

ATION

"VARVASSI" - Rouen

The circumstances of this case, detailed in the letters from the Master to the Agents of 27th November and from the Agents of 25th November last, are briefly:-

- (1) The Havre Surveyors were called upon to visit Rouen and examine the renewal of the condenser tube plates, tubes and water ends.
- (2) Mr. Peskett, who attended, was 'drunk' (Master) and that his 'comments were incoherent' (Agents) and that he refused to carry out the examination called for, which of course meant that no certificate was issued.
- (3) The Master, at Mr. Peskett's request, showed him the ship's certificate of classification, etc. but that he stated that Mr. Peskett was not interested in them.

It should be noted that there is no qualification of class on account of the condenser, the vessel being granted +LMC 8.46.

In his letter of 29th November, 1946, and during his discussion with Dr. Dorey, Mr. Peskett maintains that with regard to:-

- (1) The vessel lay in Havre, during which time, presumably, the condenser repairs were effected, but no Surveyor was called in until the vessel had arrived at Rouen. At this time the condenser was completely closed up and full of water, and the only item which could be seen was the new water end. To carry out the repairs claimed to have been done would have meant the complete stripping of the condenser - a substantial job.
- (2) Mr. Peskett had done his survey work in Havre during the forenoon, had had lunch en route to Rouen and at 6 p.m. visited this ship (his fourth at Rouen) before returning to Havre. He inspected the condenser but, as it was completely boxed up, he could not see the condition of tube plates or tubes alleged to have been renewed. No old tubes could be produced, nor ferrules or packing, to give some indication that there had been renewals. The length of time in which it was stated the renewals had been carried out by the ship's engineers Mr. Peskett judged to be entirely inadequate, and he became suspicious that attempts were being made to induce him to issue a certificate for repairs of which he had no knowledge, could not see and which he was by that time convinced had never been carried out (excepting the renewal of the water end). He states that the "black market" prices for condenser tubes locally is high and, in his opinion, it was within the bounds of possibility that, if they had ever had any new tubes on board they had been disposed of in the "black market". He did not remark on this aspect because there is such a thing as a law of libel.
- (3) He asked the Master to show him any certificates or Owner's letters in his possession relating to the condenser, but all the Master could produce were those for cargo gear, steering gear and freeboard, which were quite irrelevant. The Master's inference that Mr. Peskett wasn't interested in the ship because classification certificates could not be produced is not correct. This question did not arise.

When the Owner's Agent discussed the matter in this Office he said that the Master was a man of quick temper - this also applies to Mr. Peskett - and the fact that no preparation of any kind had been made for the survey, about which he was suspicious, coupled with the language difficulty, gave ample scope for the

exercise of trenchant comments and perhaps a certain amount of "incoherence".

Mr. Peskett admits quite fully that he was very angry, and that he did use most forcible expressions, but he refutes with indignation the charge that he was intoxicated.

The vessel meantime stranded off the Needles and is in a bad way, but not yet declared a C.T.L.

IT IS SUBMITTED for consideration whether, before replying to the Owner's Agents, arrangements be made for Mr. Peskett to meet and discuss the matter personally with Mr. Edwards, the Agents' representative.

Mr. Peskett is at present on leave in the U.K. and a suitable date could be arranged.

*This seems a suitable slip
provided the permission taken place
in this office in the presence of
Mr. Macmillan or Mr. Ferguson.*

*men.
S.D.
23/1/47
Mr.
Kip*



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