

Surveyor

Received from Chief Ship Surveyor

AVISMERE

Lgs.

53

REPORT

Nwc.

No. 104761

(ex Ocean Vision)

of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

ment to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and
out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points
in the endorsement."—Extract from Sub-Committee's Report, 24/5/42.)

For conditions of class see previous endorsement.

ACTION is DEFERRED for General Examination due 2,47.

The LAGOS Surveyors report (5.47) this vessel examined afloat
of a provisional Load Line Certificate.

The buckled deck plating, as above, was specially examined and
efficient.

The NEWCASTLE Surveyors report the vessel placed in dry dock,
coated, a GENERAL EXAMINATION held, and minor repairs effected.

A Periodical Special Survey (A) due 2.46 was commenced by the
tion of the masts and rigging, rudder, anchors and chain cables,
in locker.

LETE S.S: - All Rule requirements except as above to be
complied with.

Repairs effected to stem and stem plating, etc., as above.

On account of grounding repairs effected to rudder.

Indented and/or scored shell plating, as above, examined and
es efficient.

On examination in dry dock unevenness of the bottom shell
was observed. The Surveyors recommend the fitting of intercostal
stiffeners to shell bottom plating inside D.B. tanks from forward
inery space to fore end of No. 2 hold. Time did not permit of
stiffening to be fitted at this time, except in way of cross bunker,
eaviest "set in" was observed.

The 'wavy' deck plating as above specially examined and found
nd beyond the $\frac{1}{2}$ -length amidships, and the Surveyors recommend that
ditional longitudinal deck girder required to be fitted, as above,
nded to suit.

It was stated that fitting of the stiffeners on the bottom and
ditional longitudinal deck girders will be carried out at the
ing of the Special Survey in March 1948, as proposed by the Owners.

For full particulars regarding "wavy deck and bottom plating"
espondence, endorsement, and sketches attached.

Commdr W Taylor Super
Engr Capt Booth

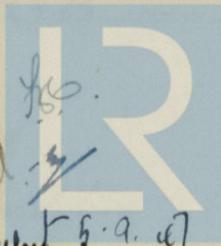
"AVISMERE"

It is submitted the vessel is eligible to remain as with record of docking survey 9.47, subject to indented cored shell plating etc. (p & s) being dealt with at the convenient opportunity, to additional longitudinal deck p & s) being fitted extending between forward and after ses (wavy deck plating) and to shell bottom plating (wavy) fitted with intercostal stiffeners (p & s) from fore end of rker to fore end of No. 2 hold ~~an~~ the completion of the Survey, and to (a bower anchor and 45 fathoms of chain cable applied), but without other condition; and to have notation ined 9.47", valid for 12 months, assigned as recommended.

subject
without
d 9.47"

C.S.S. to h
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*Two loads
"Angl"
See endorsement 5.9.47*



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Lloyd's Register
Foundation

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