

COPY

Lloyd's Register of Shipping.

Port of Kobe.

7th May, 1927.

This is to Certify that

A. Watt,

the undersigned Surveyor to this Society did at the request of

the Owners, survey the

S.S. "JINSHO MARU",

3195 tons gross of Kobe,

for the purpose of ascertaining the nature and extent of damage stated to have been caused by, (1) Collision with S.S. "EMPERESS OF CANADA" on the 14th March 1927, when the vessel was proceeding down Astrea Channel en route from Shanghai to Japan, and (2) Grounding in river subsequent to collision, also (3) Salvage damage.

For further particulars see Master's letter to The Harbour Master, Shanghai, dated 24th March 1927, and Log Books.

On the 3rd May 1927, and subsequent dates, whilst the vessel lay in dry dock at the Osaka Iron Works Mitsunobu Dockyard, Innoshima, the undersigned upon examination found,

- (1) Damage by collision on port side amidships, principally in way of boiler room, Engine room, side and tween deck bunkers and space under bridge, the bridge deck being torn from the aft corner of forward bridge house to the side of fidley, and the flying bridge torn down.

© (Continued.)

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Continuation of damage report on S.S. "JINSHO MARU". Kobe, 7/5/27.

(2) Damage by subsequent grounding on the starboard side in way of Engine Room double bottom.

Note: Items due to subsequent grounding are marked * . and those due to Salvage operations are marked X .

FOUND

RECOMMENDED

Port side amidships:

Side plating:-

Note: Plates are numbered from aft end.

H strake (Bridge deck sheer strake)		
plates Nos. 6, 7 & 8 -	torn & fractured	to be renewed.
M strake, plates Nos. 8 & 9 -	" " "	" " "
plate No. 10 -	bent	" " off, faired & refitted.
L strake, plate No. 7 -	bent at forward end	damaged part to be cut off.
plate No. 8 -	torn & fractured	to be renewed & made longer to suit L 7.
plate No. 9 -	" " "	to be renewed.
K strake, plates Nos. 6, 9 & 10 -	torn & fractured	" " "
H strake, plates Nos. 8 & 9 -	torn & fractured	" " "
plate No. 10 -	bent	" " off, faired & refitted.
G strake, plate No. 7 -	bent at forward end	damaged part to be cut off.
plate No. 8 -	torn & fractured	to be renewed & made longer to suit G 7.
plate No. 9 -	" " "	to be renewed.
plate No. 10 -	aft end set in	to be released & faired in place.
F strake, plates Nos. 7, 8 & 9 -	fractured & torn	to be renewed.
E strake, plates Nos. 7 & 8 -	fractured & torn	" " "
plate No. 9 -	bent	" " off, faired & refitted.
D strake, plates Nos. 8 & 9 -	fractured & torn	" " renewed.
C strake, plate No. 4 -	forward end torn	forward half (about 12 ft. long) to be renewed.
plate No. 5 -	fractured & torn	to be renewed.
Port bilge keel - shell angle and bulb		
plate for about 42 ft. length -	broken	to be renewed.

Starboard side:

bottom plating:-

A strake, plate No. 6 set up at edge	to B strake	to be faired in place.
B strake, plate No. 5 set up at forward end	plate No. 6 set up	" " off, faired & refitted.
C strake, plate No. 3 indented		" " faired in place.
In Engine Room Double Bottom Tank (No. 4):		
Two longitudinal bottom frames in way of		
above plates -	bent	To be off, faired & refitted.
Four floors -	slightly buckled	" " faired in place.

On port side:

In way of Nos. 2 & 3 tanks:-

Two margin plates -	holed & buckled	to be renewed.
Margin angle in bilge -	broken	" " "

to be renewed.

(Continued.)

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Continuation of damage report on S.S. "JINSHO MARU". Kobe, 7/3/27.

FOUND

RECOMMENDED

Two tank top plates next margin - broken

to be renewed.

In No.2 double bottom tank:-

Aft W. T. floor - buckled

to be cut and part renewed.

One floor

" " renewed.

One bracket to aft W.T. floor - buckled

" " cut and part renewed.

One longitudinal to tank top - bent

" " " " "

One longitudinal bottom frame - bent

In No.3 double bottom tank (under Boilers):-

One floor - buckled

to be cut and part renewed.

Three floors - slightly bent

" " faired in place.

One bracket to forward W.T. floor - buckled

" " renewed.

Two floor angles to tank top - bent

" " "

One longitudinal to tank top - bent & broken

" " cut & part renewed.

One longitudinal to tank top - bent

" " off, faired & refitted.

One longitudinal bottom frame - bent

" " cut and part renewed.

In bilge:-

Three tank side brackets

- bent

to be renewed.

Damage stated caused by Salvage Lighter:

On starboard side at forward end:-

6 strake, plate No.12 - set in longitudinally to be off, faired and refitted.

7 strake, plate No.12 - " " - ditto -

to be faired in place.

plate No.13 - indented

8 bilge keel - forward length of bulb plate about 4'-3" long - bent

" " off, faired and refitted.

Longitudinal side framing:-

Fourteen B.A. longitudinals (12 about 52 ft. long & 2 about 12 ft. long) - broken

to be renewed.

Twenty-one brackets to above - bent or broken

to be renewed.

Three Bridge deck longitudinals each about 52 ft. long - broken

to be renewed.

Three Upper deck longitudinals each about 48 ft. long - broken

to be renewed.

Two Second deck longitudinals each about 30 ft. long - broken

to be renewed.

Five (8) brackets of above deck longitudinals to Boiler casing - bent

to be renewed.

Bridge deck plating etc:-

Two stringer plates B.S.2 & B.S.3 - torn

to be renewed and made longer to suit B.S.4. damaged part about 6'6" long to be cut off & B.S.3 made to suit.

One stringer plate B.S.4 - bent at aft end

In strake next stringer:-

One plate B.S.12 - bent at forward end

to be faired in place.

(C continued.)

Continuation of damage report on S.S. "JINSHO MARU". Kobe. 7/5/27.

FOUND

RECOMMENDED

Two plates B.D.13 & B.D.14 - badly broken to be renewed.

In stroke 2nd from stringer:-

Two plates B.D.8 & B.D.9 - bent & torn

Stringer angle - bent and broken

Single scotting - badly bent

One coal hatch coaming - carried away

One " " - buckled

to be renewed.

about 47 ft. length to

be renewed.

to be renewed.

" " "

" " off, faired & refitted.

Upper deck plating etc:-

Two stringer plates U.S. 7 & 8 - torn

One stringer plate U.S. 9 - bent

to be renewed.

" " faired in place.

In stroke next stringer:-

Two plates U.D.36 & 39 - torn

One plate U.D.37 - bent at forward end

to be renewed.

" " faired in place.

In stroke 2nd from stringer:-

One plate U.D.24 - torn

One plate U.D.25 - bent

Stringer angle - bent and broken

One coal hatch coaming - carried away

One " " - buckled

to be renewed.

" " off, faired & refitted.

about 48 ft. length to be

renewed.

to be renewed.

" " off, faired & refitted.

Mid deck plating:-

Two stringer plates M.S.7 & 8 - buckled

One deck plate M.D.32 - "

to be renewed.

to be cut & about 10 ft.

renewed.

Shell angle in way of above - "

Boundary angle to deck of cross bunker

bulkhead - buckled

about 20 ft. to be renewed.

about 20 ft. to be renewed.

Transverse Web Frames on port side:-

No.30 transverse - upper parts under bridge

deck & upper deck - bent and broken

No.30 bracket & angle above upper deck - cut

No.32 transverse - badly broken

No.34 transverse in way of bridge space

- buckled

No.36 transverse lower part - buckled

No.36 transverse buckled in bridge space

No.36 transverse bracket & angle above upper

deck - cut

to be part renewed.

" " renewed.

" " renewed completely.

" " renewed.

part from bilge to upper

deck to be renewed.

to be off, faired & refitted.

to be renewed.

Forward W.T. Bulkhead of Boiler Room on port side:-

4 horizontal plates under 2nd deck and

1 bilge plate - badly buckled

Top, bottom & shell angles of bulkhead

- badly buckled

to be renewed.

" " "

(Continued.)

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Continuation of damage report on S.S. "JINSHO MARU". Kobe. 7/5/27.

FOUND

RECOMMENDED

Flanged plates in lower tween deck space - buckled	Three plates to be renewed and one to be off, faired and refitted.
bottom and side boundary angles - bent and broken	to be part renewed.
horizontal B.A. stiffeners - badly bent	one 3'-0" long to be renewed six to be cut & part renewed 18 ft. to 24 ft. lengths. to be off, faired & refitted.
vertical web stiffener - buckled	to be off, faired & refitted & W.T. doors placed in work- ing order.
anchor rods of two W.T. doors - bent	to be off, faired & refitted. " " cut. & off, faired & refitted.
main Screen Bulkhead in Stokohold:-	
vertical plates - bent	to be off, faired & refitted.
bottom face angle - "	" " cut. & off, faired & refitted.
main Bulkhead between Boiler & Engine Rooms:-	
vertical plates above 2nd deck - buckled	to be off, faired & refitted.
vertical plate on port side above 2nd deck - buckled	" " cut & lower part renewed.
part of screen bulkhead - badly buckled	to be renewed.
beam between Engine & Boiler Rooms - buckled	" " off, faired & refitted.
bulkhead in Bridge space:-	
side - badly broken	to be renewed.
starboard side - adrift	" " repaired & placed in good order.
bunker on port side:-	
bulkhead plates badly buckled & holed	to be renewed (except aft bulkhead).
vertical B.A. casing stiffeners with and bottom angles - buckled	to be renewed.
vertical corner angles of bulkhead - buckled	" " renewed.
diagonal stays - broken	" " renewed.
ladder to bridge deck - buckled	" " renewed.
bunker on starboard side:-	
vertical plates of side bulkhead - set in	to be renewed.
vertical B.A. stiffeners - bent	" " off, faired & refitted & butt straps fitted at knuckle.
ladder - bent	to be off, faired & refitted.
longitudinal B.A. side frame bent at boiler stays	" " cut. & off, faired & refitted.
beams & cheeks:-	
"half" beams under port boiler - buckled	to be renewed
"half" beams under starboard boiler - buckled	" " "

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FOUND

RECOMMENDED

Two fore and aft brackets under port boiler	- buckled	to be renewed.
Two fore and aft brackets under starboard boiler	- bent	to be off, faired & refitted & fit doubling to tank top under forward bracket.

Bridge Houses, Boat Deck, Flying Bridge etc:

Forward House at forward port side of Bridge Deck:-

Two outside plates at aft corner	- torn	to be cut and part renewed.
One frame angle in way of above	- bent	to be renewed.
Two side-light frames & glass	- broken	to be renewed.
Aft steel bulkhead	- badly buckled & torn:-	
One vertical plate		to be renewed.
One vertical plate		to be faired in place.
Boundary angles in way of above with top plate for wood deck planking		to be renewed in way of damage.

In Bath Room:-

One plate of division bulkhead with boundary angle		to be renewed in way of damage.
W.C. bowl	- broken	to be renewed.
Wooden bath tub	- sprung	to be overhauled & repaired.
Wood gratings	- broken	to be renewed.
Tiled floor	- broken	to be renewed.
Scuppers, piping & electric lights & wiring	- damaged	to be repaired as necessary.
One entrance door	- sprung	to be repaired as necessary.

In Wireless Room:-

Wood lining, banks & sofa	- broken & damaged	to be part renewed & repaired.
One entrance door sprung		to be repaired.
Two mushroom vents for above rooms	- broken	to be renewed.

On starboard side Bridge House, in Chief Engineer's, 1st Engineer's & Cook's Rooms (stated to have been submerged when vessel was aground):-

Banks, drawers & furniture	- sprung	to be repaired.
Beds and sofa mattresses	- soaked	to be renewed.
Two doors of above rooms	- sprung	to be repaired as necessary.

Bridge Deck fittings etc:-

One derrick post ventilator (with hood) down to upper deck	- broken and bent	to be renewed (eye plates, shackles & fittings to be used).
Dragon pine derrick beam	- damaged by salvers	to be renewed.
Three guy-stays for derrick post with deck eye plates	- broken	to be renewed.
One solid pillar in bridge space under winch	- bent	to be renewed.
One girder under above winch	- buckled	to be renewed.
One 14" ventilator coming a cowl-head to cross bunker	- bent	to be off, faired & refitted.

(Continued)



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Continuation of damage report on S.S. "JINSHO MARU". Date. 7/5/27.

FOUND

RECOMMENDED

12" vent casings with cowl-heads		
- torn off & broken		to be renewed.
Handrails & stanchions on port side of bridge deck	- badly bent	to be renewed.
Wh-rail with stanchion & shoot	- carried away	to be renewed.
Wooden ladder to forward boat deck	- torn down	to be refitted & repaired.
Handrails for above ladder	- bent	to be renewed.
Gunnel guy-stays	- broken	to be renewed.
Gunnel guy stay eye plate	- torn off	to be renewed.
Deck cleat	- torn off	to be renewed.
C.I. Bollard	- broken	to be renewed.
Wh deck pipe & hose connection on port side of bridge deck	- broken	to be renewed.
Plating under port side of bridge for alley, Bath, W.C. & deck scuppers	- broken	to be renewed.
Casing plate of Engine Casing in way of hole for steam pipes	- torn	to be patched & repaired.
Over plate for above deck steam pipes	- broken	to be part renewed and repaired.

Aft bulkhead of Bridge:-

Plate on starboard side	- torn at seam	to fair in place and fit doubling.
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Port deck on port side of forward Bridge House:-

Seventeen(17) deck planks	- broken	to be renewed.
Planking started at seams		to be caulked.
Three steel deck beams	- bent	to be part renewed.
Deck for above	- bent	to be renewed.
Deck for secondary Batteries	- broken	to be renewed.
Twenty Battery Cells	- lost	to be renewed.
Deck for Sulphuric Acid Bottles	- broken	to be renewed.
Wh-gear Box	- broken	to be renewed.
Handrails	- bent	to be renewed.
Four(4) handrail stanchions	- bent	to be off, fair and refit.
Handrail stanchion	- palm broken	to be part renew and refit.
Stove pipe of Saloon stove	- bent	to be repaired & refitted.
"Tenna" boat davit on starboard side	- bent	to be off, faired & refitted.
Three boat checks - two on port side and one on starboard side	- broken	to be renewed.
Boats	- see later sheet.	

Port side of Bridge:- port side torn down & broken

Forward beam	- broken	to be part renewed.
Aft half beam with bracket	- bent	to be renewed.
End Carlin	- torn off & lost	to be renewed.
Wood planking with margins on port overhang	- broken	to be renewed.
Wood deck	- started	to be caulked.
Handrail stanchions	- bent	to be off, faired & refitted.
Stripping of overhang	- bent & broken	to be renewed.
Over-dockers	- torn	to be renewed.
Swinging stanchions with diagonal stay	- torn off and bent	to be renewed.

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Statement of damage report on S.S. "JINSHO MARU". Kobe. 7/5/27.

UND

RECOMMENDED

Awning spars and four cross-spars

- broken	to be renewed.
to bridge house - torn down	to be repaired & refitted.
table - sprung	to be repaired & refitted.
upper - broken	to be renewed.
of Lamp Screen - broken	screen to be part renewed and refitted.

and Engine Casing (Port side):-

plate of casing - buckled	to be cut & part renewed.
plate - buckled	to be cut and part renewed.
ring plates - bent	to be faired in place.
corner angle - bent	to be part renewed.
seaming angle - broken	to be part renewed.
bar steps on side plate - broken	to be renewed.
door - upper half - bent	to be off, faired & refitted.
Hinges and lock - broken	to be renewed.

space:-

plates of casing - bent	to be off, faired & refitted.
horizontal B.A. stiffener on above - bent	to be off, faired & refitted.
vertical flanged web stiffeners - buckled	" " renewed.

deck - stated to have been smashed
channel was aground:-

Grating for Hand Steering Gear

- lost	to be renewed.
lever for Hand Steering Gear - lost	to be renewed.
steering gear - dirty	to be overhauled & cleaned.
machine - dirty	to be overhauled & cleaned.
- dirty	to be overhauled & adjusted.

Light Screen board - broken by
salvers

to be part renewed.

back air pipe of aft Peak tank

- torn off by salvers

to be renewed.

Hold:-

door from Tunnel recess - burst

by pressure of water to be renewed.

Well Deck:-

box 2 ton size - stated lost	to be renewed.
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Equipment & stores:-

about - stated to have been damaged

at Shanghai

to be renewed.

about sprung

to be repaired as found necessary.

about - sprung

- ditto -

as per list - damaged or stated
to be lost

to be supplied.

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Also RECOMMENDED.

- All temporary repairs to be dismantled as required in order to effect permanent repairs.
- All outside plating - to be cleaned and recoated.
- All hold spaces, tween deck cargo spaces, coal bunkers, and engine and boiler spaces including bilges and tank top in these spaces - to be cleaned and recoated.
- All bilge piping and rose-boxes - to be cleaned, repaired if necessary and placed in good condition.
- All ballast and feed piping in Nos. 2, 3 & 4 tanks - to be cleaned and placed in good condition.
- Double bottom tanks No. 2, No. 3 under boilers, and No. 4 under engines - to be cleaned and recoated.
- All exposed surfaces of upper deck in wells and under bridge - to be cleaned and recoated.
- All wood work and steel work (submerged when aground) - to be cleaned and recoated where necessary.
- All slack and started rivets in way of damage - to be renewed.
- Any fittings or parts of structure removed or disturbed in order to effect or facilitate repairs - to be refitted and placed in good condition.
- All new and repaired parts - to be recoated.
- Broken and disturbed cement - to be renewed.
- Nos. 2, 3 & 4 double bottom tanks - to be tested in dry dock after repair.
- Repaired parts of shell plating, weather deck and stowagehold W.T. bulkhead - to be hose-tested after repair.

For Engine Department repairs see following sheets.



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ENGINE DEPARTMENT.

FOUND

The port boiler was forced inboard and aft through the screen bulkhead, and against the crankshaft of Main Engine.

The starboard boiler was pushed inboard against the side bunker, and the Main Condenser was forced about one foot aft.

RECOMMENDED

Main Engine L.P. Cylinder broken at exhaust branch

brackets on H.P. & M.P. back columns (solid cast with each column) - broken off

L.P. Suction Pipe from L.P. Cylinder to condenser - upper bend piece - broken

Air & Circulating Water Pump Body (one casting) broken at circulating pump discharge branch
Air vessel of circulating pump - broken at flange

The circulating pump discharge pipe to condenser

Copper Circ. Water Discharge Pipe from condenser to overboard - bent

Air pump suction pipe from Condenser; vertical pipe broken

Two valve boxes for forward Engine driven Feed Pumps - broken

Spring & guide pillars of one relief valve of Feed Pump - bent

Engine driven Feed Pumps
" " Bilge "

H.P. crank webs compressed about 1/16" and
M.P. " " " 1/32"

Coupling Flange of forward journal of H.P. crank shaft - chafed by boiler striking the flange

to be renewed.

both columns to be renewed.

to be renewed and lower piece to be examined, and tested.

casting to be renewed fittings to be used.

to be renewed and to be tested & examined.

one piece to be renewed. two pieces to be tested & examined. Discharge valve on ship's side to be tested & examined.

to be renewed and horizontal pipe tested & examined

to be renewed.

to be renewed & valve tested & examined.

to be tested & examined. " " cleaned & overhauled.

H.P., M.P. & L.P. crank shafts to be tested for truth in the and main bearings to be cleaned.

to be faced off smooth.

NOTE:- Separate prices to be given for

(1) Fitting one new crank journal.

(2) " one new crank pin.

(3) Skimming up journals & crank pin of one crank shaft, re-metalling bearings & bedding crank shaft, & centring to suit.

Also RECOMMENDED.

Main Engine stop valve - to be tested and examined.

Thrust and Tunnel Shafting with bearings and horse shoes - to be lifted up in ship, cleaned and refitted.

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propeller (taken off by salvors to facilitate towing) - to be refitted to Tail Shaft, and Tail Shaft to be drawn in and examined before fitting propeller.

P. & M.P. Cylinders to be taken to shop and cleaned, tested by hydraulic pressure and examined.

Other parts of Main Engines to be overhauled, cleaned and placed in good condition, including all water service and other piping.

Main Engine Bedplate to be taken to shop and engine re-built.

Main Condenser (steel plate shell):-

Two bottom feet with shell angles bent - to be renewed.

Two top stays " " " " " "

Tube plates and tubes to be dismantled to effect repairs, tubes to be cleaned and refitted and condenser afterward tested by head of water and made tight.

Set iron platforms, handrails and ladders - bent, to be faired or part renewed as found necessary.

Engine Room floor plates, angles and supports - to be repaired and placed in good condition.

Deck flooring in shaft tunnel - to be repaired and placed in good condition.

Engine spare parts on bulkheads - to be cleaned and recoated.

FOUR

RECOMMENDED

Starboard Boiler:-

Back end plate under starboard bottom manhole - set in about 13/16"

Section of back end plate around bottom manhole to be cut off & renewed, 3 screw stays in way of repair to be renewed & 3 bottom main stays to be taken out to effect repairs and refitted.

Port side of boiler shell set in about 1/16" maximum over a surface about one foot wide by 4'-0" circumferential length.

It is considered that these indents do not affect the strength of the boiler.

Starboard side of boiler shell near aft boiler bearer set in about 1-1/16" maximum, the indent being about 2'-2" dia. Starboard side of boiler shell near forward boiler bearer indented about 1/16" maximum by 12" diameter and shell slightly torn.

Boiler to be tested and caulked as found necessary.

torn part to be chipped off.

Port side aft eye plate of boiler stay - torn off and two studs pulled out of boiler, other three eye plates started

all studs of eye plates to be renewed and plates refitted.

Starboard Boiler:-

Shell plate on starboard side in way of main boiler bearer indented about 1/16" maximum by 12" wide & 4'-10" circumferential length

Boiler to be tested & caulked. It is considered that this indent does not affect the strength of the boiler.

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FOUND

RECOMMENDED

Six boiler stays (two from each boiler to ship's side & two between the boilers)	
- bent or broken	to be renewed.
Both boilers to be taken to shop to effect repairs, and boilers to be cleaned, resealed and refitted in place.	
Smoke boxes, uptakes, air trunks and funnel - twisted and bent	to be re-built or repaired & refitted.
Sebestos & sheet iron lagging of boilers - damaged	to be renewed.
Two main stop valve bodies - broken	to be renewed completely.
Port Auxy. " " " "	" " " "
Main & Auxiliary Feed check valves of port boiler - broken	" " " "
Main feed valve of starboard boiler - broken	" " " "
	and auxiliary feed valve to be tested.
Two water gauge stand pipes with cocks, glasses, valves & copper pipes - broken or bent	to be renewed.
Four blow-off valves - broken	" " "
Two oilometer cocks - broken	" " "
Main steam piping copper 6" bore by about 18 ft. long - badly bent or fractured	to be renewed & lagged.
Feed pipes (copper) - bent or broken	to be repaired or renewed as found necessary and lagged.
Two waste steam pipes - bent	to be part renewed and repaired.
One pipe for steam whistle - bent	to be faired and bands renewed.
Stokehold floor plates and supports - bent and broken	to be part renewed and placed in good condition.
Hot iron gratings, handrails, ladders in stokehold - bent	to be faired or repaired & placed in good condition.
One sea cock for ash wetting in stokehold - broken	to be renewed.
One copper pipe 1 1/2" bore by about 20 ft. long for ash wetting - buckled	to be renewed.
All sea valves and cocks in engine room and main injection sea valve with suction pipe to circulating pump to be tested.	to be opened up and cleaned
Piping to exhaust box on port side of engine room - bent and broken	to be off, faired or repaired and refitted.
Exhaust box valves	to be opened up, overhauled & tested.
One double-valve chest on exhaust valve box - broken	to be renewed.
Auxiliary steam and exhaust piping in engine boiler space where bent	to be faired and refitted or part renewed as found necessary, & all valves to be overhauled.
Generally: All valves and piping in Engine & Boiler space to be overhauled and examined.	
Pressure Gauges, damaged by submersion:-	
7 gauges for engines & boilers.	
2 for reducing valves.	
2 for dynamo engine including oil pressure gauge and	
2 for feed heater	to be renewed.

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FOUND

RECOMMENDED

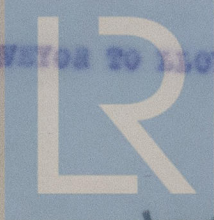
Engine Revolution Counter damaged by water
 Telegraph to bridge and voice tubes
 D.K.S. Dynamo - damaged by water
 Main switch-board - damaged by water
 Electric light wiring in engine & boiler
 rooms - damaged by water
 Wireless telegraph machines, fittings &
 wiring
 Forced draught fan engine:-
 Bedplate - broken
 Fan casing - bent
 Air trunk - twisted
 Two Air Gauges - lost
 Suction pump with bedplate - broken
 Stop valve for pump - "
 General Service pump - "
 Air's Feed Pump - discharge valve
 body - broken
 Air's Feed Pump, heater, evaporator and pump
 Also ballast and sanitary pumps
 7" winch with bedplate for port side of
 cargo deck - broken
 Main and exhaust piping and valves for
 engine - broken
 Steering Engine submerged when aground
 Steering Gear
 Cargo deck winches - "
 Winches used by salvors
 Main steam and exhaust piping - submerged
 Deck bench and vice torn from bridge deck
 Fire gear & equipment as per list - damaged
 & stated to have been lost

RECOMMENDED that all fittings removed to effect or facilitate these
 repairs be refitted in good order, and all necessary repairs carried out
 in order to place the Hull and Machinery in as good and efficient con-
 dition as before the damage.
 Machinery to be tried under working conditions after repair.

to be renewed & gear to
 be overhauled.
 to be overhauled and
 placed in good order.
 to be repaired or renewed
 & engine to be overhauled
 & cleaned.
 to be repaired or renewed.
 to be tested and repair-
 ed or renewed.
 to be tested, overhauled
 & repaired as found
 necessary.
 to be renewed & engine &
 fan to be overhauled and
 placed in good order.
 to be repaired.
 to be re-built.
 to be renewed.
 to be renewed.
 " " and piping
 for pump to be repaired as
 found necessary.
 to be overhauled & cleaned.
 to be renewed.
 to be overhauled & cleaned.
 to be renewed.
 " " "
 to be overhauled & cleaned.
 to be cleaned.
 to be overhauled & cleaned.
 " " " re-
 paired.
 to be cleaned, lagging re-
 newed where necessary and
 covers & fastenings to be
 overhauled & repaired.
 to be renewed.
 to be renewed.

A. Watt

SURVEYOR TO LLOYD'S REGISTER.



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Lloyd's Register
 Foundation

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S.S. "JINSHO MARU".

List of Fittings & Equipment to be supplied
damaged or stated to have been lost.

DECK DEPARTMENT.

<u>Item.</u>	<u>Number.</u>	<u>Size.</u>	
Hatch tarpauline	6 pieces	28'-1" x 19'-6"	tern.
Hatch boards	136 "	10'-0" x 1'-0"	lost.
Hatch boards	60	5'-0" x 1'-0"	lost.
Hatch boards	17 (cross bunker)	7'-0" x 1'-0"	lost.
Hatch boards	16 (side bunker)	3'-0" x 1'-0"	lost.
Hatch bars	12	10 feet long	lost.
Hatch wedges	220 pieces	-	lost.
Cargo fittings:-			
Electric lamps	4 with 100 ft. of electric wire		damaged by water. bent.
Rat guards	10 pieces	sheet iron	
Cargo hooks	4 pieces	-	lost.
1" common shackles	20 pieces	-	lost.
Borrick guys	12 pieces	-	lost.
Sling ropes	22 pieces	13 of 3½" circumference and 9 " 4 "	lost.
Snatch blocks	3 pieces	one of wood and two iron	lost.
Guy blocks	8 pieces	10"	lost.
Cargo slings	2 pieces	made of rope	lost.
Bell	1	5"	broken.
Hammers	2	middle size	lost.
Anchor shackle	1	2½"	lost.
Spare Bower Anchor	1	4640 lbs. stockless	used and lost when sground. submerged and soft.
Hawsers	2	one coil each 7" & 7½"	

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(Continued.)

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S.S. "JINGHO MARU".

<u>Item.</u>	<u>Number.</u>	<u>Size.</u>	
Boat Fittings for two lifeboats:-			
Boat covers	4	48 ft. total No. 3 canvas	lost.
Boat covers	2	27 ft. by 8'-6"	lost.
Water tanks	2	10 gallons each	lost.
Washers	6	-	lost.
Washers	16	-	lost.
Washers	14	-	lost.
Boat hooks	4	-	lost.
Boat	1	-	lost.
Boating planks for two lifeboats		-	lost.
Wash rope	4	each 2 1/2" by 15 fathoms	lost.
Wash anchors	2	-	lost.
Washers	2	-	lost.
Washers	2	-	lost.
Wash fittings:-			
Wash rope	1	3 1/2" by 15 fathoms	lost.
	1	-	lost.
Wash ladder	1	-	lost.
Wash blocks	2	-	lost.
Wash cover	1	-	lost.
Wash fall	1	3 1/2" by 110 fathoms	lost.
Wash block	1	7"	lost.
Wash blocks	4	2 main cargo blocks & 2 side bunker derrick	lost.
Wash stoppers	2	-	lost.
Wash planks	2	-	lost.
Wash ropes	4	2" by 15 fathoms (tarred)	lost.
Wash fenders	2	-	lost.
Wash lines	2	35 fathoms	lost.
Wash tackle	1 set	wooden double block 12"	lost.

(Continued.)

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S.S. "JINSHO KAMU".

<u>Item.</u>	<u>Number.</u>	<u>Size.</u>	
Hose coupling	1	-	lost.
Life buoys	2	with certificates	lost.
Log lines	2	45 fathoms each	lost.
Leads and lines	2 sets	-	lost.
Thermometer	1	-	lost.
National flag	1	-	lost.
Signal flags	4	R. K. M. & F.	lost.
Mat	1	60'-0" x 3'-0"	lost.
Ventilator covers	4	-	lost.
Socket covers	4	-	lost.
Microscope	3	-	lost.
Lamps:			
Red side lamp	1	with certificate	lost.
Stern lamp	1	" "	lost.
Anchor light	1	" "	lost.
White lamps	2	" "	lost.

Fittings lost during salvage operations:-

Barpaulins	2	20'-1" x 9'-6"	lost.
Barpaulins	14	19'-6" x 10'-0"	lost.
Planchboards	47	10'-0" x 1'-0"	lost.
Planchboards	49	5'-0" x 1'-0"	lost.
Planchboards	14	7'-0" x 1'-0"	lost.
Wire ropes	18	3½" x 15 fathoms	lost.
Steel wire	1	4½" x 120 fathoms	lost.
Wire reel covers	4	-	lost.
Stage ropes	2	220 ft. total	lost.
Wire shackles	1	2½" diam.	lost.
Wire	2	-	lost.



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(Continued.)

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S.S. "JINSHO MARU".

ENGINE DEPARTMENT.

<u>Item.</u>	<u>Number.</u>	<u>Size.</u>	
Things stated lost during collision or grounding:-			
Engine room clock	1	5" square	broken.
Engine room oil lamp	1	12" brass	broken.
Main block	1	3 ton size	lost.
and coil	1	56 ft. canvas	torn.
Oil tank	1	5" body	broken.
Gauge	1	common	broken.
Temp. thermometer	1	"	broken.
Ring ballance	1	300 Lbs	damaged.
Eden bellows	1	-	damaged.
Small iron shackles	3	-	lost.
and banners	3	-	lost.
Wrenches	3	-	lost.
Wrenches	1	14"	lost.
Wrenches	3	two $\frac{1}{2}$ ", one $\frac{1}{4}$ ", two $\frac{1}{8}$ "	lost.

WARD'S DEPARTMENT.

Things stated or damaged during collision & grounding:-

<u>Item.</u>	<u>Number.</u>	<u>Item.</u>	<u>Number.</u>
Blankets	6	Knives	4
Covers	15	China bowls	30
Window panes	13	Dishes	30
Chairs	4	Clock	1
Vehicle covers	10	Chair	1
Life mattresses	2	Ice box	1
Life cloths & mattresses	2	Bath tubs	2
Wrench	1	Bath basins	2
Light lamps	2	Basins	3
Miller's lanterns	4	Buckets	4
Washing pans	2	Rice pails	2
Washing pans	2	Rice chests	2
		Feed boxes or trays	2

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