

C O P Y

24th March, 1927.

Mr Master,

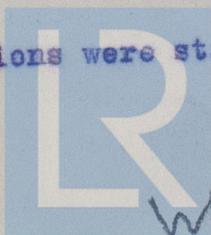
SHANGHAI.

We hereby beg to report that S.S. "JINSHO MARU" under my command while proceeding down Astrea Channel after leaving Shanghai on the morning of the 14th March on her way to Yawata, Japan, at about 10.30 a.m. between buoys No.3 & 4, was struck and run into by the S.S. "PRESS OF CANADA" then coming up River by unlawful navigation on the wrong side of fairway on the part of the latter.

In consequence of which "JINSHO MARU" sustained serious damage to her hull structure and machineries & etc. as well as to her cargo by violent impact and rapid inrush of water into all lower compartments. Moreover 1st Engineer was reported missing and No.1 fireman were badly burnt by gushing steam. (The dead 1st Engineer was found and recovered from the shaft tunnel. No.1 oiler died at Fooming Hospital on the day of collision.)

In view of saving the hull from imminent danger of sinking on the western shoal of the Channel with the assistance of boats belonging to Whampoo Conservancy Board at about 11.30 a.m. the same morning.

Since 18th March Salvage operations were started and are



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being carried on by the Salvage boat "Cura Maru" of Teikoku Salvage  
emergency measures being attended to in the meantime.

Yours truly,

(Signed.) K. Katayama.  
Master of S.S. "JINSHO MARU" (Japanese).



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