

Enclosure.

0 th August, 1948.

Dear Sirs,

S.S. "AVISMERE"

I am in receipt of your letter of the 13th instant respecting the S.S. "AVISMERE", the contents of which are noted.

With regard thereto I have to say that if the bottom plating is renewed with riveted construction including shell seams and bottom angles on centre girder, floors, intermediate floors, and side girder the scantlings should be as follows:-

Keel plating $52\frac{1}{2}$ " x .80" for half length to .70".
Bottom plating .62 to .50.
Centre girder bottom angles double 5 x 5 x .54/.50
Bottom angles on floors, intermediate floors and side girder $3\frac{1}{2}$ x $3\frac{1}{2}$ x .45
Vertical flange of bottom angles to be increased if necessary to provide landing on the floor plates etc.

With regard to the alternative suggestion in the second paragraph of your letter I have to say that riveted butts on new strakes in conjunction with welded butts on the retained strakes are not considered satisfactory, and furthermore the outside seam overlap of the garboard strake in conjunction with an inside keel plate is objectionable when dry docking, since keel blocks may indent this landing before the weight of the ship is taken by the centre girder. No objection will be taken to inside riveted buttstraps provided care is taken in fitting, but a detailed plan should be submitted.

I enclose for your information a copy of a communication which has to-day been addressed to Mr. Robert Balbirnie who has been appointed by the Owners to superintend the proposed repairs.

Yours faithfully,

The Surveyors,
SWANSEA.

Lloyd's Register
Foundation
Clerk to the
Classification Committee.

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