With respect to the various questions about the subjected matter it is to our regret to inform you that the detailed records showing the position of each wreck where the sunken and beached vessels were laying and in what conditions vessels were surrounded with. All such detailed documentations are not available anymore after a half century have been passed.

Having recalled the past memories, may we send you herewith a brief history of Salvage Operation, and we do hope it can be of your help for understanding about its task.

On the day of 21st of July 1959, the Salvage Operation Team consisting of the mother ship "SEIZAN MARU" 880DWT, "NACHI MARU" 350DWT - oxygen generating device on board with towing facility, "KOEI MARU" wooden tug boat and giant floating crane capable to lift max. 100ton arrived Port Darwin. Totally 120 stuffs were on board of those vessels. 5 diving boats loaded on deck of mother ship were brought to Darwin.

The British motorist was laid in the mid of harbour on sitting sideways with her port side down and on the surface of starboard side a beacon was implemented since the tide difference in the port was rather big.

First and foremost president, R. Fujita planned to refloat the British Motorist 10,000DWT tanker and turn over her to the original upward position. Buoyancy required was re-calculated, which was worse than expected before due to strong tide currency, and in order to accomplish the task in the short period Mr. R. Fujita decided to re-float the hull part without engine room, and then the wreck got out of sea bed. Especially high tech. work was vividly taken to turnover the floated hull construction into upright condition. That was successfully done with a great effort of salvage team headed by president, Mr. R. Fujita.

As you know, boilers and engines were salvaged successfully and sent them to Japan together with other parts of iron and steel products for scrap and melted in the famous kiln of Yawata Steel works, that is called as Shin Nippon Steel Works today. The company is one of leading enterprises of iron and steel mill in the world. the price of iron and steel scrap is rather high at that time. Needless to say, non-ferrous metal such as screw, condenser tube and its plate, valves, gun-metal, copper wire, lead, etc. are more precious. Particularly, those bronze metals were melted and processed into one large cross and other small size crosses, which were implemented on the side of wooden bench. Altogether 77 pieces of cross were donated by Mr. R. Fujita and Fujita salvage Company.

Opening ceremony for United War Memorial Church was held on Saturday, 23rd of July 1960. For your further guidance, please see the attached photos in color.

Re-floated vessels - British motorist had been used as an accommodation cabins for officers and crews as the mother ship, "SEIZAN MARU" returned to Japan after the said sip was salvaged. All staffs lived on board comfortably with 1 chef and 4 cooks. The purpose of salvage task is to clean the harbour by recovering beached wrecks and sunken vessels. Of course it was commercial business but Mr. R. Fujita's wish is to remove the scar of the past Pacific War.

Speaking about the trucks, motorbikes and other military equipments on the Meigs and Mauna Loa ship wrecks, we could not find them when the salvage operation was commenced. We can assume those goods were salvaged by local salvage company before our arrival Port Darwin.

For your further information please find the copies of photographs.
1. Refloated British Motorist.
2. Laid British motorist with beacon standing.
3. 120 staffs landed shore first time.
4. Truck crane with wreckers on the wreck "Neptune" passenger ship - safety box was taken away by local salvage company.
6. Floating crane "KITSURIN GO" along side against British motorist.
7. Floating crane commenced work at Meigs. One of spare wing of propeller was recovered and sent it to Japan. The bronze wing is standing just beside of cemetery of Mr. R. Fujita in commemoration of unforgettable salvage work and at the same time praying requiem for scarified people in the war and peace.
8. Welcome party on board of British Motorist having with honoroble guest. The Governor-General Load Danrossal (spelling may be not correct,) and Lady Danrossal. Please refer to the letters from his official secretary.
9. His Excellency Lord Danrossal and Mr. R. Fujita, president.
10. Dom Pattie M. Menzies visited on board of British honoured.
11. Guiding the Governor-General.
12. After sent off the honourable guests.
13. The Governor-General with Mr. Angus W. Mackenzie, General Manager of Burns, Philip & Co., Ltd. Darwin.

In addition to the above description, a naval ship - American destroyer, "PERRY" sunken in the depth of about 60 meter. This ship was only headed toward the entrance of the harbour. Presume the battle ship wanted to fight against Japanese air raid. Unfortunately, one torpedo struck the stern part of vessel where detonators were loaded, so it was caused a big blast and the structure of stern parts were blown up to about distance 50 - 70 meter away. We recovered some of bones as possible as we could and placed into clean wooden box and returned to the officer from American Embassy in Australia.

At the end of Salvage task, we were permitted to live on shore which is a part of Australian Naval base in Port Darwin. Then, it was possible to break the British Motorist in small pieces of steel block and dismantled them into scrap.

We do hope the short story could explain the parts of salvage task.

With bests regards,
H. Kobayashi, President
NOVENCO Nippon Ltd.