

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

Messrs. Cornes & Co., Kobe, the agents for London Salvage Association on behalf of the S.S. "EMPERESS OF CANADA", survey, without prejudice, 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, Noosung River, on route from Shanghai to Japan, (2) Grounding in Noosung River subsequent to collision, (3) Salvage operations.

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

On the 3rd, 4th, 5th & 6th May 1927, whilst the vessel lay in dry dock at the Osaka Iron Works Mitsunesho Dockyard, Imoshima, 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.)

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate of the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."



tion 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 these due to Salvage operations are marked X.

UND

RECOMMENDED

amidships:

ating:-

Note: Plates are numbered from aft end.

(Bridge deck sheer strake)

Plates Nos. 7 & 8 - torn & fractured	to be renewed.
plates Nos. 8 & 9 - " " "	" " renewed.
plate No. 10 - bent	" " off, faired & refitted.
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 1 7.
plate No. 9 - " " "	to be renewed.
plates Nos. 8, 9 & 10 - torn and fractured	" " renewed.
plates Nos. 8 & 9 - torn & fractured	" " renewed.
plate No. 10 - bent	" " off, faired & refitted.
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 6 7.
plate No. 9 - " " "	to be renewed.
plate No. 10 - aft end set in	" " released & faired in place.
plates Nos. 7, 8 & 9 - fractured & torn	to be renewed.
plates Nos. 7 & 8 - fractured & torn	" " renewed.
plate No. 9 - bent	" " off, faired & refitted.
plates Nos. 8 & 9 - fractured & torn	" " renewed.
plate No. 4 - forward end torn	forward half (about 12 ft. long) to be renewed.
plate No. 5 - fractured & torn	to be renewed.
Keel - shell angle and bulb	
for about 42 ft. length - broken	to be renewed.

side;  
ating:-

Plate No. 6 set up at edge to B strake	to be faired in place.
Plate No. 5 set up at forward end	" " faired in place.
Plate No. 6 set up	" " off, faired & refitted.
Plate No. 3 indented	" " faired in place.
Room Double Bottom Tank (No. 4):	
Longitudinal bottom frames in way of	
plates - bent	to be off, faired & refitted.
plates - slightly buckled	" " faired in place.

side;  
of Nos. 2 & 3 tanks:-

in plates - holed & buckled  
angle in bilge - broken

to be renewed.  
" " renewed.

(Continued.)

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

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 - " "	" " cut and part renewed.
One bracket to aft W.T. floor - buckled	" " renewed.
One longitudinal to tank top - bent	" " cut and part renewed.
One longitudinal bottom frame - bent	" " cut and part renewed.

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	" " renewed.
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 & part renewed.

In bilge:-

Three tank side brackets - bent to be renewed.

Damage stated caused by Salvage Lighter;

On starboard side at forward end:-

Strake, plate No.12 - set in longitudinally	to be off, faired & refitted.
Strake, plate No.12 - ditto -	" " off, faired & refitted.
plate No.13 - indented	" " faired in place.
Bilge keel - forward length of bulb plate about 4'-0" long - bent	to be off, faired & refitted.

Longitudinal side framing:-

Fourteen B.A. longitudinals (13 about 32 ft. long & 1 about 12 ft. long) - broken	to be renewed.
Twenty-one brackets to above - bent or broken	" " renewed.
Three Bridge deck longitudinals each about 32 ft. long - broken	" " renewed.
Three Upper deck longitudinals each about 30'-0" long - broken	" " renewed.
Two Second deck longitudinals each about 30 ft. long - broken	" " renewed.
Five (5) brackets of above deck longitudinals to Boiler casing - bent	to be renewed.

Bridge deck plating etc:-

Two stringer plates B.3.2 & B.3.3 - torn	to be renewed and made longer to suit B.3.4.
One stringer plate B.3.4 - bent at aft end	damaged part about 6'-0" long to be cut off and B.3.3 made to suit.

In strake next stringer:-

One plate B.3.12 - bent at forward end	to be faired in place.
--	------------------------

(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.

Strake 2nd from stringer:-

Two plates B.D.8 & B.D.9	- bent & torn	to be renewed.
Stringer angle	- bent and broken	about 47 ft. length to be renewed.
Coaming	- badly bent	to be renewed.
Coaling hatch coaming	- carried away	" " renewed.
"	- buckled	" " off, faired & refitted.

Upper deck plating etc:-

Two stringer plates U.S. 7 & 8	- torn	to be renewed.
Stringer plate U.S. 9	- bent	" " faired in place.

Strake next stringer:-

Two plates U.D.38 & 39	- torn	to be renewed.
Plate U.D.37	- bent at forward end	" " faired in place.

Strake 2nd from stringer:-

Plate U.D.24	- torn	to be renewed.
Plate U.D.25	- bent	" " off, faired & refitted.
Stringer angle	- bent and broken	about 48 ft. length to be renewed.
Coaling hatch coaming	- carried away	to be renewed.
"	- buckled	" " off, faired & refitted.

Deck plating:-

Stringer plates M.D.7 & 8	buckled	to be renewed.
Deck plate M.D.38	- buckled	" " out a about 10 ft. renewed.
Angle in way of above	- buckled	about 20 ft. to be renewed.
Angle to deck of cross bunker	- buckled	about 20 ft. to be renewed.

Transverse Web Frames on port side:-

30 transverse - upper parts under bridge		to be part renewed.
Deck & upper deck	- bent and broken	" " renewed.
30 bracket & angle above upper deck	- out	" " renewed completely.
32 transverse	- badly broken	" " renewed.
34 transverse in way of bridge space	- buckled	part from bilge to upper deck to be renewed.
36 transverse lower part	- buckled	to be off, faired & refitted.
38 transverse buckled in bridge space		to be renewed.
36 transverse bracket & angle above upper deck	- out	

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

Horizontal plates under 2nd deck and		to be renewed.
Bilge plate	- badly buckled	" " renewed.
Bottom & shell angles of bulkhead	- badly buckled	

(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 & 1 to be off, faired and refitted.

bottom and side boundary angles - bent and broken  
Horizontal B.A. stiffeners - badly bent

to be part renewed.  
One 3'-0" long to be renewed, six to be cut and part renewed, 13 ft. to 24 ft. lengths.

vertical web stiffener - buckled

to be off, faired & refitted.

lateral rods of two W.T. doors - bent

to be off, faired & refitted & W.T. doors placed in working order.

Main Screen Bulkhead in Stowhold:-

vertical plates - bent  
bottom face angle - "

to be off, faired & refitted.  
" " cut, & off, faired & refitted.

on Bulkhead between Boiler & Engine Rooms:-

vertical plates above 2nd deck - buckled

to be off, faired and refitted.

vertical plate on port side above 2nd deck - buckled

to be cut and lower part renewed.

part of screen bulkhead - badly buckled

to be renewed.

beam between Engine & Boiler Rooms - buckled

to be off, faired and refitted.

bulkhead in Bridge space:-

side - badly broken  
starboard side - adrift

to be renewed.  
" " repaired & placed in good order.

bulkhead on port side:-

bulkhead plates badly buckled & holed

to be renewed (except aft bulkhead).

vertical B.A. casing stiffeners with end and bottom angles - buckled

to be renewed.

vertical corner angles of bulkhead - buckled

" " renewed.

diagonal stays - broken

" " renewed.

steel ladder to bridge deck - buckled

" " renewed.

bulkhead on starboard side:-

vertical plates of side bulkhead - set in  
vertical B.A. stiffeners - bent

to be renewed.  
" " off, faired & refitted & butt straps fitted at knuckle.

steel ladder - bent

to be off, faired & refitted.

longitudinal B.A. side frame bent at boiler stays

to be cut, & off, faired & refitted.

Boiler Bearers & checks:-

"half" bearers under port boiler - buckled

to be renewed.

"half" bearers under starboard boiler - buckled

" " renewed.

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RECOMMENDED

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

ences, Boat Deck, Flying Bridge etc:

House at forward port side of Bridge Deck:-

- |                                   |          |                             |
|-----------------------------------|----------|-----------------------------|
| side plates at aft corner         | - torn   | to be cut and part renewed. |
| angle in way of above             | - bent   | " " renewed.                |
| light frames & glass              | - broken | " " renewed.                |
| 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      |          | to be renewed in way of     |
| planking                          |          | damage.                     |

Room:-

- |                                    |  |                              |
|------------------------------------|--|------------------------------|
| of division bulkhead with boundary |  | to be renewed in way of      |
|                                    |  | damage.                      |
| - broken                           |  | to be renewed.               |
| with tab - sprung                  |  | to be overhauled & repaired. |
| tings - broken                     |  | to be renewed.               |
| door - broken                      |  | to be renewed.               |
| ing & electric lights & wiring     |  | to be repaired as necessary. |
| - damaged                          |  | to be repaired as necessary. |
| ance door - sprung                 |  |                              |

Room:-

- |                                     |                    |                                |
|-------------------------------------|--------------------|--------------------------------|
| ing, bunks & sofa                   | - broken & damaged | to be part renewed & repaired. |
| ance door sprung                    |                    | to be repaired.                |
| room vents for above rooms - broken |                    | to be renewed.                 |

ard side Bridge House, in Chief Engineer's, neer's & Cook's Rooms (stated to have been

when vessel was aground):-

- |                     |          |                              |
|---------------------|----------|------------------------------|
| drawers & furniture | - sprung | to be repaired.              |
| sofa mattresses     | - soaked | to be renewed.               |
| of above rooms      | - sprung | to be repaired as necessary. |

ck fittings etc:-

- |                                |                      |   |
|--------------------------------|----------------------|---|
| ck post ventilator (with hood) |                      |   |
| upper deck                     | - broken & bent      | to be renewed (eye plates, shackles & fittings to be used). |
| ine derrick beam               | - damaged by salvors | to be renewed.  |
| y-stays for derrick post with  |                      |   |
| Plates                         | - broken             | to be renewed.  |
| pillar in bridge space under   |                      |   |
|                                | - bent               | to be renewed.  |
| or under above winch           | - buckled            | to be renewed.  |
| ventilator coaming & cowl-head |                      |   |
| bunker                         | - bent               | to be off, faired & refitted.                               |

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Continuation of damage report on S.S. "JINSHO MARU". Kobe. 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.
Hand-rail with stanchion & sheet - 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.
Panel guy-stays	- broken	to be renewed.
Panel guy-stay eye plate	- torn off	to be renewed.
Deck cleat	- torn off	to be renewed.
Q.I. Bollard	- broken	to be renewed.
Deck pipe & hose connection on port		
side of bridge deck - broken		to be renewed.
Ring under port side of bridge for		
loy, Bath, W.C. & deck scuppers - broken		to be renewed.
Flaming plate of Engine Casing in way of		
for steam pipes - torn		to be patched & repaired.
Plate for above deck steam pipes		to be part renewed and
- broken		repaired.

Left bulkhead of Bridge:-

Plate on starboard side - torn at seam	to fair in place and fit
	doubling.

Deck on port side of forward Bridge House:-

Seventeen (17) deck planks	- broken	to be renewed.
Planking started at seams		to be caulked.
Steel deck beams	- bent	to be part renewed.
Keets for above	- bent	to be renewed.
For secondary Batteries	- broken	to be renewed.
For Battery Cells	- lost	to be renewed.
For Sulphuric Acid Bottles	- broken	to be renewed.
Gear Box	- broken	to be renewed.
Walls	- bent	to be renewed.
(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.
"Llama" boat davit on starboard		
- bent		to be off, faired & refitted.
Boat checks - two on port side and		
on starboard side	- broken	to be renewed.
Notes - see later sheet. (page 8)		

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.
Rolling of overhang - bent & broken		to be renewed.
Hand-doggers	- torn	to be renewed.
Stanchions with diagonal		
- torn off and bent		to be renewed.

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

RECOMMENDED

ing spars and four cross-spars

- |              |             |  |
|--------------|-------------|--|
| bridge house | - broken    | to be renewed.                           |
| able         | - torn down | to be repaired & refitted.               |
|              | - sprung    | to be repaired & refitted.               |
|              | - broken    | to be renewed.                           |
| Lamp Screen  | - broken    | screen to be part renewed, and refitted. |

Engine Casing (Port side):-

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

place:-

- |                        |           |                               |
|------------------------|-----------|-------------------------------|
| of casing              | - bent    | to be off, faired & refitted. |
| stiffener on above     | - bent    | to be off, faired & refitted. |
| flanged web stiffeners | - buckled | " " renewed.                  |

- stated to have been awash  
was aground:-

ing for Hand Steering Gear

- |                        |         |                              |
|------------------------|---------|------------------------------|
|                        | - lost  | to be renewed.               |
| for Hand Steering Gear | - lost  | to be renewed.               |
| gear                   | - dirty | to be overhauled & cleaned.  |
| chine                  | - dirty | to be overhauled & cleaned.  |
|                        | - dirty | to be overhauled & adjusted. |

Screen board - broken by  
salvers

to be part renewed.

air pipe of aft Peak tank  
- torn off by salvers

to be renewed.

from Tunnel recess - burst  
by pressure of water

to be renewed.

Deck:-

- |            |               |                |
|------------|---------------|----------------|
| 2 ton size | - stated lost | to be renewed. |
|------------|---------------|----------------|

ment & stores:-

- |                               |                                    |
|-------------------------------|------------------------------------|
| - stated to have been damaged | to be renewed.                     |
| at Shanghai                   | to be repaired as found necessary. |
| sprung                        | - ditto -                          |
| sprung                        |                                    |

per list - damaged or stated  
on lost (see pages 14 to 17 inclusive)  
to be supplied.

(CONTINUED.)



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

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 of 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 stokehold W.T. bulkhead - to be hose-tested after repair.

For Engine Department Repairs see following sheets.



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

ENGINE DEPARTMENT.

FOUR

Port boiler was forced inboard and aft through the screen bulk-  
and against the cranks of Main Engine.

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

RECOMMENDED

Engine L.P. Cylinder broken at  
discharge branch  
on E.P. & M.P. back columns (solid  
with each column) - broken off  
Suction Pipe from L.P. Cylinder to  
Condenser - upper bend piece - broken

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

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

casting to be renewed  
fittings to be used.

Circulating pump discharge pipe to  
Condenser

to be renewed.

Circ. Water Discharge Pipe from  
Condenser to overboard - bent

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

Pump suction pipe from Condenser:-  
local pipe broken

to be renewed and hori-  
zontal pipe tested and  
examined.

Live boxes for forward Engine driven  
Pumps - broken  
and guide pillars of one relief valve  
of Pump - bent

to be renewed.

Engine driven Feed Pumps  
" " Bilge "

to be renewed & valve  
tested and examined.  
to be tested and examined.  
to be cleaned & over-  
hauled.

Crank webs compressed about 1/16" and  
" " 1/32"

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

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

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.

Engine stop valve - to be tested and examined.

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

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

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.

M.P. & H.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.

Hot 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.

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

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

#### FOUND

Port Boiler:-

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

Port side of Boiler shell set in about 9/16" maximum over a surface about one foot wide by 4'-0" circumferential length

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 5/16" maximum by 12" diameter and shell slightly torn.

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

Starboard Boiler:-

Shell plate on starboard side in way of aft boiler bearer indented about 1/2" maximum by 12" wide & 4'-0" circumferential length

#### RECOMMENDED

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.

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

Boiler to be tested and caulked as found necessary.

torn part to be chipped off.

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

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

(Continued.)



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

FOUND

RECOMMENDED

Boiler stays (two from each boiler to  
p'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.

Boiler boxes, uptakes, air trunks and  
manhole - twisted and bent

to be re-built or  
repaired & refitted.

Boiler & sheet iron lagging of boilers  
- damaged

to be renewed.

Main stop valve bodies - broken

to be renewed completely.

Auxiliary Feed check valves of  
port boiler - broken

to be renewed completely.

Main Feed valve of starboard boiler - broken

to be renewed completely.

and auxiliary feed valve  
to be tested.

Water gauge stand pipes with cocks,  
fittings, valves & copper pipes - broken or  
bent

to be renewed.

Blow-off valves - broken

to be renewed.

Calometer cocks - broken

to be renewed.

Steam piping copper 6" bore by about  
10 ft. long - badly bent or fractured

to be renewed & lagged.  
to be repaired or renewed  
as found necessary and  
lagged.

Pipes (copper) - bent or broken

to be part renewed and  
repaired.

Waste steam pipes - bent

to be faired and bands  
renewed.

Pipe for steam whistle - bent

to be part renewed and  
placed in good condition.

Stokehold floor plates and supports - bent  
and broken

to be faired or repaired  
& placed in good condition.

Iron gratings, handrails, ladders in  
stokehold - bent

to be renewed.

Sea cock for ash wetting in stokehold

- broken

to be renewed.

Copper pipe 1 1/2" bore by about 20 ft.

for ash wetting - buckled

to be opened up and cleaned  
with suction pipe to circulating

Sea valves and cocks in engine room  
and main injection sea valve with

pump to be tested.

to be off, faired or repair-  
ed and refitted.

Piping to exhaust box on port side of  
engine room - bent and broken

to be opened up, over-  
hauled and tested.

Exhaust box valves

to be renewed.

Double-valve chest on exhaust valve

- broken

to be faired and refitted  
or part renewed as found  
necessary, & all valves to  
be overhauled.

Auxiliary steam and exhaust piping in engine  
boiler space where bent

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,

3 for dynamo engine including oil pressure

gauge and

2 for feed heater

to be renewed.

(Continued.)



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

RECOMMENDED

olution Counter damaged by water

to bridge and voice tubes

memo - damaged by water

light - damaged by water

light wiring in engine & boiler

damaged by water

telegraph machines, fittings &

light fan engine:-

- broken

ing - bent

- twisted

Gauges - lost

up with bedplate - broken

valve for pump - broken

service pump

sa Pump - discharge valve

- broken

ed Pump, heater, evaporator and pump

blast and sanitary pumps

uch with bedplate for port side of

deck - broken

exhaust piping and valves for

- broken

engine submerged when aground

ear " " "

winches " " "

used by salvers

and exhaust piping - submerged

and vice torn from bridge deck

r & equipment as per list - damaged

to have been lost (see page 17

engine dept.)

to be renewed & gear to be overhauled.

to be overhauled and placed in good order.

to be repaired or renewed & engine to be overhauled and cleaned.

to be repaired or renewed.

to be tested and repaired or renewed.

to be tested, overhauled and 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.

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 renewed.

to be overhauled & cleaned.

to be cleaned.

to be overhauled & cleaned.

to be overhauled and repaired.

to be cleaned, lagging renewed where necessary and covers & fastenings to be overhauled & repaired.

to be renewed.

to be renewed.

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

*A. Watt*

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

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 tarpaulins	6 pieces	28'-1" x 19'-6"	torn.
Hatch boards	136 "	10'-0" x 1'-0"	lost.
Hatch boards	68	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	19 feet long	lost.
Hatch wedges	220 pieces	-	lost.
Cargo fittings:-			
Electric lamps	4 with 180 ft. of electric wire		damaged by water. bent.
Hat guards	10 pieces	sheet iron	
Cargo hooks	4 pieces	-	lost.
1" common shackles	20 pieces	-	lost.
(one inch) Derrick guys	12 "	-	lost.
Sling ropes	22 pieces	13 of 3½" circumference and 9 " 4" "	lost.
Snatch blocks	3 pieces	one of wood and two iron	lost. lost.
Day blocks	6 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.
pure Bower Anchor	1	4640 lbs. stockless	used and lost when aground. submerged and soft.
lawyers	2	one coil 7" & 7½"	

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(Continued.)

Lloyd's Register

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to the satisfaction of damage report on S.S. "JINSHO MARU". Kobe. 7/5/27.

	Number.	Size.	
Fittings for two lifeboats:-			
covers	4	48 ft. total No.3 canvas	lost.
covers	2	27 ft. by 8'-6"	lost.
anks	2	10 gallons each	lost.
	6	-	lost.
	16	-	lost.
	14	-	lost.
	4	-	lost.
	1	-	lost.
Planks for two lifeboats			
	4	each 2 1/2" by 15 fathoms	lost.
	2	-	lost.
	2	-	lost.
	2	-	lost.
Fittings:-			
	1	3 1/2" by 15 fathoms	lost.
	1	-	lost.
	1	-	lost.
	2	-	lost.
	1	-	lost.
	1	3 1/2" by 110 fathoms	lost.
	1	7"	lost.
	4	2 main cargo blocks & 2 side bunker derrick	lost. lost.
	2	-	lost.
	2	-	lost.
	4	2" by 115 fathoms (tarred)	lost.
	2	-	lost.
	2	35 fathoms	lost.
	1 set	wooden double block 12"	lost.

(Continued.)



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

<u>Item.</u>	<u>Number.</u>	<u>Size.</u>	
coupling	1	-	lost.
life buoys	2	with certificates	lost.
g lines	2	45 fathoms each	lost.
ends and lines	2 sets	-	lost.
thermometer	1	-	lost.
tional flag	1	-	lost.
signal flags	4	R. K. M. & F.	lost.
	1	60'-0" x 3'-0"	lost.
ventilator covers	4	-	lost.
cket covers	4	-	lost.
ceps	3	-	lost.
umps:			
and side lamp	1	with certificate	lost.
tern lamp	1	" "	lost.
Anchor light	1	" "	lost.
White lamps	2	" "	lost.
ittings lost during salvage operations:-			
arpaulins	2	26'-1" x 9'-6"	lost.
arpaulins	14	19'-6" x 10'-0"	lost.
atchboards	47	10'-0" x 1'-0"	lost.
atchboards	49	5'-0" x 1'-0"	lost.
atchboards	14	7'-0" x 1'-0"	lost.
y ropes	15	3½" x 15 fathoms	lost.
heel wire	1	4½" x 120 fathoms	lost.
reel covers	4	-	lost.
orage ropes	2	330 ft. total	lost.
shackle	1	2½" diam.	lost.
ceps	2	-	lost.

(Continued.)



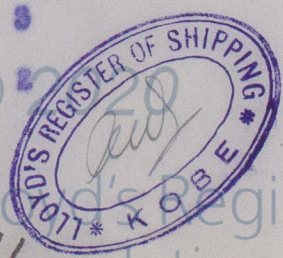
Statement of damage report on S.S. "JINSHO MARU". Kobe. 7/5/27.

ENGINE DEPARTMENT.

<u>Item.</u>	<u>Number.</u>	<u>Size.</u>	
Engines stated lost during collision or grounding:-			
Engine room clock	1	5" square	broken.
Engine room oil lamp	1	12" brass	broken.
Engine room block	1	3 ton size	lost.
Engine room sail	1	56 ft. canvas	lost.
Engine room oil tank	1	5" body	broken.
Engine room thermometer	1	common	broken.
Engine room temp. thermometer	1	"	broken.
Engine room ballance	1	300 Kin.	damaged.
Engine room bellows	1	-	damaged.
Engine room iron shackles	3	-	lost.
Engine room hammers	3	-	lost.
Engine room wrenches	1	14"	lost.
Engine room	5	two $\frac{1}{2}$ ", one $\frac{1}{4}$ ", two $\frac{3}{8}$ "	lost.

CARGO DEPARTMENT.

<u>Item.</u>	<u>Number.</u>	<u>Item.</u>	<u>Number.</u>
Cargo lost or damaged during collision & grounding:-			
Knives	6	Knives	4
China bowls	15	China bowls	80.
Dishes	13	Dishes	30
Clock	4	Clock	1
Chair	10	Chair	1
Ice box	2	Ice box	1
Bath tubs	2	Bath tubs	2
Bath basins	2	Bath basins	2
Basins	1	Basins	3
Buckets	2	Buckets	4
Rice pails	4	Rice pails	2
Rice chests	2	Rice chests	3
Food boxes or trays	2	Food boxes or trays	2



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