

Lloyd's Register of British & Foreign Shipping.  
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

MUN. 27 JUN 1910

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey *Nagasaki*Date of Survey *11 June 1910*Name of Surveyor *G. D. Aitken*Ship's Name.  
*S.S. "MEXICO MARU"*  
*Yard No 201*  
Number in Register BookPort of Registry  
and Nationality.*Osaka*Official  
Number.*1*Gross  
Tonnage.*6087*

Date of Build.

*1910*

Particulars of Classification.

*+100 A1. Contemplated*

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<i>399.3</i>	<i>51.2</i>	<i>29.68</i>	<i>4976</i>
Length on LOADLINE	<i>399.3</i>	Frame Depth <i>10 1/2</i> Rule <i>6</i> <i>4 1/2</i> <i>- 7 1/2</i>	Ceiling <i>fitted</i> Sheer <i>44</i> <i>Level tank</i>	Peak <i>3</i> Tanks <i>2</i> <i>Swag</i>
CORRECTED DIMENSIONS.	<i>399.3</i>	<i>50.45</i>	<i>30.12</i>	<i>4976</i>

Moulded Depth as measured.....*32-5 1/2*

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

Co-efficient of fineness ..... *.82*  
Any modification necessary [Para. 4 (a) to (e) \*] *- .02 - cell 8.10.*  
Co-efficient as corrected ..... *.80*

## CORRECTION FOR LENGTH.

Length of Ship on Loadline..... *399.3*  
Length in Table ..... *389.5*  
Difference ..... *9.8*  
Correction for 10ft., Table A. .... *1.6* Table C. *.8*  
× Difference divided by 10 ..... *+ 1 1/2* (if required.) *+ 3/4*  
If  $\frac{1}{10}$ ths length covered divide by 2

## CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered ..... *.877*  
Thickness of usual wood deck, less stringer..... *3 1/2* *- 2"*

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *50'-6"*  
Round of Beam..... *12 1/2*  
Normal round ..... *12 1/2*  
Difference .....  $\div 2 =$  .....  
Proportion of Deck uncovered (Para. 19) .....

NOTE.—The round of beam should be reported on the full breadth of vessel at the gunwale.

Sheer { Stem... *102*  
at { Sternpost... *38* }  $140 \div 2 = 70$  ... Mean  
Sheer at  $\frac{1}{8}$  of the length from { Stem *57*  
Sternpost *15 1/2* }  $72 1/2 \div 2 = 36 1/4$  ... Mean  
Gradual mean Sheer ..... *65.9*  
Standard mean Sheer (Table, Para. 18) ..... *49.9* Correction  
Difference.....  $16 \div 4 = -4$   
§ If limited as Para. 18 (f).....Rise in Sheer { At front of bridge house.....  
from amidships { At after end of forecastle *4*.....  
[Para. 18 (e)]Fall in shear { *2 1/2*  $\div 2 =$   
Para. 18 (d) }  
Length uncovered *all covered by bridge* Correction

## ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *5-5 3/4*  
Correction for Length, if required (Para. 12, 13, and 14) .....  $+ \frac{3}{4}$   
Freeboard by Table A. corrected for sheer, and for length, } *5-6 1/2*  
if required (Para. 12, 13, and 14) } *8-6 1/4*  
Difference ..... *2-11 3/4*  
Percentage as below..... *38.16*Freeboard, Table A ..... *8-8 3/4*  
Correction for Sheer .....  $- \frac{4}{4}$   
Correction for Length .....  $+ \frac{1 1/2}{8-6 1/4}$   
Allowance for Deck Erections .....  $- \frac{1-1 3/4}{7-4 1/2}$   
Correction for Round of Beam.....  
Correction for fall in Sheer (if any) .....  
Correction for Iron Deck (if required) .....  $= \frac{2}{7-2 1/2}$   
Additions for non-compliance with provisions of {  
Para. 11 (d) and (e) † }  
Other Corrections (if any).....Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)  
Allowance for Deck Erections .....

	Length.	Length allowed.	Height.
Forecastle.....	<i>44.2</i>	<i>44.2</i>	<i>7-9</i>
Bridge House .....	<i>152.0</i>	<i>152.0</i>	<i>7-9</i>
† Raised Qr. Dk. ....			
Poop.....	<i>34.3</i>	<i>34.3</i>	<i>7-9</i>
Total .....	<i>230.5</i>	<i>230.5</i>	
Length of Ship ..... <i>399.3</i>		<i>399.3</i>	<i>.577</i>
Corresponding percentage { (Para. 12, 13, or 14) } <i>38.16%</i>			

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

Fresh Water Line	above centre of Disc	...
Indian Summer Line	" " "	...
Winter Line	below " "	...
Winter North Atlantic Line	" " "	...

† If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.  
† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.  
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.Winter Freeboard ..... *7-2 1/2*  
Summer Freeboard ..... *6-8 1/2*  
Indian Summer Freeboard ..... *6-2 1/2*  
N. A. Winter Freeboard .....Correction necessary because clearside amidships, measured in accordance with the Statute, is not taken at the intersection of the ~~wood~~ iron deck with side. *2"*Winter Freeboard from deck line ..... *7-4 1/2*  
Summer " " " ..... *6-10 1/2*  
Indian Summer " " " ..... *6-4 1/2*  
N. A. Winter, " " " .....Amended Tables  
March, 1906.

† State dimensions of freeing port area on back of this form.

† The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft, should be reported.

MARKING REPORT  
RECEIVED 15 AUG 1910

[P.T.O.]

W1336-0100



Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? *—* Bridge House? *yes* Forecastle? *yes*  
 To what height do the Reverse Frames extend? *Alternately to upper & main dks, except aft peak, where every one to upper dk, and alternately to filler & main deck.*  
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *yes*  
 Give particulars of the means for closing the openings in Bulkhead *Hinged H. T. iron doors with bolts all round. Ninges riveted.*  
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *no* Has the Bridge House an efficient Bulkhead at the fore end? *yes*  
 Give particulars of the means for closing the openings in Bulkhead *Hinged H. T. doors with bolts all round. Ninges riveted.*  
 What is the thickness of the Bridge Front plating? *8/20* and Coaming plate? *9/20*  
 Give scantlings and spacing of the Stiffeners *8 1/2 x 3 1/2 x 1 1/2 bulb angle 30" apart*  
 Are bracket plates fitted at each end of the Stiffeners? *yes* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *yes*  
 Has the Bridge House an efficient Iron Bulkhead at the after end? *yes*  
 How are the openings closed? *Hinged H. T. iron doors, with bolts all round. Ninges riveted.*  
 Is the Forecastle at least as high as the main or top-gallant rail? *yes* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *yes*  
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by bridge*  
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *—*  
 Give thickness of plating; scantlings and spacing of Stiffeners *—*  
 What is the height of the exposed Casings? *—* Are suitable means provided for closing all openings in them in bad weather? *yes*  
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:— *yes*

Position and Size.		Nº1 fore. 25 x 16		Nº2. 29 x 16		Nº3. 21 x 16		Nº4. 21 x 16 aft.		Ship.	Rule.
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.		
COAMING.	Height above top of DECK	30	30	30	30	30	30	30	30		
	Sides.....	10/20	10/20	10/20	10/20	9/20	9/20	9/20	9/20		
	Thickness { Ends.....	9/20	9/20	9/20	9/20	8/20	8/20	8/20	8/20		
SHIFTING BEAMS OR WEB PLATES.	Number .....	2		2		2		2			
	Section and Scantlings.....	1/2 3 x 3 x 9/10	do	1/2 3 x 3 x 8/10	do	1/2 3 x 3 x 7/10	do	1/2 3 x 3 x 7/10	do		
	Material.....	Steel		Steel		Steel		Steel			
FORE AND AFTERS.	Number.....	3		3		3		3			
	Section and Scantlings.....	2-8 x 5 x 1/2 T	do	Same as Nº1.	do	2-7 x 5 x 7/10 T	do	Same as Nº3.	do		
	Material.....	1-3 x 3 x 9/10 T 11 x 1/20 Steel				1-3 x 3 x 7/10 T 10 x 1/20 Steel					
HATCHES Thickness .....		3"	3	3	3	3	3	3	3		
Remarks.....											

\* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake? *15/20* Strake between Main and Bridge Sheerstrakes? *12/20*

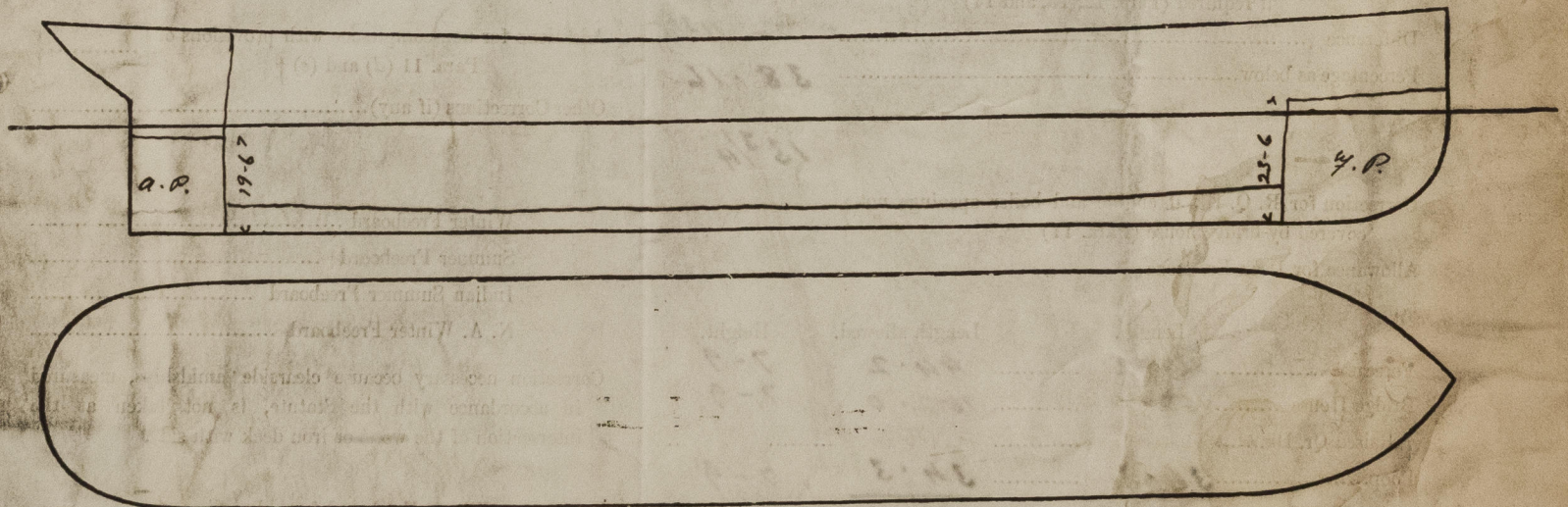
Delete the words { The Crew ~~are~~ are not, berthed in the bridge house.  
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, ~~are not~~ satisfactory.

Length of Bulwarks in well *400 89-8* *aft 79'*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *17.9* Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.	Freeing Ports (each side of vessel)	=	<i>19.3</i>	Sq. ft.	
<i>400</i>	<i>3.67</i>	<i>x</i>	<i>1.25</i>	<i>x</i>					<i>4</i>
<i>aft</i>	<i>3.67</i>	<i>x</i>	<i>1.25</i>	<i>x</i>					<i>4</i>

Total deficiency or excess = *1.4* Sq. ft.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel *Sister vessel to "Panama Maru"*

*Request from Builders is enclosed.*

Owners

Address

Fee £

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