

Rpt. 8

Mestre (Venice)

No. 0328

Date of writing Report

When handed in at Local Office

Received London

Survey held at Venice & Ravenna

No. of Visits Four

First Date 11. 19 59

25. 11. 19 59

WRECK SECTION
D.I.C. 1959
No. 7087

WRECK SECTION
REC 1959
No. 0328

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

12034 on the ~~Steel~~ Steel M.S.

GARDIGAN

Tons gross 6397

Built at Belfast

By Whom Harland & Wolff Ltd.

When Year 1930 Month 9

Owners Cia. de Nav. del Plata

Owners' address (If not already in R.B.) -

Managers -

Port of Registry Panama

Surveyed Afloat or in Drydock Afloat

Name of Dock -

Date of last examn. in Drydock -

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 7087 Port HAVANA
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Repairs must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being fully indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and notified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain plates are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+ 100 A 1	+ LMC
With fwd. Carrying Oil Fuel or Kerosene FP above 150 °F in fwd. & APTs & DTs.	C.S. 12. 55
	d.b.s. 11. 58
	C.L. p. 12. 55
D.S. 11. 58	s. 11. 58
S.S. (Dr.) 12. 55	

See dates and references to any letters relating to this Report
Passing (H) of the 14th October, 1959.

Damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined.

Freeboard as marked on ship and now verified ft. ins

Damage report attached. Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR Damage & General Examination

DAMAGE :

Damage stated to have been sustained on the 16th November 1959 at the ship's arrival to Ravenna when the starboard anchor has been dropped to avoid collision whilst manouevring and it became stick on ground.

DAMAGE REPAIRS :

Outer and inner frames of starboard gipsy wheel have been found broken. Inner frame of port gipsy wheel has been found cracked. Seven bearings, pinion and driven bevel gear on first reduction shaft, upper driving bevel gear on vertical shaft, all has been found damaged. The broken frames have been renewed. The cracked frame has been temporarily repaired by a bolted sandwich plate. The driving bevel gear and the damaged bearings have been renewed and the windlass has been satisfactorily tested working on completion. Permanent repair to port inner frame and renewal of first reduction pinion and driven bevel gear have been deferred to the next special survey.

The joining shackle connecting the first to the second length of the starboard chain cable has been replaced by spare (stamped LR but with undecifrabable testing marks).

GENERAL EXAMINATION :

Weather decks, hatchways, fwd. and aft peak tanks, ^{and} a few frame spaces of N°. 3 and N°. 4 double bottom tanks, amidship deep tanks, holds and tween decks, all has been generally examined and the following has been found.

CONTINUATION OVER ~~TOP SUBJECT~~

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? **Yes**

Is Classification Certificate required? If so, to be sent to **Not required.**

If so, is the Report sent now, or when will it be sent? **Now**

Has Interim Certificate been issued? **Yes - Copy attached.**

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship is in a safe condition and is eligible in my opinion to remain as classed without record of survey, subject to windlass, after peak middle line bulkhead, hatchway horizontal stiffeners and amidship deep tank structure being re-examined and dealt with as necessary by the next special survey, but not later than the end of February, 1960.

A. Veal
Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 19 JAN 1960

Minute

As now subject (new)

White Mestre (new) Voted

DBS 11, 59

White Egan (happy ss)

for Header

Postment of 3.5 until

2,60 approved



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Lloyd's Register Foundation

002583-002591-0040

Eng. Surv.
to note
7/1/60

8.
0328

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR General Examination (Circular SURVEY N° 1959)

Items	Now Examined generally YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	No	F.P. Tank	Yes	No
Rudder lifted	No	A.P. "	Yes	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Caterdam)		
Hatchways, Covers, closing and securing appliances	Yes	Nos. 3 & 4	Part	No
Ventilator coamings, skylights, companionways and closing appliances	No	Fresh Water Tanks	No	No
Holds	All yes	amidship's Deep Tanks	Yes	No
'Tween Decks	All yes	Oil Fuel Bunkers and Settling Tanks	No	No
Fore Peak Spaces	Yes	Side Tanks	No	No
After " "	Yes	Wing Tanks	No	No
Engine Space	No	Other Tanks	No	No
Boiler "	No	Cargo Tanks (Tankers)		
Under Engines and Boilers	No	Caterdams		
Tunnel and Well	No	Pump Rooms		
Coal Bunkers	No			
Chain Locker	No			
Other Spaces	No			
		Have Tanks now Examined been Cleaned as Necessary?	No	
		Have Strains in Cargo Tanks (or Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?	No repair eff.	

Have the spaces now surveyed been cleared and cleaned as necessary? No

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No

Have the bilges been cleaned out and examined? part Has cement in bottom been examined? part

Has steelwork had rust removed and afterwards been recoated as necessary? No

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No

Has a Load Line Survey been held? No ~~if so, state when~~

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Not examined	Ceiling and Cargo Battens	Good	Sluice Valves examined and found	Not examined
" " in way of side scuttles	Not examined	Cargo battens	Not examined	Air and Sounding Pipes	Not examined
Rudder and Sternframe	Not examined	Cement or Asphalt	Good	Doubling Plates under Sounding Pipes	Not examined
Decks	Good	Cargo and other Hatchways	(+)	Masts and Rigging examined and found	Not examined
Superstructures and their closing appliances	Not examined	Hatches and closing appliances	Not examined	Condition, how ascertained	(State if wedges removed)
Casings	Not examined	Ventilators, their coamings and closing appliances	Not examined	Chain Locker	Not examined
Coamings and Casings	(+)	Companionways and Skylights	Not examined	EQUIPMENT	
Beams and Fastenings	Good	Shell Openings	Not examined	Equipment Letter	
Frames	Good	Ash Shoots	Not examined	Anchors, No. of	Condition Not examined
Reverse Frames	Good	Overboard Discharges and Scuppers	Not examined	Cables (State if now ranged and examined)	Not examined
Longitudinals	Good	Freeing ports	Not examined	" length	mean diam.
Transverses	Good	Steering Gear (Main and Auxiliary)	Not examined	" (on board)	
Floors	Good	examined and found		" Rule Length	Size
Keelsons	Good	Windlass examined and found	(+)	Hawsers and Warps	Not examined
Stringers	(+)	Pumps " " "	Not examined	State if any Anchors or Chain Cable have	
Inner Bottom Plating	Not examined	W.T. Doors " " "	Not examined	now been supplied or retested, if so,	None
Bulkheads and Tunnel	(+)			complete Report 8(Eq) and attach.	
Tunnel	Not examined.				

(+) = See below.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See below

REMARKS, REPAIRS, Etc. (Contd.)

Aft peak tank middle line bulkhead fractured, horizontal stiffeners of all hatchway coamings badly corroded upper part of bulkhead stiffeners of amidship deep tanks badly corroded and girders fractured.

The condition of the ship is not, in my opinion, such as to warrant postponement of Special Survey for the proposed period of six months. It has been recommended therefore that the Special Survey and all necessary repairs should be carried out before the end of February next.

The Owners' Representative agreed with this recommendation.

Survey Fee 50.000
Radiotelegraphy Certificate 10.000
Special Damage or Repair Fee (if any) 25.000
Travelling Expenses (if chargeable) 28.050

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