

COPY.

# Lloyd's Register of Shipping.



Port

SYDNEY, N.S.W.

29th December 1942.

**This is to Certify** that

Jas. C. ERSHINE

the undersigned Surveyor to this Society did at the request of Messrs. Port Line Ltd., Lloyd's Agents,

and with the consent of the Owners attended on board the Steel Twin Screw Steamer "EOLT AUCKLAND", of London, 5799 Gross Registered Tons, for the purpose of making an examination of Temporary Repairs carried out in Southampton about June 1942 in consequence of a collision about that time and recommending repairs to the insulation and brine piping stated to have been damaged as a result of the collision.

For further particulars see Log Books, Master's Report and Lloyd's Southampton Surveyor's Certificate dated 26th June 1942.

In consequence of the shortage of refrigerated cargo space it was desired to proceed with the repairs necessary to enable the vessel to carry refrigerated cargo in the forward holds. At the time it was convenient to commence repairs in the holds, no dry dock was available for the purpose of making an examination of the vessel, but an examination of the hull was made internally, and externally as far as possible, in order to determine whether further repairs were considered necessary to the hull. This examination was made while the vessel was afloat in Sydney Harbour on the 23rd September 1942 and subsequently, the repairs carried out at repairs to the shell plating, etc. My opinion permanent convenience.

The insulation of No. 2 Hold, which is stated to have been partly flooded at the time of the accident, was examined. Portion of this insulation had been removed for access to repairs carried out at Southampton and the remaining insulation was tested and partly found saturated with water. The hold insulated with granulated cork.

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."

RECOMMENDED AND NOW DONE:- In No. 2 Lower Hold:- The tank top insulation and lining, (except the grounds) including the limbers and plug hatches, the insulation on ship's sides and bulkheads to the height of the lower stringer on all sides and ends of the hold, the insulation at after starboard end from the lower stringer to the deck for a length of about 20 feet (removed at Southampton) renewed.

At the after starboard end, cement fitted at Southampton was not removed, and the hold was insulated within the line of this cement.

The brine piping in No. 2 hold, portion of which had been removed at Southampton was tested, 22 grid sections were renewed and approximately 300 pipes rejoined.

All brine leads (16) were tested independently and alterations were necessary in consequence of the insulation on the starboard side having been fitted over cement on the ship's side.

In addition, the brine piping in Nos. 1 and 4 holds, stated to have been damaged in consequence of the collision, was tested and the following repairs were considered necessary:-

IN No. 1 HOLD:- One side grid section and six overhead grid sections renewed, and about 40 pipes rejoined.

IN No. 3 HOLD:- Six brine grid sections renewed and about 30 pipes rejoined.

IN No. 4 TWEEN DECK:- In port chamber 6 pipes rejoined and in Starboard Chamber 7 pipes rejoined.

On completion of repairs, the brine piping in the above mentioned spaces tested and found tight.

These recommendations were necessary in order to place the insulation and brine piping of the vessel in as good a condition as it was in previous to sustaining the before-said damage and have now been seen satisfactorily completed. Repairs to the shell plating etc. are deferred until the Owners convenience.

(Sgd.) Jas. C. ERSKINE.

SURVEYOR TO LLOYD'S REGISTER.



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