

NEWCASTLE-ON-TYNE

1003

.....Last Survey.....  
(No. of Visits) 14

When 1942 YEAR. MONTH. 2

.....  
(If not already recorded in Appendix to Register Book)

Port belonging to **LONDON**

*Destined. Voyage*

**Particulars of Classification** (*which must be inserted  
precisely as in Register Book & Supplements*)

<p>CHARGE.</p> <p>* for Special Survey.</p> <p>Date of last Survey and of Periodical Surveys.</p>	<p>Machinery and Boiler Surveys</p> <p>(Including date of N.B., if any).</p>
<p>+100 A1</p> <p>WITH FREEBOARD 11.46</p>	<p>H.M.C. 2.42</p> <p>B.S. 7.45</p> <p>T.S CL. 11.45</p>

100 A1	TIME 2.42
WITH FREEBOARD 11.46	B.S. 7.45
	T.S. CL. 11.45

Society's Freeboard (if assigned) as } 10 ft 6½ ins.  
painted on Ship and now verified }

Society's Freeboard (if assigned) as } 10 ft 6½ ins.  
painted on Ship and now verified }

Was a damage report made by anyone else? if so, by whom?

EXAMINATION AS PER RULE, FOR DAMAGE, SPECIAL SURVEY (COMMENCEMENT) AND GENERAL EXAMINATION.

① stated sustained during Operational Duties; (See also Bardiff Report N° 55079.)  
 ② " " on account of grounding off the West Coast of Africa on the 14th April 1947  
 ③ " " whilst discharging cargo at West African Port (See also Lagos Report N° 53.)

E Vessel placed in dry dock, bottom and rudder cleaned, examined and found in placed in condition as stated below and afterwards recoated. Rudder lifted.

① Situated at Stem and Stem plating (pat and starbd).  
as cropped and upper portion removed, lower portion faired in place. Butts elect welded. P.T.O.

AMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom T.P. Plates.	Dk. Plates.	Other Items :—
Report Removed ...	7	2	—	—	—	1	—	Skin bar, breasthooks, stringer plates
and Fair'd or Repaired		2	—	—	—	—	—	brackets, beam knees, rudder pinits, etc
Repaired in place ...	4	1	—	—	—	—	—	as in body of report.

TION OF THE						
Efficient	Bulkheads	good.	Engine Room Skylights	good.	Copper, or Y.M.	
"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
good	Cement or Asphalt	"	Oil Bunkers	"	When fitted, Month	Year
"	Rudder	"	Scuppers	"		
Efficient	Steering gear and its connections	"	Cargo Hatchways	"	Boats	good.
way of sidelights	Windlass	"	Hatches	"	Masts, Yards, &c.	"
"	Have pumps been examined and found efficient?		Planking		Condition, how ascertained	By Examination
Part Examined	Have Sluice Valves been examined and found efficient?		Caulking		(State if wedges removed)	
good.	Have Watertight Doors been examined and found efficient?		Treenails		Equipment letter	at
"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Anchors, No. of	28 15
"	Air and Sounding Pipes	good.	Transoms, Pointers & Crutches		Cables (State if now ranged)	yes
"	Doubling Plates under Sounding Pipes	good.	Timbers of Frame at openings		" length	225 fms mean diam 2 5/16
as Report			" " at other places		(on board.)	
Part Examined			Stringers, Clamps & Shelves		" Rule length	270 size 2 5/16
good.			Salting		Chain Locker	good
			(State if examined.)		Hawser & Warps	sufficient
					Standing and Running Rigging	Efficient
					Sails	

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

clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon the survey, thus, for example:—“to remain as classed in the Register Book *without fresh record of Survey*,” “to remain as classed and to have record of survey, 138,” or “to remain as classed and to have record of survey, 138, and the notations of *ss No. 1-38*.”

This vessel as now seen is eligible in our opinion to remain as now classed in the Register Book with fresh  
 redocking 9,47, and notation of "Examined 9,47 (12 months) subject to additional longitudinal deck girder  
 introduced extending fore and aft between forward and after mast houses (wavy deck plating), and wavy shell bottom plating  
 and of cross bunker to fore end of No 2 hold being fitted with intercostal stiffeners (Bt.5) and indented and/or scored shell plating  
 (Bt.5) being dealt with all at time of completion of special survey in  
 March 1948, the notation of special survey being deferred until  
 completion of survey.

Section 29) Gen. Examination £ 22 : 0 : 0  
 Repair Fee (if any) £ 10 : 10 : 0

Fees applied for  
 25 SEP 1947  
 19

Survey Fee (per Section 29) *gen Examination* £ 22 : 0 : 0  
Special Damage or Repair Fee (if any) £ 10 : 10 : 0  
(per Sec. 29)  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
*Licence Case*  
*Committee's Minute* **ENC. 7 NOV 19**

Fees applied for,  
25 SEP 1947  
19  
Received by me,

7.5) being dealt with all at time of completion of special survey in March 1948, the notation of special survey being deferred until completion of survey.

H. Little. — E. R. G. — 20  
Surveyor to Lloyd's Register of Shipping.  
(Bower Anchor and 45 fms cable to supply)

Character Assigned

9,47 New subject

Examined 9.47  
S. 7.47 BS 9.47

Is Certificate required? If so, to be sent to \_\_\_\_\_

003631-003639-0233 1/4







## "AVISMERE" Ex "OCEAN VISION"

4.

S.R.L. (Continued)

The Vessel was examined afloat and later in drydock, and whilst the deck for half length amidships exhibits a waviness between the beams compared to most welded structures, it is in our view less wavy than others of this type which have been seen. The extent is not such as in our opinion would call for immediate attention.

It was however observed that beyond the end of the half length amidships, that is, in way of and slightly beyond the mast houses, there appeared unevenness between the beams more pronounced than elsewhere.

Apart from any structural consideration involved, these places are tending to become worse owing to the depressed parts of the plating acting as channels for drainage from winches etc., and corrosion is proceeding there at a more rapid rate.

After discussion with the Owners Representative, it was decided to fit the additional deck girder (P+S) and extend it fore and aft to include the depressions mentioned. This work to be carried out at time of completion of Special Survey in March 1948. See also Report required by Circular N° 1850. Letter to Secretary 22/8/47.

All Repair work carried out under Licence N° 10391.

The Name and Port of Registry now appended as underlined on heading of Report.

*S.L.*

NOTE A request has been made for information regarding the character and distribution of the cargoes carried during the time that the corrugations of the bottom have been developing. This information will be forwarded in due course.

*S.L.*



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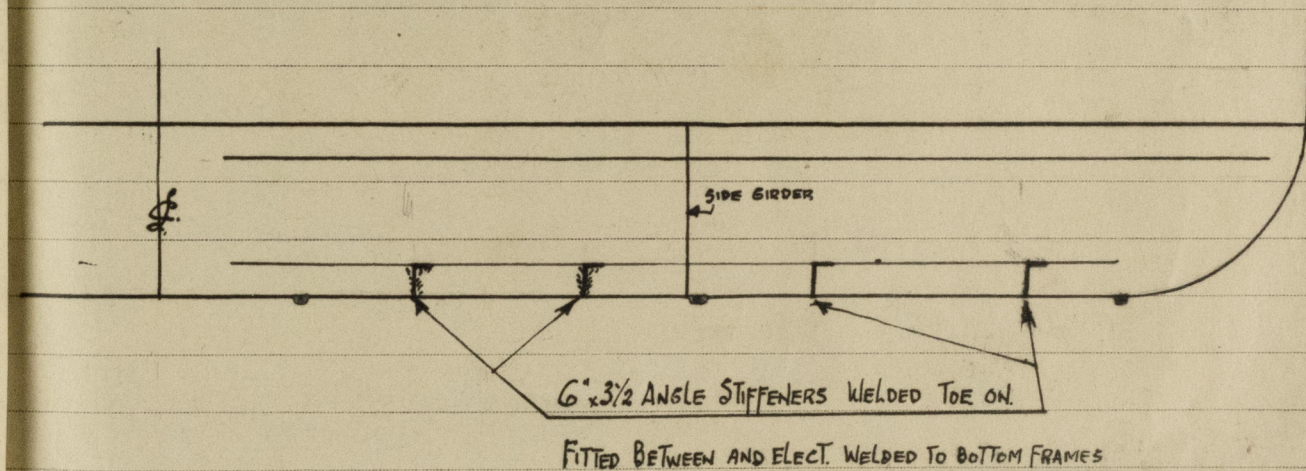
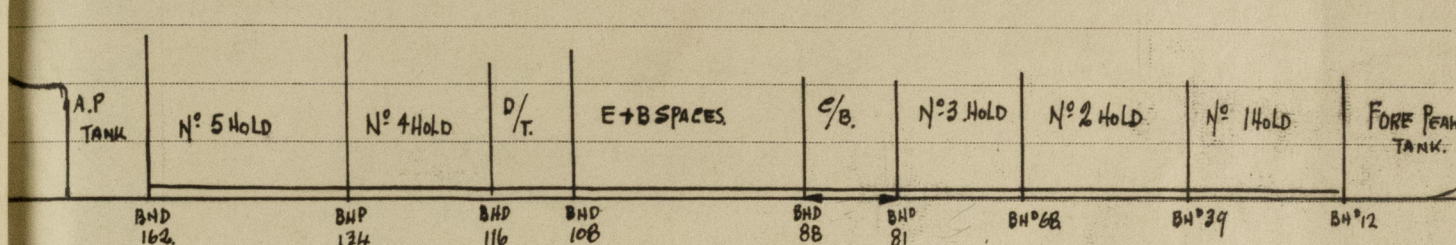
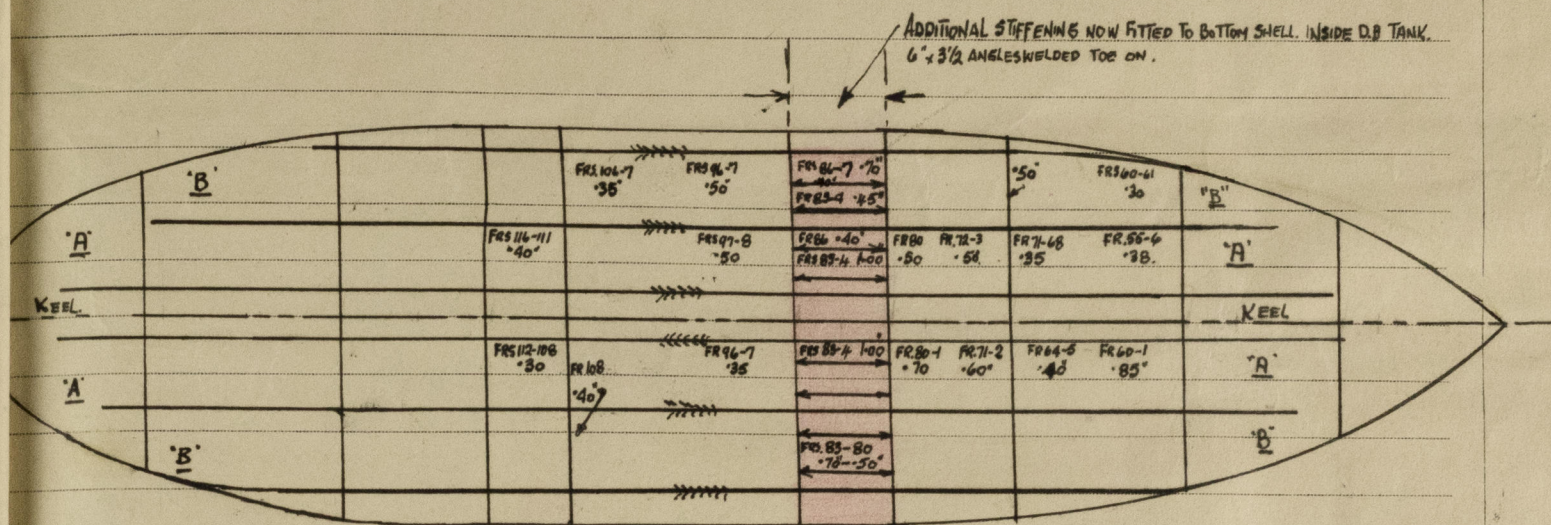
0233 3/4



"AVISMERE" Ex "OCEAN VISION."

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DIAGRAM SHOWING CORROSIONS AT SHELL, BOTTOM PLATING AND ADDITIONAL STIFFENING NOW FITTED.  
IN WAY OF CROSS BUNKER.



H. L.



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