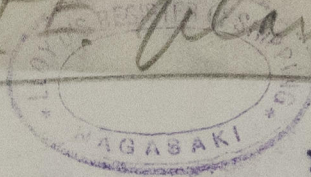


COPY

Place in F.F. plan bag.



Yes

Yes

1823

7th April 1932.

NAGASAKI.

NAGASAKI.

22nd April 1931

24th March, 1932.

Steel Twin Screw Steamer "USSURI MARU".

Complete Superstructure Vessel
without tonnage opening.

Forecastle.

5,110.12

*100AI.

Yes

Nagasaki.

--

404.5

26th Nov. 1931

500.

5,110.12

55.0

Nagasaki Works,
Mitsubishi Zosen Kaisha, Ltd.

6,385.57

33.0

Osaka Shosen Kabushiki Kaisha.

3,789.10

13551

35798

Osaka.

406.6

14.00

Osaka.

55.0

12.26

33.0

22'-11.3"

While Building.

m/m or

m/m or

30"

BA. 8 3 1/2 .45

27"

" 5 1/2 3 .35

24"

Ch. 250 90x90x11/14.5

BA. 5 1/2 3 .35

42 .54-.44

XXXXXX

9 3 1/2 .475

D.A. 90 90 13-12

3rd Dk & 2nd Dk alt.

D.A. 100 100 14.5-13.5

One .40

32- 35 .52

90 90 10.5

300 (frames 32-40)

9"

6x3 1/2 x 3 1/2 .375 Ch.

9 3 1/2 .475 BA.

6x3 1/2 x 3 1/2 .375 Ch.

15%

150 150 11

90 90 11 out. 3rd dk

10.5 in way 3rd

90 90 10.5 dk every

150 150 11 Every frame.

top of keel

64 .44 out. 3rd dk.

.475 Fore Peak.

8 3 1/2 .45

7/8 6 1/2 dias.

Yes

52 .50-.42

.42-.38

Yes

Deep Frame Arrangement
Main frames 250x90x90x
9/12 Ch. extends to 3rd
Dk & U.Dk or F.D. where
fitted alt. web cut down
to form 175x90x9 between
and Dk & U.Dk or F.D.
Treen dk frame 6x3 1/2 x 3 1/2
.375 Ch. ext. from 3rd to
U.Dk or F.D. where fitted.
Add. int. side girders
fitted 6'-0" apart & sht.
girders ext. as far as
practicable.

Three strakes of shell
plating next to keel
maintained .57 to coll.
bulkhead.

XXXXXXXXXX

180x75x75x9/10.5

30

XXXX XXX

180 75x75x 9/10.5 & 9/10.5

8.5 (105-110)

30

XXXX XX

180 75x75x8/10.5

8x3 1/2 x 3 1/2 .375/.50 (93-131)

30

.40 every 3rd frame
except eng. space fwd. Lower Pr. dk.
of 3/5 L at narrow ends.

Yes

32 .40

32 .40

150 75 8

30-35 5/8"

XXX XXX

180x75x75x8/10.5

24" & 27"

111331-0020 1/4

m/m or

Widely

Spaced
Pillars.

.36-.32 & .34

.34 & .32

1 1/2 Composition (partly)
.40 in way of Boiler
57 .34 to opening.
35 .34
.40 in way of F.W.
.30 tank.

XXXX 38 .62 to

XXXXXXXX 39 .42 at ends.

150 150 15.5 to
90 90x10.5
.41 at 18'-0" opening
to .36
.38 (Mach. openings)

XXXXXXXX Lower Fr.Dk.

36 .36

.32.30 & .25 (Partly
plated)
3" O.P. where exposed
2 1/2" O.P. where enclosed

.38
2" O.P. where enclosed
3" O.P. where exposed

35 .36

.28 3" O.P.

XXXX 48 .40 to
XXXX 36 .34

No.

50 1/2 .74 .65 .65

Double 7/8 3 1/3 4-3 7/8 3 Lapped

4 Three strakes maintained .57 to coll.
bulkhead

Double 7/8 3 1/3 3 7/8 3

1 .57 .48 .52

" 7/8 3 1/3 3 7/8 3

3 .57 .46 .46

" 7/8 3 1/3 3 7/8 3

XXXX 50 .72 .46 .46

" 7/8 3 1/3 4-3 7/8 3 1/3-3

XXXX 76 .66 .46 .46

" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

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" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

" 7/8 3 1/3 4-3 7/8 3 1/3-3

For particulars of other
bulkheads, please see
approved plan.

102 .26 125x75x8 18-31

102 .46 8x3 1/2 x 45 24-31

157 .52 180x75x9.5 24-31

7-13 .20 125x75x8 18-31

7-13 .20 125x75x8 18-31

7-13 .20 125x75x8 18-31

7-13 .20 125x75x8 18-31

7-13 .20 125x75x8 18-31

7-13 .20 125x75x8 18-31

7-13 .20 125x75x8 18-31

Imperial Steel Works. Yawata.

Mitsubishi
F.S. 9 1/2 x 2 1/2 Nag. Wks.
AS
C.S. approved Kobe Stl Wks.
plan. Mitsubishi
C.S. " " Nag. Wks.

489.5

14 1/2 knots

F.S. 11" top piece
11 1/2" Mitsubishi Nag. Wks.

9

Built, Stream line.

Double .50

Vertical

Open Hearth Process.



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Lloyd's Register
Foundation

37928194

2+

3B. 18.

1055	69 1 17	-	53 10	-	-	Halls patent	Kobe Steel Wks	Kobe 30-6-31	HAG.
1056	69 2 2		53 12	2	-	" "	" "	" "	" "
1057	69 1 17		53 10	-	-	" "	" "	" "	" "
	208 1 8								
1058	20 2 25	5 2 5 21 8 0 14	19			Ordinary	"	"	3-7-31

1792	313 2 $\frac{1}{2}$	101 $\frac{5}{10}$	924-2-11	720 $\frac{1}{2}$	270 2 $\frac{5}{16}$	Osaka Osaka. S.L.Chain Wks 23.26.27-6-31 Y.J.	SF. 120 4 $\frac{1}{2}$	70.59	120 4 $\frac{1}{2}$
		142 $\frac{1}{10}$					2-90 8		180 8
							2-90 7		180 7

90 4 $\frac{1}{2}$	64.22 S.F.	90 5
--------------------	------------	------

Brown Bros. patent steam tiller.
6-30 ft long.
24 Rafts. " 2 $\frac{1}{2}$ " Wood.

Emergency gear driven from aft mooring winch.

Mitsubishi Kobe Works.
2" soft wood. 7" apart.

Plates, angles and wood covers.

3"

18'0" x 14'0" 30'0" x 18'0" 27'6" x 18'0" 17'6" x 16'0"

No.1 - 3. No.2 - 5. No.3 - 5. No.4 - 3.

No

No

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.

Y 113:60	24. 3. 32
Y 6128:43	
Y 25:00	28. 3. 32
(Kobe charge)	Yes

*100AI
with freeboard

Nagasaki.



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Lloyd's Register
Foundation

0020 3/4

Placed in F.E. plan 607

1823

Yokohama April 1931
NAGASAKI

Yes
Yes
NAGASAKI
April 1931

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

/ / / / 45.2

3rd deck (stl) except in aft hold - pt No.3 Hold.
37063
V.E.C.J.

2 Decks steel - weather deck W.S.
Yes

105.0	173.3
102.5	399.0
-	-
131.0	291.4
	868.7

F.W.tank Eng.Rm.Port.	22.6	52.2
" " "	28.4	120.7
Star.	7.5	32.1
	7.5	32.1
	-	-

99
1931. April 22.23.25.28 May 4.5.8.12.13.19.27 June 1.2.8.9.17.22.24.25.26.
July 3.4.8.9.14.15.17.22.23.28.29.30 Aug 7.18.20.21.24.28.29.31 Sep 8.9.11.
14.16.17.21.22.30 Oct 1.3.5.15.16.19.20.21.22.23.24.27.29.31 Nov 4.5.7.17.
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.

10th Feb. 1931.
London.