

# Clayd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

WRECK BAY

No. 169-1

Index. No. 17768  
(For London Office only.)

Computation of Freeboard for Steamer,

having

Forecastle, Bridge House &amp; R.Q.D.

Port of Survey StockholmDate of Survey 6/5/32. + 7/6/32.**LUCKY**

(Type of Superstructures.)

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

**LOKE**Swedish Stockholm4468  
1713071201 30/1/29  
1233  
1235

1905-5

Name of Surveyor E. Knowles

Moulded Dimensions: Length 230' Breadth 34'4" Depth 18' 3 1/2"  
 Moulded displacement at moulded draught = 85 per cent. of moulded depth 2676 tons  
 Coefficient of fineness for use with Tables 765

Particulars of Classification +100 A1.490.3-4.26.

## Depth for Freeboard (D)

Moulded depth ... 18' 2 1/2"Stringer plate 1/2" ... 18' 3 1/4"

Sheathing on exposed deck

$$T \left( \frac{L-S}{L} \right) =$$

Depth for Freeboard (D) = 18' 3 3/4"

## Depth correction

(a) Where D is greater than Table depth  
 (D-Table depth) R =  $(18' 3 3/4" - 15' 3 3/4") 1.769$   
 $= + 5.307$

(b) Where D is less than Table depth (if allowed)  
 (Table depth-D) R = -

If restricted by superstructures -

## Round of Beam correction

Moulded Breadth (B) 34' 2 1/4"Standard Round of Beam =  $\frac{B \times 12}{50} = 8.22$ Ship's Round of Beam = 8 1/2"Difference Green

Restricted to

$$\text{Correction} = \frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{28}{4} \times \left( 1 - \frac{3064}{6936} \right) = 7.0$$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...	<u>79.5</u>	<u>79.50</u>	<u>2' 6"</u>	<u>3.87</u>	<u>51.36</u>
" overhang ...					
Bridge enclosed ...	<u>57.25</u>	<u>51.52</u>	<u>7' 0"</u>		<u>51.52</u>
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<u>28.5</u>	<u>28.50</u>	<u>7' 0"</u>		<u>28.50</u>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<u>165.25</u>	<u>159.52</u>			<u>131.38</u>

Standard Height of Superstructure 6.00" " R.Q.D. 3.87Deduction for complete superstructure 29.00Percentage covered  $\frac{S}{L} = 71.85$ "  $\frac{S_1}{L} = 69.36$ "  $\frac{E}{L} = 57.12$ Percentage from Table, Line A.  
(corrected for absence of forecastle (if required)) -Percentage from Table, Line B. 43.12  
(corrected for absence of forecastle (if required)) -

Interpolation for bridge less than 2L (if required) -

Deduction =  $29.00 \times .4312 = 12.50$ 

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>33.00</u>	1		<u>33.00</u>	<u>40</u>	<u>40.00</u>	1		<u>40.00</u>
1/4 L from A.P. ...	<u>14.69</u>	4		<u>58.76</u>	<u>15.75</u>	<u>16.59</u>	4		<u>66.36</u>
1/2 L " ...	<u>3.63</u>	2		<u>7.26</u>	<u>3.75</u>	<u>4.15</u>	2		<u>8.30</u>
Amidships ...		4			<u>0</u>		4		
3/4 L from F.P. ...	<u>7.26</u>	2		<u>14.52</u>	<u>10.25</u>	<u>8.79</u>	2		<u>17.58</u>
1/4 L " ...	<u>29.37</u>	4		<u>117.48</u>	<u>35.5</u>	<u>35.16</u>	4		<u>140.64</u>
F.P. ...	<u>66.00</u>	1		<u>66.00</u>	<u>79.0</u>	<u>79.00</u>	1		<u>79.00</u>
Total ...				<u>297.02</u>					<u>351.88</u>

Mean actual sheer aft = GreenMean actual sheer forward = GreenLength of enclosed superstructure forward of amidships = 095" " aft of " = 50Correction =  $\frac{\text{Difference between sums of products}}{18}$ 

$$\left( \frac{75-S}{2L} \right) = \frac{297.02}{54.86} = 5.4$$

If limited on account of midship superstructure.

$$\frac{195}{200} = .975$$

If limited to maximum allowance of 1 1/2 ins. per 100 ft. -

## Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 18' 3 3/4"Summer freeboard = 1' 8 3/4"Moulded draught (d) = 16' 5 1/4"

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = 4.12

Addition for Winter North Atlantic Freeboard (if

required = 6.12 = 155 mm

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ 

Tons per inch immersion at summer load water line

T = 16Deduction =  $\frac{\Delta}{40T}$  inches

=

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient 765 + 68 = 136

+ -

Depth Correction ... 5.31Deduction for superstructures ... 12.50Sheer correction ... 1.16Round of Beam correction ... .02

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

5.31 13.68 - 8.37

Summer Freeboard = 21.91

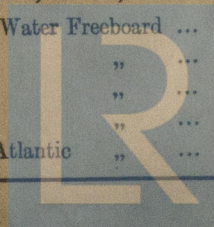
## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck: -

1-9.91 = 556 mm.

Tropical Fresh Water Line above Centre of Disc ...	
Fresh Water Line " " ...	
Tropical Line " " ...	<u>4.12</u>
Winter Line below " " ...	<u>4.12</u>
Winter North Atlantic Line " " ...	<u>6.12</u>

Tropical Fresh Water Freeboard ...	
Fresh Water " " ...	
Tropical " " ...	<u>2-2.03</u>
Winter " " ...	<u>2-4.03</u>
Winter North Atlantic " " ...	

W429-0146 (114)



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Freeboard



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway		1	2	3	4	Casing top Cross Bunker	Upper dk. 2 side bunkers	A.P. Tank Trunk top.	
Dimensions of Hatchway		15'6" x 11'11"	22'10" x 12'	22'11" x 12'	15'4" x 12'	12'4" x 5'	65" x 36"	46" x 41"	
COAMINGS	Height above Deck	35"	35"	28"	28"	3"	12 1/2"	18"	
	Thickness	8/20	9/20	9/20	8/20	3" x 3" angle	5/16"	1/4"	
	Sides	7/20	8/20	8/20	7/20	—	—	—	
	Stiffeners	—	—	—	—	—	—	—	
	Brackets, Stays	—	—	—	—	—	—	—	
Steel HATCH BEAMS	Number	1	2	2	1				
	Spacing		7'6"	7'6"					
	Scantling and Sketch								
		8" x 5" x 7/20	8" x 3" angle 8/20 plate D=32 1/2"	same as Nº 2.	same as Nº 1.				
	Bearing Surface	3"	3"	3"	3"				
Wood FORE AND AFTERS	Number	3	3	3	3				
	Spacing	36"	36"	36"	36"				
	Unsupported Lengths								
	Scantling* and Sketch	2 @ 6" x 5" 1 @ 7" x 7"	same as	same as	Nº 1.	7' x 6"			
	Bearing Surface	2"	2"	2"	2"	2 1/2"			
HATCH COVERS	Material	Wood				Wood	Wood	Riveted steel cover	
	Thickness	2 1/2"				2"	2"	and	
	How fitted	How fitted				How fitted	How fitted		
	Bearing Surface	12 50%	same as	same as	Nº 1	2"	12 50%		
Spacing of Cleats		23"				23"	24"	manhole.	
Number of Tarpaulins		2				2	2		
*Are wood fore and afters steel shod at all bearing surfaces? <i>Yes</i> Are battens and wedges efficient and in good condition? <i>Yes</i> Are tarpaulins in good condition and in accordance with rule requirements? <i>Yes</i> Are lashings provided in accordance with rule requirements? <i>Yes</i>									

Particulars of fiddle, funnel and ventilator coamings:—

Funnel, fiddle gratings, + ventilators fitted on top of a casing 7'0" high.  
 Fiddle gratings fitted with hinged steel covers + catches.  
 Funnel ventilators in efficient condition.

Particulars of Bunker Scuttles:—

1 hinged steel door (P. + S.) in B.R. casing-side, leading into cross bunker space - on upper deck.  
 Doors 35 1/2" x 34". Sill 23 1/2". 2 catches for closing from outside.

Particulars of Companionways:—

Scale. 1 wood door (steel house) at append. 25" x 39". Sill 14". Handle both sides. - escape from crew space.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

Scale. 2 @ 11" φ x 22" x 1/4". R.Q.D. 1 @ 10 1/2" φ x 27" x 1/4".  
 1 @ 4" φ x 40" x 1/4".  
 1 @ 8" φ x 8" mushroom.  
 Wood plugs + tarpaulins fitted to all vents for closing.  
 Upper dk. Midships. 1 @ 11" φ x 24" x 1/4".  
 1 @ 10" φ x 90" over R.Q.D. x 1/4".

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

Scale. 1 @ 2 1/4" φ x 19". Goose-neck.  
 For 5K. 2 @ 2 1/2" φ x 41".  
 R.Q.D. 1 @ 3 1/2" φ x 32".  
 Wood plugs fitted for closing, when required.

Particulars of Gangway Cargo and Coaling Ports:—

None.



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# Lloyd's Register of Shipping.

Ship's Name LUCKY Official No. \_\_\_\_\_

*Memorandum of alterations reported since ship was surveyed for assignment of Load Lines*  
in JUNE, 1932

There is only one opening (size as stated on form C.11) in the  
bridge after bulkhead on port side (means of closing as stated  
on form C.11).

One companionway (steel) to the engine room at the after end of  
the skylightoon bridge deck. Door 46" high x 33" broad x 19" sill  
in the after side. Hinged hard wood door with lock.

The side scuttles in the forecastle have portale deadlights  
stowed in the vicinity of the scuttle. (Ant.Oct., 1937).

Noted  
28/10/57  
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W429-0146(214)



JAN 30 1939

Index No.

19768

## Lloyd's Register of Shipping.

Ship's Name "LUCKY"

Lmb. Report No. 20865

Official No. 171307

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines  
in 1932.

HATCHWAYS.Bridge deck:

1 Bunker hatch (SS) Height of coaming 26½", altered at a previous time.

Upper deck in bridge space.

1 Bunker hatch (ps) size 3'-7" x 2'-10" x 9" 13A coaming, fitted with 2½" wood covers (thwartships) 3" bearing, cleats 24" apart, two tarpaulins, battens and wedges.

Cross bunker hatch, size 11'-9" x 3'-9", fitted with 9" 13A coaming, center wood fore rafter (7" x 7") 2½" wood covers (thwartships) 3" bearing, cleats 24" apart, two tarpaulins, battens & wedges.

VENTILATORS.Bridge deck aft (ps)

One (cowl) coaming 6" diam x 16" x 7½" fitted with wood plug and canvas cover.

SANITARY DISCHARGES.

One (ps) above R.Q. deck fitted with storm valve from new accommodation at after end of bridge deck.

MACHINERY CASINGS.

One hinged steel door (ps) in casing side to cross bunker on bridge deck permanently closed.

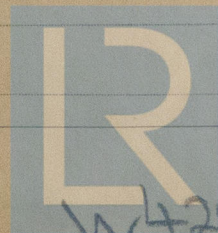
All new doors fitted are operated from both sides.

Please see plans (two in number) forwarded 11/1/39.

Noted  
1006  
30/1/39

L. R. Palmer.

23/1/39.



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W429 Foul (314)

140 (T. 4)



~~Lake~~ Lucky

Particulars of Scuppers and Sanitary Discharge Pipes —

Sanitary Discharges. (S.S.) 1 @ 50" below freeboard deck. Storm valve fitted. } From Saloon & Accommodation  
(P.S.) 1 @ 17" } midships.  
(P.S.) 1 above freeboard deck. No storm valve. - From Fore. crew space.

Scuppers. 2 in Bridge Bunker space, led to E.R. bilges.

Particulars of Side Scuttles:

All over freeboard deck, fitted with efficient deadlights, permanently attached.

Particulars of Guard Rails:—

Fore. Efficient steel stanchions spaced 56" apart, & two steel rails thro stanchions.

RETAIN

Particulars of Gangways, Lifelines, etc.:—

Ship-shore gangway laid between Nos 1 & 2 Hatches, & rope lifelines arranged as convenient.

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well R. Q. D. ...	79'-3 1/2"	37 1/2"	27" x 16"	3	9.47 ft	
Forward Well ...	65'-6"	44 1/2"	30' x 20'	4	16.70 ft	
State position of each freeing port ... } After Well:— 13'-0", 37'-6", 60', from Bridge Aft Bulkhead. 14 1/2" over deck. (F. and A. position and height above deck edge) } Forward Well:— 7'-3", 25'-6", 42'-0", 57'-0" from Bridge For Bulkhead. 10 1/2" over deck. State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Shutters & no rails.						
Additional area where sheer is less than standard.						

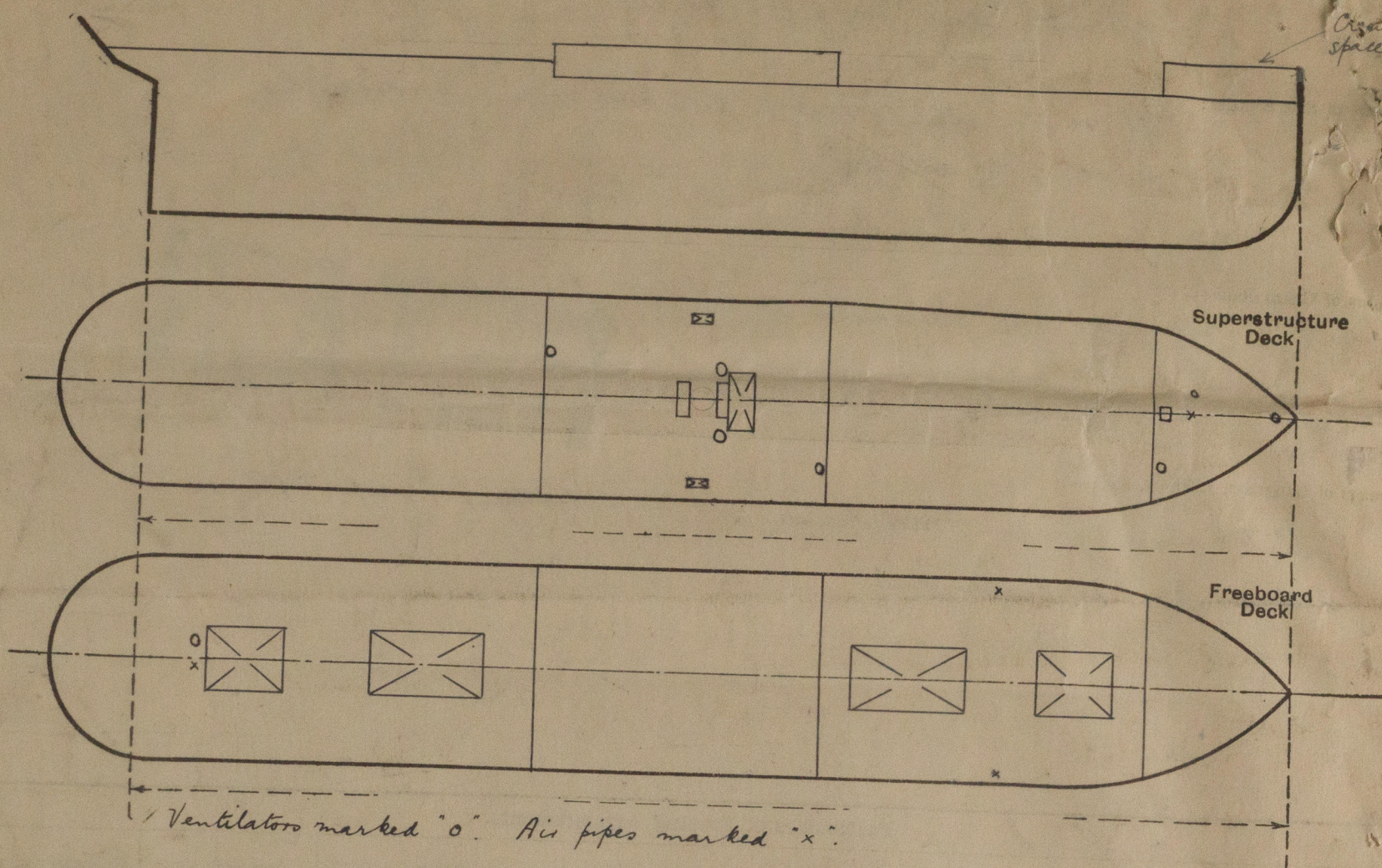
Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...								
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ...	-	1/4"	Wood casing inside			2 @ 20" x 15"	29"	53 1/2" over R. Q. D.
Bridge, Forward Bulkhead ...	13 1/2"	3/8"	8' x 3" x 50' B.A.	28"	Brackets top & bottom	2 @ 36" x 51"	24"	7'-0"
Forecastle Bulkhead ...	-	1/4"	Full of coal inside.			2 @ 33" x 47"	20"	7'-0"
Trunk, Aft Forecastle ...	-	1/4"	Wood casing inside.			2 @ 23" x 54"	17"	7'-0"
Trunk, Forward ...								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks Boiler Room ...	21"	1/4"	3" x 3" angles	31"	-	2 @ 23" x 56"	18"	7'-0"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...								
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ...	
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	1 steel hinged door (P.S.) being nuts & clips, on studs screwed thro bulkhead, spaced 8" apart. Operated from inside - to Accommodation.
Bridge, Forward Bulkhead ...	2 openings with wood chaffing boards in plate. 3 portable steel doors, with hook bolts, operated from outside only.
Forecastle Bulkhead ...	1 wood & 1 steel hinged door, with handles both sides. - Crew space.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks Boiler Room ...	1 steel door (P.S.) hinged. Handle both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	
Deckhouses on Flush Deck Ships ...	



*Loke Luchey.*

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:— Particulars for Timber Freeboard.

No Deckhouse or Hood at aft end of R. Q. D.

No B. B. Tanks have W. T. centre-division.

Bulwark stanchions,  $7 \times \frac{1}{2}$ " B. plates, about 6' apart, efficiently lugged to deck.

Fittings for Uprights. Double  $3\frac{1}{2} \times 3$ " angles riveted to decks, near to bulwark, & spaced 5'-6" to 6' apart.

Eyeplates for Lashings. Hole provided in each bulwark stanchion near to top.

Steering rods & chains protected by wood casing, when carrying deck cargo.

Emergency hand steering-gear aft, clear of all cargo.

Builder's name and yard number. *Campbelltown Shipbuilding Co. Ltd. Campbelltown. N<sup>o</sup> 76.*

Names of sister ships

Owners *Stockholms Rederiaktiebolaget Svea. Stockholm.*

Fee *Kr. 170:-*

Received by me



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