

WEEK 58 10p
No. 5445

Reg. 8.

Received at London Office

25 JUL 1927

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25/6/27 When handed in at Local Office 19 Port of Kobe
No. in Survey held at Innoshima. Date, First Survey 3/5/27 Last Survey 22/6/1927
Book. on the ~~Wood, Iron or Steel~~ SINGLE SCREW STEAMER "JINSHO MARU"

TONNAGE: Built at Innoshima. By whom Osaka Iron Works, Ltd. When 1919 2
GROSS 3195 Owners Nippon Kyodo Kisen Kab. Kaisha. Owners' Address
UNDER DK. 2757 Managers Nippon Kisen Kabushiki Kaisha. Port belonging to Kobe.
NET 1972 Osaka Iron Works

Surveyed Afloat or in Dry Dock? Both Name of Dock Habu, Innoshima. Destined Voyage
WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 2501 Port SHI

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he rendered his services for this purpose and to whom and why they were declined

ssNag.No.1-22.
Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft 4 in

Was a damage report made by anyone else? If so, by whom?

RS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY NO.2 AND DAMAGE stated to have been caused by collision with S/S "EMPERESS OF CANADA" on 14th March 1927 in Woosung River, near Shanghai. For further particulars see Kobe Damage Reports of 7th May and 23rd June 1927.
DONE:—Vessel placed in dry dock. Hull, bottom, rudder, stern—frame, and stem cleaned, painted and found or now placed in good condition, afterwards recoated.
Holds, tween decks, fore and after peaks and chain locker, spaces under bridge, engine boiler space and coal bunkers, cleared for survey, ceiling lifted, all fore and aft, all plating removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.

Shell plating in way of side lights examined and found in good condition.
Ash shoots, and plating under same examined and found in good condition. P.T.O.

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	X Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	23	14	2	3	8	6	7	2 Margin plates.
Removed and Fair'd or Repaired	5	5	2	3	—	—	2	—
Repaired or Repaired in place	8	—	—	7	—	2	2	—

CONDITION OF THE	Good	State if Tanks have been examined inside	Yes	Dblg. Plates under Sounding Pipes	Good	Copper, or I.M. of Wood Vessels	—
of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	"	(State if on felt)	—
Fastenings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	—
Plating	"	Ceiling	"	Scuppers	"	Boats	Good
Frames	"	Cement or Asphalt	Cement	Cargo Hatchways	"	Masts, Yards, &c.	"
Frames	"	(State which.)	"	Hatches	"	Condition, how ascertained	from aloft
Frames	"	Rudder	Good	Planking of Wood Vessels	—	(State if wedges removed)	No
Frames	"	Steering gear and its connections	"	Caulking	ditto	Sails	—
Frames	"	Windlass	"	Treenails	ditto	Equipment letter	t
Frames	"	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Anchors, No. of	3B. 1S. 1K.
Frames	"	Have Sluice Valves now been examined and found efficient?	—	Transoms, Pointers, & Crutches ditto	—	Cables (State if now ranged)	Yes
Frames	"	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame at openings ditto	—	" length	240 fms. 12-13
Frames	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places ditto	—	" (on board)	240 fms. 12"
Frames	"	and found efficient?	Yes	Stringers, Clamps & Shells	ditto	Rule length	240 fms. 12"
Frames	"			Salting	ditto	Hawser & Warps	Good
Frames	"			(State if examined.)		Standing and Running Rigging	"

General Observations, Opinion as to Class, Recommendation, &c.:—
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon the survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."
This vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of survey 6-27 and the notation S.S.Kob.No.2-1927.

(per Section 29) Yen 100:00
Damage or Repair Fee (if any) Hull & Machinery Yen 1550:00
Expenses (if chargeable) Yen 232:00
Including Machinery and Damage)
Surveyor's Fee (if any)

Fees applied for, 23/6/27
Received by me, June 27th 1927

Surveyor to Lloyd's Register of Shipping

Committee's Minute
Character Assigned 100A1
S.S. No. 2-27
TUES. 9 AUG 1927
CERTIFICATE WRITTEN
Lloyd's Register Foundation
W563 0073

Decks, casings, hatchways, hatches, and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, control gear, rods, chains, sheaves and hand gear, pumps, W.T.doors, scuppers, skylights, boats, masts (with deck angles), rigging(from aloft) anchors, chain cables (cables ranged) hawser and warps and general equipment examined and all found or now placed in good condition.

The whole of the rules requirements for S.S.No.2 have now been complied with

REPAIRS DUE TO DAMAGE.

All as recommended in Kobe Damage Report of 7th May 1927, copy attached herewith.

Certificate No.176 Kobe, for the lost anchor is returned herewith for
ion.

No.1 d.b.tank -- sounding pipe renewed.
In Aft Peak Tank-- a few slack shell rivets of bulkhead -- renewed.
Rudder pintles fitted with brass bushes.
Rudder gudgeon bored out and fitted with lignum vitae bushes.

A tunnel escape trunk has now been fitted and the ventilator at Tunnel Rece

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

Anchor Cert. No 559 Dusseldorf.
Drop test 12 ft 29/12/24.

dispensed with.