

COPY.

Lloyd's Register of Shipping.



Port of YOKOHAMA.

14th December, 1940.

This is to Certify that

K. Kishigami,

the undersigned Surveyor to this Society did at the request of the Owners' Agents, on behalf of the Master survey the Single Screw Steamer "PHARAX", 7188 tons gross, of Panama, on the 12th December, 1940, whilst the ship lay apart in halves on the rocks off Nojima Point, at the entrance to Tokyo Bay, for the purpose of ascertaining the nature and extent of damage stated to have been caused by the ship, during fog, going on to the rocks on the afternoon of 7th December, 1940, and parting in two, on the 8th December, 1940, off Nojima Point whilst on a voyage from U.S.A. to Yokohama with a full cargo of Petroleum Coke.

For further particulars, see ship's log books.

The undersigned upon examination, FOUND that the position of the wreck is about 1500 metres from the land, and the ship has parted in two portions in way of the after end of No. 4 deep tank hold situated immediately in front of the Boiler Room.

The forward portion is sitting on the rocks with the fore end somewhat downward and the water level in a line from the Shelter Deck at the fore end to the first strake below sheer strake at the after part.

Continued.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly carried out it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances 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 any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Sc. 3. "PHAEAX".

Condition survey. (continued)

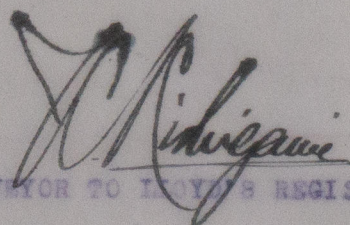
The after portion is also sitting on the rocks about 30 metres nearer the shore than the forward portion with the stern inclined downwards and the water level in a line from the Shelter Deck at the stern to the 4th strake ^{below} Shelter Deck sheer strake at the forward part.

Both the forward and after portions are lying parallel to the shore.

The Nippon Salvage Co., have not yet had a diver examining the bottoms of the ship but the bilges and holds have been sounded by them and their representatives on board stated that all holds and Engine and Boiler Rooms are filled with water.

Considering the condition of this ship, so far as could be seen by the undersigned, and taking account of the nature and exposed position of the rocks on which it has foundered it is, without prejudice, considered that there is little hope of salving it.

Fee and expenses as per account.


SURVEYOR TO LLOYD'S REGISTER.



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W69-0002 2/2
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