

Lloyd's Register of Shipping,

10, Sagarimatsu,

Nagasaki, 24th September 1921.

The Secretary,

London.

LLOYD'S REGISTER
LONDON.

17 NOV 1921

REC'D

ANS'D

Mitsubishi's No 344.

Dear Sir,

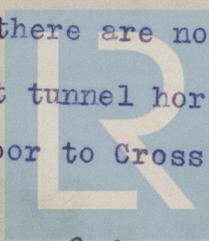
In reply to your letter of the 18th February 1920, respecting the Steel Twin Screw Steamer "BAIKAL MARU" Construction of Passenger Steamships", I beg to report as follows :-

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.



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

The operating gears of these doors are accessible at 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 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.

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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.

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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
on port side, inboard end about 2'- 6" above shelter deck
is fitted with W. T. cover, one rubbish shoot from Japanese
deck 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.



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

W.D. 18.11.21

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Handwritten signature

I am, Dear Sir,

in reference to the report of the Chief Engineer Surveyor dated 11th Nov 1921.

One of the

in the Green Deck, 10th Deck, 11th Deck, 12th Deck, 13th Deck, 14th Deck, 15th Deck, 16th Deck, 17th Deck, 18th Deck, 19th Deck, 20th Deck, 21st Deck, 22nd Deck, 23rd Deck, 24th Deck, 25th Deck, 26th Deck, 27th Deck, 28th Deck, 29th Deck, 30th Deck, 31st Deck, 32nd Deck, 33rd Deck, 34th Deck, 35th Deck, 36th Deck, 37th Deck, 38th Deck, 39th Deck, 40th Deck, 41st Deck, 42nd Deck, 43rd Deck, 44th Deck, 45th Deck, 46th Deck, 47th Deck, 48th Deck, 49th Deck, 50th Deck, 51st Deck, 52nd Deck, 53rd Deck, 54th Deck, 55th Deck, 56th Deck, 57th Deck, 58th Deck, 59th Deck, 60th Deck, 61st Deck, 62nd Deck, 63rd Deck, 64th Deck, 65th Deck, 66th Deck, 67th Deck, 68th Deck, 69th Deck, 70th Deck, 71st Deck, 72nd Deck, 73rd Deck, 74th Deck, 75th Deck, 76th Deck, 77th Deck, 78th Deck, 79th Deck, 80th Deck, 81st Deck, 82nd Deck, 83rd Deck, 84th Deck, 85th Deck, 86th Deck, 87th Deck, 88th Deck, 89th Deck, 90th Deck, 91st Deck, 92nd Deck, 93rd Deck, 94th Deck, 95th Deck, 96th Deck, 97th Deck, 98th Deck, 99th Deck, 100th Deck.



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