



CONFIRMATION OF LETTER

LLOYD'S REGISTER OF SHIPPING

MEIKAI BUILDING

No. 32, AKASHI MACHI,

KOBE, 11th November 1931.

TELEGRAMS: "REGISTER" KOBE

TELEPHONE: 2530 SANNOMIYA

The Secretary,

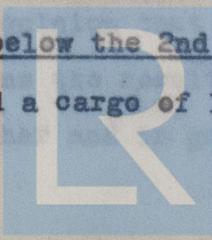
LONDON.

Dear Sir,

I duly received your letter of the 23rd October regarding the reported loss of the Japanese Steamer "YONAN MARU", No. 38950 in the Register Book.

No official enquiry into the loss has yet been held, and the Owners inform me that as there are no survivors it is unlikely that there will be one, but if there is I shall forward particulars to you as requested.

From reports which have appeared in the local press and from information received from the Owners it appears that the vessel left Portland on the 30th September 1931 for Yokohama loaded to her marks with a cargo of 8000 tons of Wheat uniformly distributed throughout all hatches below the 2nd Deck, lumber in the Shelter tween decks, and a cargo of lumber about



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10 feet in height in the wells.

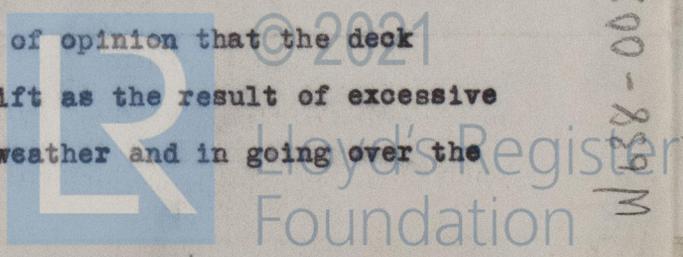
The Owners definitely state that she has made many Pacific voyages in the past under similar conditions of loading.

On the 16th October a radio message was received giving her position as near the Aleutian Islands, and stating that she was experiencing very heavy weather, that all deck cargo had been washed away, and that she was leaking at all hatches.

The following morning at 1.40 a.m. a further and last message was received stating that Nos.5 and 6 hatch covers had been washed away, that the Engine Room was flooding, and further wireless communication would be impossible. It was also indicated at this time that the after deck was level with the sea.

Several vessels in the vicinity which proceeded to the scene found no survivors, but large quantities of floating lumber. These vessels reported extraordinary heavy weather, and the Captain of the "President Jefferson" stated on his arrival that the weather was the worst he had experienced, and that the centre of the cyclone must have passed over the "YONAN MARU".

The Owners are of opinion that the deck cargo of lumber became adrift as the result of excessive rolling in the very heavy weather and in going over the



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side damaged the coamings of all the Shelter Deck Hatchways causing leakage which it was impossible to control, and that when the vessel became further submerged the hatch covers of Nos.5 and 6 hatches were washed away, and the vessel thereafter quickly foundered.

I am, Dear Sir,

Yours faithfully,

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