

STEEL STEAMER or MOTORSHIP.

Received at London Office 9 MAY 1932

State if Report has been sent on the Freeboard of the Vessel **Yes**State if Report is sent on the Machinery of the Vessel **Yes**Date of completion of report **7th April 1932**Port of **NAGASAKI**No. **1823**Survey held at **NAGASAKI**Date First Survey **22nd April 1931**Last Survey **24th March, 1932**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **Steel Twin Screw Steamer "U.S.S. U.R.I. MARU"**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)**Complete Superstructure Vessel without tonnage opening.**State Type of Erections **Forecastle.**TONNAGE under Tonnage Deck... **5,110.12**CLASS ***100AI.**State if with freeboard as condition of Class **Yes**Built at **Nagasaki.**Do. of space or spaces between Tonnage Dk. and Upper Dk. **--**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 404.5**Launched **26th Nov. 1931** Yard No. **500.**Total **5,110.12**Breadth (greatest moulded) **B 55.0**Builders **Nagasaki Works, Mitsubishi Zosen Kaisha, Ltd.**Gross Tonnage **6,385.57**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 33.0**Owners **Osaka Shosen Kabushiki Kaisha.**Register Tonnage **3,789.10**1st Longitudinal Number (L x D) **= 13551**Managers **/**
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS.
FEET.Length **406.6**Framing Depth "d," at middle of length. See Sec. 3 (1d) **14.00**Residence **Osaka.**Breadth **55.0**Proportions—Depth to Length—Uppermost continuous deck to top of keel **12.26**Port of Registry **Osaka.**Depth **33.0**Do. Long Bridge to top of keel **-**

If surveyed while building, afloat, or in dry dock

Draught Moulded **22'-11.3"**

While Building.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	m/m or INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		m/m or INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	30"		Bracket Floors, Frame	BA. 8' 3 1/2" .45	
" " from 3/4 length to Collision bulkhead	27"		" " Reversed Frame	5 1/2" 3" .35	
" " in peaks	24"		" " Vertical Struts	Ch. 250 90x90x11/14.5	
SIDE FRAMING.			" " BA. 5 1/2" 3" .35		
Frame Amidships, Angle	9" 3 1/2" .475		Centre Girder, depth and thickness amidships	42" .54-.44	
" " Extends up to 3rd Dk & 2nd Dk alt.			" " top Angles	D.A. 90 90 13-12	
Reversed Frame Amidships, Angle			" " bottom Angles	D.A. 100 100 14.5-13.5	
" " Extends up to...			Side Girders, No. each side and thickness	One .40"	
Depth of Framing Girder	300 (frames 32-40)		Margin Plate depth (excl. of flange) and thickness	32- 35" .52	
Frames in Uppermost Continuous 'tween Decks, Angle	6x3 1/2x3 1/2x.375 Ch. 9" 3 1/2" .475 BA. & 6x3 1/2x3 1/2x.375 Ch.		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	90 90 10.5	
" " Second 'tween Decks, Angle	6x3 1/2x3 1/2x.375 Ch.		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	150 150 11	
" " Third			" " Gussets, spacing and scantling abaft 1/4 len. from stem	90 90 10.5	
Framing in Peaks, Angle	8" 3 1/2" .475 Fore Peak. 8" 3 1/2" .45		" " Gussets, spacing and scantling forward 1/4 len. from stem	150 150 11	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 6 1/2 dias.		Tank Side Brackets, height above base line at toe of Frame and thickness	64" .44 out. 3rd dk.	
State if Frame Joggled	Yes		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep Frame Arrangement Main frames 250x90x90x 9/13 Ch. extend to 3rd Dk & U.Dk or F.D. where fitted alt. web cut down to form 175x90x9 A. between 2nd Dk & U.Dk or F.D. 'tween dk frame 6x3 1/2x3 1/2x.375 Ch. ext. from 3rd to U.Dk or F.D. where fitted. Add. int. side girders, fitted 6" apart & sh. girder ext. as far as practicable. Three strakes of shell plating next to keel maintained .57 to coll. bulkhead.		Breadth and thickness of Middle Line Strake	52" .50-.42	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Thickness of remainder in Holds	.42-.38	
SINGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	Yes	
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships	180x75x75x9/10.5	
Middle Line Keelson, on Floors, Angles			" " in way of Bridge, Angle, [or [
" " Through Plate or Intercoastal Plate			Spacing	30	
" " Foundation Plate on Floors			Second Deck, amidships, Angle	180 75x75x8/10.5 & 9/10.5	
" " Flat Plate Keel Angles			Spacing	30 10.5 (105-110)	
Side Keelsons, No. each side			Third Deck, amidships, Angle	180 75x75x8/10.5	
" " thickness of Intercoastal Plate			Spacing	8x3 1/2x3 1/2x.375/.50 (93-131)	
" " Angles			Fourth Deck, amidships, Angle		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	.40" every 3rd frame except eng. space fwd. of 3/5 L & at narrow ends.		Poop Deck, Angle		
" " Are Frame and Reversed Frame joggled?	Yes		Spacing		
Bracket Floors, breadth and thickness at middle line	32" .40		Lower Pr. dk.	150 75 8	
" " breadth and thickness at margin plate	32" .40		Spacing	30-35 5/8"	
			Forecastle Deck, Angle	180x75x75x8/10.5	
			Spacing	24" & 27"	

PILLARS AND DECKS.

	m/m or INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....			Stringer Plate, breadth and thickness in way of Bridge	/	
.. in 'tween Decks, Size and Spacing.....		Widely	Thickness of Plating abreast Deck openings in way of Wells .....	.36-.32 & .34	
" " " " " "		Spaced	Thickness of Plating abreast Deck openings in way of Bridge	/	
" in Holds " "		Pillars.	Thickness of Plating within line of openings...	.34 & .32	
" " " " " "			If Sheathed, material and thickness	1 1/2 Composition (partly)	
Centre Line Bulkhead.			Third Deck.	.40 in way of Boiler	
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	57 .34 to	(opening.)
Plating, thickness of			If Plated, state thickness.....	.40 in way of F.W. .30 tank.	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	/	
Stringer Plate, breadth and thickness in ways	58 .62 to		If Plated, state thickness	/	
" " " ways	39 .42 at ends.		Poop Deck.		
" Angle ways	150 150 15.5 to		Stringer Plate, breadth and thickness	/	
Thickness of Plating abreast Deck openings in way of Wells	90 90x10.5		Plating, Sheathing, material and thickness ...	/	
Thickness of Plating abreast Deck openings in way of Bridge .....	.41 at 18'-0" opening to .36 (Mach. openings)		Bridge Deck. Lower Pr.Dk.		
Thickness of Plating within line of openings...	.38		Stringer Plate, breadth and thickness.....	36 .36	
If Sheathed, material and thickness	2" O.P. where enclosed 3" O.P. where exposed		Plating, Sheathing, material and thickness ...	.32.30 & .25 (Partly 3" O.P. where exposed 2 1/2" O.P. where enclosed)	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness ways	48 .40 to 36 .34		Stringer Plate, breadth and thickness.....	35 .36	
			Plating, Sheathing, material and thickness ...	.28 3" O.P.	

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? No.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
FLAT PLATE KEEL	50 $\frac{1}{2}$	.74	.65	.65		Double	7/8	3	1 $\frac{1}{3}$	4-3	7/8	3	Lapped
„ DELG. (if any)		/					/				/		
BOTTOM PLATING, No. of Strakes	4	.57	.48	.50	Three strakes maintained .57 to coll. bulkhead.	Double	3/4	3		3	3/4	2 5/8	"
BILGE PLATING, No. of Strakes	1	.57	.48	.52		"	7/8	3	1/3	3	7/8	3	"
SIDE PLATING, No. of Strakes	3	.57	.46	.46		"	7/8	3	1/3	3	7/8	3	"
UPPER DECK, Sheer- strake in ways	50	.72	.46	.46		"	7/8	3	1/3	4-3	7/8	3 $\frac{1}{2}$ -3	"
UPPER DECK, Sheer- strake in Bridge ...		/					/						
STRAKE BELOW Sheer- strake in ways	76	.66	.46	.46		"	7/8	3	1/3	4-3	7/8	3 $\frac{1}{2}$ -3	"
STRAKE BELOW Sheer- strake in Bridge ...		/								/			
POOP SIDE PLATING		/								/			
BRIDGE SIDE PLATING ...		/								/			
FOREC'TLE SIDE PLATING			.42			Single	3/4	3		Single	3/4	2 5/8	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	1.
" Deck next below	5.
As per Rule	6.

For particulars of other bulkheads, please see approved plan.	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD. Upper tween decks					
" " Second	102 .26	125x75x8 A.		18-31	
" " Third		.46 8x3 1/2	.45BA	24-31	
" " Holds	102 .30	180x75x9.5BA		24-31	
COLLISION (in Hold)	157 .52	180x75x9.5BA		24-31	
AFTER PEAK	7-13 .48	150x75x8BA	Semibox beams	18-31	
		8x3x40BA	Plate .34	24-31	
		9x3x44BA	230x98x90x8.5/13ch.		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	/			
STEM	F.S. & C.S.	9 1/2 x 2 1/2	Mitsubishi Nag.Wks.	
STERN bracket	C.S. approved	As plan.	Kobe Stl Wks.	
FRAME { Rudder "	C.S.	"	Mitsubishi Nag.Wks.	
RUDDER—A x D		489.5		
Speed of Vessel		14 1/2 knots		
RUDDER mainpiece at head ...	F.S.	11" top piece 11 1/2" Mitsubishi Nag.Wks.		
" " heel ...		9		
" how constructed		Built, Stream line.		
" double or single plate	Double	.50		
" coupling, vertical or	Vertical			
" horizontal				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **Imperial Steel Works. Yawata.** **Open Hearth Process.**

Has the Steel been tested as required by the Rules? **Yes.**

EQUIPMENT No. 37928.94											LETTER 24		ANCHORS. 3B. 1S.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
1055	1st Bower ...	69	1	17	-	-	-	53	10	-	-		Halls patent	Kobe Steel Wks	Kobe 30-6-31 HAG.
1056	2nd „ ...	69	2	2	-	-	-	53	12	2	-		" "	"	" " "
1057	3rd „ ...	69	1	17	-	-	-	53	10	-	-		" "	"	" " "
	Collective weight.	208	1	8	-	-	-	-	-	-	-	194-5	-	-	-
1058	Stream	20	2	25	5	2	5	21	8	0	14	19	Ordinary	"	" 3-7-31 "

CHAIN CABLES.										HAWSERS AND WARPS.								
Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- ing. Break- ing.	WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Descrip- tion.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.		Supplied.	Per Rule.		Length.	Diam.	Length.					Ins.	Length.		Ins.	Tons.	Length.	Ins.
1792	313	2 3/8	101 5/10 142 1/10	924-2-11	720 3/4	270	2 1/8	5	16	S.L.Chain Wks	Osaka	Osaka. 23.26.27-6-31 Y.J.	TOWLINE	120	4 3/4	70.59	120	4 3/4
													HAWSERS & WARPS	2-90	8		180	8
													"	2-90	7		180	7
XXXX Steel Wire	90	4 1/2	64.22 S.F.			90	5						"					

Steering Gear, Steam Brown Bros. patent steam tiller. Steering Gear, Hand Emergency gear driven from aft mooring winch.

Boats 6-30 ft long. Steering Chains, Size and Test / Windlass Mitsubishi Kobe Works.

24 Rafts.

Ceiling in Holds, thickness and material 2 1/2" Wood. Cargo Battens, thickness, material and spacing 2" soft wood. 7" apart.

Cargo Hatchways.—(Upper Deck) Plates, angles and wood covers. Thickness of Hatches 3"

Size of No. 1 Hatchway (Forward) 18'0" x 14'0" No. 2 30'0" x 18'0" No. 3 27'6" x 18'0" No. 4 17'6" x 16'0" No. 5 / No. 6 /

Number of Shifting Beams and Fore and Afters No. 1 - 3. No. 2 - 5. No. 3 - 5. No. 4 - 3.

NAGASAKI WORKS, MITSUBISHI ZOSEN KAISHA, LTD.

Builder's Signature General Manager

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel No (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the Rules and approved plans.

The materials and workmanship are good.

The Fore and Aft peak tanks, Fresh water tanks at sides of engine room, Double bottom tanks, weather decks, gutter ways and W.T.Bulkheads have been satisfactorily tested.

The freeboard has been verified and the Freeboard Marks have been "cut in" on the vessel's side.

The vessel has cruiser stern.

Sister vessel "Ural Maru" Nagasaki Report No.1676.

Plans sent under separate cover of:- Midship Section. Construction Profile & Deck (Sheet 1 & 11).

Deck House plan. W.T.Bulkhead plan. W.S.Pillars & Pillar Girders. Main Engine Seat plan. Shell Expansion plan. Stem. Rudder. Stern Castings. Shaft Brackets. and Pumping plan. Steel Invoices, and Certificates of Forgings & Castings herewith.

The amount of Entry Fee ¥ 113:60: Fees applied for, 24. 3.1932

Special Survey Fee.... ¥ 6128:43: Received by me, 28. 3.1932

Travelling Expenses, if any ¥ 25:00: (Kobe charge)

I am of opinion the Vessel should be Classed +100A1 with freeboard

State whether the Vessel has been built under Special Survey Yes Signature George Anderson

Certificate to be sent to Nagasaki. Date of issue 13/5/32. Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 13 MAY 1932

Character assigned +100A1

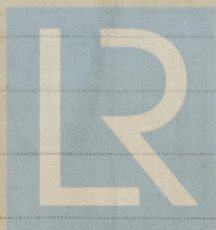
With freeboard

with Ngg + L.M.C. 3.32

Lloyd's A&C.P. F.D. C.L.

© 2021 Lloyd's Register Foundation

The Surveyor are requested not to write on or below the Committee's Minute.



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. * Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Particulars of **Drop Test** of Cast Steel Anchors, viz. :—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	40-0-9.	HAG.	1055	11-4-31
2nd "	39-3-23	"	1056	11-4-31
3rd "	39-3-8	"	1057	18-4-31
Stream.	19-1-0	"	1058	11-4-31

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop / ft., R.Q.D. / ft., Bridge / ft., Forecastle **45.2**
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated /

No. and Material of Decks (this information is to be given as it should appear in the Register Book) **2 Decks steel - weather deck W.S.**
3rd deck (stl) except in aft hold - pt No.3 Hold.

Official No. **37063** ; Signal Letters **V.N.C.J.** Is bottom of Vessel coated with cement **Yes** if not
particulars of composition /

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water C Tons.
Double bottom, aft,	105.0	178.3	Fore peak tank,	22.6	52
Double bottom, under Engines and Boilers,	102.5	399.0	After peak tank,	28.4	120
Double bottom, if under Engines only,	-	-	Deep tank, aft, F.W.tank Eng.Rm.Port.	7.5	32
Double bottom, if under Boilers only,	-	-	Deep tank, forward, " Star.	7.5	32
Double bottom, forward,	131.0	291.4	Other tanks, if fitted,	-	-
Total capacity of double bottom		868.7	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. **99**

Date **10th Feb. 1931.**
London.

Dates of Surveys held while building

1931. April 22.23.25.28 May 4.5.8.12.18.19.27 June 1.2.8.9.17.22.24.25.28
July 3.4.8.9.14.15.17.22.23.28.29.30 Aug 7.18.20.21.24.28.29.31 Sep 8.9
14.16.17.21.22.30 Oct 1.3.5.15.16.19.20.21.22.23.24.27.29.31 Nov 4.5.7.
19.25.26 Dec 7.10.22.24.28.
1932. Jan 8.11.13.19.23 Feb 3.22.25.27 Mar 2.9.22.23.24.

Lloyd's Register
Foundation

Total No. of Visits 89