

Kobe  
23<sup>rd</sup> April 1909

Arthur L. Jones

Re: The Nippon Yusen Kaisha Survey the  
Steel Screw Steamer "Awaji Maru" 1268 tons reg<sup>d</sup>  
of Tokio in order to ascertain the nature & extent of  
damage alleged to have been sustained at 4.10 am.  
of the 3<sup>rd</sup> April 1909 by colliding with the steamer  
California at Taku Bar outer anchorage.  
See the Log Books & a previous report made by  
the Surveyors to Lloyds Agents at Newchwang  
dated the 7<sup>th</sup> inst.

Upon examination of the vessel afloat in  
Kobe harbour on the 17<sup>th</sup> inst. the following  
damage was found, viz:- The plate next the stem  
in the fore-castle deck sheer strake on the  
starboard side broken: the stem bar broken  
short off at the fore-castle deck: the bow plates  
above the fore-castle deck on both sides broken:  
the stringer plate of the fore-castle deck on the



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Foundation



Starboard side bent & the fairlead displaced: one rail stanchion broken & one bent & rail bent for a few feet from the stem: Connections of fore mast stay & fore top mast stay at bow carried away: air pipe & goose neck from fore peak tank broken: and caulking of fore-castle wood deck started in places.

In the repair of the above damage the following recommendations were made, viz:— A new stem plate in the fore-castle sheer strake on the starboard side to be fitted: a new length of stem bar about four feet long to be fitted a new scarp being formed: new bow chock plates on each side to be fitted: the stringer plate of the fore-castle deck on the starboard side to be cut & pieced with a new plate 9ft 6ins by 1ft 6ins by  $\frac{7}{16}$  double riveted & fitted underneath the waterway angle: the fairleads on both sides to be resecured the wood deck partly recaulked near the stem & one deck plank of 6ins. by 3ins. by thirteen feet of beam to be renewed: one rail stanchion to be welded & one straightened & refitted & bent rails to be straightened: Stays from fore mast to be resecured at stem: a new piece & new goose neck to be fitted to the air pipe of the fore peak tank: also two short lengths of D bar moulding to be renewed. The repairs to be tested by water hose. These recommendations have been completed with.

Wm. L. Jones

Fee £100<sup>00</sup>

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