

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th June 1941 When handed in at Local Office 24th June 1941 Port of Bergen
Survey held at Bergen Date, First Survey 24th May Last Survey 27th May 1941
on the Wood, Iron or Steel *See* "ELSE-MARIE" (No. of Visits 3)

TONNAGE:— Built at Superior, Wis. By whom Superior S.B. Co. YEAR. MONTH. When 1917 - 3.
1885 Owners *As Schanche Rederi.* Owners' Address
1672 Managers *S. Schanche.* Port belonging to Bergen
1098

veyed Afloat or in Dry Dock? Both. Name of Dock *Laksenway Dok.* Destined Voyage
=Cell DB or DB a feet; uE&B feet; f
capacity tons. FPT tons: APT tons: MT feet tons. } Particulars of Classification (which must be
N.B.—All alterations in the existing records should be underlined. inserted precisely as in Register Book & Supplements)

t Report, No. 2927. Port Bergen.

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any.)
100 A-1. 7.40. S.S. Mv. No. 3-10.29. S.S. Egn. No. 2-38.		L.M.C. 6.38. B.S. 4.39. Brewshaft seen 7.40.

amage cases where the Surveyor has not made a special damage report he is required to state
whether he offered his services for this purpose and to whom and why they were declined
Was a damage

made by anyone else? If so, by whom? Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

IRS, OR EXAMINATION AS PER RULE, FOR Bottom damage and steering connections.
alleged this vessel grounded at Bognesjøen near Bergen on the 3rd December last as stated in my report
2927.

placed in drydock and bottom and rudder cleaned and carefully examined.
Following damage was found:-

de:- B shake No. 2 more or less indented. To remove, fair and refit.
ke Nos. 1 & 2 more or less indented. C No. 1 to crop and renew one framespace at after end in one plate
No. 2. Remaining part of C 1 to fair in place.
ngth of bilgekeel bulwark more or less buckled. To remove, fair and refit.
nd side:- Aftmost length of bilgekeel bulwark more or less buckled. To remove, fair and refit.

Y OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Fl.	Beams	Inner Bot- tom Plates.	Dk. Plates.	Other Items:—
ved								
oved and Faired or Repaired								
d or Repaired in place								

CONDITION OF THE	State if Tanks now exd. inside	Air and Sounding Pipes	Copper, or Y. M. of Wood Vessels
Decks	Good	Dbng. Plates under Sounding Pipes	(State if on Felt.)
Fastenings	Good	Engine Room Skylights	When put on, Month Year
ating	See report	Coal Bunkers, Open'gs, Lids, &c.	Boats
in way of sidelights	Good	Oil Bunkers	Masts, Yards, &c.
s	Good	Scuppers	Condition, how ascertained
s	Good	Cargo Hatchways	(State if wedges removed)
ames	Good	Hatches	Sails
ls	Good	Planking of Wood Vessels	Equipment letter
	Good	Caulking	Anchors, No. of
	Good	Treenails	Chain Locker
	Good	Breasthooks & Stemson	Cables (State if now ranged)
	Good	Transoms Pointers, & Crutches	length mean diamr.
	Good	Timbers of Frame at openings	Rule length size
	Good	Ditto Ditto at other places	Hawser & Warps
	Good	Stringers, Clamps & Shells	Standing and Running Rigging
	Good	Salting	
	Good	(State if examined.)	

Observations, Opinion as to Class, Recommendation, &c.:—

commended that this vessel remain as now classed in the Register Book with fresh record of survey
subject to indented shellplates, frames etc in way of starboard sidebunkers and indented bottomplates, buckled
port side forward and buckled bilgekeels being dealt with at owners' convenience.

(per Section 29)	Fees applied for,
age or Repair Fee (if any)	3/6 1941
xpenses (if chargeable)	Received by me,
yor's Fee (if any)	7/6 1941
	100.-

Assigned TUE. 7. OCT 1941
no action

Surveyor to Lloyd's Register of Shipping.



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11 SEP 1941

S/S "ELSE-MARIE".

Some slight electric welding has now been carried out to a few rivets and to plate edge between B & C shake port side forward as a temporary repair.

Further G shake No. 1 starboard side found cracked abaft stem due to vessel forcing ice. A small doubling now fitted in way of the crack.

Generally examined decks, hatchways, ventilator coamings, windlass etc.

Examined steering chains, rods, blocks, bolts, buffers, quadrant etc. and found good.

The indented shellplates and buckled frames etc. in way of starboard side bunker as detailed in my report No. 2910 not dealt with this time.

Bottom now recoated.

1 copy of Cert. B has been sent to the Oslo Surveyors for issue to the Sjöfartskontor.

W240-0058 (2/2)



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