

COPY.

# Lloyd's Register of Shipping.



Port of YOKOHAMA.

160 A1

7th March, 1941.

This is to Certify that

3. Rate,

the undersigned Surveyor to this Society did at the request of Messrs. Nippon Steamship Company, Kobe, on behalf of the Owners' representative here, survey the Single Screw Steamer "PHAZAI", 7188 tons gross, of Panama, on the 4th and 5th March, 1941, whilst the ship lay apart in halves on the rocks off Hozima Point at the entrance to Tokyo Bay for the purpose of examining and reporting on the present condition of the ship which was stated to have been wrecked on 7th December, 1940, at above position.

For further particulars, please see ship's log books and our Yokohama Report dated 14th December, 1940.

The undersigned upon examination FOUND that the position of the wreck is the same as previously reported, that is, about 1500 metres from land, and lying on the rocks parted in way of the after end of No.4 deep tank held in two portions, each parallel with the shore.

The ship's AFTER PORTION is lying East and West about 80 metres nearer the shore than the forward portion, with the stern pointing Westward. The stern is inclined downwards and the water level is in a line from the Shelter Deck at the stern to the 2nd strake below the Shelter Deck sheer strake at the

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 executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever 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.B. "PHARAX".

forward end. All holds and engine and boiler rooms have water in them up to the sea level outside.

The FORWARD PORTION is also lying East and West with the stem pointing Eastward, thus leaving the open after end exposed to the winter's prevailing westerly winds and all that can now be seen above sea level is the forecastle spirketting plate.

The Nippon Salvage Co. are presently discharging the cargo of petroleum coke from the AFTER PORTION and on the dates of my visit No.5 Hold was reported empty, about 300 tons remained to be taken out of No.6 Hold and the full quantity of approximately 700 tons remained to be discharged from No.7 Hold. It was further stated that the present rate of discharge is about 100 tons per day and that, weather permitting, all the cargo in the AFTER PORTION would be discharged within ten (10) days. Thereafter the Salvors stated that they proposed patching and trying to float this AFTER PORTION of the ship before the end of this month (March).

In conversation with a representative of the Nippon Salvage Company I was informed that (1) they had now no hope of either salving the FORWARD PORTION or discharging the cargo therefrom since this part of the hull, as a result of very stormy weather and heavy seas experienced on 2nd February, 1941, had sunk almost completely out of sight, (2) on the 1st March 1941, the Bridge House and foremast had collapsed and parted from the main portion, (3) the Shelter deck and 2nd deck together with their bulkheads were badly buckled, and (4) the bottom all over was fast on the rocks.

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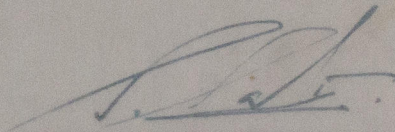


Sc. S. "PHAEAX".

The Nippon Salvage Company's representative also stated that the bottom of the AFTER PORTION is fast on the rocks too and on the ship's bottom there are several indented plates, black rivets and seams and cracked shell plating between frames Nos. 45 and 60, that is, in way of the after end of No. 4 Hold and the forward end of No. 5 Hold.

In view of all the foregoing it is considered that the FORWARD PORTION of the wreck cannot now be salvaged but provided conditions remain favourable, the AFTER PORTION with the engines and boilers may be salvaged.

Fee and expenses as per account.

  
SURVEYOR TO LLOYD'S REGISTER.

(12 DEC 1941)



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To Your Hon. and Just. Chas. C. Smith received initially

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the behavior of non-ferrous metals and alloys in the atmosphere of the atmosphere.

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the engine and cylinder was replaced.

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Referred to the Chief Ship Surveyor  
and the Chief Engineer Surveyor.

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time for Mr. Blackburn to read.

15 DEC 1940