

JAN 24 1941

DISCLOSED

BAY No.

No. 11648

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25/11/1940 When handed in at Local Office 25th Nov. 40 Port of Kobe.

No. in Survey held at Osaka. Date, First Survey 14/10/40 Last Survey 30/10/1940.
Reg. Book. (No. of Visits Three.)26061 on the ~~Wood Iron~~ Steel S/S "HIMALAYA MARU".

YEAR. MONTH.

TONNAGE:-

Built at Nagasaki.

By whom Mitsubishi Zosen Kaisha, Ltd. When 1918

GROSS 5229

Owners Osaka Gyosen Kabusiki Kaisya.

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DEK. 4844

Managers

Port belonging to Osaka.

NET 3187

Surveyed Afloat or in Dry Dock? Both Name of Dock Chikko Dock. Destined Voyage

WB=Cell DBor DBa feet; uE&B feet; f feet
total capacity tons; FPT tons; APT tons; MT feet tons.

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

Last Report, No. 11037 Port Kob

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A1 5,39		*LMC 5,38 BS 6,39 TS(OG) 5,39

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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

Society's Freeboard (if assigned) as ft. ins.
painted on Ship and now verified

See also Kobe Damage Report dated 20/6/40.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION SURVEY, SRL & DAMAGE stated to have been caused by the vessel bumping against the No.1 quay wall of Kidderpore Dock at Calcutta on the 5th January, 1940, whilst leaving the quay wall. For further particulars see Kobe Damage Reports dated 20th June and 25th November, 1940.

NOW DONE:- Vessel placed in dry dock. Bottom, stern frame and rudder (lifted) cleaned, examined, found or now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, holds and tween deck spaces, windlass and steering gears and equipment generally examined and found or now placed in good condition.

Ash shoots and plating in way of same specially examined and found or now placed in good condition. (P.T.O.).

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								as/Repacked
Removed and Faird or Repaired ...								
Faird or Repaired in place ...								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on felt.)
Decks Good	--	--	--
Caulking of Decks "	--	Dblng. Plates under Sounding Pipes	When put on, Month Year
Coamings "	Good	Engine Room Skylights	Good
Beams & Fastenings "	"	Coal Bunkers, Open'gs, Lids, &c.	"
Outside Plating "	--	Oil Bunkers	Good
" " in way of sidelights --	Good	Scuppers	"
Breasthooks --	"	Cargo Hatchways	"
Transoms --	"	Hatches	"
Frames Good	"	Planking of Wood Vessels	--
Reverse Frames "	--	Caulking ditto	--
Longitudinals --	--	Treenails ditto	--
Transverses --	--	Breasthooks & Stemson ditto	--
Floors --	--	Transoms Pointers, & Crutches ditto	--
Keelsons --	--	Timbers of Frame at openings ditto	--
Stringers --	--	Ditto Ditto at other places ditto	--
Inner Bottom Plating --	--	Stringers, Clamps & Shells ditto	--
	Have pumps now been examined and found efficient? --	Salting ditto	--
	Have Sluice Valves now been examined and found efficient? --	(State if examined.)	--
	Have Watertight Doors now been examined and found efficient? --		--
	Have Ventilators and their Coamings been examined and found efficient? Yes.		--
			--

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.

This vessel, so far as now seen, is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 10.40, without restriction.

Survey Fee (per Section 29) Yen 115:00
Special Damage or Repair Fee (if any) Yen 50:00
Travelling Expenses (if chargeable) Yen 28:00
(Including Machinery).
Second Surveyor's Fee (if any) £

Fees applied for,

30/10 & 25/11/1940

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 2

TUE 11 FEB 1941

Without Spl. Cond.
+ Lmb 10.40Lloyd's Register
Foundation

007679-007687-0144

S.R.L.:- The rudder has been permanently repaired at this time as stated below, the restriction may now be removed from the Special Reasons List.

Part "B":- Rudder :-

No.2 pintle, bush and nut - renewed.

No.3 pintle, bush and nut - renewed.

Upon completion of repairs, the rudder tried and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Rudder:- Starboard side stream line plate - renewed.

1 heel disc - renewed.

Shell plating:- (Forward).

Port Side:-

No.3 plate in 4th strake below main deck sheer strake - renewed.

No.4 plate in 3rd strake below main deck sheer strake - renewed.

Starboard Side:-

No.5 plate in 1st strake below main deck sheer strake - renewed.

No.4 plate in 4th strake below main deck sheer strake - renewed.

Shell Plating: (Aft).

Port Side:-

No.6 plates in 1st and 2nd strakes below main deck sheer strake - renewed.

No.5 plate in 2nd strake below main deck sheer strake - renewed.

Starboard Side:-

No.6 plate in 2nd strake below main deck sheer strake - renewed.

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

ANCHORS.

[illegible]

CHAIN CABLES.

[illegible]

Deck Plating:- 2 deck plates (P & S) in way of No.2 hatch - renewed.
5 deck plates (P & S) abreast Nos.4 & 5 hatches and under Nos.4 & 5 winches - renewed.

Bunker:- Cross bunker upper tween deck port forward plate - part cut out & renewed.
Side bunker (P & S) lower tween deck, forward screen bulkhead - 2 places partly doubled.

Ash pipe:- (S) - part cropped and renewed.

Other minor repairs effected.

Upon completion of the above repairs, repaired parts were tested

and found tight. K 9

M.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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circumstan
urveyors
gligence