



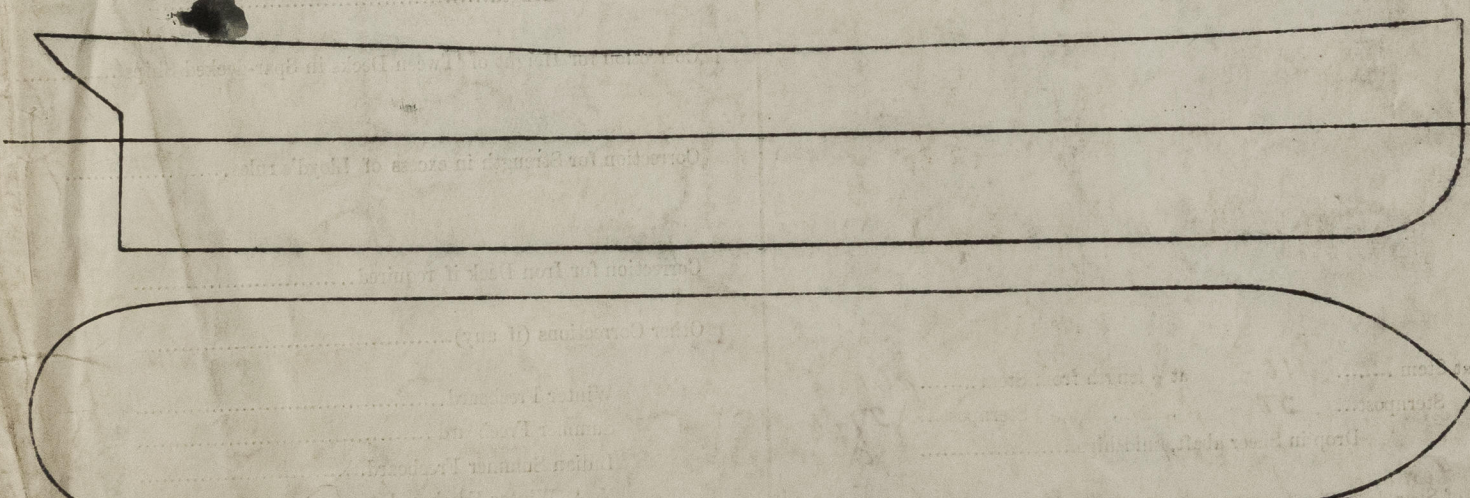


Do all the Frames extend to the top Height in the Spar deck? Yes Awning deck? Yes  
 Do all the Frames extend to the top height in the Poop? Bridge House? Forecastle?  
 To what height do the Reverse Frames extend? Main frame (B.A.) to 2nd & up 5 ft. alt. & uppermost frame carried up 5 ft. alt.  
 Has 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? Yes 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, Steel houses on Awning Deck  
 or enclosed by a Strong Iron or Steel Deckhouse?  
 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.		No. 2.		No. 3.		No. 4.		No. 5.	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	24	24	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.	Same as No. 1.
Thickness { Sides.....	44	44	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.	Same as No. 1.
Ends.....	44	44	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.	Same as No. 1.
SHEETING BIAMS OR WEB PLATES. Number .....	5	5	6	6	2	2	6	6	5	5
Section and Scantlings .....	18 x 36	14 x 34	Same as No. 1.	Same as No. 1.	16 x 32	12 x 32	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.
Material .....	Top 2A. 4. 3. 44 Bot 6" flange	4. 3. 44	Same as No. 1.	Same as No. 1.	2A. 3 1/2. 3 1/2. 42 6" flange	3 1/2. 3. 42	Same as No. 1.	Same as No. 1.	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.....	B.A. not. shipped on each Coaming as approved.									

\* 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 8 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 1st Entry Report is forwarded.  
The forward recommended is as assigned to the sister vessel  
Argonne (Robe Rpt No 1941) Assignment letter 13 March 1917.  
The fwd. has been marked on the vessel & a Modification report is enclosed.

Owners Kawasaki Shm Ship Co  
 " Address Kobe  
 Fee Yen 140 : Received by me M.T. 24/4/19