

042 Va
COPY. COPY FOR LONDON

Lloyd's Register of Shipping.

Port MOBILE, ALABAMA

15th June 1943.

This is to Certify that

J. C. S. MCKENZIE

the undersigned Surveyor to this Society did at the request of the Owners' Representative survey the steel motor vessel "SAN BLISEO", 8042 tons gross register of London, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained by vessel grounding at Heysham on December 29th 1941.

For further particulars see vessel's log books and extracts of log below.

LOG BOOK EXTRACT

at Heysham

9th December 1941

- 2:36 p.m. Morecombe Bay Light vessel bearing 323°(T) distant 8 cables. Speed by observation 8 knots.
Course - Standard 071°, error 15°W - True 056°.
- 3:00 p.m. Bearing Morecombe Bay L.V. 255°(T) distant 3.1 miles. Light vessel riding to ebb tide heading ENE (T).
- 3:40 p.m. Stand by engines.
- 3:50 p.m. Dead slow ahead.
- 4:00 p.m. Stop. Hazy weather. Fog inshore.
- 4:03 p.m. Slow astern.
- 4:07 p.m. Sounding gave 5 fathoms. Full astern.
- 4:10 p.m. Stop. Let go port anchor.
- 4:14 p.m. Full astern.
- 4:15 p.m. Stop.
- 4:16 p.m. Vessel swinging heading NNE (T). Vessel observed to have stranded.
- 4:20 p.m. Commenced sounding round.

Soundings as follows:-

	Port	Stbd.
Forward	30 ft.	25 ft.
0.8 Tank	30 ft.	24 ft.
0.6 Tank	30 ft.	24 ft.
Midships	30 ft.	27 ft. Rock
0.3 Tank	30 ft.	27 ft.

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed and 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 the Register Book or other publication of the Society, or for any error of judgment, default or negligence of the Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

M.V. "SAN ELISEO"

No.D.2708

(2)

	Port	Stbd.
No.1 Tank	24 ft.	24 ft.
Aft	24 ft.	24 ft.

5:30 p.m. Soundings obtained as follows:-

	Port	Stbd.
Forward	30 ft.	30 ft.
No.8 Tank	27 ft.	27 ft.
No.6 Tank	30 ft.	30 ft.
Amidships	33 ft.	30 ft.
No.3 Tank	33 ft.	30 ft.
No.1 Tank	36 ft.	36 ft.
Aft	36 ft.	36 ft.

5:53 p.m. Vessel dragging anchor. Let go starboard anchor. Veering both cables endeavouring to hold vessel further stranding by set of tide.

6:20 p.m. Anchors holding, soundings taken throughout.

7:00 p.m. Vessel afloat. Soundings gave six fathoms all round. Commenced to heave up anchors.

7:10 p.m. Six revolutions ahead. Increasing number of revolutions to move vessel easily ahead clear of area in which she had stranded.

7:11 p.m. Stop. Anchors aweigh.

7:30 p.m. Dead slow ahead (35 RPM).

7:32 p.m. Increased speed by 6 RPM.

7:48 p.m. Soundings gave 8 fathoms. Stop and slow astern.

7:50 p.m. Full astern.

7:52 p.m. Stop and slow ahead.

8:00 p.m. Soundings gave 9-1/2 fathoms. Full astern. Course throughout 251°(T).

8:07 p.m. Stop. Let go port anchor.

8:08 p.m. Slow astern.

8:10 p.m. Stop.

8:19 p.m. Vessel brought up to 5 shackles. Finished with engines.

State of Tide

Low water 3:30 p.m. Slack water.

State of flood setting SE 4:30 p.m. 1/2 knot

ESE 5:30 p.m. 1 knot

E 6:30 p.m. 1-1/2 knots

E 7:30 p.m. 1-1/2 knots

On October 4th 1942 and subsequently, while this vessel was laying afloat and on drydock at the Works of the Alabama Dry Dock and Shipbuilding Company, Mobile, Ala., upon examination found the following damage and consequent repairs recommended:-

SHELL PLATING (Plates numbered from aft)

KEEL STRAKE

Plate No.17 set up.

To be removed, faired and refitted.

PORT SIDE

"A" STRAKE

Plates Nos.17 and 18 slightly set up.

To be released and faired in place.

"B" STRAKE

Plate No.15 slightly set up.

To be released and faired in place.



© 2021

Lloyd's Register Foundation

No.D.2708

M.V."SAN ELISEO"

(3)

STARBOARD SIDE

"B" STRAKE

Plate No.15 slightly set up.
To be released and faired in place.

"C" STRAKE

Plate No.14 slightly set up.
To be released and faired in place.

KEEL BLOCKS

Six (6) keel blocks to be removed for access.

TESTING

All disturbed work to be tested upon completion of repairs
and made and proven tight.

COATING

All disturbed work to be given one (1) coat of bare plate
primer.

GAS FREE CERTIFICATE

Vessel to be certified gas free before repairs are commenced.

DRYDOCKING

Necessary drydocking to effect repairs.

All of the foregoing recommended repairs have
been carried out and completed to my satisfaction.

J.C.S. McKenzie
Surveyor to Lloyd's Register.

Fee	\$50.00
Expenses	3.00
	<u>\$53.00</u>

J



© 2021

Lloyd's Register
Foundation

0334 3/3