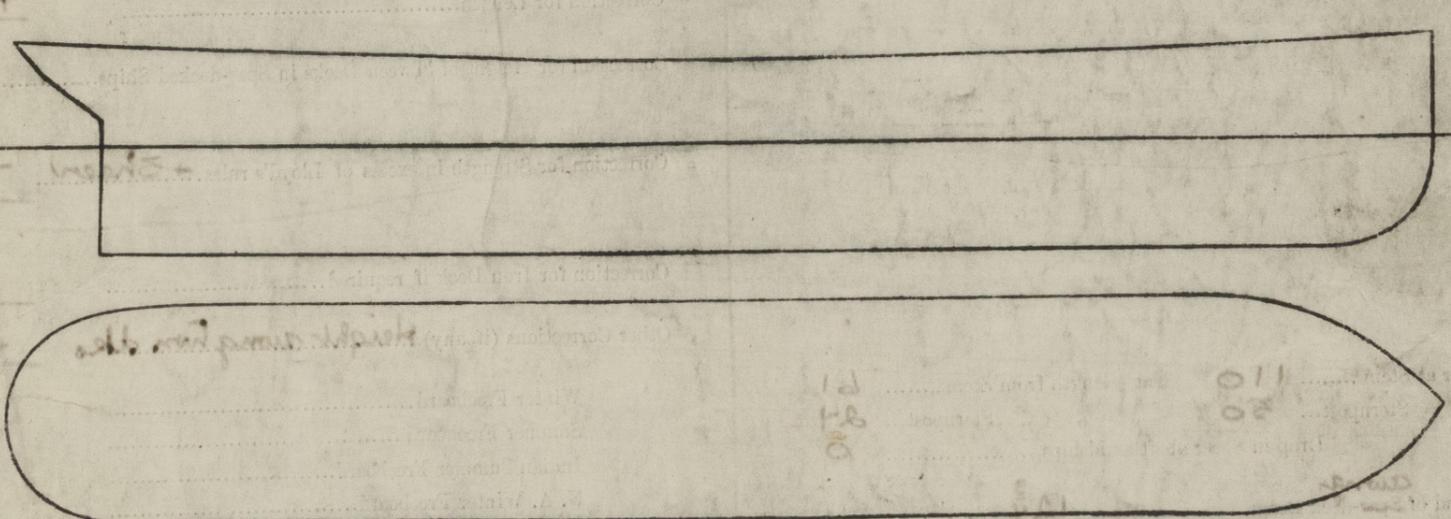


Do all the Frames extend to the top Height in the Spar deck? Awning deck? Yes.
 Do all the Frames extend to the top height in the Poop? Bridge House? _____ Forecastle? _____
 To what height do the Reverse Frames extend? Main B.A. fms to 2nd + upr. dks alt. + interned. fms. to awning dk.
 Has the Poop 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, Steel deck 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. 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	2 1/4	2 1/4								
	Thickness	Sides.....	1/4	1/4	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.....	1/4	1/4							
SHIFTING BEAMS OR WEB PLATES.	Number.....	5	5	6	6	2	2	6	6	5	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	Same as No. 1	Same as No. 1
	Material.....	2A. 1/2 x 3/4 + 6" flange	1/2 x 3/4	2A. 1/2 x 3/4 + 6" flange	1/2 x 3/4	2A. 3/2 x 3/4 + 6" flange	3/2 x 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" (Kobe Rpt. 1941) London letter 18th Febr. 1916. and Assignment Letter 13th Mar 1916. Verification Form is enclosed.

Owners The Kawasaki Kisen Kabushiki Kaisha

Address Kobe

Fee Yen 140.--

Received by me ADW
23 July 19.



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