

COPY

Lloyd's Register of Shipping.

Port of Kobe.

23rd June, 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 examining the repairs on account of damage stated to have been caused by collision with the S.S. "EMPRESS OF CANADA", on the 14th March 1927, in the Woosung River, near Shanghai.

For further particulars see Master's letter to Harbour Master, Shanghai, dated 24th March 1927, Log Books, and Kobe Damage Report dated 7th May, 1927.

On the 13th May 1927 and subsequently, whilst the vessel lay afloat and in dry dock at the Osaka Iron works, Habu Dockyard, Innoshima, the undersigned found additional damage and recommended repairs as follows:-

<u>Additional Damage</u>	<u>Recommended</u>
L.P. Back column (cast iron) top flange - broken	to be renewed.
Main Condenser:	
Forward C.I. cover - broken	to be renewed.
Forward angle of shell - bent	to be faired in place and joint face machined.
Forward Tube plate (bronze) - bent in way of above angle	to be faired and joint face machined.
H.P. Crank Shaft:	
forward web - slightly bent and forward journal out of truth	forward journal to be renewed & web bored out true.

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 issued by 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."

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Lloyd's Register
Foundation
W063-0079/2

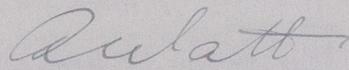
Steam Pre
in Main
Donk

Continuation of Damage Report on S.S. "JINSHO MARU". Kobe. 23/6/27.

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The above additional repairs, together with those recommended in Kobe Damage Report of 7th May, 1927, have now been completed satisfactorily with the following amendment, namely.

Port Boiler, back end plate in way of starboard manhole has been repaired by facing up the flange of manhole instead of cutting off and renewing a section of the back end plate etc., as originally recommended on page 11 of the above mentioned Damage Report.



SURVEYOR TO LLOYD'S REGISTER.



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