

Date of writing Report19When handed in at Local Office19Port ofSeattle, Washington.

No.inSurvey held atSeattle, Washington.Date, First SurveyFebruary 7, Last SurveyAugust 27+19 34

Reg. Book.

83647on theWood, Iron or SteelS.S. "WILLIAM LUCKENBACH"ex "Rappahannock" ex "Pommern"

R TONNAGE:—

GROSS6478

UNDER DK.6174

NET4021

Built atVegesack

By whomBremer Vulkan.

When1913

OwnersLuckenbach S.S.Co.Inc.,

Owners' Address

Managers

Port belonging toNew York

Surveyed Afloat or in Dry Dock?Both

Name of DockTodd D.D.

Destined VoyageCoastwise.

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacitytons. FPTtons; APTtons; MT

tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No.

Port

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 3. Class contemplated. Alterations, etc.,

S.S. No.3. NOW DONE:— Insulation in way of the Nos. 4 & 5 holds and tween deck removed from sides decks, bulkheads, tank tops as directed and structures in way found in good condition. The chain cables ranged, checked for thickness, found with no wear and in good condition. An additional 60 fathoms of new L.R. tested 3½" stud link cable supplied to bring up to full complement. Anchors examined and in good condition. A new spare bower and stream anchor of proper weight and L.R. test supplied. Chain locker examined and structure in way found in good condition. Masts examined and in good condition. Rigging renewed. Shelter Deck hose tested on completion of the repairs, etc., and proven good and tight. All cargo hatchways and coamings brought back to as near the original and as per plan as practicable. Shifting beams in good order, hatches, bars, tarpaulins, wedges, etc., supplied and battening down arrangements placed in good order. Ventilators and their coamings in good condition and caps and covers supplied. Windlass and its engine opened out overhauled and placed in good working condition. The steering gears and engine opened out and examined together with all the steering arrangements and all placed in good order. A complete spare set of steering chains on board the vessel. W.T. Door tested, and pump found in good order. All D.B. Fore & After Peak and new settling and fresh water tanks tested as per Rules and found good and tight.

OVER

SUMMARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		
Decks	Good	State if Tanks have been examined inside
Caulking of Decks	"	State if Tanks now tested
Coamings	"	Bulkheads
Beams & Fastenings	"	Ceiling
Outside Plating	"	Cement or Asphalt.
Breasthooks	"	(State which.)
Transoms	"	Rudder
Frames	"	Steering gear and its connections
Reverse Frames	"	Windlass
Longitudinals	"	Have Pumps now been examined and found efficient?
Transverses	"	Have Sluice Valves now been examined and found efficient?
Floors	Good	Have Watertight Doors now been examined and found efficient?
Keelsons	"	Have Ventilators and their Coamings been examined and found efficient?
Stringers	Good	
Inner Bottom Plating	"	

General Observations, Opinion as to Class, Recommendation, &c. :—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is now in good and efficient condition and eligible to be classed 100 A1. Shelter Deck with Freeboard, and have record of survey 8,34 and Notation of ssSea. No 3. 8,34 in the Register Book also Fitted for oil fuel 8,34 F.P. above 150 F. (D.F.) (Gy.C)

Survey Fee (per Section 20)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for, Sept 1, 1934

Received by me, 22. 3. 1935

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

See First Entry Rpt.

Lloyd's Register Foundation



Four new steel lifeboats as per U.S.A. requirements supplied, original patent davits used. Towline, stream line and hawsers and warps brought up to Rule and in good condition.

## ALTERATIONS, ADDITIONS, ETC.,

The collision bulkhead between upper T.Dk and shelter Dk. restored as per approved plan. The D.E. Fore and After peak tanks fitted out for oil fuel F.P. above 150 F. Sounding, air and filling lines installed as per approved plans, air and filling lines led to a suitable place on deck and air vents cover with gauze wire. In the case of the D.B. tanks with wing suction, thimble pieces or spools inserted in the filling lines to make filling and air pipes of equal area. On completion all oil lines tested under a pressure of 100 lbs and joints, etc., proven tight.

Oil fuel settling tanks, 34 Ft. in length were built at port and stbd sides of the lower tween deck in way of the E.R. space, same constructed in accordance with the approved plans and Rules. All filling and air lines, controls, valves, etc., fitted as per Rules.

On completion all of the above mentioned tanks tested out as per Rules and proven or made good and tight.

Fresh water tanks, 34 Ft. in length were built at port and stbd sides of the lower tween deck in way of B.R. space and same constructed in accordance with the approved plan, also two cylindrical feed water tanks 10 ft. in dia. 30 tons capacity each were installed in boiler space at port & stbd sides of the forward boilers; suitable seatings built and these tanks amply secured in position. A separate pumping arrangement is used in these tanks and tanks afterwards tested out and proven tight.

## TONNAGE.

A tonnage hatchway 19'- 7" by 4'- 1" cut in shelter deck just aft of the No 6 Htchwy. Coaming 10" high of channel construction. A steel hatch lid fitted with fastenings as per requirements for this type of opening. A new bulkhead installed in shelter deck space just forward of the above mentioned opening at Fr. 17. Scantlings:- coaming, 15"x 5/16". Plating, 1/4". Stiffners, A. 3 x 3 x 5/16. spaced 24"- 30". The poop bulkhead in this space at Fr. 15. port side and stepped back to Fr. 10. on stbd side in good condition. Scantlings:- Plating vertical, 5/16". Stiffners, A. 3 x 3 x 5/16 spaced 24"- 30". A freeing port opening was cut in each side of this tonnage space just above the gunwale bar and a heavy cast steel frame with door attached riveted in place. Dimensions of Freeing Port:- 3'- 0" x 1'- 3". A bronze scupper, with closing appliances, leading overboard also fitted on each side of this space. Tonnage opngs

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

## ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...															
	2nd ..															
7423	3rd ..				11200Lbs		Stock-	67	5	0	0			Dunn	(American Stl.Fdy Chstr.P. J.B.C	1-2-18
	Collective Weight.						less									
670	Stream .....				2680Lbs		"					53370Lbs	2632Lbs	Baldt	Colmba. S. Co.	San Fo. F.G.A 6-6-34
	Kedge.....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statu-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
363	60	2 1/2	113.5		84335	84160			Stud Link	Sea. C & M Co.	Sea. 4-6-34 W.Smith
			157.5								
	120	4 3/4					120	4 3/4			
	[Iron Stream Chain or Steel Wire...]										

were cut in all bulkheads in shelter deck space on port and Stbd sides but not including poop and collision bulkheads; these openings fitted with closing appliances of storm board and angle or portable door and hooked bolt type as required. Original hatchways in shelter deck space 11" in height and ample thickness, fitted with cleats 24" apart hatches, tarpaulins and wedges supplied also bars, etc., Five cast steel scuppers, with closing appliances, leading overboard were fitted to each side, hose tested and proven tight

Hull of the S.S."WILLIAM LUCKENBACH" ex "Rappahannock ex "Pommern"

## REPAIRS. ETC.,

All sidelight frames removed and openings closed with suitable riveted plates. The sheer strake plates situated at the after end of the Boat Deck port and Stbd sides renewed on account of the large openings cut in same. The stringers, part orlop deck, together with beams, brackets, etc., have been restored as originally and as per plan. Same had been out out by U.S. Navy. All openings in decks plated and riveted or plates in way renewed. Cargo hatchways dealt with and restored to as near the original plan as practicable. On completion shelter deck, hatchways, etc., hose tested and proven tight. Masts examined throughout and in good condition, topmasts removed and top of steel masts suitably plugged. New steel wire rigging fitted as originally. Tank top ceiling and grounds, limber boards, bulkhead sheathing, protecting casings, etc., replaced with new. All missing cargo battens and their fittings replaced. Other minor repairs and replacements carried out and vessel placed in good condition.

## DOCKING. ETC.,

Vessel placed on dry dock, bottom and rudder cleaned, examined, found in good condition and recoated.

The following indented plates as set forth in S.Fo. Rpt. No.7188. were examined in company of Mr W. Green of the Luckenbach Co.

## STARBOARD SIDE.

3rd and 4th strakes below shelter deck sheerstrake set in at lap abreast midship house.

## PORT SIDE.

No.3 Plate from forward in 3rd strake below shelter deck sheer strake indented.

No.2 Plate from forward in 4th strake below shelter deck sheer strake set in at lap.

One shell plate in the 5th strake below sheer strake aft of the foremast indented.

1st Plate from main injection in the "E" and "F" Strakes set in at lap.

Shell plates in the 3rd and 4th strakes below shelter deck sheer strakes in line with the main injection, set in at lap "G" and "H" strakes.

The riveting and caulking in way of and adjacent to the above indents was carefully examined and found in good condition and in view of the efficiency of the vessel not being effected Mr Green states that at no time will they be dealt with. In the opinion of the undersigned the above mentioned indented plating in no way effects the vessel's efficiency and merits the Committee's favourable consideration.

## REFRIGERATION

The insulated cargo spaces are to be used for ordinary cargo purposes until such times as the Owner's decision can be made to remove the insulation or place it in proper condition for carrying refrigerated cargoes. All grids disconnected, drained off and blanked and amply protected.

10.8.



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