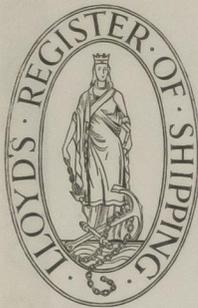


COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

NO.1941



Port Rangoon,

12th May, 1955.

This is to Certify that

DUNCAN CAMPBELL

the undersigned Surveyor to this Society did at the request of Messrs. Steel Brothers & Co. Ltd., Rangoon, acting as Lloyd's Agents, attend on board the

S.S. "PYIDAWTHA"

of

R A N G O O N

L.R. No.74343 - Gross Tons 1785

for the purpose of holding survey subsequent to the vessel stranding off Kyaukpyu, Burma.

8th May, 1955 - Proceeded to Kyaukpyu and attended on board S.S. "PYIDAWTHA". (State of Tide - About one hour before High Water).

Found:-

Vessel stranded on North Shoal Rock (Admiralty Chart No.831) with a list of 33° to Starboard.

Holds Nos.1, 2 & 3 Flooded to a depth reaching the Starboard Side of Upper Deck Hatch Coaming.

Engine Room and Stokehold flooded to a depth covering the Starboard side of the Cylinder Top Casing.

Decks and Port Side of the vessel examined - no visible signs of damage or strain.

Underwater damage not sighted. In the opinion of the Master vessel is holed in Nos.1, 2 & 3 Cargo Holds.

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"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."

At the time of survey the weather conditions were good with light wind, slight sea and short low swell. Vessel was steady - neither pounding nor moving.

Stated:- That the vessel ran aground at 0508 hours on Friday, 6th May, 1955 whilst proceeding from Rangoon to Kyaukpyu - Cargo on board approximately 245 tons - estimated speed at time of grounding 10 knots - draught of vessel about 14'6" P 16'6" A. Weather and visibility at the time of grounding were good.

Log Book:- Extracts from Chief Officer's Log Book attached.

Salvage:- It is the considered opinion of undersigned that salvage of the "FYIDAWTHA" is a practical possibility provided that a suitably equipped Salvage Vessel is obtainable and that salvage operations are well advanced before the forthcoming South West Monsoon breaks.

Duncan Campbell
.....
Surveyor to Lloyd's Register.

NOTE:- Photographs showing "FYIDAWTHA" as she lay at time of above survey are attached.



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Foundation