

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

2838
 20

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 *Robe*
 Date of Survey *April 8th 1920*
 Name of Surveyor *H. G. House*

Osaka Iron Works no. 936

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>"HAVANA MARU"</i>	<i>Osaka</i>	<i>26750</i>	<i>5823.06</i>	<i>1920</i>	<i>* 100 A-1. Contemplated</i>

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>407.25</i>	<i>51.024</i>	<i>30.06</i>	<i>5148.55</i>
Length on LOADLINE.	<i>407.25</i>	Frame Depth <i>9 1/2</i> Rule <i>6</i> <i>3 1/2 x 2 = 7</i> <i>- .58</i>	Ceiling <i>fitted</i> Sheer <i>.84</i> <i>3' drop in tank = +.125</i>	Peak } Tanks } <i>Incl.</i>
CORRECTED DIMENSIONS.	<i>407.25</i>	<i>50.25</i>	<i>31.025</i>	<i>5148.55</i>

Moulded Depth as measured.....	<i>32-7"</i>
Addition for Keel below base line for draught record.....inches.	<i>Keel pl. 1.02</i> <i>A. Strake .62</i>

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

Co-efficient of fineness.....	<i>.81</i>	<i>.810</i>
Any modification necessary [Para. 4 (a) to (e)]*	<i>.02 C.O.B.</i>	
Co-efficient as corrected.....	<i>.79</i>	

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<i>407.25</i>
Length in Table.....	<i>391.00</i>
Difference.....	<i>16.25</i>
Correction for 10ft., Table A.....	<i>1.6</i> Table C. <i>.8</i>
× Difference divided by 10.....	<i>2.6</i> (if required.) <i>1.3</i>
If 1/10ths length covered divide by 2	<i>+ 2 1/2</i> <i>+ 1 1/4</i>

Sheer { Stem..... <i>114</i> } at { Sternpost... <i>51</i> }	<i>165 ÷ 2 = 82 1/2</i> ... Mean
Sheer at 1/3 of the length from { Stem <i>62</i> } Sternpost <i>27</i> }	<i>89 ÷ 2 = 44 1/2</i> ... Mean
Gradual mean Sheer.....	<i>80.9 ÷ 55% = 80.9</i>
Standard mean Sheer [Table, Para. 18].....	<i>50.7</i> Correction
Difference.....	<i>30.2 ÷ 4 = -7 1/2</i>
§ If limited as Para. 18 (f).....	

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered.....	<i>.547</i>
Thickness of usual wood deck, less stringer.....	<i>3 1/2</i>
	<i>- 2"</i>

Rise in Sheer from amidships { Para. 18 (e) } At front of bridge house..... ✓ At after end of forecastle..... ✓	
Fall in Sheer { Para. 18 (d) } ÷ 2 =	✓
Length uncovered.....	✓ Correction

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<i>49-0"</i>
Round of Beam.....	<i>12 3/4</i>
Normal round.....	<i>12 1/4</i>
Difference.....	<i>1/2 ÷ 2 = 1/4"</i>
Proportion of Deck uncovered (Para. 19).....	<i>.453</i>

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<i>5-6 1/2</i>
Correction for Length, if required (Para. 12, 13, and 14).....	<i>+ 1 1/4</i>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14).....	<i>8-4</i>
Difference.....	<i>2-8 1/2</i>
Percentage as below.....	<i>35.76</i>

Freeboard, Table A.....	<i>8-9"</i>
Correction for Sheer.....	<i>- 7 1/2"</i>
Correction for Length.....	<i>+ 2 1/2"</i>
Allowance for Deck Erections.....	<i>- 11 1/2"</i>
Correction for Round of Beam.....	<i>7-4 1/2"</i>
Correction for fall in Sheer (if any).....	
Correction for Iron Deck (if required).....	<i>- 2"</i>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	<i>7-2 1/2"</i>
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.....	<i>- 11 1/2"</i>	
Length.....	Length allowed.....	Height.....
Forecastle..... <i>45-9"</i>	<i>45.75</i>	} <i>7.9</i>
Bridge House..... <i>137-3"</i>	<i>137.25</i>	
Raised Qr. Dk..... <i>39-9"</i>	<i>39.75</i>	
Total.....	<i>222.75</i>	
Length of Ship.....	<i>407.25</i>	<i>.547</i>
Corresponding percentage (Para. 12, 13, & 14).....	<i>35.76</i>	

Winter Freeboard.....	<i>7-2 1/2"</i>
Summer Freeboard.....	<i>6-8 1/2"</i>
Indian Summer Freeboard.....	<i>6-2 1/2"</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 iron deck with side.	<i>1 3/4"</i>
Winter Freeboard from deck line.....	<i>7-4 1/4"</i>
Summer " " " ".....	<i>6-10 1/4"</i>
Indian Summer " " " ".....	<i>6-4 1/4"</i>
N. A. Winter " " " ".....	

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 " " " ".....	<i>6 1/2"</i>
Winter Line below " " " ".....	<i>6"</i>
Winter North Atlantic Line " " " ".....	<i>6"</i>

† 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.

† 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.

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? *Upper deck. In forecastle to upper and forecastle decks alternately*
 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 *Steel hinged doors ✓*
 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 *Steel hinged W.P. doors ✓*
 What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*
 Give scantlings and spacing of the Stiffeners *8" x 3 1/2" x .64" B.A. 27" 30" spacing*
 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? *Steel hinged doors ✓*
 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? *Bridge house*
 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? *✓*

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:—

Position and Size.	No. 1 27'-0" x 20'-0"		No. 2 31'-6" x 20'-0"		No. 3 18'-0" x 18'-0"		No. 4 11'-3" x 18'-0"		Nos. 5+6 27'-0" x 20'-0"		
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING.	Height above top of DECK	36	36	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	
	Thickness	Sides	50	50	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	
		Ends	50	50							
WEBS AND PLATES.	Number	5	5	6	6	3	3	1	1	5	5
	Section and Scantlings	16" x 3/4" x 44"	as approved	Same as No. 1	Same as No. 1	15" x 3/4" x 44"	as approved	Same as No. 3	Same as No. 3	Same as No. 1	Same as No. 1
	Material	Steel									
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	
Remarks	Hatches stiffened with channel or bulb angles										

* 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? _____ Strake between Main and Bridge Sheerstrakes? _____

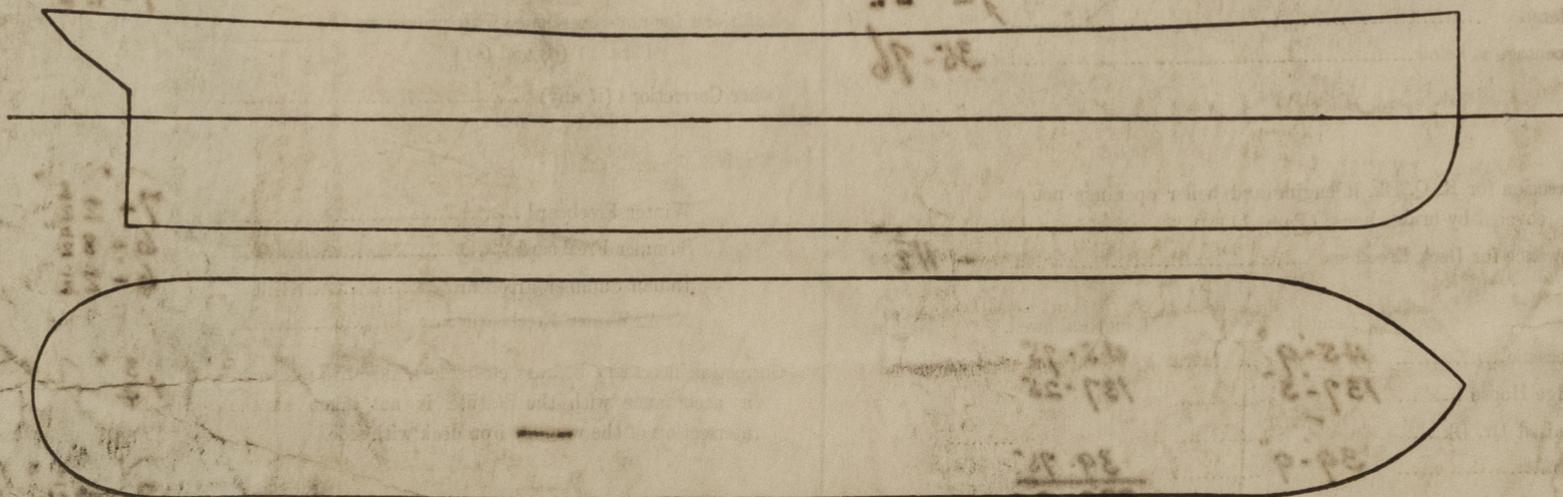
Delete the words { The Crew are, are not, berthed in the bridge house.
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well _____

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

Ft.	Tenths.	Ft.	Tenths.	No.	} Freeing Ports (each side of vessel) = _____ Sq. ft.
	x		x		
	x		x		

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 *The freeboard assigned has been marked on the plans side and a verification report is enclosed*

Owners *Osaka Shosen Kaisha*
 Address *Osaka*

Fee *Gen 140.00* Received by me _____

