

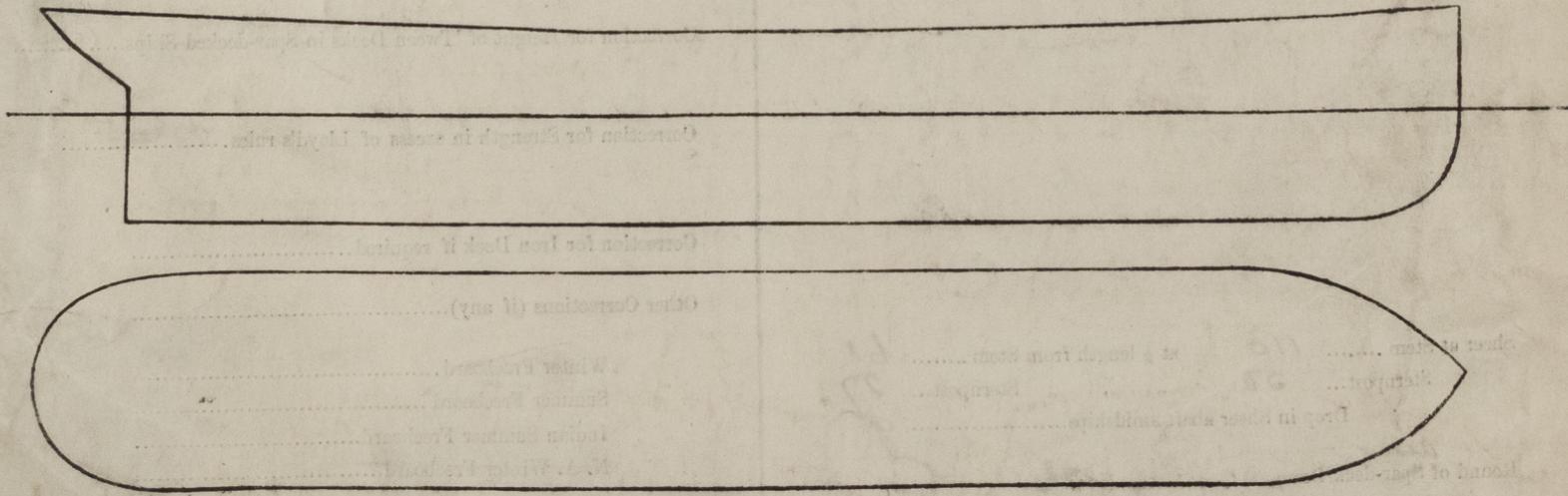
Do all the Frames extend to the top Height in the Spar deck? Yes Awning deck? Yes
 Do all the Frames extend to the top height in the Poop? Yes Bridge House? Yes Forecastle? Yes
 To what height do the Reverse Frames extend? Main B.A. frames to 2nd & up' SR. altern. + inter frames all to along SR
 Has the Poop an efficient Iron Bulkhead at the fore end? Yes
 Give particulars of the means for closing the openings in Bulkhead Yes
 Is the Poop connected with the Bridge House? Yes Has the Bridge House an efficient Bulkhead at the fore end? Yes
 Give particulars of the means for closing the openings in Bulkhead Yes
 What is the thickness of the Bridge Front plating? Yes and Coaming plate? Yes
 Give scantlings and spacing of the Stiffeners Yes
 Are bracket plates fitted at each end of the Stiffeners? Yes Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? Yes
 Has the Bridge House an efficient Iron Bulkhead at the after end? Yes
 How are the openings closed? Yes
 Is the Forecastle at least as high as the main or top-gallant rail? Yes Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? Yes
 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? Yes
 Give thickness of plating; scantlings and spacing of Stiffeners Yes
 What is the height of the exposed Casings? Yes Are suitable means provided for closing all openings in them in bad weather? Yes

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	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	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
SHIFTING BEAMS OR WEB PLATES.	Number.....	5	6	6	2	2	6	6	5	5
	Section and Scantlings.....	18x36	14x34	18x36	14x34	16x32	12x32	Same as No. 2	Same as No. 1	Same as No. 1
	Material.....	2A. 4. 3. 4. 4 Bot. Flange 6"	4. 3. 4. 4	2A. 4. 3. 4. 4 6"	4. 3. 4. 4	3A. 3. 3. 4. 2 6"	3. 3. 4. 2	Same as No. 2	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. stiffeners along all coamings 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 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 1st P. Rpt. is forwarded herewith.
The foreboard, which has been marked on the model, is as assigned to the sister vessel "Argonne" (Rob. Rpt. No. 1941) Lou let. 18 July 1916
A modification of the marking is enclosed

Owners The Rawasaki Nisen Kaisha

Address 1906

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