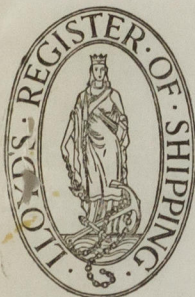


COPY.

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

S/C. No. 704



Port Montevideo

July 8th. 1960

This is to Certify that

T.O. WINTER

the undersigned Surveyor to this Society did at the request of Lloyd's Agent, on behalf of the London Salvage Association, and with the consent of the Master attend on board the Motorship

"CALPEAN STAR"

14232 tons gross register of Gibraltar on May 22nd. 1960 and subsequently for the purpose of reporting upon the stated slow progress of towage of the vessel from South Georgia and to ascertain what additional work was required to allow the vessel to proceed towards the U.K.

From Log Book entries it was ascertained that the vessel sustained damage to the rudder on March 15th. 1960 at South Georgia and finally proceeded on voyage to the U.K under tow by the Tug "ATLANTIC" on April 29th. 1960.

For details of examination and repairs effected prior to commencement of voyage please see Grytviken Rpt. dated April 5th. 1960 issued through Lloyd's Agent at That Port.

The vessel arrived off Montevideo on May 19th. 1960 but due to gale force winds and heavy weather could not enter the Port until May 22nd. 1960.

From Log Book entries and statements from the Senior Officers it was ascertained that at Grytviken the entire rudder blade had been removed and that the rudder stock had been secured by means of welded plate brackets to the deck in the steering flat.

It was stated that without the rudder and with inward turning screws the tow had proved to be unmanageable yawing to 180° each side and constantly heading up into the wind.

The tug had also attempted to steer the vessel from aft whilst using main engines but this proved unsuccessful also.

It was established that during the voyage the towline had broken on the undernoted occasions due to the difficulty in controlling the tow :-

- (1) On the 3/5/60 the wire broke at 0030 hours and the tow was resumed at 1500 hours.
- (2) On the 9/5/60 the nylon hawser parted at 0545 hours and the tow was resumed at 1650 hours.
- (3) On the 12/5/60 a double nylon hawser parted at 2352 hours and the tow was resumed at 0804 hours the following day and proceeded to Montevideo without further difficulty regarding the towlines.

The Owner's stated that their application for a drydock at Puerto Belgrano, Argentina, had been unsuccessful. The Naval Dock at Rio de Janeiro was not available and as there is no dock at Montevideo it was decided that the diver should make a detailed examination of the rudder stock to see whether some form of jury rudder could be

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."

constructed to give steerage and speed up the tow to the U.K.

After examination the Diver stated that in his opinion a part timber rudder could be constructed using the two existing centre rudder arms to carry the timber.

The Diver quoted for Four Thousand Dollars U.S.A., the work to be completed in one week plus the cost of materials.

Constructional details were discussed with the Diver. It was calculated that the timber rudder would give 40% of the original rudder blade area and it was decided that the work should be put in hand.

The work was commenced on May 23rd. and completed by May 30th.

The rudder stock was released and the steering gear connected to the telemotor system and tested. The Diver verified the mid-position of the emergency rudder and 35° of movement to Port and Starboard was obtained.

The emergency rudder consisted of fifteen vertical timbers 8 feet long by 6 inches wide and two inches thick secured by one inch plate washers and 3/4 inches bolts to the two centre arms and reinforced by two horizontal timbers secured by bolts and washers to the vertical timbers.

The Owner's also reported that a total of sixteen main engine fuel valves required overhaul as these valves had burnt out during the voyage due to long periods of manoeuvring engines at reduced speeds.

Essential spare parts were shipped by air freight from the U.K. and the overhaul and refitting of the valves was carried out by Messrs. Sandberg and Reyes. This work was commenced on May 24th. and completed by Mar 31st.

It was considered that upon reaching open water the vessel could proceed on main engines accompanied by the tug. The vessel left the Port with tug assistance on June 1st. 1960 and the Pilots reported that the vessel was answering to the helm and steering well.

The undernoted accounts have been submitted and noted and the charges are considered to be fair and reasonable in view of the costs prevailing at this Port.

(1) To Homero Fonda y Cia.

Work carried out by Diver U\$S 4.000.00

(2) To Sandberg & Reyes S.A.

Supply of materials required for emergency rudder. Releasing rudder stock, connecting and testing steering gear. Ordinary time. Pesos 19.879.75

(3) To Sandberg & Reyes S.A.

Overhauling and assembling 16 Main Engine fuel valves
Pesos 36.057.00

Of this account it is estimated that Twelve Thousand Three Hundred and Seventy Pesos is attributable to overtime working with a saving of five days.

The damage sustained to the fuel valves is, in my opinion, consistent with the cause alleged.

An interim certificate of classification was issued by Lloyd's Register of Shipping stating that the vessel was in fit condition to proceed on voyage to the U.K. with class suspended and all arrangements for steering, manoeuvring and navigation being the responsibility of the Owner's.

This report is issued without prejudice for the benefit of whom it may concern and is subject to the terms and condition of the policy of insurance.

Surveyor to Lloyd's Register of Shipping