

COPY.

# Lloyd's Register of Shipping.



Port OF MELBOURNE,

15th January, 1942.

**This is to Certify** that

----- P.A. Mc INTYRE -----

the undersigned Surveyor to this Society did at the request of  
The Master, through A.T. Schreuder Esq., Melbourne, representing  
Niels Storaker Esq., Sydney, N.S.W., Average General-Agent appointed  
by the Norwegian Shipping and Trade Mission, London, attend on  
board the steel screw Motorship "E L S A" - 5381 tons gross of Oslo,  
for the purpose of ascertaining the nature and extent of damage stated  
to have been sustained in consequence of heavy weather from the  
25th to 29th October 1941.

For further particulars, see Ship's Log Books.

The vessel arrived at Melbourne on the 10th December 1941,  
completed discharge of cargo on the 11th December and berthed at  
Port Melbourne for alterations, to Naval requirements on the  
15th December 1941 after being certified free of gas.

The undersigned made an examination of the vessel afloat  
on the 16th December 1941 and subsequent dated and in the Alfred  
Graving Dock, Williamstown on the 8th & 9th January 1942, and  
the following is a list of:-

DAMAGE FOUND                      AND                      REPAIRS RECOMMENDED.

*PAINT*

This 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 executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever 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."

(Continued)

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DAMAGE FOUND AND REPAIRS RECOMMENDED.

(Tanks numbered from forward)

Nos. 3 & 6 cargo tanks, port and starboard, the transverse bulkheads fractured and leaking locally at toes twelve brackets to bottom longitudinals and at one bracket to stiffener on middle line bulkhead in No. 6 starboard tank.

The plating to be cut out and welded at fractures and 12"x 12" x .38" doubling plates to be fitted by electric welding in way.

A welded doubling plate 42" x 36" x .38" to be fitted to forward bulkhead of No. 6 starboard tank at bracket from middle line bulkhead.

No. 5 starboard tank, some leakage along heel of lowest stiffener on lower bulkhead.

Heel of stiffener to be welded to bulkhead for a length of 3 feet.

No. 8 tanks, the bottom boundary bar on middle line bulkhead leaking slightly over a short length.

Toe of bar to be welded for a length of 3 feet.

number of rivets in bulkheads of pump room, weeping.

Thirty rivets to be built up by electric welding.

"D" (bilge strake) starboard side, the shell plate fractured vertically for 4 inches at after end of shell plate of bilge keel.

The fracture to be cut out through full plate thickness and plate built up by electric welding.

fourteen slack rivets in the bilge keels

- To be renewed.

over full area of bottom plating in way of cargo tanks, a number of shell rivets and plate butts and seams slightly sprung.

Sprung rivets, butts & seams to be caulked or welded.

The above recommendations were necessary in order to place the vessel in the same condition as she was in prior to sustaining the stated damage, and have now been satisfactorily completed.

*P. A. McDutty*

Surveyor to Lloyd's Register.



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Foundation

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