

COPY.

LLOYD'S REGISTER OF SHIPPING.

United with THE BRITISH CORPORATION REGISTER

PORT LISBON

11th. December 1954

D. 1873

THIS IS TO CERTIFY that

G. B. Taylor

the undersigned Surveyor to this Society did at the request of the Owners Agents, Messrs. Johan Beckmann, Ltd. and with the consent of the Master, attend on board the

S.S. "GERDA TOFT".

228 tons gross of Copenhagen, while vessel was afloat in Alcanta-Dock, Lisbon, on the 6th. December 1954 and subsequently, for the purpose of ascertaining the nature and extent of damage, stated to have been caused by heavy weather during the voyage, in loaded condition, from Hamburg to Lisbon, from 28th. November to 6th. December 1954.

For further particulars, see log book.

Damage confined to small fracture in deck plating near centre line in way of bridge front boundary angle.

The undersigned upon examination found:-

A small fracture in Upper Deck plating in way of Bridge front boundary angle at point of athwartships bracket, at head of centre line in 'H' section hold pillar underneath.

Plating at both port and starboard ends of athwartship bracket to starboard side of Upper Deck fractured.

Damage front boundary angle started at centre line, a few rivets cracked. (Cement fillet removed in way for examination)

Recommended Bridge front boundary angle to be cropped and removed about 4'-0" either side of Centre line

All fracture in deck plating to be veed out, drilled at each end and welded up.

Ends of athwartship bracket at top of hold pillar to be cut back slightly, and two 6" x 3 1/2 x 50 O.A.S Fore and afters fitted over

frame spaces between after deep beam of No.2 hatch and beam at

ward end of No.3 hatch in Bridge space. Fore and afters to be

bed, toe-on to deck plating, to beams at either end, and to ends

of the vessel.

This certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

Committees of the Society use their best endeavours to ensure that the functions of the Society are properly

performed and it shall 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

Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of

its Officers or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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of athwartship bracket.

athwartship bracket to be rewelded to Upper Deck plating.

bridge front boundary angle to be part renewed, with welded butts. Fair holes in deck and bridge front plating to be welded, re-drilled and reamered out to suit new angle.

bridge front angle and deck plating to be hose-tested on completion of repair

Miscellaneous.

bottom of one bridge front stiffener to be cropped for access to welding of fracture.

deck lugs at bottom of stiffeners to be removed for access and starwards renewed

aging to be erected at head of hold pillar

and disturbed steelwork to be painted

precautions to be undertaken.

Conclusion.

The above repairs have been made in order to place the ship in as good a condition as she was in before the damage was sustained, and have been carried out to my satisfaction.

& Expenses.
:-1.460*00

(Signed. G.B.Taylor

Surveyor to Lloyds Register



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