>	<i>42.60%</i>
Corresponding %, corrected for absence of forecastle if required } <b>A</b> = <i>Tanker</i>		<b>B</b> = <i>33.60%</i>	Correction for Bridge less than 2 L if required }
Allowance ... =	<i>42</i>	<i>× 3360</i>	<i>= - 14.11</i>

## SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	<i>45.56</i>	<i>52.40</i>	<i>45.56</i>	<i>1</i>	<i>45.56</i>
2	<i>21.19</i>	<i>29.48</i>	<i>21.19</i>	<i>2</i>	<i>42.38</i>
3	<i>4.75</i>	<i>13.10</i>	<i>4.75</i>	<i>3</i>	<i>14.25</i>
4		<i>3.27</i>		<i>4</i>	<i>13.08</i>
5				<i>5</i>	<i>11.40</i>
6	<i>0.19</i>	<i>6.55</i>	<i>0.19</i>	<i>6</i>	<i>1.14</i>
7	<i>11.94</i>	<i>26.20</i>	<i>11.94</i>	<i>7</i>	<i>83.58</i>
8	<i>41.81</i>	<i>58.95</i>	<i>41.81</i>	<i>8</i>	<i>334.48</i>
F.P. 9	<i>90.00</i>	<i>90.00</i>	<i>90.00</i>	<i>9</i>	<i>810.00</i>

If excess sheer forward and deficient sheer aft:—

Actual sheer aft	=	<i>Deficient</i>
Standard sheer aft	=	
Actual sheer forward	=	$\frac{281.88}{419.20} = 67.24\%$
Standard sheer forward	=	

∴ allow 67.24% of open forward

Length of enclosed superstructure

L

Forward of amidships =

Aft of amidships =

Mean effective sheer ...	=	<i>17.57</i>
Standard sheer .05 L + 5 =	=	<i>26.20</i>
Difference (Df) ...	=	<i>8.63</i>
Allowance = $Df \times (\frac{S}{2L}) = 8.63 (\frac{75-229}{521})$	=	<i>+ 4.50</i>
If limited on account of amidship superstructure ...	=	<i>✓</i>
If limited on account of excess sheer (1½ in. per 100 ft.) ...	=	<i>✓</i>

## DRAFTS.

Moulded Depth <b>D</b> =	<i>33'-0"</i>
Stringer Plate = (or Wood Deck)	<i>3/4"</i>
Freeboard	<i>6'-8 1/4"</i>
Moulded draught	<i>26'-4 1/2"</i>
Addition for keel below base line	<i>2 1/4"</i>
Extreme draught	<i>26'-6 3/4"</i>

## F. W. ALLOWANCE

Displacement =	<i>15015</i>
Tons per inch =	<i>51.3</i>
$\frac{15015}{40 \times 51.3} = 7.32$	

## TABULAR FREEBOARD (corrected for flush deck if required) =

Corrected for Coefficient	$\frac{810 + .68}{1.36} =$	<i>68.40</i>
Correction for Depth ...		<i>74.94</i>
" Superstructures ...		
" Sheer ...		
" Camber ...		
" Thickness of deck ...		
" Scantlings, etc. ...		

Summer Freeboard =

*80.15*

## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel,

Tropical Fresh Water Line (above center of Disc)	<i>5'-6 1/4"</i>
Fresh Water Line	<i>6'-0 3/4"</i>
Tropical Line	<i>6'-1 1/2"</i>
Winter Line (below " " )	<i>7'-2 3/4"</i>
Winter North Atlantic Line	<i>7'-1 1/2"</i>

## Deck—

Tropical Fresh Water Freeboard	<i>14 1/4"</i>
Fresh Water	<i>7 1/2"</i>
Tropical	<i>6 3/4"</i>
Winter	<i>10 3/4"</i>
Winter North Atlantic	<i>10 3/4"</i>

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SAN JUAN I

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? Yes  
Has the poop or raised quarter deck an efficient steel bulkhead at the fore end? Yes  
Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44). No openings  
Has the bridge an efficient steel bulkhead at the fore end? Yes  
Give particulars of the means of closing the openings in this bulkhead. No openings  
Has the bridge an efficient steel bulkhead at the after end? Yes  
Give particulars of the means of closing the openings in this bulkhead. 2 hinged steel H.T. doors  
Has the forecastle an efficient steel bulkhead at the after end? No open  
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? Covered by poop  
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:

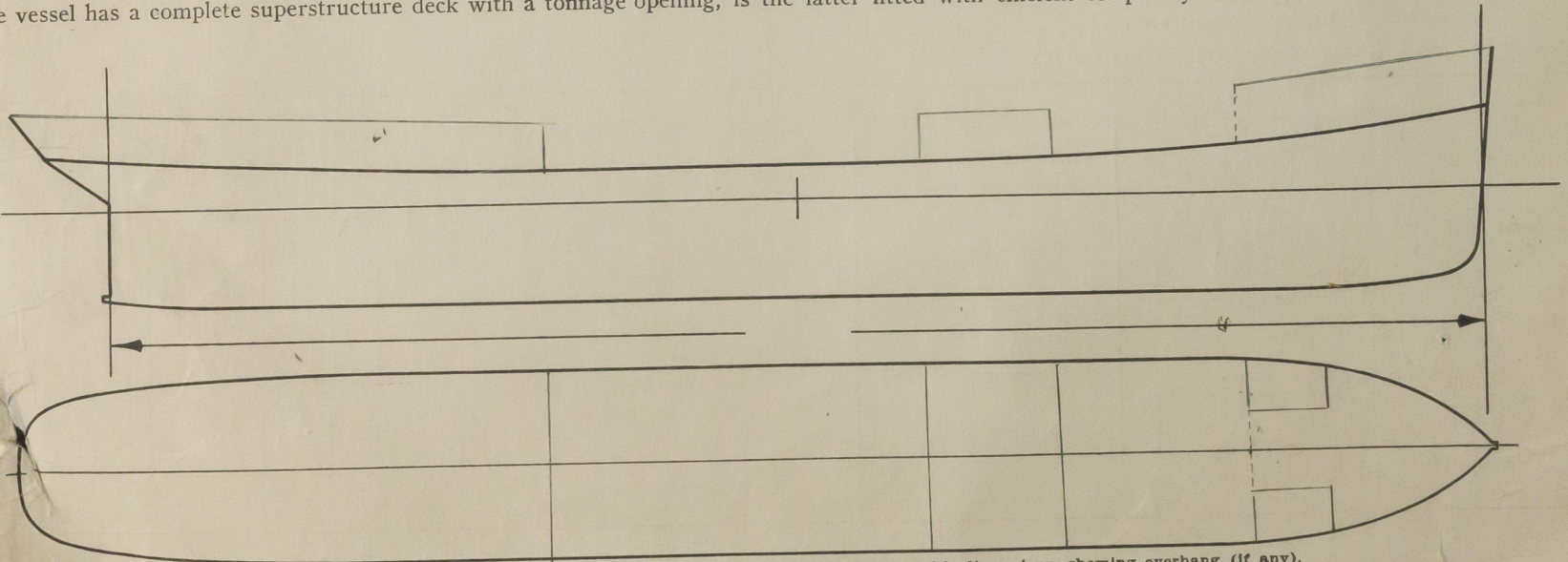
	Poop or Raised Quarter-Deck bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	<u>Coaming 44 Bld. 40</u>	<u>40 Coaming 44</u>	<u>Coaming 44 Bld. 40</u>	
Scantlings of stiffeners	<u>8 x 3 1/2 x 3 1/2 x .425</u>	<u>8 x 3 1/2 x 3 1/2 x .425</u>	<u>8 x 3 1/2 x 3 1/2 x .425</u>	<u>Open at Centre</u>
Spacing of stiffeners, and if bracketed	<u>28" bracketed</u>	<u>28" bracketed</u>	<u>28" bracketed</u>	
Height of sills of openings above deck	<u>No openings</u>	<u>✓</u>	<u>17 1/2"</u>	

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 9'0" x 19'0"		18 O.T. Hatch 8'8" x 6'0"		8 Summer Tank 6'0" x 4'0"		Poop Deck 8'2" x 22'0"			
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Height above top of DECK	<u>30"</u>		<u>7"</u>		<u>30"</u>		<u>21"</u>			
COAMING Thickness	<u>44</u>		<u>44</u>		<u>44</u>		<u>44</u>			
Sides.....	<u>44</u>		<u>44</u>		<u>44</u>		<u>44</u>			
Ends.....	<u>44</u>		<u>44</u>		<u>44</u>		<u>44</u>			
SHIFTING BEAMS OR WEB PLATES.										
Number.....	<u>One</u>		<u>✓</u>		<u>✓</u>		<u>One</u>			
Section and Scantlings.....	<u>17 x .38</u>		<u>✓</u>		<u>✓</u>		<u>18 1/2 x .38</u>			
Material.....	<u>Steel</u>		<u>✓</u>		<u>✓</u>		<u>Steel</u>			
* FORE AND AFTERS.										
Number.....	<u>Nil</u>				<u>✓</u>		<u>✓</u>			
Section and Scantlings.....	<u>Nil</u>				<u>✓</u>		<u>✓</u>			
Material.....	<u>Nil</u>				<u>✓</u>		<u>✓</u>			
HATCHES Thickness .....	<u>3" Spruce</u>		<u>.38 Steel</u>		<u>.38 Steel</u>		<u>13 1/4 Spruce</u>			
Remarks.....			<u>Stiffened</u>		<u>Stiffened</u>					

\* 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: 8 1/2 feet; aft: 14 1/2 feet.  
Area of freeing ports required by regulations (Rules 30 and 100) forward: Open sq. ft.; aft: for half length sq. ft.  
No. Ft. X Ft.  
Particulars of freeing ports fitted { forward well } 4 x 47" x 15" = 19.6 sq. ft.  
on each side of vessel { after well } 7 x 47" x 15" = 34.3 sq. ft.  
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? Bridges to Poop Are the crew berthed in the forecastle? (Rule 96). No  
Is the gangway strong and efficiently braced fore and aft? Yes State spacing of supports 10 feet.  
In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100). Yes  
Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? Yes  
If the vessel has a complete superstructure deck with a tonnage opening, is the latter fitted with efficient temporary covers? ✓



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:

Fee:

9.00

Expense

7.30