



(C O P Y)

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 "R L S A" - 5381 tons gross of Oslo, for the purpose of ascertaining the nature and extent of damage state 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 13th December 1941 after being certified free of gas.

The undersigned made an examination of the vessel afloat on the 16th December 1941 and subsequent dates 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.



© 2020

Lloyd's Register
Foundation

W213--0077 1/2

M.S. "ELSA"

(Continued)

- 2 -

DAMAGE FOUND AND REPAIRS RECOMMENDED.

(Tanks numbered from forward)

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

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

No. 6 tanks, the bottom boundary bar on middle line bulkhead leaking locally over a short length.

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

Number of rivets in bulkheads of cargo room, weeping.

Thirty rivets to be built up by electric welding.

12" (bilge strake) starboard side, shell plate fractured vertically 6 inches at after end of shell of bilge keel.

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

Loose slack rivets in the bilge keels

- To be renewed.

Full area of bottom plating in way of cargo tanks, a number of shell plates and plate butts and seams locally 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.

(Sgd.) P.A. McINTYRE

Surveyor to Lloyd's Register.



© 2020

Lloyd's Register
Foundation

W 273 - 0077 2/2