

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st Dec. 1940. When handed in at Local Office 21st Dec. 40. Port of YOKOHAMA

No. in Survey held at CHIBA. Date, First Survey and Last Survey 12th Dec. 1940.
Reg. Book. (No. of Visits One)81396 on the ~~Wood, Iron or Steel~~ Sc.S. "PHAEAX" YEAR. MONTH. 1915 - XTONNAGE: Built at Flensburg By whom Flensburger Schiffsb. Ges. When 1915 - X
GROSS 7188 Owners "Polar" Cia de Navegacion Ltda. Owners' Address X
UNDER DK. 6608 (if not already recorded in Appendix to Register Book).
NET 4530 Managers X Port belonging to PanamaSurveyed Afloat or in Dry Dock? Afloat Name of Dock X Destined Voyage X
CellDBorDBa X feet; uE&B X feet; f X feet } Particulars of Classification (which must be inserted
total capacity X tons; FPT X tons; APT X tons; MT X tons } precisely as in Register Book & Supplements)Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 6987 Port Yka

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined X

Was a damage report made by anyone else? If so, by whom? X

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition of ship as she lay apart, in halves, on the rocks off Nojima Point at the entrance to Tokyo Bay.

It is stated that the ship left San Pedro, California on 7th November, 1940, fully laden with a cargo of Petroleum Coke for Yokohama. About 3.50 pm. on Saturday 7th December, 1940, when approaching Yokohama during a thick fog, she struck a reef of rocks head on off Nojima Point and stuck there. About 11.50 pm. of the same day the Shelter Deck plating and the shell plating sheer strake and strake first below, port and starboard, were heard and seen to be fractured from one side to the other about 2'-0" aft of the forward coaming of No. 4 Shelter Deck cargo hatchway. About 4.00 am. on the following morning (8th December) the Master, Officers P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Caulking of Decks	Cement or Asphalt	Oil Bunkers	Boats
Coamings	Rudder	Scuppers	Masts, Yards, &c.
Beams & Fastenings	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
Outside Plating	Windlass	Hatches	Equipment letter
" " in way of sidelights	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Frames	Have Engine Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Reverse Frames	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diam. (on board)
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Transverses	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Floors	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Keelsons		" " at other places	Standing and Running Rigging
Stringers		Stringers, Clamps & Shelves	Sails
Inner Bottom Plating		Salting (State if examined)	
Have the Tanks been examined internally?			
Have the Tanks been tested?			

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

For the information of the Committee.

Survey Fee (per Section 29) Condition £ 10 : 10 : 0 Fees applied for, Wokingham.
Special Damage or Repair Fee (if any) £ X : 16-12- 19 40
(per Sec. 29)
Travelling Expenses (if chargeable) £ 2 : 10 : 2 Received by me, 19
Second Surveyor's Fee (if any) £ X :

Committee's Minute

Character Assigned

See Wreck Report
No. 10553

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W69-0003

If Spaceless, state Mechanical Tests

Now done:- Attended on board this wreck and found that its position is about 1500 metres from the land and that - 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.

The after portion is also sitting on the rocks about 80 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.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
1st Bower ...																	
2nd "																	
3rd "																	
Collective Weight. .																	
Stream																	
Kedge.....																	

* If Patent state name of Patentee.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

The Nippon Salvage Co., have not yet had a diver examining the bottom 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.

Condition report issued - copy attached.