

COPY.

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

S/O. No. 692



Port Montevideo

March 31st. 1960

*This is to Certify that*

T.O. WINTER

*the undersigned Surveyor to this Society did at the request of the Owner's Agents, Messrs. Houlder Bros. (Argentina) Ltd. and with the consent of the Master attend on board the Steamship*

**"FAIRHURST"**

ex "City of Kimberley" 6281 tons gross register of London on March 25th. 1960 and subsequently whilst the vessel lay afloat in this Port to ascertain the nature and extent of damage to the mainmast sustained on March 24th. 1960 due to the Stevedores breaking out a cargo of iron billets from No. 4 hold.

For further particulars please see Vessel's Log Books and note of protest.

It was further stated that the Stevedores used a derrick when breaking out the cargo although they has been instructed by the Ships' staff to use a bull rope for this purpose.

A certificate on board states that all cargo handling gear was tested in accordance with the Factory Act Regulations for a safe working load of eight tons in March 1959.

Upon examination the following damages were noted and repairs were recommended without prejudice.

Found

Mainmast buckled slightly on forward side about four feet above the derrick table and inclined forward about 3°-4°.

Starboard side backstay deck lug torn out through doubleye.

Recommended

Plating to fair and mast to be aligned. Thereafter a mild steel plate sleeve to be fashioned fitted and secured by electric welding. Sleeve  $\frac{1}{2}$ " thick and to extend from top of derrick table to a height of two metres. One  $\frac{1}{2}$ " M.S. plate to be fitted first on after side of mast as a filling piece between the plate laps.

To be renewed by fabricated deck lug welded to the deck.

These recommendations were made with a view to placing the vessel in the same good and efficient condition as before the alleged incident. The mast plating was drilled to ascertain the thickness and found in good condition. The damage, in my opinion, is consistent with the

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."

(Rpl. 10)

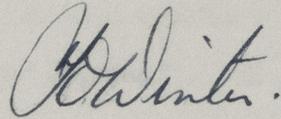
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the alleged cause.

Repairs were effected by Messrs. Manuel Pellicer & Co. Ltd. at a total cost of Sixteen Thousand Seven Hundred Pesos Uruguayan ( \$ 16.700.00) including overtime. Repairs were commenced at 16.00 hours on March 25th. 1960 and completed by 00.10 hours on March 27th. 1960. Of this sum it is estimated Seven Thousand Seven Hundred Pesos is attributable to overtime working with an estimated saving of four working days.

This charge is considered to be reasonable in view of the costs prevailing at this Port.

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.

Fee \$ 400.00



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Lloyd's Register  
Foundation

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