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LLOYD'S REGISTER OF SHIPPING.

PORT of GIBRALTAR,

16th: July, 1922.

THIS IS TO CERTIFY that

I, Charles Ernest Goodyear,



the undersigned Surveyor to this Society did at the request of and appointed by Consular Warrant of J.F. Carrara, Esqre., Consul General for Italy in this City, and with the consent of the Master - Captain G.B. Ferrari - of the Italian S.S. "ROVIGNO", 3963 tons gross register, proceed on board the said vessel this day for the purpose of holding a survey on the windlass and the Anchor and Cable equipment, in view of the following circumstances related by the Captain, viz.- The vessel arrived in the Bay of Gibraltar about 10 p.m. on the 15th: instant and, whilst preparing to let go the Port anchor - the cable being run out gradually - it took charge, the windlass brake failed to check and the cable ran out to clench; the shackle at the inboard end of the cable parted and the Port bower anchor and the whole of the Port cable (stated to be 155 fathoms) was lost overboard in about 60 fathoms of water; the vessel finally anchored - by the Starboard anchor - about 11.30 p.m. in about 25 fathoms at the North end of the Bay.

On arrival on board the said vessel I made a careful examination of the Windlass and, as far as possible, the Anchor.....



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Anchor and Cable equipment, and found as follows, viz:-

The Port bower anchor and all the port chain cable are missing; a spare bower anchor is on board, and 135 fathoms of chain cable are stated to be on to the starboard bower anchor. No evidence could be found of the windlass being damaged, beyond the wood of the band brakes being badly worn. The riding band over the after end of the Port cable stopper is broken and displaced; the cable clench is broken.

It is recommended that the following repairs be effected, and action taken, at this Port, viz:-

Re-wood as necessary both band brakes to the Windlass. Obtain, if possible, about 4 lengths of 2-1/16" stud-link chain cable and transfer one length of cable from the Starboard side (making 5 lengths in all) and properly connect up to the spare bower anchor (which must be removed from its stowing position on the Fore Well deck) on board; the whole to be tried after completion.

The whole of the work to be completed to my entire satisfaction.

C. J. Good year.

Surveyor to Lloyd's Register.



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