

REG. NO. 58 *Ballan 10p*
No. 5445

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 Register 549 Survey held at Innoshima Date, First Survey 3/5/27 Last Survey 22/6/1927
(No. of Vessels) Twelve

on the ~~Wood Iron or Steel~~ SINGLE SCREW STEAMER "JINSHO MARU"

TONNAGE: Built at Innoshima By whom Osaka Iron Works, Ltd. When 1919 YEAR 2 MONTH

GROSS 3195 Owners Nippon Kyodo Kisen Kab. Kaisha. Owners' Address Osaka Iron Works
(if not already recorded in Appendix to Register Book)

UNDER DK. 2757 Managers Nippon Kisen Kabushiki Kaisha. Port belonging to Kobe

NET 1972 Name of Dock Habu, Innoshima. Destined Voyage Osaka Iron Works

Surveyed Afloat or in Dry Dock? Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

WB=CellDBorDBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }
*100A1 9, 26 *IMC 9, 26
TS(CI) 7, 24

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

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

REPAIRS, 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 room, boiler space and coal bunkers, cleared for survey, ceiling lifted, all fore and aft, all machinery 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.

QUANTITY 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 Faired or Repaired	5	5	2	3	3	2	2	
Faired or Repaired in place	8	--	--	7	--	2	2	

CONDITION OF THE	Good	Yes	Good	Good	Good	Good	Good	Good
Decks	"	Yes	"	"	"	"	"	"
Fastenings	"	Yes	"	"	"	"	"	"
Plating	"	Yes	"	"	"	"	"	"
Frames	"	Yes	"	"	"	"	"	"
Transoms	Good	Yes	"	"	"	"	"	"
Beams	"	Yes	"	"	"	"	"	"
Stringers	"	Yes	"	"	"	"	"	"
Bottom Plating	Good	Yes	"	"	"	"	"	"

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 this 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.

Fees applied for, 23/6/1927

Received by me, Aulatt Surveyor to Lloyd's Register of Shipping.

Yen 100:00
Yen 1550:00
Yen 232:00

TUES. 9 AUG 1927

Character Assigned 100A1

S.S. No. 2-27 + L.M.C. 6-27

W563 0073

Lloyd's Register Foundation

REG. NO. 58 Ballan 10p No. 5445

Double bottom tanks, and fore and after peak tanks examined internally, four or now placed in good condition, afterwards recoated and tested with a head of water required by the rules and found tight.

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 freeboard verified.

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.

Particulars of new anchor. See table below at.

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

REPAIRS DUE TO WEAR AND TEAR:-

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.

ALTERATION:-

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

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.			
39689	1st Bower ...	48	2	22	Stokes										UNION.	DORTMUNDER	DUSSELDORF.
559	2nd "	42	1	13	"			37	8	0	14	40	-	-			26-2-25.
89950	3rd "	42	0	0	"							39	2	-			
	Collective Weight.	133	0	7								119	2	-			
	Stream																
	Kedge.....																

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

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Stream Chain or Steel Wire...											

dispensed with.

E.S.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.



© 2020

Lloyd's Register Foundation