

REPORT OF TOTAL LOSS, CASUALTY, &C.

No. 31904 in R. B. Wreck Book, p. 26/33 Date of writing this report 6th July 1933
 Vessel's Name Steel P.S. "Nippon Maru" of Tokio Tons Net 347.5 Gross 584.6
 Built at Port Glasgow When 1919 - 6 Casualty notice sent to Owner x Owner's reply x
 Owner's Name Sino Shoji Kabushiki Kaisha

Address 593 Yobekami, Naka Maizuru-cho, Kasa-gun, Kyoto-fu, Japan

Case previously before Date Particulars of Classification.
 Classing Committee. Last Minute +100 A1 S.S. Kot. No. 3-4.29
 8.32 - LMC 8.32
 Carrying petroleum in bulk.

Date of Casualty 28th May 1933.

Précis of particulars of Casualty

This vessel stranded at Point Arguello, Cal., on the 28th May, 1933.

It was stated she was so badly damaged & so firmly settled into the teeth of the reef as almost to defy salvage.

The Los Angeles Surveyor now reports that he has examined the vessel at her place of stranding & found her out of the water altogether at the fore foot at high tide; supported on the rocks under fore cargo hold; unsupported from there aft back to the engine room where firmly on a rock ledge. In the fore hold the double bottom tank was set up & the engine room flooded.

In his opinion the possibility of getting the vessel off is not favourable & he considers she is a total loss.

He adds that cables from the Owners state that she has been abandoned to the Underwriters & the crew sent back to Japan.

SOURCE OF INFORMATION.

NIPPON MARU.—Portland, Oreg., May 29.—The Japanese tanker Nippon Maru, with 40 persons on board, is aground at Point Honda. An SOS message from the vessel calling for "Quick relief, please," was picked up here.—Reuter.

NIPPON MARU.—San Francisco, May 29.—Japanese tanker Nippon Maru, Shanghai for Los Angeles, stranded last night at Point Arguello, 120 miles SW. (2 NW.) San Pedro. Vessel reported grounded forward to amidships, water in forward tanks and engine-room, evidently on rocky bottom with deep water all round. Salvage steamer Peacock left early this morning, expected at vessel this afternoon; proceeding "no cure no pay" contract to be signed by master. Owners' representatives have not called us in.—Lloyd's Agents.

London, May 30.—The following cable has been received from Tokio, dispatched at 1 46 p.m., to-day: Tanker Nippon Maru, in ballast, stranded Point Arguello, California, on Sunday night (May 28). Nos. 2 and 5 oil tanks and engine-room leaking. Master asking for "no cure no pay" salvors.

NIPPON MARU.—London, June 2.—The following cable has been received from Tokio, dispatched at 8 45 p.m., to-day: Steamer Nippon Maru high and dry to aft amidships while forward hold holed and salvors decline "no cure no pay" and ask 1000 doIs. daily hire. View cost of repairs already existing, estimated 60,000 doIs., and her value only 120,000 doIs. odd at present exchange rate we do not consider worth while incurring any further expense except on "no cure no pay" terms, and have decided not to engage salvors' services.

NIPPON MARU.—London, June 6.—The following cable has been received from the Tokio Marine & Fire Insurance Company, Ltd., dispatched from Tokio at 7 17 p.m. on June 5:—Steamer Nippon Maru: Sounded other salvors but they also decline "no cure no pay." Vessel gradually settling down and list increasing therefore we consider have to settle total loss.

NIPPON MARU.—San Pedro, June 6.—Hope for salvaging the Japanese tanker Nippon Maru from the Honda Reef, waned over the week-end as the San Pedro salvage tug Peacock returned here. Merritt-Chapman & Scott Salvage Corporation officials say they found it too expensive to keep the tug standing by, pending decision of Japanese owners on salvage. The tanker is so badly damaged and so firmly settled into the teeth of the reef as almost to defy salvage. Consequently, the company is unwilling to take the job on a "no cure no pay basis." Salvage of the craft would cost approximately 100,000 dollars, it is estimated, and she is insured for only 143,000 dollars, it is declared. She has not been abandoned, however, a small launch having been employed to stand by the wreck, and the job may be undertaken. Every day the tanker remains on the reef, however, lessens the chance for salvage. She is settling more firmly on the teeth of the reef and listing badly in the sweep of heavy swells. Capt. T. Oni, master of the Nippon Maru, his chief officer, and chief engineer, returned here on the Peacock. They will stay here pending decision of owners on the tanker's salvage. The crew of the vessel are lodged in the U.S. immigration compound awaiting this decision.—"Daily Commercial News," San Francisco. (See issue of June 7.)

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Suggested Record Stranded 5.33

Date of Committee FRI. 7 JUL 1933

Committee's Minute Stranded 5.33

Write Lloyd's 7/7/33



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W676-0064