

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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 *19 Aug 1918*Name of Surveyor *G.D. Cuthbert*

Ship's Name.
"HIMALAYA MARU"
Yard No. **278**

Number in Register Book

Port of Registry and Nationality.
*Osaka Japan*Official Number.
*—*Gross Tonnage.
*5226*Date of Build.
1918

Particulars of Classification.

+100 A1. Contemplated

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>400</i>	<i>54.5</i>	<i>30</i>	<i>4826</i>
Length on LOADLINE.	<i>399.18</i>	Frame Depth Rule <i>6</i>	Ceiling <i>fillet</i> Sheer <i>+1.41</i> <i>3</i> depth to inner bottom <i>27.5</i> <i>3</i> depth to tank + <i>12</i>	Peak Tanks } <i>incl</i> <i>Suez</i>
CORRECTED DIMENSIONS.	<i>399.18</i>	<i>54.0</i>	<i>29.03</i>	<i>4826</i>

Co-efficient of fineness..... *77*Any modification necessary [Para. 4 (a) to (e)]* *cell 573*Co-efficient as corrected *75*

Sheer { Stem..... *137.5*
at { Sternpost *62.0* } $199.5 \div 2 = 99.75$ Mean

Sheer at $\frac{1}{2}$ of the length from { Stem *80.5*
Sternpost *30.5* } $111 \div 2 = 55.5$ Mean
allowed $\div 55 = 100.9$

Gradual mean Sheer *100.32*Standard mean Sheer [Table, Para. 18] *49.92*Difference..... *50.4*

Correction

§ If limited as Para. 18 (f).....

Rise in Sheer { At front of bridge house.....
from amidships { At after end of forecastle *✓*.....
[Para. 18 (e)]

Fall in Sheer {
Para. 18 (d) } $\div 2 =$ *✓*

length uncovered *✓*

Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<i>4.4</i>
Correction for Length, if required (Para. 12, 13, and 14)	<i>+3.4</i>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<i>4.74</i>
Difference	<i>6.11</i>
Percentage as below.....	<i>2.34</i>
	<i>32.08%</i>
	<i>9"</i>

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>38.8</i>	<i>38.8</i> ✓	<i>7.75</i>
Bridge House.....	<i>121.0</i>	<i>121.0</i> ✓	<i>7.75</i>
Raised Qr. Dk.....			
	<i>40.25</i>	<i>40.25</i> ✓	
Total		<i>200.05</i>	
Length of Ship		<i>399.18</i>	
Corresponding percentage {			
Para. 11, 12, 13, or 14) }			<i>32.08%</i>

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

<i>11. 10. 18.</i>	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 stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one eighth of the vessel's length from stem and stern-post.

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Moulded Depth as measured..... *30.0*

Addition for Keel below base line for draught record. *2.32* inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<i>399.18</i>
Length in Table	<i>360</i>
Difference	<i>39.18</i>
Correction for 10ft., Table A.	<i>1.5</i>
× Difference divided by 10	<i>5.877</i> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	<i>+6</i>
	<i>+3.4</i>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered *501*Thickness of usual wood deck, less stringer *3.2**-1.4*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<i>53.3</i>
Round of Beam	<i>13.58</i>
Normal round.....	<i>13.58</i> ✓
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.

Freeboard, Table A	<i>7.52</i>
Correction for Sheer	<i>-1.02</i>
	<i>6.5</i>
Correction for Length	<i>+6</i>
	<i>6.11</i>
Allowance for Deck Erections	<i>-9</i>
	<i>6.2</i>
Correction for Round of Beam.....	<i>—</i>

Correction for fall in Sheer (if any).....	<i>—</i>
Correction for Iron Deck (if required)	<i>-1.4</i>
	<i>6.04</i>

Additions for non-compliance with provisions of Para. 11 (d) and (e) †

Other Corrections (if any)

Winter Freeboard	<i>6.04</i>
Summer Freeboard	<i>5.7</i>
Indian Summer Freeboard	<i>5.14</i>
N.A. Winter Freeboard	

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side. *1.4*

Winter Freeboard from deck line	<i>6.2</i>
Summer " " " "	<i>5.84</i>
Indian Summer " " " "	<i>5.32</i>
N.A. Winter " " " "	

Winter Freeboard from deck line *5.82*

Summer " " " " *6*

Indian Summer " " " " *5*

N.A. Winter " " " " *5.2*

† 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.

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:—

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

(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? **72** Strake between Main and Bridge Sheerstrakes? **72**

Delete the words { The Crew ~~are~~, *are not*, berthed in the bridge house.

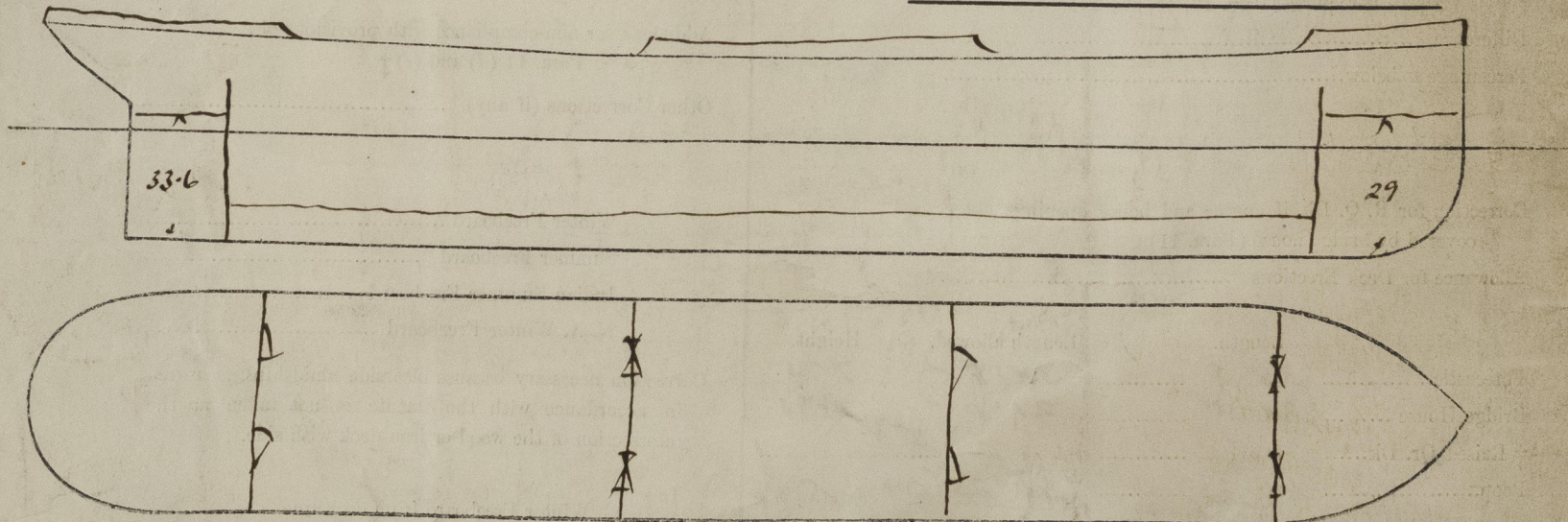
that do not apply } The arrangements to enable them to get backwards and forwards from their quarters *are, are not* satisfactory.

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel

	Ft.	Tenths.		Ft.	Tenths.	No.	} Freeing Ports (each side of vessel) = 22.5 = 45 Sq. ft.
<i>aft</i>	3.	75	×	1.5	×	4	
<i>fore</i>	3.	75	×	1.5	×	4	

Total deficiency or excess = 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 *None, built to Design N° 523. Duplicate of "Calcutta Main" Rft 1137. Signed request form enclosed.*

Owners Asaka Shosen Kaisha Lt-

Address Nagasaki

Fee ~~£~~ 110

Received by me

Lloyd's Register
Foundation