

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. 16698
 Port of Survey... New York
 Date of Survey... Feb. - March 1940
 Name of Surveyor... W. Boylan

| | | | | | |
|--|---|---------------------------|--------------------------|----------------|---|
| Ship's Name. S.S. PANAMANIAN M.S. | Port of Registry and Nationality. Panama Panama | Official Number. 15903 | Gross Tonnage. 1904-1 | Date of Build. | Particulars of Classification. Reclassification Contemplated 100 A 1 with freeboard |
| Number in Register Book..... | | | Hull No..... | | |
| Owner... Compania Transatlantica Centroamericana S.A. Panama | | | | | |
| Builder... New York S. B. Corp. | | | | | |
| Moulded dimensions 599.25 x 65.00 x 51.33 (85% =) | | | | | |
| Moulded displacement at a moulded draught of 85 per cent. of moulded depth | | | | | |
| Coefficient of fineness for use with tables..... 754 extended | | | | | |

| DEPTH FOR FREEBOARD. | | CORRECTION FOR DEPTH. | | CAMBER | |
|----------------------|-------------|--|---------|--|--|
| Moulded depth | 51.33 | (a) When D is greater than $\frac{L}{15}$ | | Standard $\frac{65 \times 12}{50} =$ | 15.60 |
| Stringer plate | .08 | $(D - \frac{L}{15}) \times R = (51.60 - 39.95) \times 3$ | 134.95" | Ship ... | 8.50 |
| Sheating in wells | .29 x .6542 | (b) When D is less than $\frac{L}{15}$ (if allowed) | | Difference | 7.10 |
| $T(\frac{L-S}{L}) =$ | 51.60 | $(\frac{L}{15} - D) \times R =$ | | Restricted to | |
| Depth D = | | If restricted by height of superstructures | | Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L})$ | $\frac{7.10}{4} \times (1 - \frac{S}{L}) = 1.16$ |

| 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 | 2 04.2 5 | 2 04.2 5 | 8.0 | - | 20 4.25 |
| " overhang aft | 2.5 0 | 1.8 8 | 8.0 | - | 1.88 |
| " overhang forward | .5 0 | .2 5 | 8.0 | - | .25 |
| F'cle enclosed | | | | | |
| " overhang | | | | | |
| Trunks forward | | | | | |
| " aft | | | | | |
| Tonnage opening | | | | | |
| Total = | 207.25 | 206.38 | | | 206.38 |
| Length of ship (L) = | 599.25 | 599.25 | | | 599.25 |
| % Covered... | 34.58 | 34.44 | | | 34.44 |
| Corresponding %, corrected for absence of forecastle if required } A = | | B = 22.77 - 5.0 | | Correction for Bridge less than 2 L if required } | |
| Allowance ... = | 42.00 | x .1777 | | = - 7.46 | |

| SHEER. | | | | | |
|----------|---------------|-----------------|----------------|-------|-----------|
| Station. | Actual Sheer. | Standard Sheer. | Allowed Sheer. | S. M. | Products. |
| A.P. 1 | 4 5 | 6 9.9 3 | 4 5 | 1 | 4 5 |
| 2 | 6 | 3 1.1 2 | 6 5 | 4 | 2 4 |
| 3 | - | 7.6 9 | - | 2 | - |
| 4 | - | - | - | 4 | - |
| 5 | 1 1 | 1 5.3 8 | 1 1 | 2 | 2 2 |
| 6 | 4 5 | 6 2.2 4 | 4 5 | 4 | 1 8 0 |
| F.P. 7 | 1 1 7 | 1 3 9.8 5 | 1 1 7 | 1 | 1 1 7 |

Mean effective sheer ... 18) 3 8 8
 Standard sheer .05 L + 5 = 21.54
 Difference (Df) = 34.36
 Allowance = $Df \times (.75 - \frac{S}{L}) = 13.42 \times .5771 = 7.74$
 If limited on account of amidship superstructure ...
 If limited on account of excess sheer (1 1/2 in. per 100 ft.) ...

If excess sheer forward and deficient sheer aft:
 Actual sheer aft = Deficient
 Standard sheer aft
 Actual sheer forward = Deficient
 Standard sheer forward

Length of enclosed superstructure L
 Forward of amidships =) Deficient
 Aft of amidships =) Sheers

| DRAFTS. | | F. W. ALLOWANCE | | TABULAR FREEBOARD (corrected for flash-deck if required) | |
|-----------------------------------|--------|-----------------|--|--|---------|
| Moulded Depth D = | 51.33 | Displacement = | | Corrected for Coefficient $\frac{.754 \times .68}{1.36} =$ | 129.31 |
| Stringer Plate = (and Wood Deck) | .37 | Tons per inch = | | 1.434 | 136.33 |
| Freeboard | 51.70 | | | 1.36 | |
| | 16.70 | | | | |
| Moulded draught | 35.00 | | | Correction for Depth ... | |
| Addition for keel below base line | .33 | | | " Superstructures ... | 34.95 |
| Extreme draught | 35.33' | | | " Sheer ... | 7.74 |
| | | | | " Camber ... | 1.16 |
| | | | | " Thickness of deck ... | 1.22 |
| | | | | " Scantlings, etc. to correspond to a summer moulded draught of 35'. | 26.46 |
| | | | | 71.53 | 7.46 |
| | | | | | + 64.07 |
| | | | | Summer Freeboard = | 200.40 |

| SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel Shelter Deck:— | | | |
|--|---------|--------------------------------|----------|
| Tropical Fresh Water Line (above center of Disc) | 444 m/m | Tropical Fresh Water Freeboard | 5090 m/m |
| Fresh Water Line | 222 m/m | Fresh Water | 4646 m/m |
| Tropical Line | 222 m/m | Tropical | 4868 m/m |
| Winter Line (below " ") | 222 m/m | Winter | 4868 m/m |
| Winter North Atlantic Line | - | Winter North Atlantic | 5312 m/m |

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.)

C.11 (Comp

Is the poop or raised quarter deck connected with the bridge? No Poop or R.Q.D.
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? 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 Hinged Wood Doors
Has the forecastle an efficient steel bulkhead at the after end? No Forecastle
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? Yes
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 | | 7/16" & 3/8" | 7/16" & 3/8" | |
| Scantlings of stiffeners | | No particulars available | 3 1/2 x 9/16 | |
| Spacing of stiffeners, and if bracketed | | 30" Yes | 34" No. | |
| Height of sills of openings above deck | - | No Openings | 6" | - |

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 15' x 14' | No.2 22'6" x 18' | Nos. 3, 4, 5 & 6 14'3" x 17' | No.7 20' x 17' | No.10 9'8" x 12' |
|------------------------------|--|------------------------------|------------------------------|----------------|------------------|
| Item. | Ship. Rule. | Ship. Rule. | Ship. Rule. | Ship. Rule. | Ship. Rule. |
| Centre 21 | | | | | |
| Height above top of DECK | Side 18* 24" | 18"* 24" | 18" 18" | 18" 18" | 18" 18" |
| COAMING Thickness | Sides 7/16 7/16 | 7/16 7/16 | 7/16 7/16 | 7/16 7/16 | 7/16 7/16 |
| | Ends " | " | " | " | " |
| SHIFTING BEAMS OR WEB PLATES | Number 1 | 2 | 1 | 2 | 1 |
| | Section and Scantlings 30" | Same | Same | Same | Same as No.1 |
| | Material 3 1/2 x 3 1/2 x 1/2 | as No. 1 | as No.1 | as No.1 | No.1 |
| * FORE AND AFTERS | Number 3 | 3 | 3 | 3 | 3 |
| | Section and Scantlings 9 x 1 1/2 x 5/8 | Same as | Same as | Same as | Same as |
| | Material steel | No.1 | No.1 | No.1 | No.1 |
| HATCHES Thickness | 2 5/8 | 2 5/8 | 2 5/8 | 2 5/8 | 2 5/8 |
| Remarks | | Two tarpaulins on each hatch | | | |

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

*Accepted in view of existing ship and scantling penalty

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.

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 } Open rails = sq. ft.
on each side of vessel { after } Open rails = 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

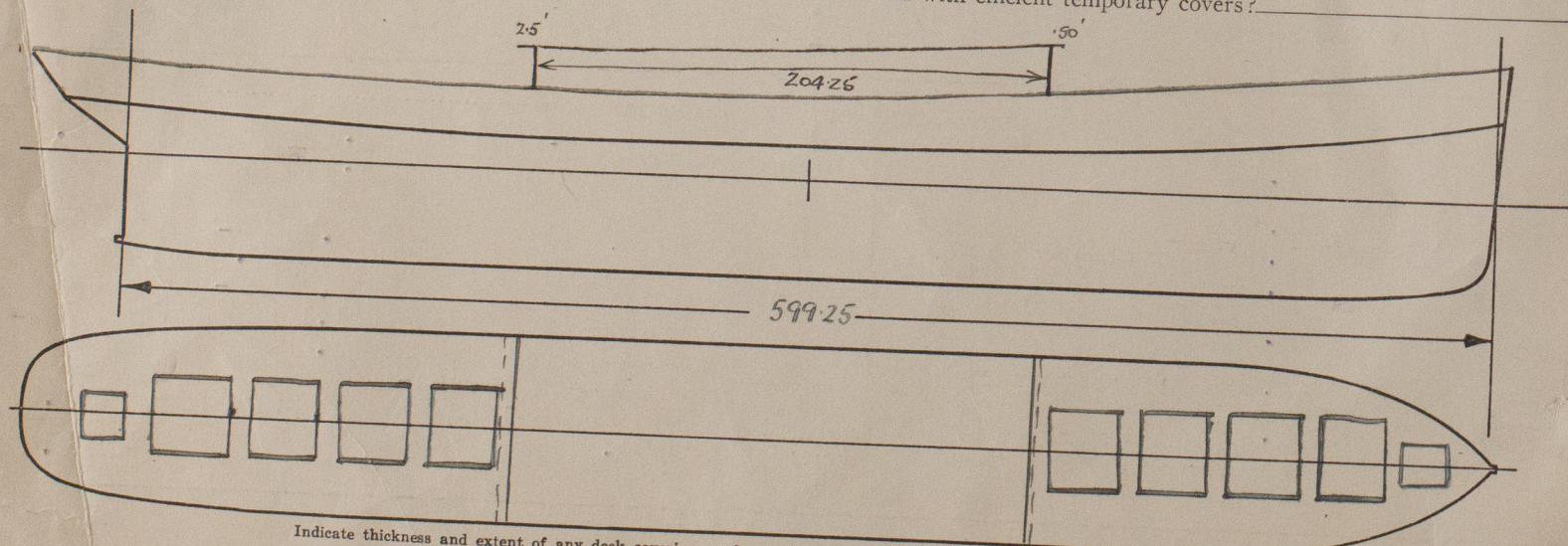
In oil tankers, what is the extent of the fore and aft gangway? /

Is the gangway strong and efficiently braced fore and aft? /

Are the crew berthed in the forecastle? (Rule 96) /
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: "PRESIDENT JOHNSON"

Fee: \$130.00

Expenses (if any)