

Lloyd's Register of Shipping,

10, Sagarimatsu,

Nagasaki, 24th September 1921.

The Secretary,

London.

Dear Sir,

In reply to your letter of the 18th February 1920, respecting the Steel Twin Screw Steamer "B A I K A L M A R U" Construction of Passenger Steamships", I beg to report as follows :-

This is to certify that satisfactory means have been provided for closing all openings in the W. T. Bulkheads, Air trunks, &c, and also the openings in ships side.

- The collision bhd, 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 shelter deck.

In the machinery space there are no openings in the W. T. Bulkheads, except one shaft tunnel horizontal sliding door, and one vertical sliding door to Cross Bunker.

LLOYD'S REGISTER
LONDON.

17 NOV 1921

RECD
ANSO

Mitsubishi's No 344.

009182 - 009191 - 0317 1/4

© 2021

Lloyd's Register
Foundation

- 2 -

These doors are hand operated only, and are capable of being operated at the door itself, and also from an accessible position at the level of the shelter deck.

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

The nature of these W. T. doors referred to above is as follows :-

Shaft Tunnel door- Horizontal sliding, and Cross Bunker door- Vertical sliding, both complying as regards design & materials with paragraph 53, & fitted with hand gear for operating same as specified in paragraph 36.

These doors were tested by a hose with satisfactory results. The cross bunker door is fitted with a steel screen. No power pressure gear is fitted to either of these

In the upper tween deck bulkheads there are no access openings, except at bulkhead Nos. 138 & 160 each of which have access openings, fitted with horizontal sliding doors.

These doors are hand operated only and are capable of being operated at the door itself, and also from an accessible position above the level of the shelter deck.

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

The nature of the W. T. doors referred to above is as follows :-

Horizontal sliding doors, complying as regards design & materials with paragraph 53, and fitted with hand gear for operating same as specified in paragraph 36.

009182 - 009191 - 0317 2/4

- 3 -

These doors were tested by a hose with satisfactory results,

In the lower tween deck bulkheads there are no access openings.

Portable plates there are none.

Pipes, electric-light, ^{cables,} &c carried through transverse

W. T. Bulkheads are all W. T. at bulkhead.

There are no sluice valves.

No side scuttles are fitted below the upper deck.

Side scuttles fitted in the upper tween decks (shelter deck to upper deck) 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 Instruction 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 Boards Instructions as to the para.49 also with para.194 of the Survey of Passenger Steamships.

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

All the scuppers and sanitary discharges, except those from winch, windlass and weather deck gutter have storm valves to prevent water from passing inwards.

009182 - 009191 - 0317 3/4

- 4 -

They comply with para.193 of the Boards Instructions
to the Survey of Passenger Steamships.

Port doors for discharging baggage & coaling ports
are entirely above the sub-division load-line.

An ash shoot is fitted as an auxiliary in stokehold
eng, port side, inboard end about 2'- 6" above shelter deck
is fitted with W. T. cover, one rubbish shoot from Japanese
key in Bridge Tween Decks, Port side, fitted with W. T. Cover
inboard end.

Ash ejectors are fitted with efficient valves.

I am, Dear Sir,

Yours faithfully,

R. Crawford.



© 2021

Lloyd's Register
Foundation

009182 - 009191 - 0317 4/4

Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

W.D. 18.11.21

17 NOV 1921

Handwritten signature

Yours faithfully

I am, Dear Sir,

Very sorry to hear of the accident which has occurred.

The ship was on a voyage from London to
the West Indies, and was on the 17th inst.
at the time of the accident. The ship was
on a voyage from London to the West Indies,
and was on the 17th inst. at the time of the
accident. The ship was on a voyage from
London to the West Indies, and was on the
17th inst. at the time of the accident.



© 2021

Lloyd's Register
Foundation