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Lloyd's Register of Shipping.



Port MOBILE, ALABAMA

15th June 1943.

No.D.2709

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 ELISEO", 8042 tons gross register of London, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained by collision with the M.V. "EMPIRE SAPPHIRE" at Curacao on February 28th 1942.

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

LOG BOOK EXTRACT

At Curacao, D.W.I.

28th February 1942

- 6:15 p.m. Commenced discharging ballast.
- 7:00 p.m. Stopped pumping ballast at shore request.
- 7:20 p.m. Shore riggers boarded to shift ship. Steering gear, whistle and telegraph tested and found in order.
- 7:57 p.m. Stand by engines.
- 8:20 p.m. Pilot boarded vessel. Commenced unmooring.
- 8:45 p.m. Commenced heaving up anchors.
- 9:02 p.m. All gone aft. (Vessel moored stern to wharf with both anchors out.)
- 9:20 p.m. Anchors aweigh and proceeding alongside S.S. "EMPIRE SAPPHIRE" at buoys.
- 9:22 p.m. Let go port anchor.
- 9:44 p.m. While coming alongside our starboard bow collided with port side of S.S. "EMPIRE SAPPHIRE"'s bridge, buckling bridge supports and fish plates on lower bridge, also bending both davits of port lifeboat on lower bridge, also damaging sounding boom standard. Damage to this vessel consists of about 15 feet of plate extending above forecastle, gunwale bar bent inwards and forecastle rails bent in way of damage.

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."

28th February 1942 (cont'd)

9:36 p.m. Line out to buoy ahead.
9:50 p.m. Lines out fore and aft to vessel alongside.
10:20 p.m. Finished mooring and finished with engines.
10:30 p.m. Pilot left. Shore gang discharged.

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 forward.)

STARBOARD SIDE

"M" STRAKE

Plate No.3 slightly set in.
To be released and faired in place.

MAIN SHEER

Plate No.3 slightly set in.
To be released and faired in place.

DECK

Stringer plate No.2 slightly buckled with angle in way.
To be released and faired in place.

PORT SIDE

"M" STRAKE

Plate No.2 slightly buckled.
To be released and faired in place.

HAND RAILS

Hand rails and stanchions in way of above bent.
To be faired and repaired as required.

REMOVALS & REPLACEMENTS

All removals required to effect the above repairs to be replaced in good order as before.

COATING

All disturbed work to be recoated as before.

TESTING

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

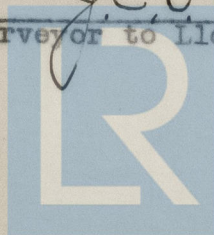
GAS FREE CERTIFICATE

Vessel to be certified gas free before repairs are commenced.

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

Fee \$50.00
Expenses 2.00
\$52.00

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



Lloyd's Register
Foundation