

"KINUGASA MARU"

Information received verbally from Owners Representative on 22/11/51.

Left Japan Kasado Dock in ballast on 12th September, 1951.

Left Vancouver with 7543 tons of iron ore on 10th October.

First two days speed 10.8 knots 22 tons/day, ran into heavy weather, shell plate cracked PS 6' below water line abaft collision bulkhead No.1 hold frame 164. Repaired by cement box.

Captain put into Port Adak for bunkers.

3 days after leaving Port Adak shell plate cracked on SS abaft collision bulkhead frame 164 167 repaired by cement box.

Captain wireless no more cement and changed course to South.

9th November 12 frames cracked SS No.3 hold frames 95 - 105 and seams leaking between I & K strakes.

12 Nov. at 2000

1. 14 frames (FR.93 - 106) were broken off, 2 of which into 3 pieces, 6 into 2 pieces, and 6 in one place.
2. Shell plating was broken out around 3rd to 4th seams.
3. Beam end of upper deck was bent and slightly declined.
4. Shell plating was bent towards inside.
5. Broken position - about 10 inches above the water line.

13th Nov. at 0600

1. Emergency repair was done by securing 3 derrick booms horizontally across the frames at the same position (Lat.38.17 Longt.164.58) Bilge pumping satisfactorily.
2. Daio Maru and Kamikawa Maru were watching her, but Kamikawa Maru were in fear of short bunker.

14th Nov. at 2010

1. Struck with typhoon (Speed 11 m/s)
2. Sent S.O.S. in fear of being broken into pieces. Bilge pumping failed.
3. Impossible to remove to other vessel because of high seas.

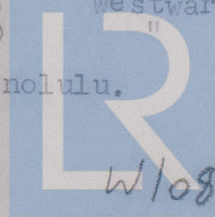
15th Nov. at 1200

1. Wind speed: 8 m/s
2. Position of each vessel is as follows:-

Name	Lat.	Longt.	Remarks
Kinigasa Maru	37.18	162.00	Westward at 8 miles
Kamikawa Maru	37.20	163.18	Westward "
Daio Maru	38.25	162.00	"

3. At 2000, an U.S. boat came from Honolulu.

4. Released S.O.S.



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16th Nov. 2000

1. Made utmost efforts to remove crew to Kamikawa Maru but in vain.

17th Nov. at 0500

1. Typhoon went over.

2. Emergency repair was good, but Fr, 107 was broken furthermore.
Bilge were increasing.

3. As soon as the sea get calm, Daio Maru's pump (portable, capacity 300 tons) would be shipped on her board and drainage will be done.

4. Felt at ease for a while.

5. Position: 32.20 162.00 Southward at 3 miles.

6. Kamikawa Maru, Daio Maru and U.S. boat were watching her.

7. On 16th, Government's coast ship and salvage ship Tokushima Maru left Japan and rushing toward her.

Process thereafter unknown)

19th Nov.

1. At last Kinugasa Maru was sunk at 19.30

2. Position: 32.9 (Lat) 168.35 (Longt.)

3. All crew were said to be rescued beforehand.



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