

With or Without

STEEL STEAMER

3257
WFO. 21SEP. 1921

Received at London Office

Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel. *Yes*

Date of completion of report

Aug. 23rd 1921

Port of

Kobe

Survey held at

Innooshima

Date, First Survey

June 5th 1920

Last Survey

Aug. 5th

1921

On the (State if Steam, Turbine, or Tripoli Steam)

Steel Single Screw Steamer

"USURI MARU" Rig 2 masts

TONNAGE under

3778.51

CLASS *100A1.*

FEET.

Master

R. SAKAMOTO

Year of appointment

(1) As Master in service of owner of present vessel. -19
(2) As Master of this vessel. -19

Built at

Innooshima Yard

When built

1921

Launched

10th Apr. 1921

By whom built

Osaka Iron Works Ltd.

Owners

Osaka Iron Works Ltd.

Managers

(Where necessary to be entered in Reg. Book.)

Residence

Osaka

Port belonging to

Yokohama

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

5179.51

Do. of Poop

29.79

Do. of R.Q.Dk.

Do. of Bridge House

441.49

Do. of Forecastle

189.89

Do. of Hatches on Dk.

149.32

Do. of excess of Hatchways

83.41

Do. above Crown of

108.39

Engine Room

6112.80

Gross Tonnage

197.88

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES.

Less Engine Room

1348.53

Less Navigation Spaces

66.09

Register Tonnage

4464.36

Breadth (greatest moulded)

50.83

Depth, at middle of length from top of keel to top of upper deck beams at side

32.58

Transverse Number

83.41

Length on deck from fore part of stem to after part of stern post

407.25

Longitudinal Number

3396872

Depth "d," at middle of length (See Secs. 2 & 13)

19.65

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

12.5

Long Bridge Deck Beam at side to top of keel

10.1

Destined Voyage

If Surveyed while Building, Afloat or in Dry Dock Building

II on Deck Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of keel to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
	<i>407</i>	<i>3</i>		<i>50</i>	<i>10</i>		<i>30</i>	<i>0 3/4</i>	<i>Two</i>
							<i>20</i>	<i>4</i>	<i>Two</i>
Moulded depth, ft. <i>40</i> ins. <i>4</i> To Bridge Dk. Round of Upper } <i>12 3/4</i> ins.									
Moulded depth, ft. <i>32</i> ins. <i>7</i> To Upper Dk. Dk. Beam, Actual }									
FRAMING.									
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
E, Angles, or [or] Bars amidships	<i>6</i>	<i>3 1/2</i>	<i>52</i>	<i>6</i>	<i>3 1/2</i>	<i>52</i>			
peaks	<i>6</i>	<i>3 1/2</i>	<i>38</i>	<i>6</i>	<i>3 1/2</i>	<i>38</i>			
way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>			
intermdt. Bkts.	<i>27</i>			<i>27</i>					
Frames from centre to centre amidships	<i>27</i>	<i>6</i>	<i>24</i>	<i>27</i>	<i>6</i>	<i>24</i>			
length to Collision bulkhead	<i>24</i>			<i>24</i>					
in peaks	<i>7</i>	<i>3 1/2</i>	<i>52</i>	<i>7</i>	<i>3 1/2</i>	<i>52</i>			
USED FRAME, Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>			
way of Double Bottoms at Solid Floors									
at intermdt. Bkts.	<i>9 1/2</i>			<i>9 1/2</i>					
ING, depth of girder	<i>40</i>			<i>40</i>					
RS, depth and thickness of Floor Plate									
at mid-line for 1/2 length amidships									
in way of Engine and Boiler Spaces									
thickness at the ends of vessel									
depth at 1/2 the half breadth, as per Rule									
height extended at the Bilges									
RS in Cell. Double Bottoms	<i>40</i>	<i>6</i>	<i>36</i>	<i>40</i>					
state if flanged (top & bottom)	<i>no</i>			<i>no</i>					
Spacing of Solid floors	<i>27</i>			<i>27</i>					
RE GIRDER, in Dbl. bottom, dpth. & thknss.	<i>43</i>	<i>5</i>	<i>50</i>	<i>43</i>	<i>5</i>	<i>50</i>			
Angles, Top	<i>5</i>	<i>5</i>	<i>54</i>	<i>5</i>	<i>5</i>	<i>54</i>			
Bottom	<i>5</i>	<i>5</i>	<i>54</i>	<i>5</i>	<i>5</i>	<i>54</i>			
to Floors	<i>5</i>	<i>5</i>	<i>54</i>	<i>5</i>	<i>5</i>	<i>54</i>			
Brackets at intermdt. frmg., wdth & thknss	<i>2</i>	<i>4</i>	<i>40</i>	<i>2</i>	<i>4</i>	<i>40</i>			
GIRDERS, number on each side & thickness	<i>2</i>	<i>4</i>	<i>40</i>	<i>2</i>	<i>4</i>	<i>40</i>			
state if flanged (top and bottom)	<i>no</i>			<i>no</i>					
Angles (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>			
to Floors	<i>3</i>	<i>3</i>	<i>40</i>	<i>3</i>	<i>3</i>	<i>40</i>			
IN PLATE, depth (exclusive of flange) and thickness	<i>35</i>	<i>4</i>	<i>48</i>	<i>35</i>	<i>4</i>	<i>48</i>			
Angle to Outside Plating	<i>4</i>	<i>4</i>	<i>48</i>	<i>4</i>	<i>4</i>	<i>48</i>			
Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>			
Brackets at intermdt. frmg., wdth & thknss	<i>31</i>			<i>31</i>					
Height of Outside Brackets above at bilge	<i>60</i>	<i>48</i>	<i>38</i>	<i>60</i>	<i>48</i>	<i>38</i>			
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>1</i>	<i>00</i>	<i>56</i>	<i>1</i>	<i>00</i>	<i>56</i>			
in Engine and Boiler space	<i>40</i>	<i>6</i>	<i>36</i>	<i>40</i>					
Remainder in Holds	<i>7</i>	<i>3</i>	<i>44</i>	<i>7</i>	<i>3</i>	<i>44</i>			
IS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>7</i>	<i>3</i>	<i>44</i>	<i>7</i>	<i>3</i>	<i>44</i>			
In way of Long Bridge									
Spacing	<i>27</i>			<i>27</i>					
IS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3 1/2</i>	<i>52</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>42</i>			
Spacing	<i>27</i>			<i>27</i>					
IS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel									
Angles on upper edge									
Spacing									
IS, Poop Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>6</i>	<i>3</i>	<i>37</i>	<i>6</i>	<i>3</i>	<i>37</i>			
Angles on upper edge	<i>27</i>	<i>24</i>		<i>27</i>	<i>24</i>				
Spacing	<i>7</i>	<i>3 1/2</i>	<i>42</i>	<i>7</i>	<i>3 1/2</i>	<i>42</i>			
IS, Bridge Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel									
Angles on upper edge	<i>27</i>			<i>27</i>					
Spacing	<i>8 1/2</i>	<i>3 1/2</i>	<i>50</i>	<i>8 1/2</i>	<i>3 1/2</i>	<i>50</i>			
Angles on upper edge	<i>48</i>			<i>48</i>					
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel									
Angles on upper edge									
Spacing									

[illegible]

EQUIPMENT No. 15518-96										ANCHORS.										TONNAGE U.K. OR PLATING No. FOR TRAWLERS									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.													
				Cwts. lbs.		Cwts. lbs.		Tons. cwt. lbs.		Cwts. lbs.																			
257		1st Bower		78 0 0		Stackless		57 12 2		65 0 0		Hall's type		Kobe Steel Works Osaka		P.H. 4-8-18 A.L.J.													
258		2nd "		77 2 20		"		57 8 3		62 0 0		"		"		4-3-1918													
331		3rd "		55 1 12		"		45 12 0		55 0 0		"		"		15-4-1918													
352		4th "		211 0 4		"		182 0 0		"		"		"		"													
333		Collective weight		18 2 18		5 1 26		19 10 3		21 10 7		Admiralty type		Sumitomo Steel Works Osaka		17-4-18: A.L.J.													
		Stream		8 0 24		2 2 3		10 7 2		0		"		"		"													
		Kedge		8 0 24		2 2 3		10 7 2		0		"		"		"													
Particulars of Drop Test of Cast Steel Anchors, viz. —																													
		1st Bower		47-0-22		A.L.J.		257		27-11-1917																			
		2nd "		45-3-16		A.L.J.		258		17-12-1917																			
		3rd "		31-2-17		A.L.J.		331		24-12-1917																			
		4th "																											
Particulars of Weight, Surveyor's Initials, Number of Certificate, Date of Test.																													
CHAIN CABLES.																													
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		HAWSEY AND WARPS.													
		Length. Diam.		Status. Breaking. (Tons.)		Supplied. Per Rule.		Length. Diam.																					
357		2732 2 1/2		9 1/2		118-1-6		270 2 1/2		Steel Osaka Chain Works		Osaka Iron Works		6-2-1918: A.L.J.		TOWLINE													
		90 4 1/4		62 1/2		90 4 1/4		90 4 1/4		maka's Gnt.		Manila Rope		2-2-1918		HAWSEY AND WARPS													
		Boats		26-0-18		8-3-55		2-1-11		Steering Gear, Steam		Osaka Iron Works		Steering Gear, Hand		Osaka Iron Works													
		Pumps, Number		Down		2-1-11		2-1-11		Diameter of Barrel		5 1/2		State whether they are in efficient working order		yes													
		Windlass is		Skam		Osaka Iron Works		Capstan																					
		Engine Room Skylights.—How constructed?		Plates + angles		What arrangements for deadlights in bad weather?		Glass in steel frames																					
		Coal Bunker Openings.—How constructed?		Plates + angles		How are lids secured?		Hatch boards																					
		Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.		12 @ 5' x 3' 0"		Hatch boards		Height above deck?																					
		Ceiling in Holds, thickness and material		3" pine under hatchways		Cargo Battens, thickness and material		6' x 2"																					
		Cargo Hatchways.—How formed?		Plates + angles 36" above + 8" below planked		Hatches, if strong and efficient?		yes																					
		State size No. 1 Hatch (Forward)		27-0 x 20-0		No. 2 Hatch 31-6 x 20-0		No. 3 Hatch 18-0 x 18-0																					
		Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch		No. 15, 6-5 Web No. 2 6 Webs.		No. of Breasthooks		7 with deck																					
		No. 3 3 webs. No. 4 1 web.		No. of Crutches		12-3 x 20-0		12-3 x 20-0																					
		Bulkheads, height above deck and description		4'-0" x 32		Main Rail, material and size		6 1/2 x 3 1/2 x 34 B.A.																					
		The foregoing is a correct description.		R. Higatomi.		Surveyor's Signature		J. G. Luff + A. P. House																					
		Builder's Signature (here only)				Surveyor to Lloyd's Register of Shipping.																							
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)																													
Workmanship. Are the butts of plating planed or otherwise fitted? Planed																													
Is the riveted work properly closed? yes																													
Are the liners between the frames and plates solid single pieces? Jogged framing																													
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes																													
Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? yes																													
Do any rivets break into or through the seams or butts of the plating? a few																													
Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes																													
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes																													
State results of tests Satisfactory																													
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes																													
State results of tests Satisfactory																													
General Remarks (State quality of workmanship, &c.)																													
This vessel has been built in accordance with the Rules and approved plans and the materials and workmanship have been found good.																													
Blue prints of Midship section and Profile + Deck plan are forwarded herewith.																													
Sister vessels are 5/8 "HORISAN MARU" (Kobe Rpt. No. 2141) 5/8 "TAIBU MARU" (Kobe Rpt. No. 2293) 5/8 "HOYEISAN MARU" (Kobe Rpt. No. 2405).																													
The Surveyor should state the Number of Report and Name of any Sister Vessel.																													
Plans to be forwarded with F.E. Report showing vessel as built.																													
The amount of Entry Fee ... Yen 90.-																													
Special Survey Fee ... £ 592.30																													
Travelling Expenses, if any £ 272.50																													
State whether the Vessel has been built under Special Survey yes																													
I am of opinion this Vessel should be Classed 100 A1																													
With, or without Freeboard, as condition of Class Without																													

—

J. G. Fry & A. G. House