

D165

Name of Surveyor Adams

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.  
• If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.



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. frms. to 2<sup>nd</sup> + up<sup>r</sup> decks alternately intermediate frms 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. ☒

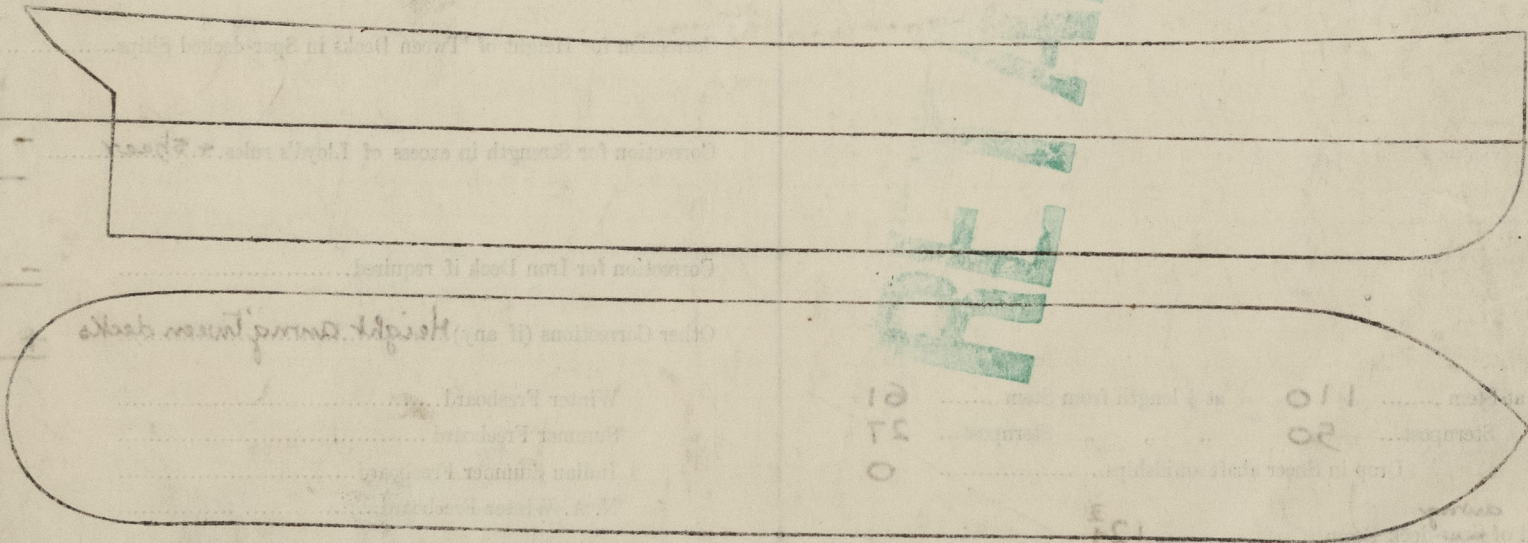
What is the height of the exposed Casings? ☒ Are suitable means provided for closing all openings in them in bad weather? ☒

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	24	24								
Thickness { Sides	.44	.44	Same as No. 1.		Same as No. 1.		Same as No. 1.		Same as No. 1.	
Ends	.44	.44								
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.	
Material	2A. 4 x 3 x 44 + 6" flange	4 x 3 x 44	2A. 4 x 3 x 44 + 6" flange	4 x 3 x 44	2A. 3 1/2 x 3 1/2 x 42 + 6" flange	3 1/2 x 3 x 42				
* FORE AND AFTERS.										
Number										
Section and Scantlings										
Material										
HATCHES Thickness	3	3	3	3	3	3	3	3	3	3
Remarks	all coamings stiffened by horizontal 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 Report 1911) London letter 18<sup>th</sup> Febr. 1916 and assignment letter 13<sup>th</sup> March 1916. Verification Form is enclosed.

Owners The Kawasaki Kisen Kaisha

Address Kobe

Fee Yen 140.-

Received by me

AW



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