

## LLOYD'S REGISTER OF SHIPPING,

LLOYD'S REGISTER  
10, SAGARIMATSU,LONDON  
9 AUG 1922

NAGASAKI, 28th June, 1922.

RECD  
11/8*Recd  
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Dear Sir,

In reply to your letter of the 24th September 1920, respecting the Steel Twin Screw Steamer "H A K O Z A K I M A R U", No.3 4 8, "Construction of Passenger Steamships" I beg to report as follows :-

This is to certify that a fireproof bulkhead is fitted in the Bridge Tween Decks at the After End of the Galley and Scullery, & also in the Deckhouse on the Bridge Deck at frame Nos.74 P and 76 S and in the Deckhouse on the Promenade Deck at frame No.80 complying with paragraph 29, and that satisfactory means have been provided for closing all openings in W.T.Bulkheads, Air Trunks &c, and also the openings in ship's side.

- a. The collision bulkhead complies with the rules.
- b. 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, and two vertical sliding doors to Cross Bunker.

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These doors drop by their own weight, and are fitted with cataract 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.

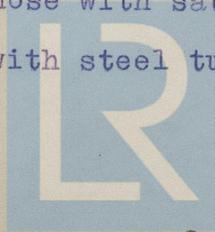
The control station on the bridge is fitted with a indicator showing automatically whether the doors are open or closed and the doors are each fitted with electric bell alarms worked from the control station on bridge.

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:- Shaft tunnel, intercommunication at bulkhead No.76, and both Cross Bunker Doors, Vertical sliding, Tween Deck Bulkhead No.29 door- 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, the cross bunker doors are fitted with steel tunnels, and an escape is fitted to the tunnel.



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In the lower tween deck bulkheads there are no access openings, Pottable plates there are none, Pipes, Electric-light cables, & carried through transverse 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, & forecastle have efficient cast iron inside shutters.

No side scuttles fitted in spaces which are ~~ex~~clusively 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 satisfactorily.

No automatic ventilating scuttles are fitted.

All the inlets and discharges in sides comply with Paragraph 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 and 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.

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

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

Port doors for discharging baggage and coaling ports, are situated entirely above the subdivision loadline.

No ash shoots are fitted.

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

Three ash ejectors are fitted with efficient valves.

The cofferdams in the double bottom between frames 28 - 29, 45 - 46, 65 - 66, 96 - 97, 117 - 118, 136 - 137, are completely enclosed, and made watertight, <sup>so</sup> as to shut off all communication with the holds and machinery spaces.

I am, Dear Sir,

Yours faithfully,

*B. Craford.*

The Secretary.

London.

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Referred to the Chief Ship Surveyor.

9 AUG 1922

*This submitted as first action  
his letter be acknowledged  
E.W.B. 10/8/22.*

*Note - Loadline assigned by Japanese  
Committee is the fuel cargo loadline  
and therefore the subdivision  
regulations do not apply.*

*W.D. 8.22*

FREE



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