

COPY

# LLOYD'S REGISTER OF SHIPPING



Port of Mestre (Venice)

5th December, 1959

N°. 0328

### This is to Certify that

S. Verdarelli

the undersigned Surveyor to this Society did at the request of the Owners' Representative attend on board *the*

m.s. "GARDIGAN"

6397 tons gross of Panama whilst lying afloat at Ravenna on the 23rd and 25th November 1959, for the purpose of ascertaining the nature and extent of 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 manoeuvring and it became stuck on ground.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

FOUND

RECOMMENDED

Outer and inner frames supporting the starboard gipsy wheel broken.

Frames to be renewed.

Inner frame of port gipsy wheel cracked.

Frame to be repaired or renewed.

Upper part of seven bearings fractured. Bushes of same bearings fractured and/or distorted.

Upper parts and bushes of seven bearings to be renewed. First and second reduction shafts also both gipsy wheels with their shafts to be verified on lathe.

Pinion and driven bevel gear on first reduction shaft and upper driving bevel gear on vertical shaft dented and/or scored.

Bevel gears and pinion to be renewed.

Starboard anchor and first length of starboard chain cable missing.

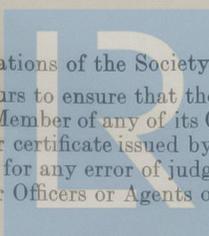
Anchor and first length of cable to be re-connected to the starboard chain cable by a new joining shackle.

*shackle joining* first with second length of starboard chain cable burned out.

P.T.O.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



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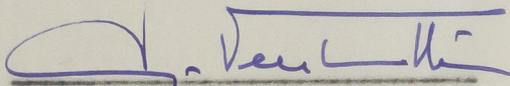
The foregoing recommendations were made with a view to placing the windlass and the equipment in the same good and efficient condition as before the alleged casualty occurred.

The inner frame of port gipsy wheel has now been temporarily repaired by a bolted sandwich plate.

The upper driving bevel gear on the vertical shaft has been renewed but the pinion and driven bevel gear on the first reduction shaft have been temporarily grinded.

Renewal of the above items has been deferred until the end of February next.

All other recommended repairs have been completed to my satisfaction by Messrs. Officina Meccanica Zannoni Siro of Ravenna. They have been commenced on the 16th November and have been completed on the 25th November, 1959.



Surveyor to  
Lloyd's Register of Shipping.



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