

Great Lakes Lutterard.

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.
 Port of Survey *Buffalo N.Y.*
 Date of Survey *7 June 1941*
 Name of Surveyor

Ship's Name. BARGE "TEXACO 398"	Port of Registry and Nationality. <i>Wilmington Del</i> U.S.A.	Official Number. 172 301	Gross Tonnage. 896	Date of Build. 1936	Particulars of Classification. A - Barge to be Towed. <i>Carrying Petroleum Products</i>
Number in Register Book		Builder <i>Pennsylvania Shipyard, Inc. Beaumont Tex</i>		Hull No.	
Owner <i>Texas Company</i>					
Moulded dimensions 210.0 x 40.0 x 12.0 (85% =)					
Moulded displacement at a moulded draught of 85 per cent. of moulded depth					
Coefficient of fineness for use with tables 86 (maximum in Tables)					

DEPTH FOR FREEBOARD.	CORRECTION FOR DEPTH.	CAMBER
Moulded depth 12.0	(a) When D is greater than $\frac{L}{15}$	Standard $\frac{\times 12}{50} = \dots$ 9.60
Stringer plate03	$(D - \frac{L}{15}) \times R = \dots$	Ship <i>6" Straight</i> ... 4.50
Sheating in wells } $T \left(\frac{L-S}{L} \right) =$	(b) When D is less than $\frac{L}{15}$ (if allowed)	Difference 5.10
Depth D = ... 12.03	$(\frac{L}{15} - D) \times R = \dots$	Restricted to
	If restricted by height of superstructures NIL	Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \frac{5.10}{4} = +1.27$

SUPERSTRUCTURES.

	Mean Covered Length S.	Effective Length S. (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					
Total =					

Flush deck.

Forecastle not required.

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	1800	3100	1800	1	1800
2				4	
3				2	
4				4	
5				2	
6				4	
F.P. 7	1800	3100	1800	1	1800

If excess sheer forward and deficient sheer aft:—

Actual sheer aft
 Standard sheer aft =

Actual sheer forward
 Standard sheer forward =

Length of enclosed superstructure
L
 Forward of amidships =
 Aft of amidships =

Mean effective sheer **18)** **36.00**
 Standard sheer .05 **L** + 5 = **2.00**
 Difference (**Df**) = **15.50**
 Allowance = **Df** $\times (.75 - \frac{S}{2L}) = 13.50 \times .75 =$ **+ 10.13**
 If limited on account of amidship superstructure =
 If limited on account of excess sheer (1 1/2 in. per 100 ft.) =

DRAFTS.

Moulded Depth **D** = **12.0**
 Stringer Plate = **3/8**
 (or Wood Deck) **12.03/8**
 Freeboard **2.11 1/2**
 Moulded draught **9.0 7/8**
 Addition for keel below base line **1/8**
 Extreme draught **9.2**

F. W. ALLOWANCE

Displacement =
 Tons per inch =
 40 x =

TABULAR FREEBOARD (corrected for flush deck if required) =

Corrected for Coefficient $\frac{-86 + .68}{1.36} = \frac{1.54}{1.36} =$ **21.30**
24.12

	+	-	
Correction for Depth			
" Superstructures			
" Sheer	10.13		
" Camber	1.27		
" Thickness of deck			
" Scantlings, etc.			
	11.40		11.40

Summer Freeboard = **35.52.**

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, *Upper* Deck:—

Tropical Fresh Water Line (above center of Disc)		Tropical Fresh Water Freeboard
Fresh Water Line INTERMEDIATE " 2 1/4 "		Fresh Water INTERMEDIATE
Tropical Line " " " "		Tropical " " " "
Winter Line (below " ") 4 1/2 "		Winter " " " "
Winter North Atlantic Line " " " "		Winter North Atlantic " " " "

2.11 1/2

3.1 3/4

3.4



Lloyd's Register
Foundation

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? ✓
 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? ✓
 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? ✓
 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				

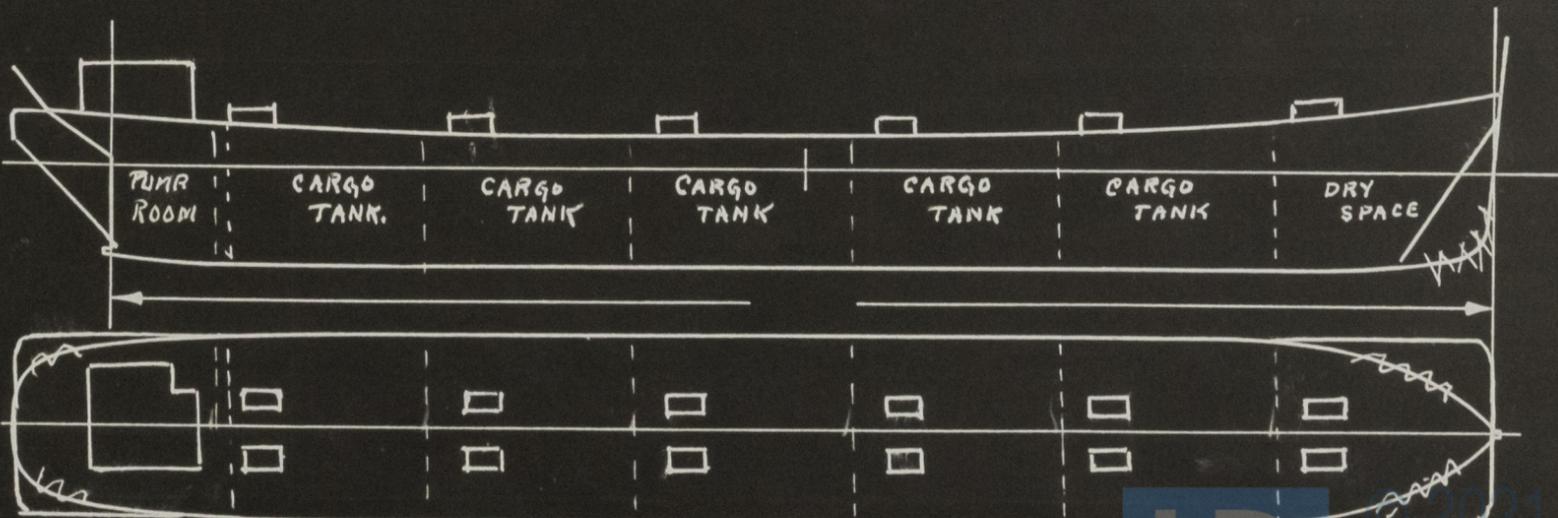
Particulars of weather deck hatchways. (In case of complete superstructure vessels having tonnage openings, give, in addition, particulars of 2nd deck hatchways, and also of those in bridge spaces closed by Class 2 appliances, or in open bridges).

Position and Size.	No 1 to 6 Hatches 22" x 30"									
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING Height above top of DECK	31"									
COAMING Thickness	Sides	3/8								
	Ends	3/8								
	<u>Hinged steel covers. Water tight.</u>									
SHIFTING BEAMS OR WEB PLATES.	Number	None								
	Section and Scantlings									
	Material									
% FORE AND AFTERS.	Number									
	Section and Scantlings									
	Material									
HATCHES Thickness										
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? ✓
 Length of bulwarks in wells—forward: — feet; aft: — feet. Open rails throughout.
 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 on each side of vessel
 forward well } — = — sq. ft.
 after well } — = — 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? In gangway. Are the crew berthed in the forecastle? (Rule 96). No
 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? 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: TEXACO 396-7

Fee: \$ 35.00 Expenses (if any) —

LR
 M. Belmont
 Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation