

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 Messrs. Cornes & Co., Kobe, the agents for London Salvage Association on behalf of the S.S. "EMPRESS OF CANADA", 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 (a copy of which is attached hereto), Log Books, and Kobe Damage Report dated 7th May, 1927.

On the 13th May 1927, and subsequent dates, 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 Forward angle of shell - bent	to be renewed. to be faired in place & joint face machined.

(Continued.)

ate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-  
The Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor the Surveyors are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or omission of the Surveyors, or other Officers or Agents of the Society."

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Continuation of damage report on S.S. "JINSHO MARU". Kobe.

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Additional Damage

Recommended

Main Condenser:

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 and web bored  
out true.

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.

With regard to the "angle of blow" which you specially requested to be reported upon, the Master of the S.S. "JINSHO MARU" stated that this angle was about 22 degrees with the forward end of the vessel on the port side. This is confirmed by the entry in the Chief Officer's Log Book dated 14th March 1927, which states:-

"8.25 a.m. "Empress of Canada" run into her port midship with stem making angle 2 p'ts (about) with her".

Note: 2 points of the compass equal  $22\frac{1}{2}$  degrees,  
1 point being  $\frac{1}{32}$  of 360 degrees.

From an examination of the damage, this angle would appear to be approximately correct.

Fee £350.  
Exs. £ 46.  
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SURVEYOR TO LLOYD'S REGISTER.  
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