

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 2nd up' dks. all interned. frames to awning deck*

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?

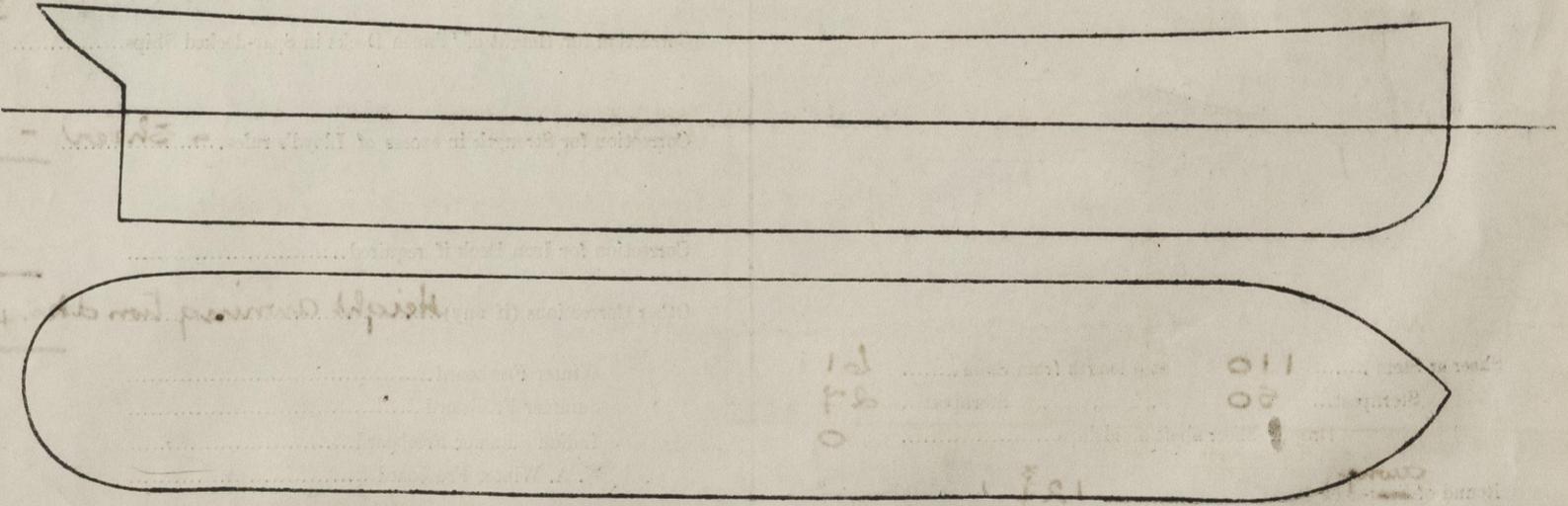
Give thickness of plating; scantlings and spacing of Stiffeners

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' 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' 1/2" x 18' 0"		
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING	Height above top of DECK	24	24			0086	33	0086	33	0086	33	
	Thickness	Sides	44	44	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.	
SHIFTING BEAMS OR WEB PLATES	Number	5	5	6	6	2	2	6	6	5	5	
	Section and Scantlings	18x36	14x34	18x36	14x34	16x32	12x32	18x36	14x34	18x36	14x34	
	Material	2A 1/2 x 3/4 + 6" flange	1/3 1/4	2A 1/2 x 3/4 + 6" flange	1/3 1/4	2A 3/4 x 3/4 + 6" flange	3/2 3/4	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		
Remarks		all coamings stiffened by hor. 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 vessels "Argonne" (Lybe Report 1941) London letter 18th Febr. 1916. and Assignment letter 13th Mar 1916. A Verification Form is enclosed.

Owners *The Kawasaki Kisen Kabushiki Kaisha*
 ,, Address *Kobe*

Fee *£ few to 0.-* Received by me *ADP.*

