

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 29-11-1948 When handed in at Local Office 4-12-1948 Port of SWANSEA.

No. in Reg. Book 52155. Survey held at Swansea. (Port Talbot). Date. First Survey 7-9-48. Last Survey 18-11-1948. (No. of Visits 11.)

on the Machinery of the Wood, Iron or Steel s.s. "AVISMERE".

Tonnage { Gross 7174. Vessel built at Richmond, Calif. By whom Todd-California S.B.Corp. When 1942. 2. Net 4272. Engines made at Hamilton, O. By whom General Mach. Corp. When 1942.

Nominal Horse Power 505. Boilers, when made (Main) 1942. (Donkey) -

No. of Main Boilers 3SB(Spt). Owners The Aviation & Shipping Co.Ld. Owners' Address -

No. of Donkey Boilers - Managers N.W.Purvis. (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 220lbs. Port London. Voyage -

in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both. Port Talbot Dry Dock. (State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) DOCKING; COMP. LMC. 9,47; B.S.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage 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 why they were declined -

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" " Donkey " " " " -

If not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

State latest date of internal examination of each boiler All. 11-11-48. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 220lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No. Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush 3/16" Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Survey for record of LMC commenced at Newcastle 9,47 now completed. B.S. complete.

Now Done:- Vessel placed in dry dock. Propeller, aft end of stern tube, sea connections opened up and their outside fastenings examined.

The following parts of Machinery remaining for completion of LMC. 9,47 and additional parts examined:-

The thrust and intermediate shafting, main engine attached pumps, port independent feed pump, the pumping arrangements, steering engine and windlass.

The ballast pump, condenser (tested). New general service pump by Thomas Lamont Lloyd's Test 15-10-48. 9" x 6" x 10" stroke examined working conditions.

B.S.:- Main boilers examined internally and externally together with their mountings and superheaters and safety valves adjusted under steam as stated above.

Repairs. (Wear & Tear). Wastage of ballast pump water end in way of core plugs dealt with by re boring larger size and fitting new plugs. P.T.O.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as now seen is in

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 & LMC 9,11 or & LMC 140 lb., FD, &c.)

good condition and eligible in my opinion to remain as classed with fresh record of LMC 9,47 B.S. 11,47.

Survey Fee (per Section 29) B.S. £ 13 : - : - Fees applied for 4-12-1948.

Special Damage or Repair Fee (if any) (per Section 29.) £ 10 : 10 : - Received by me, J. W. W. W.

Travelling expenses (if chargeable) £ - : - : - 19. LICENCE CASE.

Committee's Minute THURS 23 DEC 1948

Signed + Lmc 9,47 B.S. 11,47

CERTIFICATE WRITTEN. 003631-003639-0254

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)
+100A1. with freeboard 9,47. Examined 9,47 (10 mos.)		+LMC. 2,42. BS. 9,47. CL. 7,47.
Cruiser Stern.		
Electrically welded.		

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to



