

B2

Boats

Registration, legal correspondence, etc

BOAT PAPERS DOCUMENTS

MEMORANDUM

TO: C. Layton

FROM: E. ALFARO

RE: Deletion Certificate of "ALBATROS" from Bahamas.

Deletion certificate of Albatross from registry of Bahamas should contain:

1. Name and particulars of vessel (description)
2. Name of last registered owner under Bahamas registry.
3. Statement that vessel's registration has been closed or cancelled.
4. Signature of Bahamas official should be legalized by a consul of Panama (e.g. Consul of Panama at Miami, Fla.).

Usually, deletion certificates are merely a copy of the transcript of the vessels registry on which it is certified at the end that the register has been closed due to sale to foreigners. This would be sufficient as long as it is signed by the issuing officer of Bahamas.

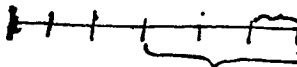
If possible, it would be ideal first to register with Bahamas sale to Lal Hazarie so that deletion certificate could reflect that he was the owner of the vessel at time of deletion. But if not possible, certificate should just reflect last registered owner of vessel (presumably Albatros Limited).

Ministry of Transport
Capt. Morris
(809 32) 28108

Check for \$30.00
Blue Registry Book.

2/1/12

B-2-a 1



F. S. TAPIA C.
JULIO E. LINARES
ELOY ALFARO

M. C. MOESLER
JAN F. TAPIA C.
ENRIQUE CHUNG

BUFETE TAPIA
TAPIA, LINARES & ALFARO
ABOGADOS • ATTORNEYS AT LAW

"EDIFICIO TAPIA"
AVL. JUSTO AROSEMENA Y CALLE 31 No. 3-80
PANAMA, R. P.

APARTADO | 7412
P. O. BOX |
PANAMA 5, PANAMA, R. DE P.

CABLE: "PESTA"
TELEU ITT 3480070
TELEFONO 25-1564

September 22, 1978

Miss Carolyn Layton
c/o ASOCIACION E.D. INTERNACIONAL
EMPRESA CARITATIVA, S.A.

Re: "ALBATROS III"
Our File: TA-214-1

Dear Miss Layton:

Enclosed herewith please find the following documents:

1. Provisional Certificate of Registry No.7941-PEXT, issued to the aforementioned vessel, as property of ASOCIACION E.D. INTERNACIONAL EMPRESA CARITATIVA, S.A.
2. Ship Station License No.613-7559, issued on September 21, 1978, and valid till December 20, 1978.
3. Receipt-Liquidation No.10073, by means of which we paid Annual Tonnage Tax and Consular Fees for the period September 21, 1978 to September 20, 1979.
4. Application forms for Permanent Radio License to be duly filled by person encharged of the Radio Station of this vessel.

With kindest regards, we remain,

Very truly yours,

BUFETE TAPIA


Eloy Alfaro

EA/vdm
Encl.

BUFETE TAPIA
P. O. BOX 7412
PANAMA 5, R. DE P.

B.2-a 2

MARAJ STREET,
TUNAPUNA,
TRINIDAD, WEST INDIES.

6th. September, 1978

John A. L. Morris,
Minister of Maritime Affairs
Minister of Shipping,
Minister of Transport,
Minister of Education,
P.O. Box 11-3008,
Port of Spain,
Trinidad.

"PER REGISTERED AIR MAIL"

"ALBATROSS" - OFFICIAL NO: 317979

I am in receipt of your letter dated 18 July, 1978, pertaining to the
registration of vessel. As requested I have enclosed herewith completed
Form of Ownership Form in order for you to proceed with the registration
transfer of ownership.

Thanking you for your kind co-operation in this connection.

Yours faithfully,

(Signature)
Lal Hazaric

B-2-a-3

X.S. 79 A

BILL OF SALE (Body Corporate)

Number, year and port of registry		Whether a sailing steam or motor ship	Horse power of engines, (if any)
59/1967 NASSAU, N.P.		MOTOR SHIP-SINGLE SCREW	195 B. H. P.
Length of stem, to the aft side of the head of the stern post/fore side of the rudder stock	Feet	Number of Tons (Where dual tonnages are assigned the higher of these should be stated)	
	Tenths	Gross	Register
	131	3.3	299.30
Outside of plating	24	4.1	
From tonnage deck to ceiling amidships	8	3.0	
For more detail in the Register Book.			

(a) ALBATROS LIMITED (hereinafter called "the transferors") having our principal
 at GRAND CAYMAN, B.W.I. In consideration of the sum of
SEVENTY-FIVE THOUSAND DOLLARS (75,000.00) paid to us by (b) Mr. L. HAZRAT OF
100,000, LONDON E15 3QP, ENGLAND (hereinafter called "the transferee(s)") the receipt whereof
 I, DAVID SELDEN COURTENAY HANNAYS, Notary Public, here-
 by certify that before me personally appeared Denis
 Rambarran and Alvin Rambarran two persons well known
 to me and whose signatures are subscribed hereon and
 who acknowledged to me that they executed the same
 respectively as their free and voluntary deed for the
 uses and purposes therein expressed.

nowledged, transfer ALL SIXTY-FOUR (64) shares in the Ship above particularly described, and in her boats and appurtenances,
 (s) THEIR
 other, we, the said transferors for ourselves and our successors covenant with the said transferee(s) and (c) THEIR
 have power to transfer in manner aforesaid the premises hereinbefore expressed to be transferred, and that the same are free from encumbrances (d) THEIR

as whereof we have hereunto affixed our common seal on 12th MAY 1978
 Common Seal of the transferors was

presence of (a) Denise Rambarran DIRECTOR
Alvin Rambarran DIRECTOR



I, DAVID SELDEN COURTENAY HANNAYS, Notary Public, here-
 by certify that before me personally appeared Denis
 Rambarran and Alvin Rambarran two persons well known
 to me and whose signatures are subscribed hereon and
 who acknowledged to me that they executed the same
 respectively as their free and voluntary deed for the
 uses and purposes therein expressed.

Dated this 12th day of May, 1978.

NOTARY PUBLIC

by the parties, (b) Full name(s) an-
 cess(es) of transferee(s) with their description in the case of individuals, and adding "as joint owners" where such is the case.
 (c) "its", (d) any subsisting encumbrance add "save as appears by the registry of the said ship", (e) Signatures and description of witnesses, i.e. Director, Secretary, etc. (as

the vessel does not obtain a complete title until the Bill of Sale has been recorded at the Port of Registry of the ship; and neglect of this precaution may entail serious consequences.
 are reminded of the importance of keeping the Registrar of British Ships informed of any change of residence on their part.

B-2-a-3

BILL OF SALE (Individuals or Joint Owners)

Name of Ship	Number, year and port of registry	Whether a sailing, steam or motor ship	Horse power of engines (if any)
ANTROS"	59/1967 NASSAU, N.F.	MOTOR SHIP-SINGLE SCREW	195 B. H. P.
Fore part of stem, to the aft side of the head of the stern post/fore side of the rudder stock to outside of plating from tonnage deck to ceiling amidships		Feet	Tenths
		131	3.3
		24	4.1
		Gross	Register
		8	3.0
		299.30	147.69

described in more detail in the Certificate of the Surveyor and the Register Book.

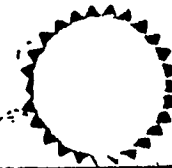
I, the undersigned (b) LAL HAZARIE OF 45, PARK ROAD, LONDON, E15, SWP, ENGLAND (hereinafter called "the Transferor(s)")
 operation of the sum of U.S. SEVENTY-FIVE THOUSAND DOLLARS paid to (c) ME by (d) ASOCIACION - E. D.
INTERNACIONAL EMPRESA CHARITATIVA S.A., PANAMA CITY, PANAMA (hereinafter called "the Transferee(s)")
 Receipt where of is hereby acknowledged, transfer ALL SIXTY-FOUR (64) shares in the Ship above particularly described, and in her boats and appurtenances,
 the said Transferee(s).
 Further (a) I the said Transferor(s) for (e) MYSELF AND MY heirs covenant with the said Transferee(s) and
his assigns, that (e) I have power to transfer in manner aforesaid the premises hereunto before expressed to
 transferred, and that the same are free from encumbrances (g)
 In witness whereof (a) I have hereunto subscribed (h) MY name(s) and affixed (h) MY seal on
May 26, 1978

Executed by the above named Transferor(s) LAL HAZARIE
 in the presence of (i)

Darleen Orozco
 Notary Public



(i) Darleen
26 May 78



" or "we" (b) Insert FULL name and address, with description, of the transferor or transferors. (c) Insert "me" or "us". (d) Insert FULL name and address of transferee or transferees
 description in the case of individuals and adding "as Joint Owners" where such is the case. (e) Insert "myself and my" or "ourselves and our". (f) Insert "his", "her" or "their". (g) If there be
 mortgage or outstanding Certificates of Mortgage or Sale, add "save as appears by the Registry of the said Ship". (h) Insert "my" or "our". (i) Names, addresses and description of witnesses
 of Transferor(s).

which the registered British vessel does obtain a complete title until the Bill of sale has been recorded at the Port of Registry of the ship, and neglect of this precaution may entail serious conse-
 quences.
 The Registrar or Mortgagees are reminded of the importance of keeping the Registrar of British Ships informed of any change of residence in their part.

B-2-a-3

REPUBLIC OF VENEZUELA)
CITY OF CARACAS) SS
EMBASSY OF THE)
UNITED STATES OF AMERICA)

I, the undersigned consular officer of the United States of America duly commissioned and qualified, do hereby certify that the foregoing is a true and faithful copy of the original/copy this day exhibited to me, the same having been carefully examined by me and compared with the said original/copy found to agree therewith word for word and figure for figure.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of the Embassy of the United States of America at Caracas, Venezuela, this. JUN 14 1978

Mary E. McMullin
MARY E. McMULLIN
Vice Consul of the United States
of America

B-2-a-3

Dear Dr. Offaro,

Oct. 4, 1978

I was unable to get the Certificate of deletion on my trip as I did not have the current registry book. However, I have since sent the Bahamian registry book to Captain Morris with your letter and instructions to send it directly to you.

Enclosed is ~~to~~ the certified copy of the Bill of Sale between Albatross Limited and Lal Hazrie, plus another document which is not certified. If you need a certified copy of the Declaration by Individual Owner or Transferee his address is:

Lal Hazrie
Mara J Street B-2-a 4
~~St. Joseph~~ Surapuna
Trinidad, West Indies

He sent this, I believe, to Captain Morris on Sept. 6, 1978, so ~~to~~ should have the original of this Capt. Morris

2

document.

So far we have not received
the New Registry Book you were
going to send.

The radio material will be sent to
you as soon as it is filled out by
the proper person. It should be
coming in a few days.

The original Bill of Sale is back in
San Francisco & being legalized.
You should get it fairly soon,
if not already.

If you need anything further you
can write me ~~care of~~ P.O. Box
893, Georgetown, Guyana.
Cordially,
CK

B-2-a 4

Terri,

1-We have to get additional documentation affirming the fact that the Asociation bought the boat and that whoever sold it (Albatros Ltd. or Lal Hazarie) was (a) the rightful owner and (b) that the vessel was free of mortgages and encombrances at the time it was bought either by the Asociation or by Lal Hazarie.

2-We can do this in one of the following ways:

**Get the additional statement from the notary which I attached to the Original Bill of Sale, plus legalize the document.

**Get the information thru the Certificate of Deletion or Cancellation which I will be trying to pick up in the Bahamas. (we have to get this in any case)

**Get the Original Bill of Sale between Albatros Ltd. and Lal Hazarie and get it legalized thru a Panamanian Consulate.

3-We also have to see if we can get Mr. Lal Hazarie to write for the certificate of deletion or cancellation.

** A certified copy is OK.*

B-2-a-5

WHAT I HAVE TO GET FROM NASSAVE :

1-The certificate of deletion or cancellation from Mr. Morris

This certificate should in some way indicate that the Asociation bought it and whoever sold it was the rightful owner. Or, it may just show that Albatros Ltd. ~~xxx~~ sold it to Lal Hazarie.

It would be helpful if the certificate would show that when Albatros Ltd. sold it it was free of mortgages or encombrances. Or the same for Lal Hazarie.

2-When the certificate of deletion is obtained--see if we can get someone going to Miami to take the document to a Panamian consulate there to legalize the document.

3-Then--mail the document to
Dr. Alfaro...

or should it be hand-carried back? If so, you would not get it back until November some time.

4-we have to verify that the Asociation bought it and whoever sold it was the rightful owner and that the person selling it had no mortgages or encombrances on it.

5-See if we can get Mr. Bal Hazarie to write for the certificate of deletion or cancellation.

B-2-a-6

BUREAU VERITAS

REGISTRE INTERNATIONAL DE CLASSIFICATION DE NAVIRES FONDÉ EN 1828

CERTIFICAT DE



CLASSIFICATION

Certificat

N° 598740

ALBATROS
MACHINES

N° 90045
dans le Registre

Nous soussignés certifions que les machines du navire ci-dessus ont été soumises à la visite spéciale a PORT D'ESPAGNE en JUILLET 1974 par le personnel technique de la Société, conformément aux prescriptions du Règlement. Machine principale 1 DIESEL 4 cyl. 4 temps simple effet

puissance effective totale 200 ch. à 330 tr/mn déterminée aux essais
construit à Alphen a/d Rijn par N.V. Motorenfabriek "De Industrie"
achevé en 1951

Les machines ont été inscrites dans le Registre avec la marque +

Le présent certificat est valable jusqu'en 31 DECEMBRE 1976
La prochaine visite spéciale sera la 3^{ème} visite spéciale N° 1

Si les prescriptions réglementaires pour le maintien de la classification et en particulier celles concernant les visites ne sont pas observées, le certificat perd sa validité et la cote sera retirée du Registre.

Les interventions du Bureau Veritas effectuées en conformité soit de ses propres Règlements, soit de normes, cahier des charges ou documents analogues explicitement désignés, d'une part, et ses opinions exprimées par les symboles de Classification ou marques spéciales, les certificats, attestations, rapports ou documents analogues, d'autre part, ne peuvent en aucun cas engager sa responsabilité.

Quoique le plus grand soin soit apporté à la rédaction des publications du Bureau Veritas et en particulier à celle des Registres, la Société déclare toute responsabilité pour les erreurs ou omissions qui pourraient être relevées dans ces ouvrages, ainsi que dans les certificats, attestations ou rapports établis par ses Services ou par ses Experts et qui peuvent d'ailleurs faire l'objet d'observations de la part des intéressés. Le Bureau Veritas déclare en outre toute responsabilité pour les erreurs de jugement, fautes ou négligences qui pourraient être commises par son personnel technique ou administratif ou par ses Agents, dans l'établissement de ces documents et l'exécution des interventions qu'ils comportent, la responsabilité de ce personnel ne pouvant être elle-même engagée.

Arbre porte-hélice : Type, périodicité de visite : ORD. 2 ans
Dernière visite en : JUILLET 1974 October, 1976

RT/MAL

A . PARIS

, le 4 NOVEMBRE

19 74

Pour le Bureau Veritas,
Directeur Adjoint
des S.-V.-S. Maritimes



Mod. Ad. M. E. 441
5000 - 9-72

B-2-a-7

✓
BUREAU VERITAS
INTERNATIONAL REGISTER FOR CLASSIFICATION OF SHIPS ESTABLISHED 1828

CERTIFICATE OF



CLASSIFICATION

Certificate

Nº 598740

ALBATROS
MACHINERY

No. 90045
in Register Book

This is to certify that the machinery of the above named ship, has been submitted to special survey at PORT OF SPAIN in JULY 1974 by surveyors to the Society, in accordance with the requirements of the Rules.
Main machinery 1 DIESEL 4 cyl. 4 strokes single acting

total effective power 200 hp at 330 r.p.m. determined by testing
built at Alphen a/d Rijn by N.V Motorenfabriek " De Industrie "
completed in 1951

The machinery has been entered in the Register Book with the mark +

The present certificate is valid until
The next special survey will be the 3rd special survey No. 1

When the requirements of the rules for maintenance of class and in particular those concerning surveys are not complied with, the validity of the certificate lapses and the class will be withdrawn from the Register.

The interventions of Bureau Veritas, carried out, either in accordance with its own Regulations or according to standards, specifications of similar documents explicitly called for, or alternatively, the opinions of the Society as expressed by the symbols of Classification or special marks, certificates, situations, reports or similar documents, shall not in any case, involve the responsibility of the Society.

Although the utmost care is taken in the drafting of Bureau Veritas publications, particularly in respect to the Register, the Society declines any responsibility for errors or omissions which may be found therein, or in the certificates, situations, or reports drawn up by its Services or by its Surveyors and which may be made the subject of observations by the parties concerned. Furthermore, Bureau Veritas, declines any responsibility for errors of judgement, mistakes or negligence which may be committed by its technical or administrative staff or by its Agents, in the preparation of such documents and in the performance of the interventions which they cover, nor shall the responsibility of the staff be involved.

Propeller-shaft: Type, periodicity of Survey: ORD 2 Years

Last survey in: JULY 1974 October, 1976

RT/MAL

At

PARIS

, on 4th NOVEMBER

19 74

For Bureau Veritas,



[Signature]
Deputy Manager
Marine Departments

BUROU VERITAS

REGISTRE INTERNATIONAL DE CLASSIFICATION DE NAVIRES FONDÉ EN 1828

CERTIFICAT DE



CLASSIFICATION

Certificat

N° 6173

ALBATROS

N° 90045

dans le Registre

COQUE

Nous soussignés certifions que le navire en acier à moteur désigné ci-dessus a été soumis à la visite spéciale à PORT D'ESPAGNE en JUILLET 1974 par le personnel technique de la Société, conformément aux prescriptions du Règlement.

Armateur - A. J. - ABRAHAM & Co - Ltd
Pavillon GRANDE BRETAGNE

Port d'attache NASSAU

Jauge brute 297,09

Jauge nette 187

Construit à Alphen a/d Rijn
achevé en 1951/1952

par N.V.D & Joh. Boot Scheepswerf de Vooruitgang

Le navire a été inscrit dans le Registre avec les symboles de classification :

I 3/3 E

et les marques et mentions : + HAUTE MER

Le présent certificat est valable jusqu'en

La prochaine visite spéciale sera la 3ème visite spéciale N° 1

Si les prescriptions réglementaires pour le maintien de la classification et en particulier celles concernant les visites ne sont pas observées, le certificat perd sa validité et la cote sera retirée du Registre.

Les interventions de Bureau Veritas effectuées en conformité avec ses propres Règlements, soit de normes, cahiers des charges ou documents techniques, ont pour but de garantir la sécurité des navires et de leur permettre de naviguer en toute sécurité. Les symboles de classification ne garantissent pas la sécurité des navires. Toute responsabilité pour les erreurs ou omissions qui pourraient être commises dans les ouvrages émis par le Bureau Veritas, ou l'absence de toute responsabilité pour les erreurs de jugement, fautes ou négligences qui pourraient être commises par son personnel technique ou administratif ou par ses Agents, dans l'établissement de ces documents et l'exécution des interventions qu'ils comportent, la responsabilité de ce personnel ne pouvant être éliminée par le présent.

Date de la dernière visite à 2001

A

PARIS

le 4 JUILLET

1974

des Services Administratifs



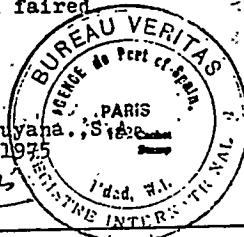
Mod. Ad. M. 1

B-2-a-8

Visa No 1 Annual drydocking. Hull sand blasted and painted to Owner's requirements. All anodes renewed, Starboard bilge keel faired. CLASS CONFIRMED.

A/At Georgetown, Guyana, 28th August, 1975

F. MENZIES



Visa No 5

A/At
Le/On

Cachet
Stamp

Visa No 2 Annual drydocking hull sand washed, painted to Owner's requirements. All anodes renewed. Sea valves overhauled. All found satisfactory. CLASS CONFIRMED.

A/At Georgetown, Guyana, 11th October, 1976

F. MENZIES



Visa No 6

A/At
Le/On

Cachet
Stamp

Visa No 3

Annual drydocking, hull scrapped painted to Owner's requirements. All anodes renewed, sea valves overhauled. All found satisfactory. CLASS CONFIRMED.

A/At Georgetown, Guyana, 28th October, 1977

F. MENZIES



Visa No 7

A/At
Le/On

Cachet
Stamp

Visa No 4


A/At
Le/On

Cachet
Stamp

Visa No 8

A/At
Le/On

Cachet
Stamp



REPUBLICA DE PANAMA
MINISTERIO DE HACIENDA Y TESORO
DIRECCION GENERAL DE CONSULAR Y DE NAVES
MARINA MERCANTE NACIONAL
SERVICIO INTERNACIONAL
PATENTE PROVISIONAL DE NAVEGACION

T. L. & A.

NÚMERO OFICIAL
 REGISTRATION NO.
No. 7941-PEXT

DISTINTIVO DE LLAMADA
 CALL LETTERS
HO-9873

De acuerdo al cumplimiento de los requisitos estipulados en la Ley 8a. de 12 de enero de 1925, aprobados por la Dirección de Matrícula No. 7941 de 21 de SEPTIEMBRE de 1978, expedida por esta Oficina SE AUTORIZA Y CONCEDE a la nave cuyas características se detallan a continuación y la cual se dedicará exclusivamente al servicio de CARGA SECA, la presente PATENTE PROVISIONAL DE NAVEGACION para todos los fines respectivos que otorga el Registro de la Marina Mercante de la Republica de Panamá

In accordance with the requirements established by the Ordinance No. 8, dated the 12th of January 1925, the registration requested in Form No. 7941, dated the 21 of SEPTIEMBRE of 1978, has been approved by this office. Therefore, the Panama Merchant Marine Registry hereby GRANTS AND AUTHORIZES this Provisional Registration of Navigation Certificate to the vessel, whose particulars are described below, and which will be used exclusively for CARGA SECA

DATOS DE IDENTIFICACION DE LA NAVE
PARTICULARS OF THE VESSEL

NOMBRE DE LA NAVE: NAME OF THE VESSEL "ALBATROS III"		PROPIETARIO Y DOMICILIO OWNER'S NAME AND ADDRESS ASOCIACION E.D. INTERNACIONAL EMPRESA CARITATIVA, S.A.	
NOMBRE ANTERIOR PREVIOUS NAME "ALBATROS"		REPRESENTANTE LEGAL Y DOMICILIO NAME AND ADDRESS OF LEGAL REPRESENTATIVE TAPIA, LINARES & ALFARO	
NACIONALIDAD QUE RENUNCIA PREVIOUS NATIONALITY BAHAMAS (GRAN BRETANA)		RESPONSABLE DE LAS CUENTAS DE RADIO Y DOMICILIO NAME AND ADDRESS OF COMPANY RESPONSIBLE FOR RADIO EXPENSES LOS PROPIETARIOS	
CONSTRUIDO EN BUILT IN ALPHEN A/D RIJN		FECHA DATED 1951/1952	CONSTRUCTORES N. V. D. & W. H. OOT SCHEEPSWERF DE VOORUITGANG.

NÚMERO DE NUMBER OF	MATERIAL DEL CASCO. MATERIAL OF THE HULL	DIMENSIONES PRINCIPALES MAIN MEASUREMENTS	TONELAJE TONNAGE
CUBIERTAS DECKS UNA	ACERO	ESLORA LENGTH 40.03 MTS.	BAJO CUBIERTA UNDER DECK *****
MASTILES MASTS DOS		MANGA BREADTH 7.44 MTS.	BRUTO GROSS 229.30
CHIMENEAS FUNNEL UNA		PUNTA DEPTH 2.53 MTS.	NETO NET 147.69

SERVICIO A QUE SE DEDICA LA NAVE
KIND OF SERVICE GIVEN BY THE VESSEL

CARGA SECA DRY CARGO	CARGA LIQUIDA LIQUID CARGO	PASAJEROS PASSENGERS	MIXTO MIXED	PESCA DE FISHING OF	DE SERVICIO DE KIND OF SERVICE
SI	****	1A CLASE **** 1ST CLASS 2A CLASE **** 2ND CLASS 3A CLASE **** 3RD CLASS	****	****	CARGA SECA

SISTEMA DE PROPULSION
PROPULSION SYSTEM

CLASE Y NUMERO DE MAQUINAS O MOTORES **UN (1) MOTOR DIESEL**

NUMERO Y TIPO DE CILINDROS **CUATRO (4) CILINDROS**

MARCA O NOMBRE DE LOS FABRICANTES **N.V. MOTOREN FABRIEK "DE INDUSTRIE"**

VELOCIDAD DE LA NAVE **SEIS (6) NUDOS** CABALLOS DE FUERZA **200 H.P.**

La presente Patente Provisional debe ser cancelada y sustituida por otra en los casos que se describen al reverso de este documento.


The present Provisional Registration Certificate International Service should be cancel and substituted by another one in cases that are described on the reverse of this document.

EXPEDIDA EL **VEINTIUNO (21) DE SEPTIEMBRE DE 1978** EN **PANAMA**

FIRMADA Y SELLADA POR EL SUSCRITO **DIRECTOR GENERAL DE CONSULAR Y DE NAVES**

FECHA DE EXPIRACION **VEINTE (20) DE MARZO DE 1979.**

(SELLO)
(SEAL)



DERECHOS: LIQ. #10073-A DEL 21/9/78.-

No. 17144 B

B-2-a-9

República de Panamá

Categoría: 1a.
Clase: 02
Servicio: CP H24



MINISTERIO DE HACIENDA Y TESORO
DIRECCION CONSULAR Y DE NAVES
TELECOMUNICACIONES MARITIMAS

LICENCIA PROVISIONAL DE ESTACION DE RADIO N° 613-7550
LICENSE DE STATION DE NAVIERE (DNY)
SHIP STATION LICENSE

Se concede a TAPIA, LINARES Y ALFARO
Adaptación N° 7412
Panamá 5, Panamá

LICENCIA PROVISIONAL para operar los Equipos de Radio.

Abordo de la Nave " ALBATROS III " Letra de llamada HO9873

Patente N° 7041-FDXT

Hasta el 20 de diciembre de 1978

Panamá... 21 de septiembre de 1978

Yolanda Mirel
YOLANDA MIREL

Jefe
Telecomunicaciones Marítimas

SERGIO QUIROS FERNANDEZ
Director
Dirección Consular y de Naves.

Gm Liquidación N° 10073-A de 21/9/78 VALOR: B/5.00 (\$5.00)

Editora de la Nación.—Orden 0281

N° 00907 A

B-2-a-9

Prescribed by the
Commissioners of
Customs & Excise
with the consent
of the Secretary
of State for Trade
and Industry

7 1111110.10

BILL OF SALE (Individuals or Joint Owners)

Official number	Name of Ship	Number, year and port of registry	Whether a sailing, steam or motor ship	Horse power of engines (if any)
317979	"ALBATROS"	59/1967 NASSAU, N.F.	MOTOR SHIP-SINGLE SCREW	195 B. H. P.
Length from fore part of stem, to the aft side of the head of the stern post/fore side of the rudder stock			Feet	Tenths
			131	3.3
Main breadth to outside of plating			24	4.1
			8	3.0
Depth in hold from tonnage deck to ceiling amidships			Number of Tons	
			Gross	Register
			299.30	147.69

and as described in more detail in the Certificate of the Surveyor and the Register Book.

(a) I, LAL HAZARIE OF 45, PARK ROAD, LONDON, E15, 3AP, ENGLAND (hereinafter called "the Transferor(s)")
in consideration of the sum of U.S. SEVENTY-FIVE THOUSAND DOLLARS paid to (c) ME by (d) ASOCIACION - E. D.
INTERNACIONAL EMPRESA CHARITIVA S.A., PANAMA CITY, PANAMA (hereinafter called "the Transferee(s)")
the Receipt where of is hereby acknowledged, transfer ALL SIXTY-ONE (61) shares in the Ship above particularly described, and in her boats and appurtenances,
to the said Transferee(s).
Further (a) I the said Transferor(s) for (e) MYSELF AND MY heirs covenant with the said Transferee(s) and
(f) his assigns, that (a) I have power to transfer in manner aforesaid the premises hereinbefore expressed to
be transferred, and that the same are free from encumbrances (g) BY seal on BY
In witness whereof (a) I have hereunto subscribed (h) MY name(s) and affixed (h) BY seal on BY
May 26, 1978

Executed by the above named Transferor(s) LAL HAZARIE

In the presence of (i)

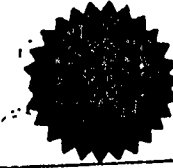
Darleen Orozco
Notary Public



OFFICIAL SEAL
DARLEEN OROZCO
NOTARY PUBLIC - CALIFORNIA
PRINCIPAL OFFICE IN
SAN FRANCISCO COUNTY

My Commission Expires September 21, 1981

(i) By 26th May 78



(a) Insert "I" or "we". (b) Insert FULL name and address, with description, of the transferor or transferors. (c) Insert "me" or "us". (d) Insert FULL name and address of transferee or transferees with their description in the case of individuals and adding "as Joint Owners" where such is the case. (e) Insert "myself and my" or "ourselves and our". (f) Insert "his", "her" or "their". (g) If there be existing Mortgage or outstanding Certificates of Mortgage or Sale, add "as" as appears by the Registry of the said Ship". (h) Insert "my" or "our". (i) Names, addresses and description of witnesses. (j) Name of Transferor(s).

A purchase of a registered British Vessel does not obtain a complete title until the Bill of sale has been recorded at the Port of Registry of the ship; and neglect of this precaution may entail serious consequences.
Registered Owners or Mortgagees are reminded of the importance of keeping the Registrar of British Ships informed of any change of residence on their part.

Sec. F.2059 (Oct. 1971)

492100174517 25,003 11/73 JC&SL:ld Gp637

RE. BLAIR:

You will need: 1) Consent to surrender registry or certificate of cancellation from current port of registry, authorized by port authority of flag country

2) Registered address for owner of vessel in country of the port where the vessel is to be registered.'

3) Original bill of sale to new owner, copies of all the ship's papers including safety inspections, technical data etc.

4) All the arrangements particular to the new country of registry will be taken care of by Blair. He says it is not complex

5) I talked to two attorneys here, one by the name of James Fagan, who was very familiar with maritime law. He asked me if the party was sure they wanted to ~~xx~~ transfer from B. to P. registry because British was far the preferable in the shipping world and not possible to get from without. P. is just a flag of convenience and does not mean as much in the shipping world. Our conversation was very vague and hypothetical, so I did not get much specific information. He wanted to know all about the vessel and the owner etc. etc, so mostly I was skirting questions. He did, however, agree the above mentioned points would be requirements.

6) Talked to Blair again this afternoon, Friday 8/25, and he gave me an estimated cost. Estimated cost of registration (provisional) = \$1,541.00 (US); registration of title of ownership for permanent certificate of navigation approximately \$2,000.00 (US).

7) Also, finally, he reached B. this afternoon and learned that they had granted an extension, but that the letter confirming it had not yet arrived. The extension has been granted through the end of September, and the letter confirming it will be forwarded to Charles' office by Blair. He will be expecting a visit from someone with the original papers and to take care of that other matter he wanted to see you about. He said there are no problems, that everything is fine.

Jean

B-2-a-11

P. S. TAPIA C.
JULIO E. LINARES
ELOY ALFARO

N. C. MOESLER
JAN F. TAPIA C.
ENRIQUE CHUNG

BUFETE TAPIA
TAPIA, LINARES & ALFARO
ABOGADOS • ATTORNEYS AT LAW

"EDIFICIO TAPIA"
AVE. JUSTO AROSEMENA Y CALLE 31 No. 3-80
PANAMA, R. P.

APARTADO }
P. O. Box } 7412
PANAMA 5, PANAMA, R. DE P.

CABLE: "FESTA"
TELEGR. INT. 3480070
TELEFONO 25-1564

July 26th., 1978.

Via Airmail.-

Mr. Charles R. Garry
Garry, Dreyfus, McTernan, Brotsky,
Herndon & Pesonen, Inc.
1256 Market Street at Civic Center
San Francisco 94102
U. S. A.

Re: ASOCIACION E.D. INTERNACIONAL
EMPRESA CARITATIVA, S. A.
Our File: TA-214

Dear Mr. Garry:

With reference to the registration in the Bahamas of the Vessel ALBATROS, property of ASOCIACION E.D. INTERNACIONAL EMPRESA CARITATIVA, S. A., we have received from the Director of Maritime Affairs and Registrar of Shipping of the Bahamas a letter, dated 18 July, 1978, of which we enclose a photocopy, which is self explanatory.

We are forwarding to you herewith the documents which we received with said letter and which are detailed therein, and await instructions in connection with this matter.

With kindest regards, we remain,

Yours very truly,

BUFETE TAPIA

Eloy Alfaro
Eloy Alfaro

EA/xb

Encls.-

BUFETE TAPIA
P. O. BOX 7412
PANAMA 5, R. DE P.

B-2-a-12



MINISTRY OF TRANSPORT
(MARITIME DIVISION)

P. O. Box N-3008

Nassau - N.P. - Bahamas

CABLES, TELEPHONE AND
TELETYPE SERVICE CODE BAHAMAS

TELEPHONE 1800 22 28106
TELETYPE NASSAU NO. 263

FOR

FECHA

FECHA 26/7/76

Eloy Alfaro, Esq.
Vice President
ASOCIACION E D INTERNACIONAL
EMPRESA CARITATIVA, SA.
Panama City
Panama

Your reference EA/Xb
Our reference 59/1967
Date 18 July 1976

Dear Sir:

"ALBATROS" - Official No 317979

I acknowledge receipt of your letter of the 9th June informing me that you have recently purchased the above ship.

I regret that only Commonwealth citizens or Commonwealth bodies corporate may own Bahamian ships registered previously under the Merchant Shipping Act, 1894 and only Bahamian citizens or bodies corporate wholly owned by Bahamian citizens may register Bahamian ships under 1600 net tons and register under the Merchant Shipping Act, 1976.

Should you wish your vessel to continue being registered in The Bahamas, the ship will of necessity need to be owned by a company registered in The Bahamas or some other British Commonwealth country.

If it is decided to have the ship owned by a Commonwealth company, then the following documents will need to be produced:

- a) Bill of Sale transferring ownership from Mr Hazarie to the Commonwealth Company;
- b) Declaration of Ownership by the Commonwealth company;
- c) copy of Certificate of Company Incorporation of the Commonwealth company;
- d) Registration fee of US\$40 (certified cheque); and
- e) Certificate of Registry for endorsement.

B-2-a-12
/Continued.....

Eloy Alfaro, Esq

-2-

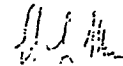
18 July 1978

I will also need a completed Declaration of Ownership form from Mr Lal Hazarie.

Enclosed are Bills of Sale and Declaration of Ownership forms, and your original Bill of Sale. Should I fail to hear from you by the end of August 1978, I will assume that you do not wish the vessel to remain registered under the Bahamas flag and will thereafter close the registry of the above ship, informing the Registrar of Shipping, Trinidad accordingly.

Your urgent attention to the contents of this letter is requested.

Yours faithfully



Capt A L Morris
Director of Maritime Affairs
& Registrar of Shipping

ALM/er

B-2-a-12



Form No. (h)-2

COMMONWEALTH OF THE BAHAMAS

BILL OF SALE (Individuals or Joint Owners)

Official number	Name of Ship	Number, year and port of registry	Whether a sailing, steam or motor ship	Horse power of engines (if any)

Length from fore part of stem, to the aft side of the head of the stern post/fore side of the rudder stock Main Breadth to outside of plating Depth in hold from tonnage deck to ceiling amidships	Feet	Tenths	Number of Tons	
			Gross	Register

and as described in more detail in the Certificate of the Surveyor and the Register Book.

(a).....the undersigned (b).....
.....(hereinafter called "the Transferor(s)")
in consideration of the sum of.....paid to (c)....., by (d).....
.....(hereinafter called "the Transferee(s)")
the Receipt whereof is hereby acknowledged, transfer.....shares in the Ship above particularly described, and in her boats and appurtenances,
to the said Transferee(s).
Further (a).....the said Transferor(s) for (e)..... heirs covenant with the said Transferee(s) and
(f).....assigns, that (a).....have power to transfer in manner aforesaid the premises hereinbefore expressed to
be transferred, and that the same are free from encumbrances (g).....
In witness whereof (a).....have hereunto subscribed (h)..... name(s) and affixed (h)..... seal on.....
.....19.....
Executed by the above named Transferor(s)
in the presence of (i).....

(j).....

Seal

(a) Insert "I" or "we". (b) Insert FULL name and address, with description, of the transferor or transferors. (c) Insert "me" or "us". (d) Insert FULL name and address of transferee or transferees with their description in the case of individuals and adding "as Joint Owners" where such is the case. (e) Insert "myself and my" or "ourselves and our". (f) Insert "his", "her" or "their". (g) If there be any subsisting Mortgage or outstanding Certificates of Mortgage or Sale, add "save as appears by the Registry of the said Ship". (h) Insert "my" or "our". (i) Names, addresses and description of witnesses. (j) Signature of Transferor(s).

NOTE - A purchase of a registered Bahamian Vessel does not obtain a complete title until the Bill of sale has been recorded;

and neglect of this precaution may entail serious consequences.

NOTE - Registered Owners or Mortgagees are reminded of the importance of keeping the Registrar of Bahamian Ships informed of any change of residence on their part.

B-2-a-13

CHARTER CONTRACT

THIS CHARTER-PARTY, is entered between ASOCIACION E. D. INTERNACIONAL EMPRESA CARITATIVA, S. A., domiciled at Justo Arosemena Avenue and 31st. Street, No. 3-80, duly represented by its President pursuant to the provisions of the Articles of Incorporation, under one part, hereinafter the OWNER, and from the other part, the People's Temple Christian Church, a Guyana corporation, represented by Enola M. Nelson hereinafter the CHARTERER, on this 31st. day of May, 1978.

Purpose of this Charter: The only purpose of this contract is to charter the Vessel "ALBATROS L.T.D.", registered in The Bahamas, and the Owner hereby agrees to let and Charterer agrees to hire said vessel from the time of delivery for a period of about 24 months, on the following terms and conditions:

1. The vessel shall be delivered to the Charterer at the port of Georgetown and being on her delivery tight, staunch, strong, and well and sufficiently tackled, appareled, furnished, and equipped, and in every respect seaworthy and in good running order, condition, and repair so far as the exercise of due diligence can make her. The delivery to the Charterer of said vessel and the acceptance of said vessel by the Charterer shall constitute a full performance by the Owner of all of the Owner's obligations hereunder, and thereafter the Charterer shall not be entitled to make or assert any claim against the Owner on account of any representations or warranties expressed or implied, with respect to said vessel, but the Owner shall be responsible for repairs or renewals occasioned by latent defects in the vessel, her machinery or appurtenances, existing at the time of delivery under the Charter, which defects are not discovered on the survey.

2. The vessel shall be employed in carrying lawful merchandise in such lawful trades, between safe port and/or ports of the Caribbean.

B-2-a-13

In the event of serious outbreak of pestilence, war, Acts of God, force majeure, or other causes beyond the Charterer's control, making the use of the vessel in such trade commercially impracticable, the vessel may be placed or may be sublet for employment in any other safe trades, upon first securing the approval of the Owner.

3. The vessel shall be surveyed before delivery and on redelivery to determine the condition of the vessel, under the terms of the Charter, and the cost of such survey on delivery shall be paid for by the Charterer and the cost of such survey on redelivery shall be paid for by the Owner.

4. The Charterer shall, at its own expense, man, operate, victual, fuel, and supply the vessel, the Master and Chief Engineer, however, to be subject to the approval of the Owner, and the Owner shall have the right to require the removal of the Master or Chief Engineer if it shall have reason to be dissatisfied.

5. The Charterer shall pay all port charges, pilotages, and all other costs and expenses incident to the use and operation of the vessel.

6. The Charterer shall, at its own expense, keep the said vessel in good running order and condition and in substantially the same condition as when received from Owner and have her regularly overhauled and repaired when necessary. Vessel shall be dry-docked, cleaned, and painted by the Charterer as may be necessary.

7. The Charterer shall pay to the Owner for the use of said vessel at the rate of \$16,000 ^{or more} per 24 mons. commencing on and from the day and hour of her delivery to the Charterer, hire to continue until the day and hour when the vessel is redelivered to the Owner. If the vessel is lost, hire shall be paid up to and including the day of her loss (if the time

of her loss be uncertain, then up to and including the day she is last heard from). Payment of hire shall be made to the Owner at Georgetown in cash on delivery for the remainder of that calendar month, and thereafter monthly in advance on the first day of each month, and in default of such payment the Owner may forthwith withdraw the vessel from the service of the Charterer without prejudice to any claim which the Owner may have against the Charterer pursuant to this Charter.

Should any dispute arise between the Owner and the Charterer with respect to responsibility for repairs, renewals, or replacements, or as to the condition of the vessel at the time of redelivery, either the Charterer or the Owner may without prejudice to its contentions, make and pay for such repairs, renewals, or replacements, or any part thereof before or after tender of redelivery, and may recover the cost thereof from the party for whose account it may be under the terms of the Charter. In the event Charterer's liability for such repairs, renewals, or replacements is established, the Charterer shall pay hire for all time lost thereby.

8. Should the vessel be on her voyage toward port of redelivery at time when payment of hire becomes due, said payment shall be made for such length of time as the Owner and the Charterer may agree upon as the estimated time necessary to complete the voyage, and when the vessel is redelivered to the Owner any difference shall be refunded by the Owner or paid by the Charterer, as the case may require.

9. The Charterer shall have the use of all outfit, equipment, and appliances now on board the vessel without extra cost, provided the same or their substantial equivalent shall be returned to the Owner on redelivery in the same good order and condition as when received, ordinary wear and tear excepted.

10. A complete inventory of the vessel's entire equip-

ment, outfit, appliances, and of all consumable stores shall be taken and mutually agreed upon at the time of delivery, and a similar inventory shall be taken and mutually agreed upon at the time of redelivery.

11. Neither the Charterer nor the Master of the vessel shall have any right, power, or authority to create, incur, or permit to be imposed upon the vessel any liens whatsoever except for crew's wages and salvage. The Charterer agrees to carry a properly certified copy of this Charter Party with the ship's papers, and on demand to exhibit the same to any person having business with the vessel which might give rise to any lien thereon, other than liens for crew's wages and salvage. The Charterer agrees to notify any person furnishing repair, supplies, towage, or other necessities to the vessel that neither the Charterer nor the Master has any right to create, incur, or permit to be imposed upon the vessel any liens whatsoever except for crew's wages and salvage. Such notice, as far as may be practicable, shall be in writing.

12. The Charterer shall cause all bills of lading issued for cargo carried on the vessel to contain all the exemptions and stipulations usual to the particular trade or service in which the vessel may be engaged and such bills of lading shall provide that the carriage of goods shall be subject to all the provisions of and exemptions contained in the Act of Congress of February 13, 1893, known as the Harter Act and also subject to the provisions of the Carriage of Goods by Sea Act approved April 16th., 1936 and it shall reserve a lien upon the cargoes for freight, advance charges on goods, extra compensation, demurrage, forwarding charges, general average claims, any demands made and liability incurred by the carrier in respect of the goods (not required under the bills of lading to be borne by the carrier).

13. The bills of lading used by the Charterer shall con

tain the amended "Jason" clause substantially as follows: "If the Owner shall have exercised due diligence to make the vessel in all respects seaworthy and to have her properly manned, equipped, and supplied, it is hereby agreed that in the event of accident, danger, damage or disaster before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the shipowner is not responsible, by statute or contract or otherwise, the shippers, consignees or owners of the cargo shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the cargo."

14. All Bills of Lading shall include the following Both-To-Blame Collision Clause:—"If the shipowner shall have exercised due diligence to make the vessel seaworthy and properly manned, equipped and supplied, it is hereby agreed that in the event of the vessel coming into collision with another vessel as a result of the negligent navigation of both vessels, the owners of the cargo carried under this Bill of Lading will indemnify the shipowner against all liability to the other vessel or her owners in so far as such liability represents loss, damage or claim of said cargo paid or payable by the other vessel or her owners to the said cargo owners and set off, recouped or recovered by the other vessel or her owners as part of their claim against the carrying vessel or shipowner."

15. Said bills of lading shall provide that general average, if any, shall be according to York-Antwerp Rules of 1950, excluding Rule XXII thereof, and as to matters not therein contained, according to the law and usages of the Port of Georgetown. General average shall be adjusted at Georgetown, in case general-average statement be required, the same to be

adjusted by an Adjuster to be appointed by the Charterer, subject to the approval of the Owner, and said Adjuster to attend to the settlement and collection of the average, subject to the customary charges.

16. The Owner shall have a lien upon all cargoes and all subfreights for any amounts due under this Charter, and the Charterer shall have a lien on the vessel for all moneys paid in advance to the Owner and not earned.

17. The Owner shall, at its own expense, fully insure the vessel for Owner's account against all risks against which ships of the size of the vessel are usually insured.

18. The Charterer shall, at its own expense, obtain protection and indemnity insurance satisfactory to the Owner, and this insurance shall be extended to protect any liability the Owner may incur. The Charterer shall furnish to the Owner proper evidence of such entry immediately upon signing this Charter.

In the event that any act or negligence of the Charterer shall vitiate any of the insurance hereinbefore provided, the Charterer shall pay to the Owner all losses and indemnify the Owner against all claims and demands which would otherwise have been covered by such insurance.

The Charterer shall, subject to the approval of the Owner or Owner's underwriters, effect all insured repairs, and the Charterer shall undertake settlement of all miscellaneous expenses in connection with such repairs as well as all insured charges, expenses, and liabilities.

19. The vessel shall at the expiration of the Charter period be redelivered to the Owner (unless lost) at Georgetown in the same or as good order and condition as that in which she was when delivered, ordinary wear and tear excepted.

20. In the event of loss of time caused by damages to or

by vessel covered by insurance, or in making repairs or replacements for which the Owner is liable; preventing the working of the vessel for more than forty-eight consecutive hours, hire shall cease for the time thereby lost. The Owner shall not be responsible, however, for any expenses as are incident to the use and operation of the vessel for such time as may be required to make such repairs.

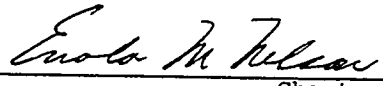
21. The Charterer shall indemnify and hold harmless the Owner against any liens of whatsoever nature upon said vessel, and against any claims against the Owner arising out of the operation of said vessel by the Charterer, or out of any act or neglect of the Charterer in relation to said vessel, except in so far as such liens or claims arise out of any matter covered by the insurance provided herein. If a libel should be filed against said vessel, or if said vessel is otherwise levied against or taken into custody by virtue of legal proceedings in any court because of any such lien or claim, the Charterer shall within fifteen (15) days thereof cause the said vessel to be released and the lien to be discharged. This clause shall not in any way authorize the creation of any liens against the vessel or in any way affect or impair the provisions of Clause 11 of this Charter.

22. If at any time after the delivery of the said vessel to the Charterer hereunder, the Charterer shall fail to perform any of its duties or obligations, or shall violate any of the prohibitions imposed upon it under this Charter, or if the Charterer shall be dissolved or be adjudged a bankrupt, or shall have a petition in bankruptcy filed against it, or shall make a general assignment for the benefit of creditors, or if a receiver or receivers shall be appointed for the Charterer, the Owner may, without prejudice to any other rights which it may have under this Charter, withdraw and retake the said vessel, wherever the same may be found, whether upon the high seas or

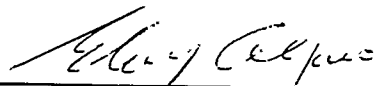
in any port, harbor, or other place and without prior demand and without legal process, and for that purpose may enter upon any dock, pier, or other premises where the vessel may be and may take possession thereof.

23. The Charterer shall give the Owner at least ten days' notice of expected date of redelivery and redelivery port.

By: PEOPLE'S TEMPLE CHRISTIAN CHURCH


Charterer.

By: ASOCIACION E. D. INTERNACIONAL
EMPRESA CARITATIVA, S. A.


Eloy Alfaro Owner.
Vice-President

CHARTER CONTRACT

THIS CHARTER-PARTY, is entered between ASOCIACION E. D. INTERNACIONAL EMPRESA CARITATIVA, S. A., domiciled at Justo Arosemena Avenue and 31st. Street, No. 3-80, duly represented by its President pursuant to the provisions of the Articles of Incorporation, under one part, hereinafter the OWNER, and from the other part, the People's Temple Christian Church, a Guyana corporation, represented by Enola M. Nelson hereinafter the CHARTERER, on this 31st. day of May, 1978.

Purpose of this Charter: The only purpose of this contract is to charter the Vessel "ALBATROS L.T.D.", registered in The Bahamas, and the Owner hereby agrees to let and Charterer agrees to hire said vessel from the time of delivery for a period of about 24 months, on the following terms and conditions:

1. The vessel shall be delivered to the Charterer at the port of Georgetown and being on her delivery tight, staunch, strong, and well and sufficiently tackled, appareled, furnished, and equipped, and in every respect seaworthy and in good running order, condition, and repair so far as the exercise of due diligence can make her. The delivery to the Charterer of said vessel and the acceptance of said vessel by the Charterer shall constitute a full performance by the Owner of all of the Owner's obligations hereunder, and thereafter the Charterer shall not be entitled to make or assert any claim against the Owner on account of any representations or warranties expressed or implied, with respect to said vessel, but the Owner shall be responsible for repairs or renewals occasioned by latent defects in the vessel, her machinery or appurtenances, existing at the time of delivery under the Charter, which defects are not discovered on the survey.

2. The vessel shall be employed in carrying lawful merchandise in such lawful trades, between safe port and/or ports of the Caribbean.

B-2-a-13

In the event of serious outbreak of pestilence, war, Acts of God, force majeure, or other causes beyond the Charterer's control, making the use of the vessel in such trade commercially impracticable, the vessel may be placed or may be sublet for employment in any other safe trades, upon first securing the approval of the Owner.

3. The vessel shall be surveyed before delivery and on redelivery to determine the condition of the vessel, under the terms of the Charter, and the cost of such survey on delivery shall be paid for by the Charterer and the cost of such survey on redelivery shall be paid for by the Owner.

4. The Charterer shall, at its own expense, man, operate, victual, fuel, and supply the vessel, the Master and Chief Engineer, however, to be subject to the approval of the Owner, and the Owner shall have the right to require the removal of the Master or Chief Engineer if it shall have reason to be dissatisfied.

5. The Charterer shall pay all port charges, pilotages, and all other costs and expenses incident to the use and operation of the vessel.

6. The Charterer shall, at its own expense, keep the said vessel in good running order and condition and in substantially the same condition as when received from Owner and have her regularly overhauled and repaired when necessary. Vessel shall be dry-docked, cleaned, and painted by the Charterer as may be necessary.

7. The Charterer shall pay to the Owner for the use of said vessel at the rate of \$16,000^{or more} per 24 mon., commencing on and from the day and hour of her delivery to the Charterer, hire to continue until the day and hour when the vessel is redelivered to the Owner. If the vessel is lost, hire shall be paid up to and including the day of her loss (if the time

of her loss be uncertain, then up to and including the day she is last heard from). Payment of hire shall be made to the Owner at Georgetown in cash on delivery for the remainder of that calendar month, and thereafter monthly in advance on the first day of each month, and in default of such payment the Owner may forthwith withdraw the vessel from the service of the Charterer without prejudice to any claim which the Owner may have against the Charterer pursuant to this Charter. Should any dispute arise between the Owner and the Charterer with respect to responsibility for repairs, renewals, or replacements, or as to the condition of the vessel at the time of redelivery, either the Charterer or the Owner may without prejudice to its contentions, make and pay for such repairs, renewals, or replacements, or any part thereof before or after tender of redelivery, and may recover the cost thereof from the party for whose account it may be under the terms of the Charter. In the event Charterer's liability for such repairs, renewals, or replacements is established, the Charterer shall pay hire for all time lost thereby.

8. Should the vessel be on her voyage toward port of redelivery at time when payment of hire becomes due, said payment shall be made for such length of time as the Owner and the Charterer may agree upon as the estimated time necessary to complete the voyage, and when the vessel is redelivered to the Owner any difference shall be refunded by the Owner or paid by the Charterer, as the case may require.

9. The Charterer shall have the use of all outfit, equipment, and appliances now on board the vessel without extra cost, provided the same or their substantial equivalent shall be returned to the Owner on redelivery in the same good order and condition as when received, ordinary wear and tear excepted.

10. A complete inventory of the vessel's entire equip-

ment, outfit, appliances, and of all consumable stores shall be taken and mutually agreed upon at the time of delivery, and a similar inventory shall be taken and mutually agreed upon at the time of redelivery.

11. Neither the Charterer nor the Master of the vessel shall have any right, power, or authority to create, incur, or permit to be imposed upon the vessel any liens whatsoever except for crew's wages and salvage. The Charterer agrees to carry a properly certified copy of this Charter Party with the ship's papers, and on demand to exhibit the same to any person having business with the vessel which might give rise to any lien thereon, other than liens for crew's wages and salvage. The Charterer agrees to notify any person furnishing repair, supplies, towage, or other necessities to the vessel that neither the Charterer nor the Master has any right to create, incur, or permit to be imposed upon the vessel any liens whatsoever except for crew's wages and salvage. Such notice, as far as may be practicable, shall be in writing.

12. The Charterer shall cause all bills of lading issued for cargo carried on the vessel to contain all the exemptions and stipulations usual to the particular trade or service in which the vessel may be engaged and such bills of lading shall provide that the carriage of goods shall be subject to all the provisions of and exemptions contained in the Act of Congress of February 13, 1893, known as the Harter Act and also subject to the provisions of the Carriage of Goods by Sea Act approved April 16th., 1936 and it shall reserve a lien upon the cargoes for freight, advance charges on goods, extra compensation, demurrage, forwarding charges, general average claims, any demands made and liability incurred by the carrier in respect of the goods (not required under the bills of lading to be borne by the carrier).

13. The bills of lading used by the Charterer shall con-

tain the amended "Jason" clause substantially as follows: "If the Owner shall have exercised due diligence to make the vessel in all respects seaworthy and to have her properly manned, equipped, and supplied, it is hereby agreed that in the event of accident, danger, damage or disaster before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the shipowner is not responsible, by statute or contract or otherwise, the shippers, consignees or owners of the cargo shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the cargo."

14. All Bills of Lading shall include the following Both-To-Blame Collision Clause:—"If the shipowner shall have exercised due diligence to make the vessel seaworthy and properly manned, equipped and supplied, it is hereby agreed that in the event of the vessel coming into collision with another vessel as a result of the negligent navigation of both vessels, the owners of the cargo carried under this Bill of Lading will indemnify the shipowner against all liability to the other vessel or her owners in so far as such liability represents loss, damage or claim of said cargo paid or payable by the other vessel or her owners to the said cargo owners and set off, recouped or recovered by the other vessel or her owners as part of their claim against the carrying vessel or shipowner."

15. Said bills of lading shall provide that general average, if any, shall be according to York-Antwerp Rules of 1950, excluding Rule XXII thereof, and as to matters not therein contained, according to the law and usages of the Port of Georgetown. General average shall be adjusted at Georgetown, in case general-average statement be required, the same to be

adjusted by an Adjuster to be appointed by the Charterer, subject to the approval of the Owner, and said Adjuster to attend to the settlement and collection of the average, subject to the customary charges.

16. The Owner shall have a lien upon all cargoes and all subfreights for any amounts due under this Charter, and the Charterer shall have a lien on the vessel for all moneys paid in advance to the Owner and not earned.

17. The Owner shall, at its own expense, fully insure the vessel for Owner's account against all risks against which ships of the size of the vessel are usually insured.

18. The Charterer shall, at its own expense, obtain protection and indemnity insurance satisfactory to the Owner, and this insurance shall be extended to protect any liability the Owner may incur. The Charterer shall furnish to the Owner proper evidence of such entry immediately upon signing this Charter.

In the event that any act or negligence of the Charterer shall vitiate any of the insurance hereinbefore provided, the Charterer shall pay to the Owner all losses and indemnify the Owner against all claims and demands which would otherwise have been covered by such insurance.

The Charterer shall, subject to the approval of the Owner or Owner's underwriters, effect all insured repairs, and the Charterer shall undertake settlement of all miscellaneous expenses in connection with such repairs as well as all insured charges, expenses, and liabilities.

19. The vessel shall at the expiration of the Charter period be redelivered to the Owner (unless lost) at Georgetown in the same or as good order and condition as that in which she was when delivered, ordinary wear and tear excepted.

20. In the event of loss of time caused by damages to or

by vessel covered by insurance, or in making repairs or replacements for which the Owner is liable; preventing the working of the vessel for more than forty-eight consecutive hours, hire shall cease for the time thereby lost. The Owner shall not be responsible, however, for any expenses as are incident to the use and operation of the vessel for such time as may be required to make such repairs.

21. The Charterer shall indemnify and hold harmless the Owner against any liens of whatsoever nature upon said vessel and against any claims against the Owner arising out of the operation of said vessel by the Charterer, or out of any act or neglect of the Charterer in relation to said vessel, except in so far as such liens or claims arise out of any matter covered by the insurance provided herein. If a libel should be filed against said vessel, or if said vessel is otherwise levied against or taken into custody by virtue of legal proceedings in any court because of any such lien or claim, the Charterer shall within fifteen (15) days thereof cause the said vessel to be released and the lien to be discharged. This clause shall not in any way authorize the creation of any liens against the vessel or in any way affect or impair the provisions of Clause 11 of this Charter.

22. If at any time after the delivery of the said vessel to the Charterer hereunder, the Charterer shall fail to perform any of its duties or obligations, or shall violate any of the prohibitions imposed upon it under this Charter, or if the Charterer shall be dissolved or be adjudged a bankrupt, or shall have a petition in bankruptcy filed against it, or shall make a general assignment for the benefit of creditors, or if a receiver or receivers shall be appointed for the Charterer, the Owner may, without prejudice to any other rights which it may have under this Charter, withdraw and retake the said vessel, wherever the same may be found, whether upon the high seas or

in any port, harbor, or other place and without prior demand and without legal process, and for that purpose may enter upon any dock, pier, or other premises where the vessel may be and may take possession thereof.

23. The Charterer shall give the Owner at least ten days' notice of expected date of redelivery and redelivery port.

By: PEOPLE'S TEMPLE CHRISTIAN CHURCH

Evelyn M. Nelson
Charterer.

By: ASOCIACION E. D. INTERNACIONAL
EMPRESA CARITATIVA, S. A.

Eloy Alfaro
Eloy Alfaro Owner.
Vice-President

CHARTER CONTRACT FOR THE BOAT TWO COPIES

B-2-a-13

Capt. A.L. Morris

Director of Maritime Affairs &
Registrar of Shipping
MINISTRY OF TRANSPORT
Nassau, Bahamas

B-2-a-14

ASOCIACION E. D. INTERNACIONAL EMPRESA CARITATIVA, S.A.

September 22, 1978

Capt A . L. Morris
Director of Maritime Affairs &
Registrar of Shipping
MINISTRY OF TRANSPORT
(Maritime Division)
P. O. Box N-3008
Nassau N. P. -Bahamas

Re: M/V "ALBATROS"

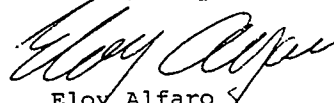
Dear Sir:

We hereby wish to introduce Miss CAROLYN LAYTON
whou shall visit you in connection with the vessel "ALBATROS"
registration No. 7941-PEXT, and who has been king enough
to deliver to you our letter of this same date regarding
said vessel.

If possible we would be very grateful if the
Deletion Certificate for the vessel "ALBATROS" could be
delivered to Miss Layton along with a copy of the Bahamas
Registration so that she may deliver them to us to be filed
with Panamanian Shipping Authorities.

With kindest regards, we remain,

Yours, very truly,


Eloy Alfaro
Vice-Presidente.

EA/adea

B-2-a-14

10/3/78

Carolyn:

The notary public would not put on the bill of sale the phrase you wanted; she consulted with an attorney in the office and he said no.

The consulate did legalize the document and I mailed it registered today. Attached is xerox for you.

I hope you did not go through too much confusion when you reached the place where the man I met was going to meet you - I tried to reach him for 2 days and a night but the lines either were busy, there was no answer, or the circuit was full. I tried to reach you also but no one would answer the phone. (That happened to me also when I was at the airport trying to find you - the hotel people there do not answer the phone.)

I had to travel to Los Angeles to file some court papers Tuesday and I tried to reach the man by calling from the LA airport but still could not get through - by then I figured you were on your way there. Can only hope you found him.

B-2-a-17

CAROLYN LAYTON

A

BUFETE TAPIA

★ DE PANAMA-120717-0-78

DEBE:

Depósito recibido en esta fecha para el
registro de una nave US\$1,700.00

Panamá, 19 de Septiembre de 1978.

BUFETE TAPIA

Eloy Alfaro

mig.-TA-214-1

B-2-a-15

BUREAU



VERITAS

PROVISIONAL INTERNATIONAL LOADLINE CERTIFICATE (1966)

M.V. "ALBATROS"

FREEBOARD ASSIGNED AS:

LENGTH AS DEFINED IN ART.2(8) 1950

GROSS TONNAGE:

FLAG:

REG. NO. 90 045.

AN EXISTING SHIP 1950 FREEBOARD
MAINTAINED IN CONFORMITY WITH
ARTICLE 4(4).

39.50m.

297.09

BRITISH.

The undersigned, Surveyor to BUREAU VERITAS, certifies that he has surveyed the above mentioned ship at Georgetown, Guyana, S.A. on behalf of the British Committee of BUREAU VERITAS, with the view to carry out an Annual Loadline Survey and having forwarded the relevant reports to the Administration of BUREAU VERITAS in Paris-France.

We have noted that the British Committee, according to the International Loadline Certificate (1966) issued by BUREAU VERITAS in April, 1973 (Extended) with the following lines:

TROPICAL	220mm	(T)
SUMMER	280mm	(S)
WINTER	340mm	(W)

The above lines are measured vertically from the steel main deck at sides. The present Provisional Loadline Certificate is issued for a period of six (6) months pending the results of the examinations of the reports and issue of the Final LOADLINE CERTIFICATE.

Copy of this PROVISIONAL LOADLINE CERTIFICATE has been forwarded to the Administration of BUREAU VERITAS in Paris-FRANCE.

Seal

GIVEN THIS 12TH DAY OF OCTOBER, 1976 AT GEORGETOWN, GUYANA, S.A.

F. MENZIES

Surveyor to BUREAU VERITAS

B-2-a-16

BUREAU



VERITAS

PROVISIONAL INTERNATIONAL LOADLINE CERTIFICATE (1966)

M.V. "ALBATROS"

REG. NO. 90 045.

FREEBOARD ASSIGNED AS:

AN EXISTING SHIP 1950 FREEBOARD
MAINTAINED IN CONFORMITY WITH
ARTICLE 4(4).

LENGTH AS DEFINED IN ART.2(8) 1950

39.50m.

GROSS TONNAGE:

297.09

FLAG:

BRITISH.

The undersigned, Surveyor to BUREAU VERITAS, certifies that he has surveyed the above mentioned ship at Georgetown, Guyana, S.A. on behalf of the British Committee of BUREAU VERITAS, with the view to carry out an Annual Loadline Survey and having forwarded the relevant reports to the Administration of BUREAU VERITAS in Paris-France.

We have noted that the British Committee, according to the International Loadline Certificate (1966) issued by BUREAU VERITAS in April, 1973 (Extended) with the following lines:

TROPICAL	220mm	(T)
SUMMER	280mm	(S)
WINTER	340mm	(W)

The above lines are measured vertically from the steel main deck at sides. The present Provisional Loadline Certificate is issued for a period of six (6) months pending the results of the examinations of the reports and issue of the Final LOADLINE CERTIFICATE.

Copy of this PROVISIONAL LOADLINE CERTIFICATE has been forwarded to the Administration of BUREAU VERITAS in Paris-FRANCE.

Seal

GIVEN THIS 12TH DAY OF OCTOBER, 1976 AT GEORGETOWN, GUYANA, S.A.

F. MENZIES.

Surveyor to BUREAU VERITAS.

B-2-a-16

PROVISIONAL INTERNATIONAL LOADLINE CERTIFICATE. (1966)

M.V. 'ALBAEROS'

REG. NO. 90 045.

FREEBOARD ASSIGNED AS:

AN EXISTING SHIP 1950 FREEBOARD
MAINTAINED IN CONFORMITY WITH
ARTICLE 4(4).

LENGTH AS DEFINED IN ART.2(8) 1950


39.50m.

GROSS TONNAGE:

297.09

FLAG:

BRITISH.

 The undersigned, Surveyor to BUREAU VERITAS, certifies that he has surveyed the above mentioned ship at Georgetown, Guyana., S.A. 24th thro' 28th August, 1975 on behalf of the British Committee of BUREAU VERITAS, with the view to carry out an Annual Loadline Survey and having forwarded the relevant reports to the Administration of BUREAU VERITAS in Paris-France.

We have noted that the British Committee, according to the International Loadline Certificate (1966) issued by BUREAU VERITAS in April, 1973 (Extended) with the following lines:

TROPICAL	220mm	(T)
SUMMER	289mm	(S)
WINTER	340mm	(W)

The above lines are measured vertically from the steel main deck at sides.

The present Provisional Loadline Certificate is issued for a period of six (6) months pending the results of the examinations of the reports and issue of the Final LOADLINE CERTIFICATE.

Copy of this PROVISIONAL LOADLINE CERTIFICATE has been forwarded to the Administration of BUREAU VERITAS in Paris-FRANCE.

GIVEN THIS 28TH DAY OF AUGUST, 1975 AT GEORGETOWN, GUYANA., S.A.

Seal.

.....
F. MENZIES.

Surveyor to BUREAU VERITAS.

B-2-a-16

EXTRACT OF THE GENERAL CONDITIONS OF THE BUREAU VERITAS. — The Bureau Veritas is a Society established for the purpose of undertaking the classification of ships and aircraft of all categories, the inspection of materials and equipment as well as supervision and surveying of the construction of buildings and General Civil Engineering. The inspection of Bureau Veritas shall not in any case involve the responsibility of the interested party, designated another of its experts. All disputes shall come under the exclusive jurisdiction of Paris Courts, including the case of an appeal under a guarantee, or a forced intervention of the interested party, designated another of its experts.

BUREAU



VERITAS

NAME OF VESSEL: "ALBATROS" 90 A 045

STATEMENT OF ANNUAL CARGO GEAR SURVEY.

THIS IS TO CERTIFY that the undersigned Surveyor to BUREAU VERITAS did, at the request of the Owner, attend the above named vessel in accordance with the general conditions and customs of BUREAU VERITAS examine the cargo gear of the M.V. "ALBATROS" whilst she lay on the drydock at G.K.E.C. Guyana., S.A. from the 12th to 15th October, 1976 for the purpose of carrying out an Annual Cargo Gear Inspection, and reports as follows:

HOW DISPOSED:

No. 1 2-Ton derrick at fore end of No.1 hatch.

No. 2 2-Ton derrick at aft end of No.2 hatch.

Annual inspection of derricks was carried out, derricks were operated with winches running and found in satisfactory condition.

Masts, derricks, standing and running rigging, blocks, shackles, padeyes, hooks, etc. were examined and found satisfactory.

The Cargo Register was endorsed for Annual Inspection.

[Signature]
.....
Surveyor.



Mod. Ad. E. 064s

B-2-a-16

CERTIFICAT D'ESSAI

CERTIFICAT D'EXAMEN ANNUEL A FOND DES ORGANES ACCESSOIRES DISPENSÉS DU RECUIT. CERTIFICATE OF ANNUAL THOROUGH EXAMINATION OF GEAR EXEMPTED FROM ANNEALING

(Modèle prescrit par la Convention n° 32 du B.I.T. relative à la protection contre les accidents des travailleurs occupés au chargement et au déchargement des navires.)

(Form prescribed by the I.L.O. Convention No. 32 under the Regulation for the Protection against Accidents of Workers employed in loading and unloading ships.)

NOM DU NAVIRE SUR LEQUEL SONT INSTALLÉS LES ORGANES: "ALBATROS" 90A045
NAME OF SHIP ON WHICH CARGO GEAR IS FITTED:

ARMATEUR: MR. DENNIS RAMBARAN
NAME OF OWNER:

Numéro ou marque (s'il y en a) Distinguishing number or mark (if any)	Nature de l'engin * Description of gear *	N° du certificat d'essai et de visite primitif Number of certificate of test and examination	Etat de l'engin et réparations effectuées Condition found and repairs effected
(1)	(2)	(3)	(4)
	Hatch No.1, one 2-ton derrick		Found satisfactory
	Hatch No.2, one 2-ton derrick		Found satisfactory
	<u>LAST ITEM</u>		

* Indiquer les dimensions de l'engin, la nature du métal et le traitement thermique subi pendant sa fabrication.

* The dimensions of the gear the type of material of which it is made and the heat treatment received in manufacture should be stated.

5. - Nom et adresse de la Société qui a effectué la visite: BUREAU VERITAS.

Name and address of Society making test and examination: BUREAU VERITAS.

Port de visite: Georgetown, Guyana, S.A.

Port of survey:

6. - Fonctions du signataire dans la Société: Expert du BUREAU VERITAS.

Position of signatory in the Society: Surveyor to BUREAU VERITAS.

Je certifie que le 19, les organes mentionnés ci-dessus ont été examinés à fond par une personne compétente et qu'aucun défaut susceptible de nuire à leur emploi n'a été constaté, sauf ceux indiqués dans la Colonne 4.

I certify that on the 28 day of OCTOBER 1977, the above cargo gear was thoroughly examined by a competent person and that no defects affecting its safe working condition were found other than those indicated and corrected as noted in Column 4.

District Guyana, S.A. A Trinidad, W.I. le 4th November 77

Le Chef de District,

L'Expert

F. MENZIE, C.Eng.

B-2-a-16

Bureau Veritas

INTERNATIONAL REGISTER FOR THE CERTIFICATION OF
SHIPS AND AIRCRAFT INSPECTION OF MATERIALS
R.C. Form 55 B (44) SIRET 771 650 621 00018
Head Office 31 Rue de la Harpe, Paris
75013 PARIS CEDEX 17

District: TRINIDAD., W.I.

Messrs. Abraham Shipping Co, Ltd.,

Issuing office: 20442/P.C.S.

10 Abercromby Street,

Port of Spain.

District No. 4/76

Your Ref Our Ref	INVOICE nr 20442 DATE: 21/12/76
-------------------------------	--

Concerning: "ALBAEROS" REG. NO. 90 A 045.

To Drydocking Survey, Annual Survey Hull,
Annual Survey Machinery, Tailshaft Survey
and Load-line EIL survey.

This invoice is valid only if it is accompanied by the original copy of the survey report.

Survey FEE:	82111.60
Expenses:	242.80

Port of Spain, Trinidad, W.I.

PAID TO
MESSRS. ABRAHAM SHIPING LTD.,
10 Abercromby Street,
Port of Spain.

TOTAL	82354.40
PAID	

B-2-a-17

BUREAU VERITAS

RAPPORT DE VISITE

SURVEY REPORT

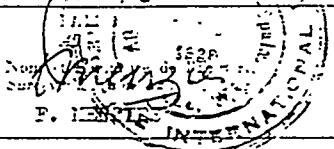
N° du registre No in register	NAVIRE SHIP	- ARMATEUR OWNER	Pavillon Flag	Rapport N° Report No
90 A 045	"ALBATROS"	Dennis Rambaran	NASSU	20422
Coque à sec Hull in drydock	Coque à flot Hull afloat	Machine Machinery	Chaudière principale Main boiler	Chaudière auxiliaire Aux. Boiler
			Instal. frigo. Refrig. plant	Inst. autom. Aut. instal.
				Arbre porte-hélice Propel. shaft
Visite annuelle Annual survey	Visite occasionnelle Occasional survey	Reclassification continue Continuous survey	--- Prolongation de cote Class extension	

Lieu et date de la visite - Place and date of survey

- Entourer en rouge les cases faisant l'objet du rapport de visite.
Round in red, the spaces forming the subject of the survey report.
1. **HULL PLATING:** Underwater portion of the hull was covered with heavy marine growth. The survey was carried out after scrapping and wire brushing and the P.W. washing. No significant or corrugations were noted on the vessel's hull. Some rivets were padded. Localized corrosion in hull plating was cut out and renewed viz: Strake B frame 42-43 13" x 10" x 5/16" ms. Port Side. Strake C frame 35-36 10" x 10" x 5/16" ms. Port Side. Strake C frame 38-39 15" x 16" x 5/16" ms. Port Side.
 2. **SEA VALVES:** All sea chests and valves were opened up, cleaned, examined, repaired as found necessary and assembled in good order.
 3. **BOTTOM & BILGES:** Found in satisfactory condition, Port bilge keel faired 6'
 4. **STERN STRUCTURE:** Stern frame and post were found in satisfactory condition.
 5. **RUDDER:** Was unshipped, palm and palm-bolts and stock examined and found to be in satisfactory condition. Bottom wear peice renewed.
 6. **PROPELLER:** Four blade solid bronze was dressed and polished.
 7. **ZINC & PAINTING:** The vessel's hull was painted to Owner's recommendation and x all zincs renewed.
 8. **PROPELLER & SHAFT SURVEY:** The propeller shaft was drawn outboard for inspection after removal of the inboard coupling.
Taper & Keyway: Dye-checked, no cracks seen.
Bearing Surfaces: Satisfactory condition.
Shaft was re-installed in a proper manner.
 9. **INTERNAL EXAMINATION:** 1. The tank tops were inspected in sections and found satisfactory.
2. Bilge wells were cleaned and bilge brackets found in satisfactory condition.
3. The holds were inspected and found in a satisfactory condition.
4. All air and sounding pipes were examined and found to be satisfactory.

En suite de cette visite le visa N° 2 a été porté sur le certificat de classification de la machine.
Following this survey the visa No. 2 was endorsed on Machinery Certificate No. 598740

Following this survey Visa No. 2 was endorsed on Machinery Certificate No. 598740

A.G. N	Date	Nom et Signature de l'Ingénieur en Chef Name and Signature of Chief Engineer	Date
			
		P. LEBLANC	LAZZARI & SMITHSON LTD.
		B-2-a-17	

5. Miscellaneous repairs were carried out throughout the vessel.
10. LOADLINE SURVEY: The loadline survey was carried out during the drydocking period, refer to Report ad me 290d. Hatch coamings, closing devices, bulwarks and brackets were found satisfactory
11. MACHINERY: A visual inspection was made of the engine room machinery and engine trials taken when vessel was afloat which were satisfactory.

Following this survey Visa No. 2 was endorsed on Hull Certificate No. 6173

TEXT OF VISA: Annual drydocking hull sandwashed, painted to owner's requirements. All anodes renewed, sea valves overhauled. All found satisfactory.

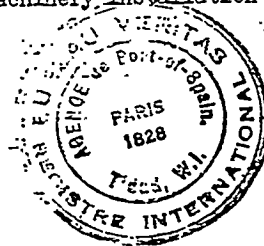
CLASS CONFIRMED

At Georgetown-Guyana S.A.
On 11th October, 1976

Following this survey Visa No. 2 was endorsed on Machinery Certificate No. 598740

TEXT OF VISA: Annual survey of X machinery installation and survey of the propeller shaft.

CLASS CONFIRMED.
At Georgetown, Guyana., S.A.
on 11th October, 1976.



B-2-a-17

RAPPORT DE VISITE SURVEY REPORT

N° du registre No in register	NAVIRE SHIP	ARMATEUR OWNER	Pavillon Flag	Rapport N° Report No
90 A 045	"ALBATROS"	Dennis Rambaran	MASSU	20422
Coque à sec Hull in drydock	Coque à flot Hull afloat	Machine Machinery	Chaudière principale Main boiler	Chaudière auxiliaire Aux. Boiler
			Instal. frigo. Refrig. plant	Inst. autom. Aut. instal.
Visite annuelle Annual survey	Visite occasionnelle Occasional survey	Reclassification continue Continuous survey	Prolongation de vote Class extension	
Lieu et date de la visite - Place and date of survey				

Entourer en rouge les cases faisant l'objet du rapport de visite.
Round in red, the spaces forming the subject of the survey report.

- HULL PLATING:** Underwater portion of the hull was covered with heavy marine growth. The survey was carried out after scrapping and wire brushing and the P.W. washing. No significant or corrugations were noted on the vessel's hull. Some rivets were padded. Localized corrosion in hull plating was cut out and renewed viz: Strake B frame 42-43 13" x 10" x 5/16" ms. Port Side. Strake C frame 35-36 10" x 10" x 5/16" ms. Port Side. Strake C frame 38-39 15" x 16" x 5/16" ms. Port Side.
- SEA VALVES:** All sea chests and valves were opened up, cleaned, examined, repaired as found necessary and assembled in good order.
- BOTTOM & BILGES:** Found in satisfactory condition, Port bilge keel faired & STERN STRUCTURE: Stern frame and post were found in satisfactory condition.
- RUDDER:** Was unshipped, palm and palm-bolts and stock examined and found to be in satisfactory condition. Bottom wear peice renewed.
- PROPELLER:** Four blade solid bronze was dressed and polished.
- ZINC & PAINTING:** The vessel's hull was painted to Owner's recommendation and all zincs renewed.
- PROPELLER & SHAFT SURVEY:** The propeller shaft was drawn outboard for inspection after removal of the inboard coupling.
Taper & Keyway: Dye-checked, no cracks seen.
Bearing Surfaces: Satisfactory condition.
Shaft was re-installed in a proper manner.
- INTERNAL EXAMINATION:** 1. The tank tops were inspected in sections and found satisfactory.
2. Bilge wells were cleaned and bilge brackets found in satisfactory condition.
3. The holds were inspected and found in a satisfactory condition.
4. All air and sounding pipes were examined and found to be satisfactory.

A la suite de cette visite le visa N° 2 a été porté sur le certificat de classification valable jusqu'en
Following this survey the visa No. 2 was endorsed on the classification certificate valid until

11/10/76.

Le précédent visa N° The previous visa No.	avait été porté à was endorsed at	Georgetown, Guyana, S.A.	le on	11/10/76.
Enregistrement - Registration	N° 1828			
A.G. N°	Date	Nom et Signature du Chef de District Surveyor's Name and Signature	Nom et Signature du Chef de District District head's Name and Signature	
Facture N° Invoice No.	Date	F. FERRAZ INTERNATIONAL	LAZZARI & SAMPSON LTD.	

5. Miscellaneous repairs were carried out throughout the vessel.
10. LOADLINE SURVEY: The loadline survey was carried out during the drydocking period, refer to Report ad me 290d. Hatch coamings, closing devices, bulwarks and brackets were found satisfactory.
11. MACHINERY: A visual inspection was made of the engine room machinery and engine trials taken when vessel was afloat which were satisfactory.

Following this survey Visa No. 2 was endorsed on Hull Certificate No. 6173

TEXT OF VISA: Annual drydocking hull sandwashed, painted to owner's requirements. All anodes renewed, sea valves overhauled. All found satisfactory.

CLASS CONFIRMED

At Georgetown-Guyana S.A.

On 11th October, 1976.

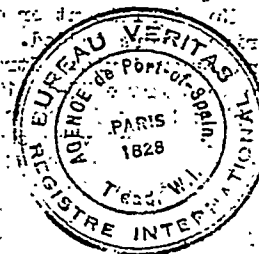
Following this survey Visa No. 2 was endorsed on Machinery Certificate No. 598740

TEXT OF VISA: Annual survey of machinery installation and survey of the propeller shaft.

CLASS CONFIRMED.

At Georgetown, Guyana, S.A.

on 11th October, 1976.



B-2-a-17

DE BRUXELLES VERBODEN

RAPPORT DE VISITE DE FRANC-BORD
ANNUELLE (1) OU RENOUELEMENT (2)

LOAD LINE SURVEY REPORT
ANNUAL SURVEY (1) RENEWAL SURVEY (2)

N° DE L'EMBARCATION SHIP'S NAME	NOM DU NAVIRE SHIP'S NAME	PAVILLON FLAG	LETTRES DE SIGNAUX CALL SIGN	TONNAGE BRUT GROSS TONNAGE	RAPPORT N° REPORT N°
90, A 045	"ALBATROS"	NASSAU		297.09	20442
TYPE DE NAVIRE (1) TYPE OF SHIP	FRANC-BORD D'ETE SUMMER FREEBOARD	N° DU CERTIFICAT DE FRANC-BORD LOADLINE CERTIFICATE N°	VALABLE JUSQU'EN IN FORCE UNTIL		
MOTOR-STEEL	280mm	Br. Committee.	Pr. Cert. April, 77		

DATE DE LA DERNIERE VISITE DE FRANC-BORD - DATE OF THE LAST LOADLINE SURVEY: Georgetown Guyana, S.A. 5th thro' 12/10/76

DATE DE LA DERNIERE VISITE DE FRANC-BORD - DATE OF THE LAST LOADLINE SURVEY: Georgetown Guyana., S.A. 28/8/75.

PARTIES EXAMINEES ITEMS EXAMINED	CONSTATE FOUND	REPARATIONS - REPAIRS	
		recommandé - recommended	exécuté - carried out
1. Planques (de cale et autres) exposées sur le pont de F.B. ou de superstructure; compter la Q.D. Planks (of deck and others) exposed on F.B. or super-structure; count the Q.D.	Satisfactory		
	Satisfactory		
	Satisfactory		
	Satisfactory		
	Satisfactory	Two (2) per hatch.	
	Satisfactory		
	Satisfactory		
	Adequate		

Guyana., S.A.

12/10/76

LAZZARI & SAMPSON
INC.

B-2-a-17

ANNUELLE (1) DE RENOUVELLEMENT (2)

ANNUAL SURVEY (C) RENEWAL SURVEY (D)

N° DU REGISTRE N° IN REGISTER	NOM DU NAVIRE SHIP'S NAME	PAVILLON FLAG	LETTRES DE SIGNAUX CALL SIGN	TONNAGE BRUT GROSS TONNAGE	RAPPORT N° REPORT N°
90, A 045	"ALBATROS"	NASSAU		297.09	20442
TYPE DU NAVIRE (1) TYPE OF SHIP (1)	FRANC-BORD D'ÉTÉ SUMMER FREEBOARD	N° DU CERTIFICAT DE FRANC-BORD LOADLINE CERTIFICATE N°		VALABLE JUSQU'EN IN FORCE UNTIL	
MOTOR-STEEL	280mm	Br. Committee.		Fr. Cert. April, 77	
LIEU ET DATE DE LA VISITE - PLACE AND DATE OF SURVEY: Georgetown Guyana, S.A. 5th thro' 12/10/76					
DATE DE LA DERNIÈRE VISITE DE FRANC-BORD - DATE OF THE LAST LOADLINE SURVEY: Georgetown Guyana., S.A. 28/8/75.					
PARTIES EXAMINÉES ITEMS EXAMINED		CONSTATE FOUND	RÉPARATIONS - REPAIRS recommandé - recommended exécuté - carried out		
1 Panneaux (de cales et autres) exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D. Hatchways (holds and others) exposed on F.B. or super- structure decks including R. Q. D.		Satisfactory			
2 Planchettes, jambettes, renforts plates, stays, stiffeners		Satisfactory			
3 Meubles, machines furniture, gear and others		Satisfactory			
4 Couverts en acier, bois covers: steel, wood		Satisfactory			
5 Nombre (nombre par panneau) quantity (number per hatchway)		Satisfactory	Two (2) per hatch.		
6 Battens de pont deck plating battens		Satisfactory			
7 Accessoires, machines et accessoires hull fittings, lashing and fittings		Satisfactory			
8 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)		Adequate			
9 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
10 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
11 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
12 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
13 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
14 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
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63 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
64 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
65 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
66 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
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70 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
71 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
72 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
73 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
74 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					
75 Accessoires (échangeurs suffisants) accessories (sufficient for cargo)					

BUREAU VERITAS

RAPPORT DE VISITE DE FRANC-BORD
ANNUELLE (1) DE RENOUVELLEMENT (2)

LOAD LINE SURVEY REPORT
ANNUAL SURVEY (1) RENEWAL SURVEY (2)

N° DU REGISTRE N° IN REGISTER	NOM DU NAVIRE SHIP'S NAME	PAVILLON FLAG	LETTRES DE SIGNAUX CALL SIGN	TONNAGE BRUT GROSS TONNAGE	RAPPORT N° REPORT N°
90045	ALBATROS	BAHAMAS	P G X V	297.09	20388
TYPE DU NAVIRE (1) TYPE OF SHIP (1)	FRANC-BORD D'ÉTÉ SUMMER FREEBOARD	N° DU CERTIFICAT DE FRANC-BORD LOADLINE CERTIFICATE N°		VALABLE JUSQU'EN IN FORCE UNTIL	
Motor Steel	Freeboard	PROVISIONAL		27-2-76	
LIEU ET DATE DE LA VISITE - PLACE AND DATE OF SURVEY Georgetown, Guyana S.A. 28-10-75					
DATE DE LA DERNIÈRE VISITE DE FRANC-BORD - DATE OF THE LAST LOADLINE SURVEY: 4th July, 1974.					
PARTIES EXAMINÉES ITEMS EXAMINED		CONSTATS FOUND	RÉPARATIONS - REPAIRS recommandé - recommended exécuté - carried out		
1 Panneaux (de cales et autres) exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D. Hatchways (holds and others) exposed on F.B. or super- structure decks including R. Q. D.		Satisfactory			
1.1 billes, jambettes, renforts coaming, stays, stiffeners		Satisfactory			
1.2 barrots mobiles, galiotes beams, fore and afters		Satisfactory			
1.3 panneaux: acier, bois covers: steel, wood		Satisfactory	26 bands to renew renewed		
1.4 prélaris (nombre par panneau) tarpaulins (number per hatchway)		Satisfactory			
1.5 taquets, triangles cleats and hatch battens		Satisfactory			
1.6 barres d'écrouille, saisines et accessoires locking bars, lashing and fittings		Satisfactory			
1.7 coins (dire si rechanges suffisants) wedges (state whether spare adequate)		Satisfactory	Adequate		
2 Panneaux de cale et autres dans les superstructures non pourvus de fermeture de classe I Bathways of holds and others within superstructures not protected by class I closing appliances		Satisfactory			
2.1 Lignes - coamings		Satisfactory	B-2-a-18		
2.2 barrots, galiotes - beams, fore and afters		Satisfactory			
2.3 panneaux, acier, bois - covers: steel, wood		Satisfactory			
2.4 prélaris (nombre par panneau) tarpaulins (number per hatchway)		Satisfactory			
1. I have no objection to the 2. I have no objection to the 3. I have no objection to the 4. I have no objection to the 5. I have no objection to the 6. I have no objection to the 7. I have no objection to the 8. I have no objection to the 9. I have no objection to the 10. I have no objection to the		DATE: 12-10-75 FACTORY INVOICE N° DATE:	Trinidad, W.I.	F. H. MENZIES L. J. 2421 & SAMPSON	

Mod. A2 NED-10

PARTIES EXAMINÉES ITEMS EXAMINED	CONSTATÉ FOUND	RÉPARATIONS - REPAIRS	
		recommandé - recommended	exécuté - carried out
2.5 taquets et tringles - cleats and hatch battens	Satisfactory		
2.6 coins - wedges	Satisfactory		
3 Manches et tuyaux d'air exposés sur pont de F.B. ou superstructures non protégées par fermeture classe I Ventilators on F.B. deck or within superstructure not protected by class I closing appliances 3.1 parties fixes, moyens de fermeture comings, closing arrangements	Satisfactory		
4 Fermeture des superstructures Closing appliances in superstructure bulkheads	Satisfactory		
4.1 gaillard - fore castle	Satisfactory		
4.2 château cloison avant, arrière bridge fore end, aft	Satisfactory		
4.3 dunette - poop	Satisfactory		
5 Tambour machine Machinery-casing	Satisfactory		
5.1 partie supérieure du tambour - casing top hiloire de panneaux de chaufferies - fiddley openings claire-voies - skylights moyens de fermeture - closing arrangements	Satisfactory Satisfactory Satisfactory Satisfactory		
5.2 portes et moyens de fermeture doors and fastenings			
sur le pont de franc-bord et n. surlevé on freeboard and R. Q. Deck	Satisfactory		
sur le pont des superstructures on superstructure deck	Satisfactory		
à l'intérieur des superstructures ouvertes ou non protégées par le système de fer- meture de la classe I	Satisfactory		
within superstructure open or not pro- tected by class I closing appliances	Satisfactory		
6 Descentes, portes et moyens de fermeture Companion ways, doors and fastenings	Satisfactory		
7 Portes dans le bordé et superstructures Doors in ship's side and superstructures	Satisfactory		
8 Hublots et tuyaux de décharge sanitaires, clapets Scuppers and sanitary discharge pipes, valves	Satisfactory		
9 Hublots et contre-hublots Side scuttles and deadlights	Satisfactory		
10 Divers - Miscellaneous items	Satisfactory		
11 Garde-corps - Guard rails - pavois - bulwark	Satisfactory		
12 Sabord de décharge - Frain port	Satisfactory		
13 Protection et accès logement - equiper Protection and access to crew's quarters	Satisfactory		
14 Pétroliers, bois en pontée Tanks, timber special load lines Fittings or appliances	-		
15 Etat des marques de franc-bord Condition of load line marks	Satisfactory		repainted.

B-2-a-18

RAPPORT DE VISITE DE FRANC-BORD

ANNUELLE (1) DE RENOUVELLEMENT (2) ~~type of renewal~~

LOAD LINE SURVEY REPORT

ANNUAL SURVEY (1) RENEWAL SURVEY (2)

N° DU REGISTRE N° IN REGISTER	NOM DU NAVIRE SHIP'S NAME	PAVILLON FLAG	LETTRES DE SIGNAUX CALL SIGN	TONNAGE BRUT GROSS TONNAGE	RAPPORT N° REPORT N°
90045	ALBATROS	BAHAMAS	P G X V	297.09	20398
TYPE DU NAVIRE (1) TYPE OF SHIP (1)	FRANC-BORD D'ÉTÉ SUMMER FREEBOARD	N° DU CERTIFICAT DE FRANC-BORD LOADLINE CERTIFICATE N°	VALABLE JUSQU'EN IN FORCE UNTIL		
Motor Steel	Freeboard	PROVISIONAL	27-2-76		
<p>LIEU ET DATE DE LA VISITE - PLACE AND DATE OF SURVEY Georgetown, Guyana S.A. 28-10-75</p> <p>DATE DE LA DERNIÈRE VISITE DE FRANC-BORD - DATE OF THE LAST LOADLINE SURVEY: 4th July, 1974.</p>					
PARTIES EXAMINÉES ITEMS EXAMINED		CONSTATÉ FOUND	RÉPARATIONS - REPAIRS recommandé - recommended exécuté - carried out		
1 Panneaux (de cales et autres) exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D. Hatchways (holds and others) exposed on F.B. or super- structure decks including R. Q. D.		Satisfactory			
1.1 billes, jambettes, renforts coaming, stays, stiffeners		Satisfactory			
1.2 barrots mobiles, galioles beams, fore and afters		Satisfactory			
1.3 panneaux: acier, bois covers: steel, wood		Satisfactory	26 bands to renew renewed		
1.4 prélaris (nombre par panneau) tarpaulins (number per hatchway)		Satisfactory			
1.5 triangles, tringles cleats and hatch battens		Satisfactory			
1.6 barres d'écouille, saisines et accessoires locking bars, lashing and fittings		Satisfactory			
1.7 coins (dire si recharges suffisantes) wedges (state whether spare adequate)		Satisfactory	Adequate		
F. panneaux de cale et autres dans les superstructures non pourvues de fermeture de classe 1 Hatchways of holds and others within superstructures not protected by class 1 closing appliances		Satisfactory			
2.1 billes - coamings		Satisfactory	B-2-a-18		
2.2 barrots, galioles - beams, fore and afters		Satisfactory			
2.3 panneaux, acier, bois - covers, steel, wood		Satisfactory			
2.4 prélaris (nombre par panneau) tarpaulins (number per hatchway)		Satisfactory			
(1) Never is mention inutile. (1) Strike out as necessary (2) En acier ou en bois et à vapeur à monter ou à valser selon le cas (2) Steel or wooden and s/w - m/s or s/w as the case may be.	ENREGISTREMENT REGISTRATION AG N° DATE: 12-10-75 FACTURE N° INVOICE N° DATE:	DISTRICT DE DISTRICT OF Trinidad, W.I. DATE:	<p>NOT RELEVANT DE L'ANNÉE 1975 BY SURVEILLANT (AND SIGNATURE)</p> <p>FRANK MENZIES 16/10/75</p> <p>107391002 AND</p> <p>107391002 AND</p>		

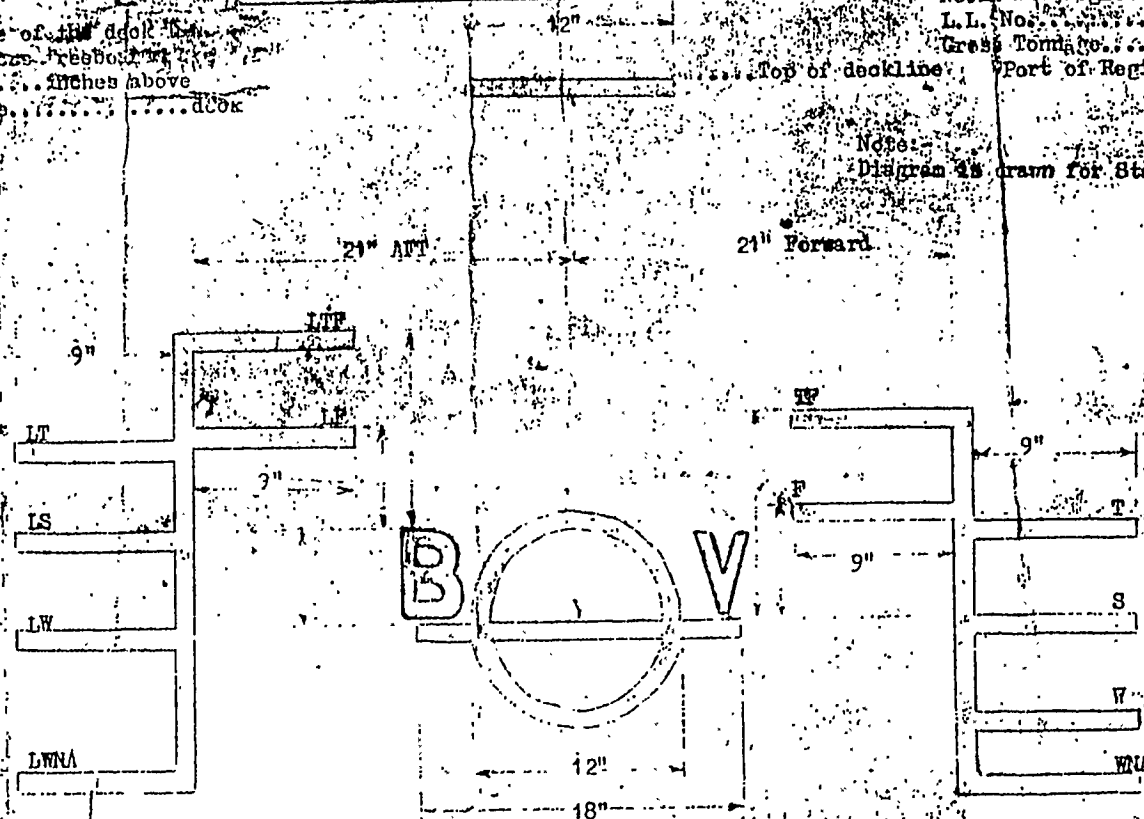
PARTIES EXAMINÉES ITEMS EXAMINED	CONSTATÉ FOUND	RÉPARATIONS - REPAIRS	
		recommandé - recommended	exécuté - carried out
2.5 taquets et tringles - cloats and hatch battens.	Satisfactory		
2.6 coins - wedges	Satisfactory		
3 Manches et tuyaux d'air exposés sur pont de F.B. ou superstructures non protégées par fermeture classe I Ventilators on F.B. deck or within superstructure not protected by class I closing appliances	Satisfactory		
3.1 parties fixes, moyens de fermeture comings, closing arrangements			
4 Fermeture des superstructures Closing appliances in superstructure bulkheads	Satisfactory		
4.1 gaillard - fore castle	Satisfactory		
4.2 château cloison avant, arrière bridge fore end, aft	Satisfactory		
4.3 dunette - poop	Satisfactory		
5 Tambour machine Machinery-casing	Satisfactory		
5.1 partie supérieure du tambour - casing top	Satisfactory		
hiloire de panneaux de chaufferies - fiddley openings	Satisfactory		
claire-voies - skylights	Satisfactory		
moyens de fermeture - closing arrangements	Satisfactory		
5.2 portes et moyens de fermeture doors and fastenings			
sur le pont de franc-bord et p. surélevé on freeboard and R. Q. Deck	Satisfactory		
sur le pont des superstructures on superstructure deck	Satisfactory		
A l'intérieur des superstructures ouvertes on non protégées par le système de fer- meture de la classe I	Satisfactory		
within superstructure open or not pro- tected by class I closing appliances	Satisfactory		
6 Descender, portes et moyens de fermeture Counpanion ways, doors and fastenings	Satisfactory		
7 Toques dans le bordé et superstructures Booms in ship's side and superstructures	Satisfactory		
8 Toques et tuyaux de décharge continue, clapet. Scuppers and sanitary discharge pipes, valves	Satisfactory		
9 Hublots et contre-hublots Eye scuttles and dead lights	Satisfactory		
10 Divers - Miscellaneous items	Satisfactory		
11 Garde-corps - Guard rails - pavers - bulwark	Satisfactory		
12 Escaliers de décharge - Breeding ports	Satisfactory		
13 Installation et accès logements, équipage Accommodation and access to crew's quarters	Satisfactory		
14 Échelles, bois en pontée Towers, timber special load lines Scaffolds or appliances	—		B-2-a-18
15 Lignes des marges de franc-bord Condition of load lines marks	Satisfactory		repainted.

BUREAU OF THE
INTERNATIONAL REGISTER FOR
THE CLASSIFICATION OF SHIPPING & AIRCRAFT
INTER-ITIS C O M M I T T E E

Name of ship.....
British Official No.....
No. in B.V. Register.....
L.L. No.....
Gross Tonnage.....
Port of Registry.....

The upper edge of the disk is
to be at the same level as the
upper edge of the deck
measured is.....inches above
the top of the.....deck
at sides.

Note:-
Diagram is drawn for Starboard Side.



Note:- The centre of disk is to be placed at the middle of length of the Summer Load Waterline.
All lines to be one inch in breadth. They are to be carefully cut in or centre punched on the sides.
The letters B.V are to be about 4 1/2 x 3 and are to be cut in and marked alongside the disk & above the G.L.

B-2-
18

PROVISIONAL INTERNATIONAL LOADLINE CERTIFICATE. (1966)

M.V. 'ALBAKROS'

FREEBOARD ASSIGNED AS:

REG. NO. 90 045.

AN EXISTING SHIP 1950 FREEBOARD
MAINTAINED IN CONFORMITY WITH
ARTICLE 4(4).

LENGTH AS DEFINED IN ART.2(8) 1950

39.50m.

GROSS TONNAGE:

297.09

FLAG:

BRITISH.

BV The undersigned, Surveyor to BUREAU VERITAS, certifies that he has surveyed the above mentioned ship at Georgetown, Guyana., S.A. 24th thro' 28th August, 1975 on behalf of the British Committee of BUREAU VERITAS, with the view to carry out an Annual Loadline Survey and having forwarded the relevant reports to the Administration of BUREAU VERITAS in Paris-France.

We have noted that the British Committee, according to the International Loadline Certificate (1966) issued by BUREAU VERITAS in April, 1973 (Extended) with the following lines:

TROPICAL

220mm (T)

SUMMER

280mm (S)

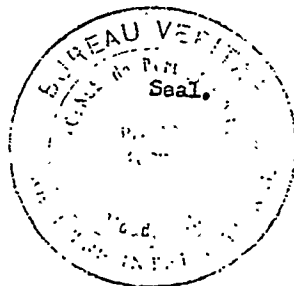
WINTER

340mm (W)

The above lines are measured vertically from the steel main deck at sides. The present Provisional Loadline Certificate is issued for a period of six (6) months pending the results of the examinations of the reports and issue of the Final LOADLINE CERTIFICATE.

Copy of this PROVISIONAL LOADLINE CERTIFICATE has been forwarded to the Administration of BUREAU VERITAS in Paris-FRANCE.

GIVEN THIS 28TH DAY OF AUGUST, 1975 AT GEORGETOWN, GUYANA., S.A.



F. Menzies
.....
F. MENZIES.

Surveyor to BUREAU VERITAS.

THIS CERTIFICATE IS EXTENDED TILL OCTOBER, 1977

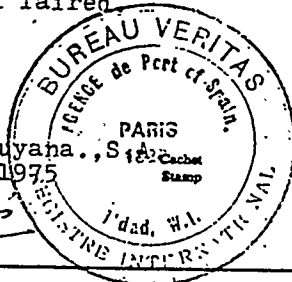
F. Menzies
Surveyor

B-2-a-18

Visa No 1 Annual drydocking. Hull sand blasted and painted to Owner's requirements. All anodes renewed, Starboard bilge keel faired
CLASS CONFIRMED.

A/At Georgetown, Guyana., S 1822
Le/On 28th August, 1975

Menzies
F. MENZIES.



Visa No 5

A/At
Le/On

Cachet
Stamp

Visa No 2

Vessel inspected afloat for three month extension. Hull and components found satisfactory.

A/At
Le/On

Trinidad, W.I.

25th July, 1977

Cachet
Stamp

Menzies

Visa No 6

A/At
Le/On

Cachet
Stamp

Visa No 3

A/At
Le/On

Cachet
Stamp

Visa No 7

A/At
Le/On

Cachet
Stamp

Visa No 4

A/At
Le/On

Cachet
Stamp

Visa No 8

A/At
Le/On

Cachet
Stamp

B-2-a-18

BUREAU VERITAS

INTERNATIONAL REGISTER FOR CLASSIFICATION OF SHIPS ESTABLISHED 1828

CERTIFICATE OF



CLASSIFICATION

Certificate

No. 598740

ALBATROS
MACHINERY

No. 90045
in Register Book

This is to certify that the machinery of the above named ship, has been submitted to
special survey at PORT OF SPAIN in JULY 1974
by surveyors to the Society, in accordance with the requirements of the Rules.
Main machinery 1 DIESEL 4 cyl. 4 strokes single acting

total effective power 200 hp at 330 r.p.m. determined by testing
built at Alphen a/d Rijn by N.V. Motorenfabriek "De Industrie"
completed in 1951

The machinery has been entered in the Register Book with the mark *

The present certificate is valid until

The next special survey will be the 3rd special survey No. 1

When the requirements of the rules for maintenance of class and in particular those concerning surveys are not complied with, the validity of the certificate lapses and the class will be withdrawn from the Register.

The interventions of Bureau Veritas, carried out, either in accordance with its own Regulations or according to standards, specifications of similar documents explicitly called for, or alternatively, the opinions of the Society as expressed by the symbols of Classification or special marks, certificates, attestations, reports or similar documents, shall not in any case, involve the responsibility of the Society.

Although the utmost care is taken in the drafting of Bureau Veritas publications, particularly in respect to the Register, the Society declines any responsibility for errors or omissions which may be found therein, or in the certificates, attestations, or reports drawn up by its Services or by its Surveyors and which may be made the subject of observations by the parties concerned. Furthermore, Bureau Veritas, declines any responsibility for errors of judgement, mistakes or negligence which may be committed by its technical or administrative staff or by its Agents, in the preparation of such documents and in the performance of the interventions which they cover, nor shall the responsibility of the staff be involved.

Propeller-shaft: Type, periodicity of Survey: ORD 2 Years

Last survey in: JULY 1974

RT/MAL

At PARIS

, ON 4th NOVEMBER

19 74

For Bureau Veritas,

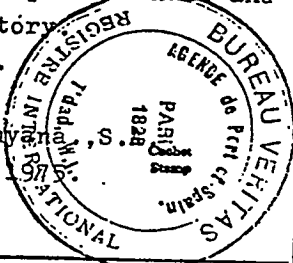


[Signature]
Deputy Manager
Marine Departments

B-2-a-18

Visa No 1 Annual machinery survey on dock. All sea valves examined and found satisfactory. Visual inspection of propeller, propeller shaft and rudder satisfactory.
CLASS CONFIRMED.

A/At Georgetown, Guyana
Le/On 28th August, 1977
F. Menzies
F. MENZIES



Visa No 5

A/At
Le/On

Cachet
Stamp

Visa No 2

A/At
Le/On

Cachet
Stamp

Visa No 6

A/At
Le/On

Cachet
Stamp

Visa No 3

A/At
Le/On

Cachet
Stamp

Visa No 7

A/At
Le/On

Cachet
Stamp

Visa No 4

A/At
Le/On

Cachet
Stamp

Visa No 8

A/At
Le/On

Cachet
Stamp

B-2-a-18

INVOICE

MOTOR VESSEL "ALBATROSS" & OWNERS

10, Abercromby Street.

Port-of-Spain,

TRINIDAD, W.I. 21st. July, 1977

Dr. To: ABRAHAM SHIPPING COMPANY, LTD.

TELEPHONES 34452 36300 54151 54239

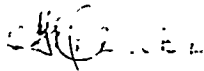
SHIPPING & INSURANCE BROKERS

SHIP OWNERS, CHARTERERS & OPERATORS

CABLE ADDRESS

"ANJAB" — Trinidad

011.75

DATE		PARTICULARS	UNIT	Amount	
				\$	c.
(PRINTED CONTRACT)					
JULY	21st.	To: Protection and Indemnity as per. Oceanus Mutual Underwriting (Bermuda) Association Limited Rules. Period: 12 months at 13th. June, 1977, inclusive G...T. <u>Limit of Liability</u> T.T. \$150,000.00 <u>P.C.T. L:-</u> T.T. \$1,550.00 <u>P.C.T. L.</u>	T.T.	01,550	00
					
			B-2-a-19		

B-2-a-19

INVOICE

MOTORVESSEL "ALBATROS" AND OTHERS

10, Abercromby Street,

Port-of-Spain,

TRINIDAD, W.I. 30th. June, 1977

Dr. To: ABRAHAM SHIPPING COMPANY, LTD.

TELEPHONES 34452 36300 54151 54239

SHIPPING & INSURANCE BROKERS

SHIP OWNERS, CHARTERERS & OPERATORS

CABLE ADDRESS

"ANJAB" — Trinidad

MILES

3139/16

DATE		PARTICULARS	UNIT	Amount	
				\$	c.
			(PAINTED CURRENCY)		
JUNE	30th.	To: Marine Insurance Premium on Hull and Materials, Machinery and/or Gear, valued as under:-			
		<u>Sum Insured:-</u> T.T. \$150,000.00			
		<u>Period:-</u> 12 months at 13th. June, 1977			
		<u>Rate:-</u> 5.00%	T.T.	\$7,500	00
		<u>Policy Charges:-</u>			50
		<u>TOTAL:-</u> T.T. \$7,500.50	T.T.	\$7,500	50
D. C. E.					
			B.2.a.19		

INVOICE

MOTOR VESSEL "ALBATROS" AND OWNERS

10, Abercromby Street,

Port-of-Spain,

TRINIDAD, W.I. 30th. June, 1977

Dr. To: ABRAHAM SHIPPING COMPANY, LTD.

TELEPHONES 34452 35300 54151 54239

SHIPPING & INSURANCE BROKERS

SHIP OWNERS, CHARTERERS & OPERATORS

CABLE ADDRESS

"ANJAB" - Trinidad

WILES

3139/16

DATE		PARTICULARS	UNIT	Amount	
				\$	c.
				(TRINIDAD CURRENCY)	
JUN	30th.	To: Marine Insurance Premium on Hull and Materials, Machinery and/or Gear, valued as under:-			
		Sum Insured:- T.T. \$150,000.00			
		Period:- 12 months at 13th. June, 1977			
		Rate:- 5.00%	T.T.	\$7,500	00
		Policy Charges:-			50
		TOTAL:- T.T. \$7,500.50	T.T.	\$7,500	50
		B. & O. D.			

ENCLOSURE

B-2-a-19

Dial
63291—10 lines

Guyana National Engineering Corporation Ltd.

PLEASE REFER TO
INVOICE No. 2036

M. V. "ALBATROS"

AGENTS: JOHN FERNANDES LIMITED,
24 WATER STREET, GEORGETOWN.

Lot 4, Lombard Street,
Georgetown,
Guyana.

24 November, 1977

We have this day charged your account as follows:-

Shipped via

Terms 30 Days

Your Order Number

Quantity	Particulars	Detail	Amount	Total
	X9046 & X9047			
	Taking vessel into drydock on the 15th October, 1977 at 1830 hours, Preparing blocks and shores, Shoring up vessel in dock, pumping and cleaning out dock for vessel's inspection. Taking vessel out of drydock on the 18th October, 1977 at 1000 hours.		1,600.00	
	<u>DOCK HIRE CHARGES:</u>			
	1st Day 300 Tons @ .90¢ per ton per day	270.00		
	2nd Day 300 Tons @ .70¢ per ton per day	210.00		
	2 Days 300 Tons @ .60¢ per ton per day	360.00		
			840.00	
	Scraping, scrubbing and wirebrushing from keel to light water line right around the port and starboard sides, hosing down same with fresh water ensuring complete removal of all Marine Growth, then applying one (1) coat Linalux anti corrosive silver primer and one (1) coat I.C.I. Linalux anti fouling composition (supplied by Owners) throughout.			
	Scraping and cleaning from light water line to deep water line around the port and starboard sides and hosing down same with fresh water then applying one (1) coat red boottopping paint, also painting from deep water line to bulwark top right around the port and starboard sides applying one (1) coat grey paint (supplied by Owners) as required.			
	Setting up instrument and taking tail shaft wear-down to be .051". Examination of rudder wear-down found to be satisfactory. Dismantling and lowering propeller into dock for access to tail shaft, dismantling worn oil seal and transporting same to shop, cleaning and checking same found worn dowel holes, building up and redrilling holes as necessary and repacking same, transporting repaired seal			
	Carried forward:-		\$4,384.44	

B-2-a-20

PARTICULARS OF WORK DONE

- 2 -

INVOICE NO.
W. 2036

Quantity	Particulars	Detail	Amount	Total
	Brought forward:-		\$4,384.44	
	to vessel fitting and securing same in position. Heating and straightening twisted blade tips on propeller and polishing same as necessary, mounting and resecuring propeller to tail shaft, making all necessary checks and adjustments ensuring entire stern tube assembly in good working condition.		883.03	
	Marking off and painting draft marks fore and aft on the port and starboard sides.		90.00	
	Cropping all deteriorated zinc anodes found on hull, supplying, fitting and welding twenty two (22) new anodes to hull as required.		1,980.00	
	Cleaning and washing two (2) cylinder heads ensuring complete removal of all oily substances and rusts, also cleaning cooler as required.		390.26	
	Dismantling two (2) sea valves and transporting these to shop, cleaning and repacking glands, grinding in valves and seats to leak free seating, cutting new joints as necessary, transporting serviced valves back to vessel, refitting and resecuring both valves in position, opening up suction inlet and strainer box covers, cleaning these ensuring complete removal of all Marine Growth and painting inlet and strainer boxes as necessary, resecuring inlet and strainer box covers on completion.		197.30	

\$7,925.03
=====

E.&.D.E.

B-2-a-20

Dial
63291—10 lines Guyana National Engineering Corporation Ltd.

PLEASE REFER TO
INVOICE No. W. 0947

AGENTS: JOHN FERNANDES LIMITED,
===== 24, WATER STREET, GEORGETOWN.

Lôt 4. Lombard Street,
Georgetown,
Guyana.

We have this day charged your account as follows:-

29 November, 1976

Shipped via

Terms 30 Days

Your Order Number

Quantity	Particulars	Detail	Amount	Total
	X10009 & X10010 <u>M.V. "ALBATROS:"</u>			
	Taking vessel into drydock on the 8th October, 1976 at 1700 hours. Preparing blocks and shores, Shoring up vessel in dock, pumping and cleaning out dock for vessel's inspection. Taking vessel out of drydock on the 11th October, 1976 at 0600 hours.		1,500.00	
	<u>DOCK HIRE CHARGES:</u>			
	1st Day 300 Tons @ .70¢ per ton per day	\$210.00		
	2nd Day 300 Tons @ .50¢ per ton per day	\$150.00		
	3rd Day 300 Tons @ .40¢ per ton per day	\$120.00	480.00	
	Scraping and wirebrushing from keel to water line, hosing down same with fresh water, freeing hull of all Marine Growth. Supplying and spraying on one (1) coat red hand anti corrosive composition and one (1) coat red hand anti fouling composition throughout.		2,854.23	
	Marking off and painting draft marks fore and aft including plimsoll on port and starboard sides.		70.00	
	Opening manhole cover and pumping out water from # 2 tank. Cropping deteriorated sections of hull plating on port # 2 tank. Supplying, cutting, fitting and welding in position one piece 13" x 10" x 5/16" M.S. plate, one piece 8" x 8" x 5/16" M.S. plate and one (1) piece 5" x 6" x 1/4" M.S. plate on starboard fore peak tank. Finally resecurig manhole cover with new M.S. nuts on completion.		1,263.66	
	Cropping deteriorated zinc anodes on hull, positioning and welding twenty (20) new zinc anodes to hull supplied by Owners.		300.00	
	Carried forward.		\$6,467.91	

B-2-a-20

PARTICULARS OF WORK DONE

INVOICE NO.
W. 0947

Page Two

Quantity	Particulars	Detail	Amount	Total
	Brought forward:		\$6,467.91	
	Taking propeller shaft wear down to be .058.		65.00	
	Dismantling three (3) sea valves and transporting these to shop. Cleaning and freeing up valve spindles, re-packing glands, grinding in valves and seats, also cutting new joints and polishing valve bodies. Transporting serviced sea valves back to vessel, fitting and resecuring each in position on completion. Supplying one (1) piece copper sheet 14" x 16" x 3/32" cutting and boring holes and resecuring new strainer to strainer box on completion.		293.21	
	Dismantling one (1) main engine pump valve with flanged connections and pipe, transporting same to shop. Cleaning and freeing up spindle, repacking gland also grinding in valve and seat cutting new joints and polishing valve body. Preparing and bronze welding fractures behind flanges and fairing same. Heating and re-setting pipe connection and resecuring valve to same in engine room on completion.		138.87	
	Supplying one (1) piece 6" x 6" x 1/4" M.S. plate and one (1) piece 20" x 10" x 1/4", cutting, positioning and welding same forming cover patches on starboard # 2 double bottom tank top. Supplying one (1) piece 10" x 11" x 1/4" M.S. plate positioning and welding same to port deck on completion.		175.29	
	Setting up sandblasting equipment and sandblasting hatch coamings, port and starboard decks totalling 1,410 sq.ft as required.		2,115.00	
	Priming sandblasted area of 1,410 sq.ft. with materials supplied by Owners on completion.		125.46	
			\$9,353.76	
	Carried forward:			

B-2-a-20

PARTICULARS OF WORK DONE

Page Three

INVOICE NO.
W. 0947

Quantity	Particulars	Detail	Amount	Total
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Brought forward:

\$9,383.76

Supplying materials and fabricating two (2) new brake bands using one (1) piece 7' x 3" x 3/16" M.S. bar, Cutting, heating and bending same to two (2) pieces and supplying and welding two (2) new lugs and re-using two (2) old lugs from cropped brake band. Supplying materials and machining two (2) studs 7/8" x 4" long and nuts 2" long. Finally supplying 1/4" x 1/4" brass screws and nuts and brake liners, boring holes on bands and liners and screwing same with screws and nuts on completion.

541.44

\$9,925.20

E.&D.E.

B-2-a 20

Dial
63291—10 lines

SPROSTONS (Guyana) LIMITED

PLEASE REFER TO
INVOICE No. W. 7595

JOHN EERNANDES LIMITED,
AGENTS:
24 WATER STREET, STABROEK, GEORGETOWN.

Lot 4, Lombard Street,
Georgetown,
Guyana.

25th September 75
..... 19...

We have this day charged your account as follows:-

Shipped via

Terms 30 Days

Your Order Number

Quantity	Particulars	Detail	Amount	Total
	X8051 & X8052 <u>M.V. "ALBATROS"</u>			
	Taking vessel into drydock on the 24th August 1975 at 1830 hours. Preparing blocks and shores. Shoring up vessel in dock, pumping and cleaning out dock for vessel's inspection. Taking vessel out of drydock on 27th August 1975 at 2030 hours.		1,200.00	
	<u>DOCK HIRE CHARGES:</u>			
	1st Day 300 Tons @ .60¢ per ton per day	180.00		
	2nd Day 300 Tons @ .30¢ per ton per day	90.00		
	2 Days 300 Tons @ .20¢ per ton per day	120.00	390.00	
	Sandblasting hull from a point above rolling chock to above rubbing guard both sides, a total of 1874 sq. ft.		1,499.20	
	Priming sandblasted area fully.		592.37	
	Scraping and wirebrushing all non sandblasted areas from keel to light waterline and painting same with one coat Redhand anti corossive composition and one coat anti fouling composition.		2,423.33	
	Painting 8" above waterline with grey paint supplied by owners.		111.65	
	Transporting five sea valves to shop, dismantling these bonnets and spindles found defective. Rebuilding by oxygen acetylene bronze process deteriorated bonnets, supplying brass and machining one new spindle, freeing up and greasing others repacking glands, grinding in valves, supplying jointing and cutting new joints. Transporting serviced valves to ship and resecuring these in position after having cleaned appropriate inside strainers.		468.33	
			\$6,684.88	
	Carried forward:			

B-2-a-20

PARTICULARS OF WORK DONE

INVOICE NO. 7595

- 2 -

Quantity	Particulars	Detail	Amount	Total
	Brought forward:		\$6,682.88	
	Cropping deteriorated zinc anodes from hull, supplying twenty (20) new anodes, positioning and welding these to hull.		1,400.00	
	Taking tail shaft wear to be .058		55.00	
	Taking rudder wear down to be 3/32".		40.00	
	Marking off and painting draft marks fore and aft including plimsol on port and starboard sides.		70.00	
	Cropping sections of hull plating at port and starboard side bows where found deteriorated. Supplying one piece 14" x 16" x 5/16" and one piece 22" x 22" x 5/16" inserting these to port and starboard side hull respectively and welding all around both patches in and out, and to frames ensuring water tight sealing. Port-side area of hull in vicinity of captain's toilet found deteriorated. Dismantling numerous pipes in area of holed shell plating, removing toilet and breaking up concrete exposing proposed work area. Cropping shell plating across bath and toilet and extending down to section of engine room, making template and using same to mark off insert, the same measuring 5'5 1/2" x 19" x 5/16". Fitting and welding insert to hull in and out then restoring toilet and piping, thus restoring toilet and bath system to original condition, also one hole discovered at bottom plating under fore peak tank, fitting one 8" x 5" x 1/4" MS patch and welding all around as necessary.		1,517.76	
	Cropping, heating, straightening XXXX and rewelding 13' of bent bilge keel.		945.41	
				\$10,713.05

Carried forward:

B-2-a-20

PARTICULARS OF WORK DONE

- 3 -

INVOICE NO. W. 7595

Quantity	Particulars	Detail	Amount	Total
	Brought forward:		\$10,713.05	
	Supplying one docking pad and plug and welding same to fore peak tank as directed.		289.48	
	Dismantling engine room pipes and transporting these to shop, making wooden jigs to preserve exact shapes, supplying pipes, making new engine room piping, reusing original flanges and re-securing pipes in position.		730.13	
	Dismantling main engine clutch and transporting same to shop. Building up and machining worn section of shaft and recutting keyways. Supplying and fitting new keys, supplying cast iron and machining and fitting cast iron bush to bearing area on shaft, also boring clutch housing to accept bush, also fabricating and fitting section to accept clutch control lever. Supplying screws boring and tapping keys and securing these to clutch. Delivering repaired clutch to owners on completion.		938.35	
	Dismantling pulley from generator, the same found extensively worn with resultant damage to shaft. Boring out and bushing pulley, repairing shaft and remachining keyway, setting up generator armature and truing up same. Line boring generator housing and fitting new bearings, then restoring pulley to good order, also skimming commutator.		250.83	
	Dismantling generator, washing out rotor and stator with an approved solvent, baking both components for eight (8) hours, and revarnishing to improve insulation. Testing electrically correcting poling (by bearing repairs described above, and reassembling as required.		193.57	
			\$13,115.41	

Carried forward:

B-2-a-20

PARTICULARS OF WORK DONE

INVOICE NO. 7595

- 4 -

Quantity	Particulars	Detail	Amount	Total
	Brought forward:		\$13,115.41	
	Cropping sixteen (16) port side bulwark brackets to facilitate removal of entire length of fore peak suction pipe extending from poop deck to fore castle. Supplying new 2" galvanized pipe and renewing said suction line throughout, and rewelding cropped brackets. (Please note job not completed).		757.83	
	Reconstructing waste pipe to toilet, extracting sharp bend, fabricating and fitting more gradual bend, also welding pad piece below toilet and to discharge end of hull. (Please note this job was not completed).		197.18	
	Setting up pump and pumping water from tanks as requested.		<u>89.52</u>	\$14,159.94 =====

E.&.O.E.

B-2-a-20

THE BRITISH COMMITTEE OF BUREAU VERITAS

INTERNATIONAL LOAD LINE CERTIFICATE (1966)

Issued under the provisions of the International Convention on Load Lines, 1966, under the authority of the Government of the Bahamas *
by the British Committee of Bureau Veritas.

* The Bahamas are not a signatory party to the 1966 Load Line Convention

Name of Ship	Distinctive Number or Letters	Port of Registry	Length (L) as defined in Article 2 (8)	Gross Tonnage
"ALBATROS"	PGXV	Nassau	39.50 m.	297.09

*Freeboard assigned as : A new ship, An existing ship.

*Type of Ship : Type A, Type B, Type B with reduced, increased freeboard, timber freeboard.

Freeboard from Deck Line		Load Line	
Tropical	220 mm.	(T)	60 mm. above (S)
Summer	280 mm.	(S)	Upper edge of line through centre of ring.
Winter	340 mm.	(W)	60 mm. below (S)
Winter North Atlantic	Not Assigned mm.	(WNA)	- mm. below (S)
Timber tropical	/ mm.	(LT)	/ mm. above (LS)
Timber summer	/ mm.	(LS)	/ mm. above (S)
Timber winter	/ mm.	(LW)	/ mm. below (LS)
Timber winter North Atlantic	/ mm.	(LWNA)	/ mm. below (LS)

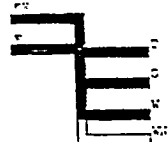
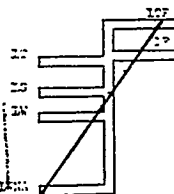
NOTE : Freeboards and Load Lines which are not applicable need not be entered on the certificate.

Allowance for Fresh Water for all freeboards other than timber.....60 mm.
Allowance for Fresh Water for timber freeboards.....- mm.
The upper edge of the deck line from which these freeboards are measured is.....NIL mm.
above the top surface of the steel upper deck at sides

hereby certify the above to be a true copy of the particulars of the original certificate.
This copy is issued for production on clearance.

Dated this 2nd day of Dec. 1975

John Mackintosh British Committee



NOTE :
Applicable load lines to be indicated.

Date of initial survey.....4 July 1974.....The periodical survey is due on.....4th July.....each year.
This is to certify that this ship has been surveyed and that the freeboards have been assigned and load lines shown above have been marked in accordance with the International Convention on Load Lines 1966. Article 4(4)
This Certificate is valid until.....31st July, 1978.....subject to periodical inspections in accordance with Article 14 (1) (c) of the Convention

Issued at.....London.....on.....2nd December....., 1975. The undersigned declare that the British Committee of Bureau Veritas is duly authorised by the said Government to issue this Certificate.

John Mackintosh
Chief Representative of Bureau Veritas in Britain.

Member of the British Committee of Bureau Veritas.

B-2-a-21

NOTE :-

1. When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.
2. When a ship is in fresh water of unit density the appropriate load line may be submerged by the amount of the fresh water allowance shown above. Where the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.

*Delete whatever is inapplicable.

This is to certify that at a periodical inspection required by Article 14 (1) (c) of the Convention, this ship was found to comply with the relevant provisions of the Convention.

Place Date

Surveyor to Bureau Veritas
on behalf of the British Committee of Bureau Veritas.

Place Georgetown, Guyana, S.A. Date 11th October, 1976

Surveyor to Bureau Veritas F. MENZIES, C. Eng.
on behalf of the British Committee of Bureau Veritas.

Place Georgetown, Guyana, S.A. Date 28th October, 1977

Surveyor to Bureau Veritas F. MENZIES, C. Eng.
on behalf of the British Committee of Bureau Veritas.

Place Date

Surveyor to Bureau Veritas
on behalf of the British Committee of Bureau Veritas.

The provisions of the Convention being fully complied with by this ship, the validity of this Certificate is, in accordance with Article 19 (2) of the Convention, extended until.....

Place Date

Surveyor to Bureau Veritas
on behalf of the British Committee of Bureau Veritas.

NOTE : This Certificate must be kept framed and posted up in some conspicuous place on board the ship, so long as it remains in force and the ship is in use.

B-2-a-21

LE BUREAU VEINT

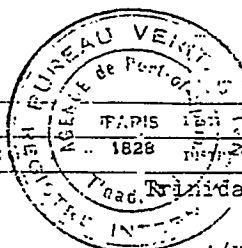
RAPPORT DE VISITE DE FRANC-BORD
XXXXXXXXXXXXXXXXXXXX

LOAD LINE SURVEY REPORT
ANNUAL SURVEY (1) XXXXXXXXXX

N° DU REGISTRE N° IN REGISTER	NOM DU NAVIRE SHIP'S NAME	PAVILLON FLAG	LETTRES DE SIGNAUX CALL SIGN	TONNAGE BRUT GROSS TONNAGE	RAPPORT N° REPORT N°
90 A 045	"ALBATROS"	NASSAU	PGXV	297.09	20497
TYPE DU NAVIRE (1) TYPE OF SHIP (1)	FRANC-BORD D'ÉTÉ SUMMER FREEBOARD	N° DU CERTIFICAT DE FRANC-BORD LOADLINE CERTIFICATE N°	VALABLE JUSQU'EN IN FORCE UNTIL		
Motor-screw, Steel	280mm	Govt. of Bahamas	31st July, 1978		

LIEU ET DATE DE LA VISITE - PLACE AND DATE OF SURVEY Georgetown, Guyana., S.A. 12th thro'
28th October, 1977
DATE DE LA DERNIERE VISITE DE FRANC-BORD - DATE OF THE LAST LOADLINE SURVEY:
11th October, 1976 at Georgetown, Guyana. S.A.

PARTIES EXAMINÉES ITEMS EXAMINED	CONSTATE FOUND	RÉPARATIONS - REPAIRS	
		recommandé - recommended	exécuté - carried out
1 Panneaux (de cales et autres) exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D. Hatchways (holds and others) exposed on F.B. or superstructure decks including R. Q. D.			
1. L'ensemble des cales et autres exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D.	Satisfactory		
2. L'ensemble des cales et autres exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D.	Satisfactory		
3. L'ensemble des cales et autres exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D.	Satisfactory	15 renewed	
4. L'ensemble des cales et autres exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D.	Satisfactory	per hatch	
5. L'ensemble des cales et autres exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D.	Satisfactory		
6. L'ensemble des cales et autres exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D.	Satisfactory		
7. L'ensemble des cales et autres exposés sur le pont de F.B. ou de superstructures, y compris R. Q. D.	Adequate		



B-2-a-22

PARIS 1828 4/11/77 P. KENZIE, C. Eng. Port-Tangeri & Sampson

PARTIES EXAMINÉES ITEMS EXAMINED	CONSTATE FOUND	REPARATIONS - REPAIRS	
		recommandé - recommended	exécuté - executed
2.3 taquets et tringles - cleats and hatch battens			
2.4 coins - wedges			
3 Massacre et tuyaux d'air exposés sur pont le F.B. ou superstructures non protégées par fermeture classe I Ventilators on F.B. or on main superstructure not protected by class I closing appliances 3.1 parties d'air, moyens de fermeture air pipes, closing arrangements	Satisfactory		
4 Fermeture des superstructures Closing appliances on superstructure bulkheads	Satisfactory		
4.1 gaillard - fore castle	Satisfactory		
4.2 château d'avant, arrière forward and aft	Satisfactory		
4.3 cheminée - funnel			
5 Tambour machine Machinery casing	Satisfactory		
5.1 partie supérieure du tambour - casing top	Satisfactory		
fenêtre de panneaux de chaudières - fidley openings	Satisfactory		
claire-voies - skylights	Satisfactory		
moyens de fermeture - closing arrangements	Satisfactory		
5.2 portes et moyens de fermeture doors and fastenings			
sur le pont de franc-bord et p. surélevé on freeboard and R. Q. Deck	Satisfactory		
sur le pont des superstructures on superstructure deck	Satisfactory		
à l'intérieur des superstructures ouvertes ou non protégées par le système de fer- meture de la classe I			
within superstructure open or not pro- tected by class I closing appliances	Satisfactory		
6 Descentes, portes et moyens de fermeture Companion ways, doors and fastenings	Satisfactory		
7 Portes dans le bordé et superstructures Doors in XXXXXXXXXX superstructures	Satisfactory		
8 Dalots et tuyaux de décharge sanitaires, clapets Scuppers and sanitary discharge pipes, valves	Satisfactory	Inspected in dock	
9 Hublots et contre-hublots Side scuttles and deadlights	Satisfactory		
10 Divers - Miscellaneous items	Satisfactory		
11 Garde-corps - Guard rails - pavois - bulwark	Satisfactory		
12 Sabords de décharge - Freeing ports	Satisfactory		
13 Protection et accès logements, équipage Protection and access to crew's quarters	Satisfactory		B-2-a-22
14 Pétroliers, bois en pontée Tankers, timber special load lines Fittings or appliances	N+A+		
15 Etat des marques de franc-bord Condition of load lines marks	Satisfactory	Re-painted	Re-measured



RAPPORT DE VISITE

SURVEY REPORT

No du registre No in register	NAVIRE SHIP	ARMATEUR OWNER	Pavillon Flag	Rapport No Report No			
90 A 045	"ALBATROS"	Mr. Dennis Rambaran	Nassau	3-1-77			
Coque à sec Hull in drydock	Coque à flot Hull afloat	Machine Machinery	Chaudière principale Main boiler	Chaudière auxiliaire Aux. Boiler	Instal. frigo. Refrig. plant	Inst. autom. Aut. instal.	Arbre porte-hélice Propel. shaft
Visite annuelle Annual survey	Visite occasionnelle Occasional survey	Reclassification continue Continuous survey	Prolongation de cote Class extension				
Lieu et date de la visite - Place and date of survey Georgetown, Guyana.; S.A. 12 thro' 28th							

Entourer en rouge les cases faisant l'objet du rapport de visite. October, 77
Round in red, the spaces forming the subject of the survey report.

The following surveys were carried out for the ANNUAL SURVEY of this UNIT:-

DRYDOCKING SURVEY:

The vessel was on dock from the 12th thro' 19th October, 77.
The underwater portion of the hull was covered with heavy marine growth. The inspection was conducted after scrapping. No significant indents or corrugations were noted on the vessel's hull.

SEA VALVES:

All sea valves and chests were opened up, cleaned, inspected, repaired as found necessary and re-assembled in a proper and correct manner.

WINDLASS:

A running test was made and found satisfactory.

STERN STRUCTURE:

Stern frame and post were found in satisfactory condition.

ZINC & PAINTING:

Upon completion of drydock inspection and repairs the vessel's hull was re-painted to Owner's recommendations and all zinc renewed.

A la suite de cette visite le visa No
Following this survey the visa No

a été porté sur le certificat de classification valable jusqu'en: No 6177
was endorsed on the classification certificate valid until: July, 1978

Date et texte du visa - Date and text of visa

28th October, 1977.

Annual drydocking, hull scrapped, painted to Owner's requirements, all anodes renewed, sea valves overhauled, all found satisfactory.

Le précédent visa No 2 a été porté sur le certificat de classification valable jusqu'en: C.I.A. S CONFIRMED

The previous visa No 2 was endorsed on the classification certificate valid until: Georgetown, Guyana. S.A. on 11/October/76

Enregistrement - Registration 1823

A. G. No
Facture No:
Invoice No.

Nom et Signature de l'Expert.
Surveys Name and Signature.

Nom et Signature du Chef de District.
District Head's Name and Signature.

Signature de l'Expert.
Signature of the Expert.

Signature du Chef de District.
Signature of the District Head.

F.V. Albatros. 90 A 045

.....2

4/X1/77

INTERNAL INSPECTION:

The hold bilges were cleaned and found in a satisfactory condition.

LOADLINE SURVEY:

The loadline survey was carried out at this time (Annual) ref. to Form Ad Me 290a. Hatch coamings, closing devices, bulwark and brackets were found in satisfactory condition.

PROPELLER & SHAFT:

Found in satisfactory condition. Propeller polished.

MACHINERY:

A visual inspection was made of the engine room machinery and engine trials taken when vessel was afloat which were satisfactory.

Following this survey Visa No. 3 was endorsed on Machinery Certificate No.598740 valid till July, 1978.

Date & Text of Visa:

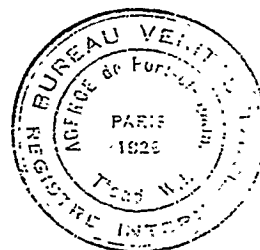
28th October, 1977.

Annual inspection of engine installation, found satisfactory.

Last visa No.2 was endorsed at Georgetown, Guyana S.A. on 11/October/76

The following has been recommended to the Owner:

1. The fire fighting and safety equipment appliances to be brought upto date.
2. The Loadline Survey to be carried out in time.
3. The vessel to be drydocked in such a drydock that the bottom can be inspected to the satisfaction of the Surveyor and Owner.



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Boat Albino
Boat Albino

B-2-a-24

Dad

FEB MEETING WITH JANARO -- re Albatross
13 August 78 Sunday morning

Attendance: Johnny Jones, James Morrell, Charlie Touchette, Jan Wilsey, Harold Bogue, Kay Nelson, Gene Chaikin, Jack Beam, Tish Leroy, Mike Prokes, Richard Janaro and Lee Ingram came in late..

.. Also attending: Carolyn Layton, Sarah Tropp, Helen Swinney, Cleve Swinney and Mike Touchette (who came in last hour of meeting.)

Agenda: Need to determine the position we shall assume in dealing with the Captain and the crew.

Who is going into town: as Capt., as Engineer, as negotiators representing the Board with Richard. (Boat leaving Wed.)

Rules we can reasonably exercise and still keep the crew.

Evaluations of the engineer-list that can be handed to Dad along with our other recommendations.

Board It was decided we could use people in town as "representatives of our Board," in dealing with Rambaran and Captain. Recommendations to Dad: RICHARD JANARO, ARMANDO GRIFFITHS, BILLY OLIVER, SHARON AMOS AND VERSIE PERKINS.

Rules Of primary importance they be notified that Richard is our primary liaison person and he is to be notified immediately if the problem is major or minor. In talking with them, make it a BOARD emphasis so that Richard does not become the bad guy -- but is representing the Board which is a non-visible factor.

Rule No passengers at sea, for insurance reasons. Unanimous...

It was generally agreed that they should be allowed to have some guests on board while in port. However, though the other boats all do this -- Jack inclined to dissent with group on the issue. . .

Kay thought should see what other boats do -- Richard and C.T. said that there is much permissiveness and most of them do have women on board. (On our ship, the crew is mostly homosexual along with the cook, and the Captain, mate and engineer are the ones who have ladies on board -- and are the only ones with quarters that allow this.)

Log Morrell commented that everything should be logged in daily in the ships log; wants it open to our inspection. Certain people should be assigned to check it if Richard not there -- BUT MANDATORY THEY BE INSTRUCTED THAT IT IS MARINE LAW THAT THE SHIPS LOG CANNOT LEAVE THE SHIP!

Home port Jack is opposed to the Capt and crew staying on board nights while in home port. Feels we should post a watch and send the

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crew to their homes.

Rebuttle of this by most of group to the effect that they are "used" to their own activities, and don't want to be going home. Capt has wives in both ports and has ladies on board as further entertainment for himself..

Further, the Capt takes responsibility for the boat when no cargo on board -- otherwise will take our own people as watchpersons.

Richard feels we should keep our own log, as well as that of the captain in which we record all that goes on while on the ship. This task would be assigned to the person or persons we have living on board.

Richard feels we will immediately lose our key people if we have stringent port rules... since they are the offenders and are the ones who bring on board their guests.

C. T. said that captains are hard to enlist -- we looked before

Richard pointed out that most sea captains are very devious -- that this one is conscientious about receipts and seems to be careful in handling business matters. The issue of bearing was likely his loyalty was tied to where he was expecting to be working -- namely for Rambaran..

Then thinks we should have another Captain.

Jack feels the Captain of the Watch is not going to be watching the boat if they are partying on board..

C.T. pointed out that when the boat came into Port Kaituma and the Captain was moving it around, the P. T. people watching felt he did a poor job in docking the boat.. He is not that proficient with the boat said C. T.

Generally a consensus that P. T. people on board would inhibit the crew to a degree.. The whole crew is homosexual and open about it -- were patting our men on the butt, etc., when they were in the Port..

Richard asked if the Capt has any influence in getting the loads for us -- No, responded Richard. He deals with the stevedores and maintains good relations with docking and loading the boat, but the agent is the one who gets the loads.. Richard follows up on that to see that the load is as complete as possible.. the Trinidad agent doesn't get full loads.. Rambaran used to complete it, and Richard is doing that also.. He got names of people to contact, and has made some contacts. Had set things up for the Georgetown Trinidad run,

Johnny suggested we contact Da Silva and he might keep it under his hat and he might let us know what can be found out about our captain..

Richard revealed that a critical situation exists in our relations with De Silva..

*This was
when the Cudjoe
caught fire some
months back!*

It seems that we went in and negotiated deductions on the costs of the Cudjoe. We went down the line and checked off all of the things on our list. DeSilva had thought we would or had split the costs. The Cudjoe had wrecked part of his dock and he had not had us pay for it -- no charges against us were made. But Richard had argued with him that we were not a profit making organization, etc.. After this, Richard doesn't know how friendly DeSilva is, since he conceded to us and was not at all happy about it.

All agreed that Richard should have been on the radio to Dad about this the minute that conference was over..

Richard said his instruction was NOT TO PAY ANYTHING RELATIVE TO THE FIRE...

It was pointed out that Dad had been given bad input on the situation. Somebody had told Dad that it was to be done free..
P. R. needed WITH DESILVA, JOHNNY THINKS SOME FENCE MENDING SHOULD BE DONE.

Last time Richard was in there, DeSilva said hello but was not very warm as he had formerly been. That was a few weeks ago when some repairs were needed on minor things.

Best contact Gene said that DeSilva is *not worth* *no contacts* about 15 persons we can or could consider our best contacts in Guyana..

C. T. agrees.. DeSilva has done more for us than anyone in Guyana. If we blow his good will, we may have cost ourselves \$50,000 *said C. T. worth of favors*

He has given us stuff that would have cost us thousands of dollars.

Helen said he has given to us and helped us many times. He went through the whole thing on boats and helped us to establish the values on the various boats.

Charlie is very upset that the relationship is strained.

We used his equipment and worked at his dock and he never charged us a dime -- it should have cost us a minimum of \$100 docking fees for two years.. per month.. *THIS ISSUE CAME TO PREPARE A LETTER TO DAD FOR JOHNNY ON THIS ISSUE. IT IS OUR RECOMMENDATION THAT STEPS BE TAKEN TO RESTORE THE P.R. WITH DESILVA.*

It is to be noted further that Rambaran and DeSilva are very good friends.

Summary at this point..

- 1) We have \$12,000 in parts that Rambaran probably knows he's not going to get back anyway...
- 2) Richard thinks tell him we are disappointed that he did not convey that information to us about the bearing. Further, Richard thinks Rambaran will deny this..But if the committee

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tells him, he will at least have the idea that this is our opinion of him. This may be good or bad..

3) We want to keep Rambaran as an ally to get future business contacts. He has been helpful in this regard.

4. Richard express his personal regrets at not having been able to get other contacts. He should have known enough by now or by the end of July to establish himself.

Richard expressed his intense personal drive to do the best for this family possible and that he hadn't always been able to do it and it depressed him greatly.

John summarized that we should just let Rambaran know that "we know he screwed us..." that we want to continue the contact, but don't want to continue asking for more of the same... SHOULD TAKE THE CUE HEARING THAT WE LEFT IN HIS STORE HOUSE ALSO, THAT IS PURCHASED FOR THE ALBATROSS. We should not have left this behind in the bin.

~~fact~~ thinks that Ujara is very insensitive..

Helen commented on Ujara's taking dramamine on board..thinks
it might affect his judgment..

C. T. suggested Tim Swinney as alternate Captain trainee after Philip is trained. Should have a backup..

Gene thought the Captain should make several trips as engineer. Richard agreed, coordination of responsibilities.

The ~~CHIEF~~ ENGINEER deals with the crew more, makes less ~~noise~~. Suggested training Philip as Chief Engineer first without being open as training him for Captain?

This is a major requisite.. Ujara doesn't have the time unless his navy time as a seaman can count..Gene thinks it can. Richard doesn't think so --no one knows. Gene says if a deck hand will qualify --C. T. agreed.

Kay expressed we really need two persons for every slot..
so we can alternate them.

Sarah agreed, but NOT ON BOARD AT THE SAME TIME..

Ja^ug^u personally does not trust Ujara's overall judgment.

Cleve agrees: he rode with Ujara to Georgetown and Ujara had his eyes on the river but the boat started toward the bank.. and when he got it back he just laid on the wheel.. Clifford came up and asked what is going on? you almost hit the bush..

Horrell mentioned that when coming across from the states toward the last Ujara got so tired he could hardly stay awake but insisted on staying behind the wheel.. it seemed to be an ego thing, and he was endangering life and property.

Richard thinks that on the busses -- Ujara was insensitive.. thinks he will be insensitive with the crew and passengers and has been on the Cudjoe..

Santos dock (P.R.PROBLEM) Richard has had complaints against Ujara at J. T. Santos dock. He was calling up J. T. SANTOS wife and asked for the gate to open after closing hours.. and dismissed the trucks from the dock.

J. T. Santos compares with some of our best benefactors in town. Ujara has been a sore spot with him.

Johnny questioned why Richard had not mentioned all of this before when he knew that Ujara was being sent into town to build up a trucking business? Why did he wait to report it AT ALL!

Richard responded that Philip had handled the trucking business okay..

Johnny said that a lot in your P. R. has to do with how you come over to people... WE COULD HAVE GIVEN HIM MORE POINTERS ON HIS P.R. IF HAD THE REPORTS FROM RICHARD.

Engineer Don't know if Philip can qualify since he doesn't know the Lister on board.. He would do okay with the functional part of greasing, checking oil levels, etc. THE LISTER IS VERY IMPORTANT.. This requires a mechanic who knows generators.

Maria query Has been approached by Captain --asking about payroll since Richard is not there.. and said he needs food for the boat. Richard said payroll due on 15th and 30th.. She should take about \$1500 out of the bank in cash and sit down with the Captain who will go over the salaries with her, meticulously.. he will tell her exactly what is owed to each. Takes about 1/2 hour of time.. Give him \$50 advance for petty cash food items, and he will give Richard the receipts and accounting at the end of the month. Problem on the telex --Richard to radio (it later was decided he should call the agent in Gtn himself and let the agent arrange the parts arrival in from Holland as the agent could get it immediately through customs as ships stores..without a hassle and without charge..). Carl Xavier (Severe) at John Fernandes could handle this for us

C. T. said that the way Sonney Van Sleitman has his parts, he orders through his agent in Surinam who has them come in to Sonny wherever he is, Gtn or.. and this avoids customs way it is handled. Comes in as ships stores.

Chief Engr Richard thinks it will be a problem to have Philip train as engineer..

C. T. mentioned that in landing, it takes another to steer, another to give directions (captain), the chief engineer on the bow to pull in the bowlines.. it takes at least three to land the ship.. the captain, chief engineer and the mate..

If you train Philip by himself, how will he train 3 others?

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Wed

brief Naresse

G. 4: ask for

Gene and C. T. agreed that if we start coming down with

rules, will lose the crew immediately.

C. T. said the engine room is very small -- let one of

our people learn to run the boat and the other to learn

the engine room..

the only reason is that the captain must learn to

coordinate the engine room and must learn the docking

C. T. said we must train seamen, and there must be someone

to train our people to be seamen. You have to KNOW how

to handle the lines to bring that big boat into dock...

Mike Touchette had just come into the meeting and commented

that the only time the captain knows what's going on in

the engine room is when the engineer tells him..

IT WAS DETERMINED THAT AS AN EMERGENCY MATTER, TIM SWINER "HNSI" GET

HIS CAPTAIN'S LICENSE FOR GUDJOE AS STANDEE FOR PHILIP...

Is a 2nd choice on board because of the previous commentary

in these minutes. Do not consider him a first choice for

the engineering position -- and do not feel he is a choice

for captain unless last resort.

IT WAS MENTIONED THAT WHOEVER IS ON BOARD, they are apt

to get involved in the morality problems of the crew and

we have to consider that -- though with Helen on board

this might or might not be helped.. Does he know the sister?

Too many mistakes with equipment and this causes us a lot

of extra down time. BRUCE IS A 3RD CHOICE..

-C. T. recalled that Bruce used cardboard in fuel tank, and is

a big no-no..

-used hex nut on fuel system, another no-no

-blew up tires though warned too much air in them..

-gets extremely defensive

-lady's man and would be roving very likely

-would be influenced by morals of crew (problem with anyone)

-Doesn't mind work--and never has an attitude when gotten

up in middle of night for critical problems. Others do..

-Does have ties in Jonestown-wife. How strong is it?

MIKE T.

Now he has flipped

flipped all together

Mike was present and was told frankly that we were concerned about his temperament, temper and the attitude he cops.. and that when he gets mad he will do whatever anyone says whether or not it is right.

-he shows temperament and the opposite passive extreme.

-migranes, which are manipulative

-hates to leave Jonestown says C. T.

-Richard says Mike knows Gtn like no one else; that the merchants there like him; but is like tiger in canary cage..

- Mike is quick to learn and could handle the mechanical end of it probably much better than anyone..
- He has ties in Jonestown
- However, is our primary CAT MECHANIC..-if he is gone, who will handle the mechanics on the cats? Don't think Simon is that proficient.. and there is too much on the driving of the cat that the others are not really ready to handle.
- don't want to put Stephen in the capacity of having to be on the cats full time..

IRVING PERKINS --is in the states of course; our best deisel mechanic.. Would have to come into Jonestown for a while at least.

-also is a lady's man and would wander; it has been his pattern. Don't feel we can consider him for the boat right now.

*James Evans HE WOULD BE VERY GOOD, all agreed but there is the problem of needing him to come into Jonestown for a while.. Cannot consider him now. His wife is in the states with him and is needed there.

Diane W. AN entertainer and organist --don't feel we can send her.

Al Simon Is very hung up on his wife; she wanders; if anything happened he might not be able to make it.

Ujara Lacks in finesse and P. R. Ray Fernandes says too demanding and doesn't follow instructions. Richard says Ujara follows directions only when he is there. Is very hung up on Sylvia and wants to be in Jtn part of the week.

Tim S. No ties in Jonestown
 -excellent mechanical abilities
 -Doesn't like to be away from here and has a lot of repressed hostility.. been known to tear a door off the hinge and take a hammer and knock a hole in the hld..
 -crew is mostly east Indian, might or might not take his temperament..
 -Only one can certify as captain on the Gudjoe..

Al Bell Had a bad time with him in Georgetown..
 He lamented every day does not want to be away from wife and the children.
 -Is very negative with his mouth.

Al Touchette -not that mechanical
 -good utility person on the farm

Clifford -xlent but not black
 -Is best understudy on the river
 -At his age, should be checking into Jtn regularly..
 -Consider him NOT A CANDIDATE..

L. C. Mitchell Too new to Jonestown
 -Very high blood pressure
 -Is hard worker and good mechanic, but works better under

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- Cuffing FDA. Increased 1000s of 80th Street USA
- Tax credits for parents of college students
- structured

James Evans - Nice temperament
- 5000 P. B. - 3000 three yr. education

Irving Perkins - Is too flighty and tight with the ladies.
- President of the Senate. - 10000 P. B. - 10000 three yr. education

OTHERS MIGHT BE AVAILABLE... Johnny to make an announcement calling
others to submit their qualifications.

Gordon Lockett - 10000 P. B. - 10000 three yr. education
- 10000 P. B. - 10000 three yr. education
- 10000 P. B. - 10000 three yr. education

Calhoun says World Health! Causes
with defects indicted for conspiracy of
// leaders of Scientology (Ron L Hubbard)
members Gao - 7 ylt Power Sabotage.
Neutral switch surrounding million
People in Shelby Co. (Wilder General Strike)

D. E. Ray
Spachman dropped when the one talking
wasn't far them apart. Pay him to get out
country, pure effort on (But lied to him.)

Nixon has grandbaby. (Trust in?)
Seven fund said indictments from Justice
Department. Will be all to put
staged people (which Speed on them)
in 28th. (Said we now have
Report of Coating of firing at...
Michigan's Police & Firemen in Detroit...
Michigan Power Station throwing Shelby Co.
in black out.

Memorandum of Report

In re: ALBATROSS BREAKDOWN

From: Richard Janaro 11 August 78



History of problem: 1) In March-April, 1978, GEAR BOX WAS EXAMINED by Marine Engineer REGINALD PERSAUD. He advised to replace clutch plates, bearing in shaft cone and bearing in rear of shaft. Clutch plates were replaced and bearings were ordered from Holland.

Persaud said it would be okay to use the vessel until the new bearings arrived. They did arrive two months later and were placed in Rambaran's shop. THE VESSEL HAD BY THIS TIME CHANGED OWNERSHIP.

(It has to be considered that some problem had caused the gear box examination in the spring...)

2) After unloading 300 tons in Port Kaituma and on return to Georgetown, transmission stalled engine twice-- once while docking in Mauriwana and again in Georgetown, when changing from forward to reverse.

It was the following day, while changing to yet another dock, that the problem developed into more severe symptoms..

Cargo commitment

Meanwhile, I had obtained a cargo commitment from John Fernandes, Jr., (agent) and dock space for immediate loading. WHEN I INFORMED THE CREW, THE CAPT & CHIEF ENGR. REPORTED THE PROBLEM...and advised against packing with the cargo. They urged an examination by a marine mechanic.

Rambaran

I contacted Rambaran who tried to reach the former engineer Reggie Persaud, but Reggie had left with his family on an extended vacation to the United States.

Rambaran also left on a vacation with "his" family that evening -- unusual to the extent that he normally goes to Trinidad every week, but does not normally take his family with him... He usually left for Port of Spain each week on business.

Before leaving, Rambaran gave us access to any parts he had in his shop for the vessel.

Marine Engineer

Through various contacts we reached another Marine Engine specialist widely used by local shippers. His recommendation was to dismantle the box to locate the problem.

The Captain, Chief Engineer and Assistant Engineer for the boat agreed to work with the consulting engineer and his staff and do much of the labor and assisting in order to save time and costs.

Approximately 10 days later, with Cleve, crew members, Engineer and staff, the gear box was finally dismantled.

B-2-a-26

DIAGNOSIS of
Defect

Inspection revealed a cracked and damaged shaft cone;
heat destruction of the bearing; overheated clutch
plate ruined; lining on all seven clutch plates
burned up.

ALSO, repairable damage was sustained by gear box
components from using hammers, chisels, crow bars,
torches and press and pullers in the dismantling
process.

WHAT IS NEEDED

We must try to facilitate having the vessel operate
as soon as possible:

- 1) Cost in revenue loss is approximately \$800 per day;
- 2) Cost of crew and stores, \$3800 per month;) \$151 per day
- 3) Cost of dock (wharfage) \$25 per day;)
- 4) And in addition there is depreciation and
insurance which I have no figures to compute.

Procedures

We have telexed the manufacturer for:
4 forward clutch plates with lining and
3 reverse clutch plates with lining
Lining material to install our own plates.

We need to expedite Cleve's efforts to repair the
shaft, bolts and gear box casing with access to
machine shop equipment. However, as was stated in
this morning's meeting, probably the insurance may
require repair under supervision of the Marine Engineer
since the gear box is the most sensitive part of the
entire ship, and totally affects the steering and control
of the ship both in port and at sea. We will come up
with more specific recommendations after meeting tonight.

Carolyn

CONSTRUCTION ITEM 3:

3. ROLL OF ALUMINUM
LUMBER (ALUMINUM)
WOOD CHIPPED
ASSORTED
1 ROLL OF
2 5/8" ROLL (1) ROLL
112 lb. 1 1/2" aluminum nails

FIELD KIT

- 1 BOT. 500 ml. ALCOHOL (100% ETHANOL)
3 BOT. 8 A.P. (100% ETHANOL)
12 cans VITAMIN B12
550 bt. FINE
105 bt. CO. (100% ETHANOL)
35 1.00 (100% ETHANOL)
2. EXTRACTS (100% ETHANOL)
1 qt. (100% ETHANOL) (BERATOX?)
35 crt. COCAINE

CHOCOLATE KIT

- 600 bt. FRODO BAGGINS
200 bt. (100% ETHANOL)
7 pkt. ALCOHOL
10 pkt. TRICHLOROMETHANE

ADDITIONAL KIT

- 5 lbs. (100% ETHANOL)
5 lbs. COCAINE
5 lbs. (100% ETHANOL)
20 lb. (100% ETHANOL)

ADDITIONAL KIT

- 60 bt. (100% ETHANOL)
1 lb. (100% ETHANOL)
(For 100% ETHANOL)

FOOT-WEAR KIT

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FOOD WHEEL - KITCHEN

3 cs. VANILLA WESSING
587 bg. FLOUR
200 bg. RICE
413 bg. SUGAR
20 dr. COCONUT OIL
5 dr. LARD
5 dr. LARD
12 bg. PINEAPPLE
25 bg. ORANGE

(THE PUBLIC HEALTH DEPARTMENT
25 COY. BAKING - 1/4.
10 COY. BAKING - 1/4.
to 1/4 COY. BAKING

WHEEL - KITCHEN

200 MATTERING

WHEEL - KITCHEN
10 BAKING PA.

WHEEL - KITCHEN

4 -1. COCONUT OIL

WHEEL - KITCHEN

4ea. AIR ROPE
4ea. TRA SALT
4bx. 15 A P F

WHEEL - KITCHEN

40 dz. "D" LARD

WHEEL - KITCHEN

9 btl. G₂
2 btl. ACETYLENE
1 btl. PROPEL

PROPYLENE
GRATING

MECHANICAL IT

1 gl. CO. PR. 3000 GIL	2 570-11640	VALVE SCREW
55 dr. DITTEL	2 570-13570	VALVE SCREW
25 dr. 10000 GIL	1 201-0300	VALVE SCREW
8 REPAIR VALVE	3 570-10030	VALVE SCREW
6 10000 GIL	1 351-10500	VALVE SCREW
1 95364	9 201-50000	VALVE SCREW
1 95365	1 353-13000	VALVE SCREW
1 95365	1 353-11800	VALVE SCREW
1 95365	1 354-50440	VALVE SCREW
2 CYLINDER	2 657-19724	VALVE SCREW
2 10000 GIL		
1 325/30		
24 BATT. 10000 GIL		
24 BATT. 10000 GIL		
3 BATT. 10000 GIL		
10 pl. BATT. 10000 GIL	13 lb. 10000 GIL	
6 10000 GIL	50 10000 GIL	
50 ea. pktes for 10000 GIL	44 10000 GIL	
3 st. 2 10000 GIL for TRAILER	40 10000 GIL	
6 en. 10000 GIL	100 10000 GIL	
1 572-00040	100 10000 GIL	
1 572-50100	3 203-23430	
2 351-50150	4 270-00025	
2 351-50140	1 202-00000	
5 354-10311	3 270-00320	
3 351-10310	6 270-00311	
1 572-50340	3 631-10350	
1 351-30220	3 203-10001	
1 270-00010	5 202-13170	
	1 270-00150	
	3 201-10000	
	4 201-11001	
	2 201-10304	
	5 270-00003	
	5 202-01670	
	5 201-11630	
	10 270-00007	

B-2-a-27

6 351-10220

4sht. 8"x6" exp mesh

3 3/8" x 1" L&P
8 lens 1" x 1" x 3/16" angles
6 lens 2"x2"x3/16" angles
5 lens 3"x3"x5/16" angles
2 lens 3/4"x1/2"x1/4" angles
3 lens 2" steel tips
3 lens 2" steel tips
3 lens 4" steel tips
10 lens 2"x1" flats
3 lens 1" x 1" x 3/16" angles
3 sht. 2"x4"x1/2" plates
2 lens 1" x 1" ... sections
2 lens 4" x 2" ... sections
2 lens 2" x 2" ... sections
1 lens 4" x 4" ... sections
2 lens 4" ... shastin
2 lens 3/4" ... shastin
5 lens 1" steel tips
10 lens 1/2" x 1" L&P - flat
3 lens 1 x 1 flat

10 sht. 2"x4x1/16" plates
5 sht. 2"x4x1/8" plates
4 sht. 2"x4x3/16" plates

100 gal. CI 4

Captain A. L. Morris
Registrar of Bahamian Ships
Ministry of Transport
P. O. Box N 3008
Nassau, Bahamas

Dear Sir,

ASOCIACION - E. D. INTERNACIONAL EMPRESA
CHARITIVA S. A., ~~CHICAGO CITY, ILLINOIS~~

We have also enclosed a Declaration of Ownership by our Company and would appreciate your taking the necessary steps to have the Registration of this vessel regularised, so that the Registration can be reflected in the name of the new owners.

Looking forward to hearing from you at your earliest convenience.
Thank you for your attention to this matter.

B-2-a-28

F. S. TAPIA C.
JULIO E. LINARES
ELOY ALFARO

N. C. MOEBLER
JAN F. TAPIA C.
ENRIQUE CHUNG

BUFETE TAPIA
TAPIA, LINARES & ALFARO
ABOGADOS • ATTORNEYS AT LAW

"EDIFICIO TAPIA"
AVE. JUSTO AROSEMENA Y CALLE 31 No. 3-80
PANAMA, R. P.

APARTADO { 7412
P. O. Box {
PANAMA 5, PANAMA, R. DE P.

CABLE: "FESTA"
TELEX: ITT 3480070
TELEFONO 25-1564

October 3, 1978.

Via Airmail.-

Miss
Carolyn Layton
P. O. Box 893
Georgetown Guyana

RE: "ALBATROS III"
Our File: TA-214-1

Dear Miss Layton:

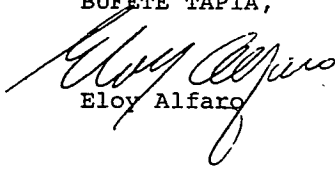
Enclosed herewith please find the following documents:

1. Our bill for expenses incurred and professional services rendered in connection with the enrollment and obtainment of the Tonnage Certificate of the vessel "ALBATROS III".
2. Our Statement of Account, showing a balance in our favor in the amount of US\$ 170.40.

With kindest regards, we remain,

Very truly yours,

BUFETE TAPIA,


Eloy Alfaro

EA/yp

Encl.

BUFETE TAPIA
P. O. BOX 7412
PANAMA 5, R. DE P.

B-2-a-29

CAROLYN LAYTON
ASOCIACION E. D. EMPRESA CARITATIVA

A
BUFETE TAPIA

W DE PANAMA-120717-0-78

DEBE:

STATEMENT OF ACCOUNT

Our bill September 27, 1978.
For the Tonnage Certificate of the
vessel "ALBATROS III".....US\$1,870.40

LESS: Received on Account September
19, 1978..... 1,700.00

BALANCE IN OUR FAVOR:.....US\$ 170.40

Panama, September 27, 1978.

BUFETE TAPIA


Eloy Alfaro

lega/TA-214-1.

B-2-3-29

For expenses incurred and professional services rendered in connection with the enrollment and obtainment of the Tonnage Certificate of the vessel "ALBATROS III", as follows:

CAROLYN LAYTON
ASOCIACION E. D. EMPRESA CARITATIVA

A
BUFETE TAPIA

Nº 1067

★ DE PANAMA-188173-4-78

DEBE:

For expenses incurred and professional services rendered in connection with the enrollment and obtainment of the Tonnage Certificate of the vessel "ALBATROS III", as follows:

EXPENSES

1. Paid for enrollment of the vessel, as per receipt Nº 1, attached	US\$ 1,133.55
2. Revenue stamp adhered to the liquidation	0.05
3. International Tonnage Certificate, as per receipt Nº 2, attached	80.00
4. Inspection and Valuation, as per receipt Nº 2, attached	300.00
5. Banking commission	1.00
6. Cable and telegram sent Fotocopies	0.75
7. Postage	2.00
8. Notary (Authentication), as per receipt No. 3, attached	3.05
9. attached	

OUR FEES

10. For attending to the enrollment of the vessel in the Merchant Marine and obtainment of the Provisional Certificate of Registry	325.00
11. For application and obtainment of Tonnage Certificate	25.00
TOTAL:	US\$ 1,870.40

Panama, September 27, 1978.

BUFETE TAPIA
P. O. Box No. 7412
PANAMA 5, PANAMA
lega/TA-214-1.

BUFETE TAPIA,

Eloy Alfaro

B-2-a-29

NOTARIA 5A. DEL CIRCUITO DE PANAMA

TEL.: 25-8002
25-6066

TAPIA, LINARES & ALFARO
Por Nave "ALBATROS"

Asoc. C. A. Interseccional Empresa Constituida DEBE

Por original y copia de la escritura No. _____ B/. _____

Papel sellado _____

Testigos _____

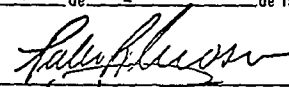
Autenticaciones de Firmas en: un documento 3.00

Estampillas _____ 0.05

TOTAL 43.05 B/. 3.05

Panamá, 19 de septiembre de 19 78

Valor recibido


PABLO L. ARSEMENA
Notario 5°

F. S. TAPIA C.
JULIO E. LINARES
ELOY ALFARO

N. G. MOESLER
JAN F. TAPIA C.
ENRIQUE CHUNG

BUFETE TAPIA
TAPIA, LINARES & ALFARO
ABOGADOS • ATTORNEYS AT LAW

"EDIFICIO TAPIA"
AVE. JUSTO AROSEMENA Y CALLE 31 No. 3-00
PANAMA R. P.

APARTADO |
P. O. BOX | 7412
PANAMA 5, PANAMA. R. DE P.

CABLE: "FESTA"
TELEX: ITT 3480070
TELEFONO 25-1564

September 25, 1978

Via Airmail.-

Miss
CAROLYN LAYTON
P. O. Box 893
George Town, Guyana

Re: "ALBATROS III"
Our File: TA-214-1

Dear Miss Layton:

Enclosed herewith please find the following documents:

1. CREW-ROLL No. 06437-C-issued to the vessel "ALBATROS III".
2. Surveys Tax Receipt No. 14541-A-, issued to the vessel "ALBATROS III", as property of ASOCIACION E.D. INTERNACIONAL EMPRESA CARITATIVA, S.A., by means of which we paid the Surveys Tax for the period September 21, 1978 to December 31, 1978.

With kindest regards, we remain,

Very truly yours,

BUFETE TAPIA

Eloy Alfaro
Eloy Alfaro

EA/adea
Encl: (2).-

BUFETE TAPIA
P. O. BOX 7412
PANAMA 5, R. DE P.

B-2-a-30



REPUBLICA DE PANAMA
MINISTERIO DE HACIENDA Y TESORO
DIRECCION GENERAL DE CONSULAR Y DE NAVES
MARINA MERCANTE NACIONAL
SERVICIO EXTERIOR

RECIBO TASA DE INSPECCION (SURVEYS TAX RECEIPT)				No. 14541 -A	
NOMBRE DE LA NAVE NAME OF VESSEL: ALBATROS III			CONSULADO CONSULATE: DIRECCION GENERAL DE CONSULAR Y DE NAVES		
NOMBRE DEL PROPIETARIO NAME OF OWNER ASOCIACION E.D. INTERNACIONAL EMPRESA CARITATIVA, S. A.					
CLASIFICACION CLASIFICATION: CARGA		SERVICIO SERVICE: CARGA SECA		DISTINTIVO DE LLAMADAS CALL LETTERS: H O - 9873	
TONELAJE TONNAGE			PERMANENTE PERMANENT		
BRUTO GROSS		NETO NET		PATENTE NO. NAVIGATION LICENCE NO.	
229 30		147 69		PROVISIONAL 7941-PEXT	
POR LOS DERECHOS DE QUE TRATA EL ARTICULO 40. DE LA LEY 39 DEL 8 DE JULIO DE 1976. (VER INSTRUCCIONES AL RESPALDO) ON DUTIES AS PER 4, LAW NO.39 OF 8TH JULY 1976.					
EL SEÑOR <u>TAPIA, LINARES Y ALFARO</u> HA DEPOSITADO A FAVOR DE LA DIRECCION MR. HAS DEPOSITED TO THE GENERAL DE CONSULAR Y DE NAVES LA SUMA QUE A CONTINUACION SE EXPRESA AL SIGUIENTE DETALLE: BANK ACCOUNT OF DIRECCION GENERAL DE CONSULAR Y DE NAVES THE AMOUNT AS PER FOLLOWING DETAIL:					
PERIODO PERIOD 21 de septiembre 10. DE ENERO DE 19 78 AL 31 DE DICIEMBRE DE 19 78 1ST JANUARY OF 19 TO 31ST DECEMBER OF 19				B/. US \$ 300 00	
10% DE RECARGO RECHARGES					
INTERES (1% POR MES O FRACCION DE MES) INTERESTS (AT PER MONTH OR FRACTION OF MONTH)					
FECHA DATE 22 de septiembre de 1978				TOTAL B/. 300.00	
Pagado mediante cheque No. 55225 de 20 de septiembre de 1978. mr/				B-2-a-30 CONSUELO DE CABLES Jefe del Departamento de Cobros	
				FUNCIONARIO DUTY OFFICER NOMBRE COMPLETO Y FIRMA COMPLETE NAME-SIGNATURE	

THURSDAY EVENING MAY 11, 1978

REPORT IN MEETING WITH MR. RAMBARAN OWNER
OF "ALBATROS LTD." VESSEL UNDER CONSIDERATION
FOR PURCHASE.

^{ADVISE YOU OF}
I HAVE TO ~~REPORT~~ AN ERROR IN THE ENCLOSED REPORT
RECENTLY EVALUATED BY THE OFFICE AND STAFF. IT WAS
MY UNDERSTANDING THAT THE DESIGNATION "LTD." IN
THE NAME "ALBATROS LTD" REFERRED TO THE INCORPOR-
ATED STATUS OF THE VESSEL. THE INSTRUCTION TO
BUY THEN WAS BASED ON THIS IMPRESSION. TONIGHT
I HAD THE OWNER PHONE HIS ATTORNEY TO INTERPRET
THE MEANING OF "LTD" FOR US. IT SIMPLY MEANS
"LIMITED LIABILITY." THE SALE THEN WOULD HAVE
TO BE ARRANGED THROUGH MR. RAMBARAN'S
EMPLOYEE, MR. LALL HAZARIE. MR. HAZARIE WOULD
BE ISSUED A "BILL OF SALE" BY THE OWNER;
~~THEN~~ THEN MR. HAZARIE WOULD ISSUE A BILL OF SALE
TO PEOPLE'S TEMPLE OF THE DISCIPLES OF CHRIST (OVER)

B-2-a-31

A CALIFORNIA CORPORATION. THIS WOULD BE TRANSFERRED
TO OUR REPRESENTATIVE IN SAN FRANCISCO IN EXCHANGE
FOR \$75,000.00 CASH (GENE'S SUGGESTION) AND THE
DOCUMENT WOULD NOT MENTION THE OWNER'S NAME.
ALL OTHER MATERIAL WOULD BE APPROPRIATELY
TRANSFERRED AS INDICATED IN THE REPORT.

JACK AND I BELIEVE THAT THIS IS ~~THE BEST~~
THE BEST WAY TO GO. IT IS THE SAME DEAL
THAT WE WOULD HAVE HAD WITH ALFRED GOUGH
IN FLORIDA (AN AMERICAN), ONLY WITH AN ENGLISHMAN.
IT IS OUR WISH TO PROCEED WITH THIS TRANSACTION
AND NOTIFY JEAN BROWN THAT SHE WILL BE
CONTACTED BY MR. HAZARIE NEXT TUES. OR WED. MORNING
IN SAN FRANCISCO. RAMAGAN LEFT TONIGHT FOR PORT OF
SPAIN INTENDING TO GET PAPERS READY FOR HAZARIE.

PLEASE RADIO AT-ONCE "GO" OR "DON'T GO" RESPECTFULLY,
RICHARD

NOTE: ON FRIDAY AFTERNOON MR. RAMBARAN
WILL PROBABLY ALREADY WILL HAVE
TRANSFERRED TITLE TO MR. HAZARIE
WHO WILL THEN PREPARE TO GO
STATESIDE EARLY NEXT WEEK.

RICHARD B-2-a-31

ALBATROSS LTD. TRANSACTION - w/ Dennis Rambaran

1. Trinidad employee of (controlling corp.), Albatross Ltd., Mr. Lall Hazarie, who has English passport and citizenship, resides in Trinidad, will be delegated to go to the U.S. - San Francisco or any other location we designate - with authorization to issue bill of sale to Peoples Temple Corp or any individual. Mr. ~~xxxx~~ Rambaran's name will not appear on the bill of sale.
2. Financial transfer of \$75,000.00 US\$. will then be made in the States from Peoples Temple Corp. or individual designated to the English representative of Albatross Ltd. authorized to transfer ownership of vessel.
3. Insurance certificates, surveys, registration transfers (from Bahamas), including corporate status documents, will be transferred here in Georgetown or in Trinidad. *with Rambaran*
~~We should take them to U.S.A. & transfer them to the U.S.A.~~
4. Vessel will be made available as soon as possible and be able to accept commercial loads. - Needs to have a fixed date.
5. John Fernandes Jr., Guyana Agent 5% commission for commercial loads. ~~xxxx~~ Abraham Shipping Co., Port of Spain, agent, 7% commission for commercial loads.
6. A load of rice is available under the same contractual arrangements as under present management. e.g. Load-on in Georgetown, load off in Port of Spain, = \$25,036.00 ~~xxxx~~ (Guyana) gross income. Net gain per load approx. \$8,000 - \$10,000. (we just lost one load by this last delay.)

awaiting instructions.

Jac, & Richard

- OK - sent to Guyana*
- ① Why don't we buy the corporation Albatross, Ltd.?
 - a. Are the shares transferable? Are there limitations on transfer?
 - b. Are they bearer shares? Need the transfer of the shares be registered anywhere?
 - c. Will need a guarantee that there are no corporate debts.
 - ② If above is O.K. & acceptable, then unless a transfer must be registered in ~~Jamaica~~ - the stock can be transferred in S.F. for the cash.
 - ③ If above no good - then we buy boat as is outlined in 1., 2., 3. above.

B-2-a-31

5/10/79

Instructions for buying Albatross

1. Find out if we can buy the shares of Albatross Ltd. We would ~~like~~ like to do this if there is no requirement that the ownership of the shares be registered anywhere, and, of course, if the shares are transferable. If we can do this we would also need a written statement ^{not} from Rambaran ~~that the~~ ^{but from another} agent of the corporation that there are no corporate debts. If this is O.K. the shares can be transferred in S.F. to People's Temple of the Disciples of Christ, a Cal Corp, at the time the money is transferred (cash), and he can hand over all the papers at that time. Then the whole lot can be brought down here.

2. If above is not O.K. - then we can buy as you suggest - exchange \$ in S.F. for bill of sale, certificate of no liens, and all other documents.

3. Make sure we get a credit on purchase price for crew wages.

S/ Ed
Sarah

Transfer To PEOPLE'S TEMPLE
OF THE DISCIPLES OF CHRIST,
A CALIF. CORP.

B-2-a-31