

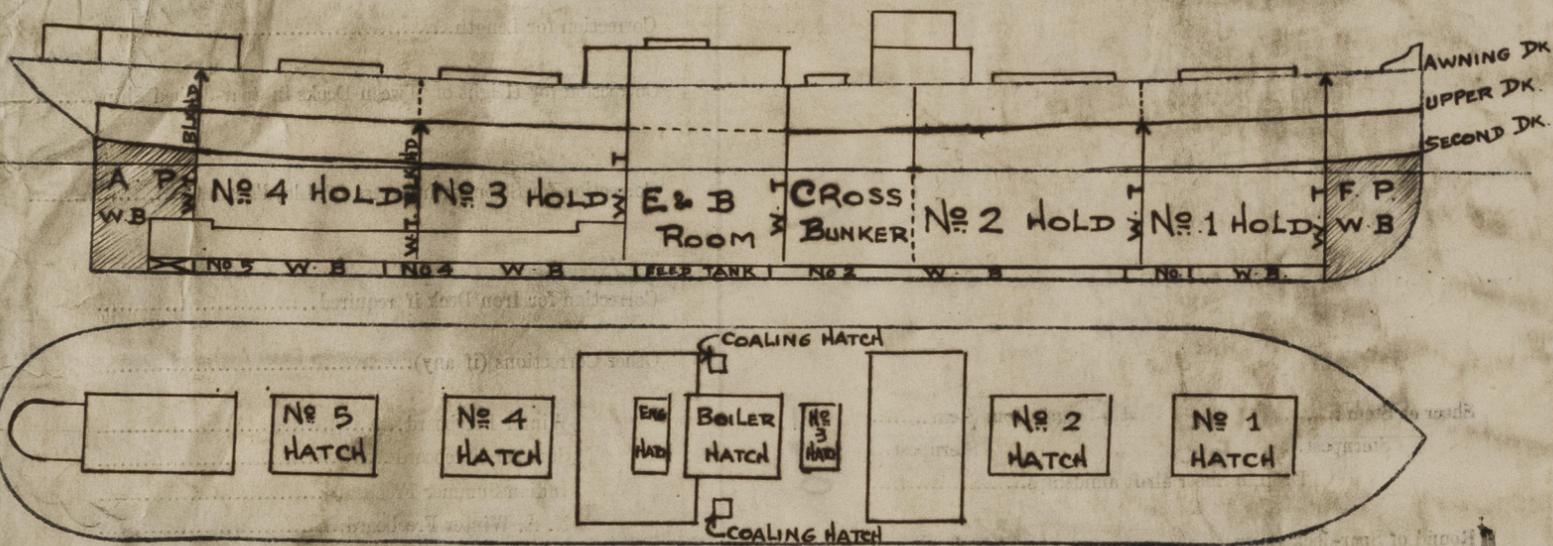


Do all the Frames extend to the top Height in the Spar deck?  Awning deck? yes  
 Do all the Frames extend to the top height in the Poop?  Bridge House?  Forecastle?   
 To what height do the Reverse Frames extend? Main B. A. frames to 2<sup>nd</sup> Upper Deck alternately + interm. frames to awning dk.  
 Has the Poop an efficient Iron Bulkhead at the fore end?   
 Give particulars of the means for closing the openings in Bulkhead   
 Is the Poop connected with the Bridge House?  Has the Bridge House an efficient Bulkhead at the fore end?   
 Give particulars of the means for closing the openings in Bulkhead   
 What is the thickness of the Bridge Front plating?  and Coaming plate?   
 Give scantlings and spacing of the Stiffeners   
 Are bracket plates fitted at each end of the Stiffeners?  Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?   
 Has the Bridge House an efficient Iron Bulkhead at the after end?   
 How are the openings closed?   
 Is the Forecastle at least as high as the main or top-gallant rail?  Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?   
 Are the Engine and Boiler openings covered by a Bridge, Poop, or enclosed by a Strong Iron or Steel Deckhouse? Steel deck houses on awning deck  
 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 27-7 1/2" x 18'-0"		No 2 31-10 1/2" x 18'-0"		No 3 12'-9" x 16'-0"		No 4 31-10 1/2" x 18'-0"		No 5 27-7 1/2" x 18'-0"	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	24	24								
Thickness	Sides	44	SAME AS No 1		SAME AS No 1		Same as No 1		SAME AS No 1	
	Ends	44	44		44		44		44	
SHIFTING BRAMS OR WEB PLATES	Number	5	5	6	6	2	2	6	6	5
	Section and Scantlings	18" x .36	14" x .34	18" x .36	14" x .34	16" x .32	12" x .32	SAME AS No 1		SAME AS No 1
	Material	2A 4x3x44 + 6" RANGE	4" x 3 x 44	2A 4x3x44 + 6" FLANGE	4 x 3 x 44	2A 3 1/2 x 3 1/2 x 42 + 6" FLANGE	3 1/2 x 3 x 42	SAME AS No 1		SAME AS No 1
FORE AND AFTERS	Number									
	Section and Scantlings									
	Material									
HATCHES Thickness	3	3	3	3	3	3	3	3	3	3
Remarks	All coamings stiffened by horizontal Bulb angles									

\* 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.)



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 First Entry Report is forwarded. The freeboard recommended + marked is the same as assigned to the sister vessel "Argonne" (Kobe Report No. 1941) London letter Febr. 18<sup>th</sup> 1916 assignment letter March 13<sup>th</sup> 1916. Verification form is enclosed.

Owners The Kawasaki Kisen Kabushiki Kaisha  
 Address Kobe

Received by me awf



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