

Messrs. Yokohama Maritime Safety Board

Captain, S.S. "Kinugasa Maru"
Isamu Iwajima

P R O T E S T

Name of Ship: S.S. "Kinugasa Maru" Official No.: 67588
Port of Registry: Nishinomiya, Japan
Navigation District: Ocean
Type of Engine & HP: Triple Expansion, 2,000 HP
Owner's Address: 46, Imazaie-cho, Nishinomiya, Japan
" Name : Hashimoto Kisen, K.K.
Captain's Address: Kasei-cho, Kagawagun, Kagawa-ken, Japan
" Name : Isamu Iwajima
" Certificate: Ko-Type, Captain Certificate, No. 4654
Chief Engineer's Address: Neyagawa-cho, Kitakawachi-gun, Osaka, Japan
" " Name : T. kisaburo Kawakami
" " Cert. : Ko-Type, Chief Engineer Certificate
No. 1020
Port of Depature: Camvel river, Vaunconuer, Canada
Port of Destination: Yawata, Japan
Date & Time of Causality: 1358 hours, 19th November, 1951
a 32-09 N 162-35 E

The vessel left Camvel River, Vancouver Island, North America for Japan at 1850 hours on the 10th October, 1951 with a cargo of Iron Ore 7543 long tons loaded. (Draft fore 7,100 meters, aft. 8020 meters). Before sailing out an approved surveyor of that district surveyed the ship and referring to the recommendation made by the surveyor as to the condition of sea weather at that time, the vessel navigated on the North Pacific Route. From the 14th of October, 1951, however, the western wind and wave gradually increased and the ship was being pitched and rolled, continuing hard steering and the speed decreased. The waves were high every day and at last on the 23rd October, 1951 the force of the SW wind became 11 and the sea was raging billows, washing the forecastle deck and the steering of vessel became very very hard. In the mean time the curtain plate of the Flying Bridge, starboard side, was broken, the speed of ship would not regain as normal and finally owing to the shortage of Oil Fuel, it became difficult for the ship to reach the nearest port of Japan, Jurhiro, therefore sent a cable to the Charterer, Messrs. Kawasaki Steamship Co., Ltd., accordingly and requested their instructions what to do. Determined to have Oil Fuel supply at the Dutch Harbour and changed ship's course to the direction of the said harbour from the position of 49-35 N, 172-07 W, 0430 hours, 24th October, 1951 but according to the later instruction from the position of 50-30 N, 166-28 W, 1400 Hours, 25th instant, decided to have Fuel Oil supply at US Navy Base, Adack Island. Before arriving to the said island, when the ship was running slowly through the rough sea, we found a small leakage in the No.1

Hold and did temporary repairs. Reaching the harbour I requested to the Navy Authority to make a complete repair to this leakage and they kindly did repair works by thie own hands including the damaged parts of the Flying Bridge. And then upon completion of Fuel Oil supply left Adack Island for Japan at 1530 hours, 30th October, taking the Northern course but the sea was rough and the western wind was strong as before. Rolling and pitching heavily and on the 6th November, 1951 the force of western wind was couhted 10. and sometimes it increased up to 12. and then one of Life Boat was damaged. Under these circumstances it is felt that we cannot steer to break through the North-Pacific caunse and we consider it will be much safer to take the Southern course so I ordered to change the ship's course to SSW at 1930 hours, 9th November, 1951. On the same day at about 2358 hours, as we felt a shock at quarter of the staboard side as if the waves with same flooding object had hit on the shell plates and instantly excuited to take sounding from each hatch. We found at about 0035 hours, 10th ~~October~~, Bilges in No.3 Hatch staboard side was increased a lettles bit and at once got down into the hold and inspected interior, finding out that 12 frames at their mid-parts about 1 foot were fractured between frames No.s 94 and 105 and flooded from 4 places of shell plates' seams and their adjacent. Therefore mobilised all crews then available to do an emergency repairs to prevent the penetration of sea water and endeavoured to pumping out bilges. In order to protect the damaged parts tried to steer the ship so that the wave might hit on the stern of portside. As it is recongnized that the above damages might spread all over and also it may become impossible to discharge all bilges by our own pumps and considered that an emergency is immient, sent out SOS signal at 0055 hours, position 41-50 N, 163-20 E. On the same day at 0217 hours, got a rescue reply from M.V. "Kamikawa Maru" owned by Messrs. Kawasaki Steamship Co., Ltd., and again sent out wireless requesting her to come down for salvage. On the same day, at 2255 hours, discontinued to send out SOS signal for the distance between M.V. "Kamikawa Maru" and this vessel was nearing about 20 miles, and at 2400 hours on that date M.V. "Kamikawa Maru" could approach us. As the sea was still rough at that time, could not get in touch with her by means of boat transportation and was unable to get rescue materials and crews from M.V. "Kamikawa Maru". Requested, therefore, to M.V. "Kamikawa Maru" to keep on watch to this ship and endeavoured to prevent waters coming into the hatches. Collecting timber boards and pillars from each hatch and including sparrings attached same to the damaged places. In so doing we got seven rescue-crews who sent from an airplane belonged to USS "Escavana", U.S. Coasts Guards and with their help we could carry a derrick from No.3 Hatch and made reinforcement to the damaged part. The said crews left this vessel at 2155 hours on the same day, the above US vessel left uf for Yokosuka at midnight of the 11th. On the 13th, using two derricks from No.2 Hatch and one from No.4 Hatch made another reinforcements work to prevent the further penetration of sea water. Tried to steer the ship not being hit on the damaged parts with waves and requested M.V. "Kamikawa Maru" to stand by for rescue until a salvage board and a rescue boat despatched from the Maritime

Safety Board in Japan would arrive to us and endeavored to safeguard the vessel by our own hands. In the mean time on the part of M.V. "Kamikawa Maru" crews were standing by, loading repair materials and gears on a boat to come to help us, however as they got no special gear or installation to get down a life boat from a davit as US vessel did and moreover such gears as lowering down boat were hand-worked, they could not have a chance to start from the vessel though they had tried to do so several times.

As M.V. "Kamikawa Maru" is the only ship that can keep watch on us until a salvage boat reaches us, so I again asked to her to safeguard us and tied to steer the ship to southward safety zone.

On account of a low atmospheric pressure grew suddenly off the coast of Soufu is nearing to this direction at about noon on the 14th, sent out SOS signal again at 2205 hours (38-12 N, 164-20 E). The low atmospheric pressure became stronger and stronger afterwards and the force of typhoon wind from ENE-NE was counted 11. When the force of wind increased 12, one more life boat was damaged. Tried to safeguard the hull and endeavored to steer the vessel so that the wind and wave might hit on the stern, and made crews stationed along the damaged parts always and also tried our best to prevent flooding and discharged bilges at a full capacity.

At 2105 hours on the 15th discontinued to send SOS out temporary for a communication of another vessel. It is about time the salvage boat "Daiou" would have reached us but owing to the high waves she was unable to give us a direct help and moreover it was impossible to succeed the rescue job which was then making by M.V. "Kamikawa Maru".

After inspection of the damaged frames, found 16 frames were fractured and many rivets were slackened and some of them were off, which caused further damages and consequently penetration of the sea water was increased very much. The damages shell plates were always shocked about 1 foot in and out, it becomes such an immeasurable condition when a further big destruction may occur.

At about noon of the 17th, in spite of our effort, penetration of the sea water into No.3 Hold was increased and its height became about 5 feet from the bottom of hatch.

The capacity of discharging pumps were decreased very much on account of residues and mud of Iron Ore and became almost out of use. Moreover as the damages in No.3 hold were increased more and more, at about noon on the same day informed to M.V. "Kamikawa Maru" and S.S. "Daiou" that we are compelled to withdraw from the ship.

Prior to this situation tow more life boats were damaged, as stated before, by waves and were informed that Fuel Oil of S.S. "Daiou" became short and found herself only able to maneuver her own navigation limit. Therefore, decided to ask M.V. "Kamikawa Maru" to despatch her life boat to us.

At about 1655 hours one of her life boat reached this vessel in the face of high waves and about half number of officers and crews got aboard and at about 1800 hours they fortunately transferred to M.V. "Kamikawa Maru". The boat came back again and all the remaining officers and crews including Captain went on board the life boat and at 1850 hours completed tranships.

As "M.V." Kamikawa Maru is scheduled to go to USA we again transferred ourselves to the salvage boat "Daiou" despite of the high waves and waited for the arrival of another salvage ship "Muroto" which was on the way to us.

Then M.V. "Kamikawa

Maru" started to USA, 1050 hours, 19th. We crews of S.S. "Kinugasa Maru" could not throw out our feeling of devotion to the ship and hoped that the salvage ship S.S. "Tokushima Maru" would come up as early as possible and begged to God that we might get a chance to transfer discharging pumps of S.S. "Daio" to S.S. "Kinugasa Maru", however swelling waves would not permit us to do so. S.S. "Kinugasa Maru" at 1358 hours on the 19th (Japanese date & time) at last began to sink from her bow ahead at the position of 32-09 N, 162-35 E with a farewell of sorrowful tears of our crews. S.S. "Daio" left the spot at 1400 hours and headed for Yokohama, meeting S.S. "Muroto" on the way on the 21st, and reached Yokohama harbour 2015 hours on the 24th. We officers and crews of ex. S.S. "Kinugasa Maru" would like to expressed our sincere gratitude to all staffs and personnels of S.S. "Daio", S.S. "Muroto", M.V. "Kamikawa Maru" and USS "Escavara" and the officers of the Maritime Safety Board and its Ochiishi detachment who had given us thier best effort and endeavour, kind instructions and helps for this shipwreck and at the same time we have to express our best thanks to the personnels of Adack Base, US Navy.

As stated above, I hereby report you the full details of shipwreck.



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