

LLOYD'S REGISTER OF SHIPPING,

LLOYD'S REGISTER, ¹⁰ SAGARIMATSU,

LONDON.

NAGASAKI, 25th February, 1922.

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r Sir,

In reply to your letter of the 24th September 1920, respecting the Steel Twin Screw Steamer "H A R U N A M A R U", No. 7, "Construction of Passenger Steamships" I beg to report follows :-

This is to certify that a fireproof bulkhead is fitted in the large Tween Decks at the After End of the Galley & Scullery, also in the Deckhouse on the Bridge Deck at frame Nos.74 P 76 S and in the Deckhouse on the Promenade Deck at frame 80 complying with paragraph 29, and that satisfactory means have been provided for closing all openings in W.T.Bulkheads, Trunks &c, and also the openings in ship's side.

The collision bulkhead complies with the rules.

In the watertight transverse bulkheads there are no access openings.

The suction to fore peak is fitted with a suitable screw down valve capable of being operated from above the upper deck.

In the machinery space there are no openings in the W.T.Bulkheads except one shaft tunnel vertical sliding door, and one vertical sliding door at bulkhead No.76 for intercommunication, two vertical sliding doors to Cross Bunker.

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These doors drop by their own weight, and are fitted with taract cylinders and are capable of being released simultaneously from the bridge, and from the door itself, and also of being operated by hand both at the door itself and from an accessible position at the level of the Upper Deck.

The central control station on the bridge is fitted with a indicator showing automatically whether the doors are open or closed and the doors are each fitted with electric bell alarms worked from the control station on bridge.

In the Upper ^{Tween} Deck bulkheads there are no access openings, except at bulkhead No.29 which has one access opening fitted, a horizontal sliding door, This door is hand operated only, and is capable of being operated at the door itself, and also from an accessible position above the level of the Poop Deck.

The operating gears of all these doors are accessible at all times and always ready for use.

The nature of these W.T.Doors referred to above is as follows:-
1st tunnel, Intercommunication at bulkhead No.76, and both Cross Bunker Doors, Vertical sliding, Tween Deck Bulkhead No.29
2nd - Horizontal sliding, all complying as regards design and materials with paragraph 53, and fitted with hand gear for operating same as specified in paragraph 36.

These doors were tested by a hose with satisfactory results, cross bunker doors are fitted with steel tunnels.

In the lower tween deck bulkheads there are no access openings, table plates there are none, Pipes, Electric-light cables, &c,

carried through transverses. W.T. Bulkheads are all W.T. at bulkhead.

There are no sluice valves.

No side scuttles are fitted below the 2nd Deck.

Side scuttles fitted in the upper tween decks, and forecastle have efficient cast iron inside shutters.

No side scuttles fitted in spaces which are exclusively devoted to the carriage of cargo or coal.

The requirements of paragraph 60 of the Board's Instructions as to the Survey of Passenger Steamships are complied with satisfactory.

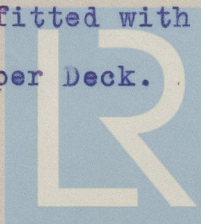
No automatic ventilating scuttles are fitted.

All the inlets and discharges in sides comply with Para. 49 also with Paragraph 149 of the Board's Instructions as to the Survey of Passenger Steamships.

One 8" oil filling connection is fitted between frames No. 66 and 67 starboard, and No. 69 & 70 port, about 4'-6" below upper deck for filling and discharging double bottom tanks when carrying bean oil, each fitted with a gate valve, which is at all times accessible.

The number of scuppers and sanitary discharge in the ships side is reduced to the minimum by making each discharge serve as many as possible of the sanitary and other pipes.

One 2" lavatory discharge between frames No. 15 and 16 port, from 3rd Class Pantry Sink, is fitted with a valve with a means of working it from above the Upper Deck.



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All other scuppers and sanitary discharges, except those
watches, windlass, capstans and weather deck gutters have
valves to prevent water from passing inwards.

They comply with paragraph 193 of the Board's Instructions
to the Survey of Passenger Steamships.

Port doors for discharging baggage and coaling ports are situa-
entirely above the subdivision loadline.

No ash shoots are fitted.

One rubbish shoot is fitted between Japanese and European
ports side, with a W.T. Cover at inboard end about 3'- 0"
Upper Deck.

Three ash ejectors are fitted with efficient valves.

The cofferdams in the double bottom between frames 28 - 29,
46, 65 - 66, 96 - 97, 117 - 118, 136 - 137, are completely
closed, and made watertight, as to shut off all communication
the holds and machinery spaces.

I am, Dear Sir,

Yours faithfully,

R. Crawford.

Secretary,
London.



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