

LLOYD'S REGISTER OF SHIPPING



Port Rio de Janeiro.

29th March 1963.

from

This is to Certify that

J. T. Whirlaway

the undersigned Surveyor to this Society did at the request of the Owner's and Lloyd's Agents attend on board the twin screw motorvessel "MARK BLAVIN" 9751 tons gross of Panama,

on the 27th March 1963 and subsequent date, while lying afloat in a ballasted condition at Recife, Pernambuco, Brazil, and moored to the harbour breakwater.

The vessel had been subject to damage due to heavy weather and flooding of the engine room, between the 28th and 30th December, 1962. For full particulars see Rio de Janeiro damage report 8696 dated the 14th January 1963.

It was stated that the ship had been subsequently beached by the Brazilian Naval Authorities, the ship was freed and repairs carried out to the stern glands, and a cement box placed around the fracture in a Salt Water Circulating pump body. It was also stated that the Starboard Boiler had been cleaned and overhauled together with the feed pump, fuel oil oil pressure pump, bilge pump and ballast pump and that it would be possible to have steam for the steering gear, windlass and pumping during the proposed tow.

The ship was examined as follows:-

Hull above waterline, decks, casings, coamings, hatchways, ventilators, airpipes, all closing appliances, side scuttles and deadlights, guard rails, protection and access to crew's quarters, steering gear and windlass and was found in a satisfactory condition.

The following cargo tanks were examined and no apparent damage was found on the bottom of the ship:- Nos.2, 3, 5, and 8 Centre tanks and No.3 Port Wing tank.

The following tanks containing less than two feet of water were examined as far as could be seen, and no damage was ascertainable, Nos.4, 6, and 7 Centre Cargo tanks and No.4 Starboard Wing tank.

The remaining tanks could not be examined.

Soundings of tanks were taken at intervals and no apparent increases were noticed.

In my opinion the hull of this ship is in a fit condition to be towed, it being understood that the responsibility for stability and towing arrangements rests with the Owners.

The Committee of Lloyd's Register of Shipping has issued instructions that the Class of this ship is to be considered as being suspended during the period of tow.

Fee:- £.80.000,00

Exp:- £.73.000,00

J. T. Whirlaway
Surveyor to Lloyd's Register of Shipping.

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".