

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15-10-50 When handed in at Local Office 1950 Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey 9-9-50 Last Survey 10-11-1950
Reg. Book. 68841 on the Wood, Iron or Steel m/s "MAYMERE" (No. of Visits 12)

Built at Quebec, P. Q. By whom H. Lawrence Metal Works, Inc. YEAR 1946 MONTH 10

GROSS 499.22 Owners Elton Trading Co. S.A. Panama Owners' Address (If not already recorded in Appendix to Register Book)

UNDER DE. 469.79 Managers Frederic Chas. Inc. Port belonging to PUERTA DE CORTES.

NET 230.04 Surveyed Afloat or in Dry Dock? both Name of Dock Wilton, Texmona Destined Voyage Odense

Cell DBor DBa feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 31071. Port Rot.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking Survey & Special Survey, Conversion Survey

Damage Survey & Repair

The vessel has reported to have sustained damage due to unknown cause. The following repairs have been carried out: heavy rivets in keel plate No. 1 and 2 removed (200) Keel plate No. 5 faired in place, starboard 4" shake, plate No. 5 and 6 faired in place. 2" shake plate No. 2, 3, 4 and 5 faired in place, plate No. 6 removed, faired and refitted. 2" shake plate No. 2, 3, 4, 5, 6 and 7 all locally faired in place, all only at lower landing.

Portside: 2" shake plate No. 5 and 6 faired in place. 2" shake plate No. 2, 3, 4, 5, 6 and 7 all locally faired in place. 2" shake plate No. 2, 3, 4, 5, 6 and 7 all locally faired in place especially at lower landing. p.t.o.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired	1							
Faired or Repaired in place	24							

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks good	good	good	(State if on Felt.)
Caulking of Decks good	good	Coal Bunkers, Openings, Covers, &c. ✓	When fitted, Month ✓ Year ✓
Coamings good	Cement or Asphalt ✓	Oil Bunkers ✓	Boats good
Beams & Fastenings good	Rudder good	Scuppers good	Masts, Yards, &c. good
Outside Plating good	Steering gear and its connections good	Cargo Hatchways good	Condition, how ascertained from aloft
" " In way of sidelights good	Windlass good	Hatches good	(State if wedges removed)
Frames good	Have pumps been examined and found efficient? ✓	Planking ✓	Equipment letter 7. 11/18
Reverse Frames good	Have Sluice Valves been examined and found efficient? ✓	Caulking ✓	Anchors. No. of 3 B + 15.
Longitudinals good	Have Watertight Doors been examined and found efficient? ✓	Treenails ✓	Cables (State if now ranged) now ranged
Transverses good	Have Ventilators and their Coamings been examined and found efficient? ✓	Breasthooks & Stemson ✓	" length mean diamr. (on board.)
Floors good	Air and Sounding Pipes good	Transoms, Pointers & Crutches ✓	" Rule length size
Keelsons good	Doubling Plates under Sounding Pipes made	Timbers of Frame at openings ✓	Chain Locker good
Stringers good		" " at other places ✓	Hawsers & Warps sufficient
Inner Bottom Plating good		Stringers, Clamps & Shelves ✓	Standing and Running Rigging good
Have the Tanks been examined internally? ✓		Salting ✓	Sails ✓
Have the Tanks been tested? ✓		State if examined.	

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

State 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 this 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, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in a good and efficient condition and eligible in my opinion to remain as classed with fresh date of docking 10-50 and to have notation S.S. Rotterdam

Survey Fee (per Section 29)	2 Conversion Sur. fl 450.-	Fees applied for, 22/10 50
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 100.-	Received by me, 10
Travelling Expenses (if chargeable)	fl 9/-	
Second Surveyor's Fee (if any)	£ :	
Committee's Minute	FRI. 22 DEC 1950	
Character Assigned	10 50 Rot without afl edn (with endorsement)	
	SS Rot - 10 50 LMC 11 50	
	S. 10 50 010484-010494-0464 1/3	

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN. FRI. 9 FEB 1951

CERTIFICATE WRITTEN.

In way of the above shellplate (all counted from forward) five frames failed in place. On completion of repair respective double bottom tanks tested to satisfaction, shellplating bracketed when required.

Special Survey (A)

Special Survey due 10-50. Ship 4 years old.

Now done: The vessel has been placed on slipway, bottom and rudder, sideplating and sternframe cleaned, examined and found or placed in good condition. Bottom and rudder recoated. Ship undocked 10-50.

Examined: Hold and tween deck, fore and afterpeak spaces, engine space, also under engine so far as accessible, plating under sidelights, decks, hatchways with covers, supports, trussing, cleats and battening arrangements, anchors (3 B + 15), chaincables, chainlocks, mast, rigging, steering gear and auxiliary gear, windlass, general equipment, pumps, ventilator coverings and covers, air and sounding pipes (std plate all in order), casings, cargo battens and coats. Truck and marks have been verified and found according Load Line Certificate provisionally issued.

Examined internally and tested: Fore and afterpeak tanks, all double bottom tanks, forward deep tank. All spaces have been previously cleared, sealing and lining. Cement

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	
2185	1st Bower	11	3	24				13	7	0	0	Shedden - 22-9-50 G KAMP
2186	2nd "	11	2	19				13	12	0	0	"
2196	3rd "	8	1	6				10	9	1	0	"
2197	Collective Weight											"
2198	Stream.....	5	2	17				8	0	0	0	Shedden 22-9-50 G KAMP
182	Kedge.....											"

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stress.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire											

and rust removed and cleaned as required. Steelwork afterwards coated as necessary, sealing, lining and cement replaced when required.

Repairs carried out due to wear and tear: Rudder and rudderstock unshipped, ruddermainpiece badly worn in bracket bearing. Rudder coupling altered and new rudder stock made and fitted. See copy of drawing N° 513800 and attached forging report of rudderstock.

m/v. Margmere

Hatchcocks, ceiling and sparring renewed as necessary.

Handpump, overhauled. Valves and valve gear of forepeak and forward deep tank ballast lines repaired as required.

Conversion Survey. The vessel has been converted according or equivalent to the approved plan 115574, date of approval 10-7-50 copy of plan has been attached hereto.

Existing donkey boiler and steam auxiliaries have been removed and new engineroombulkhead fitted at frame 22, feedwater tank port and starboard removed. Double bottom tank including internal structure extended from existing part to frame 22.

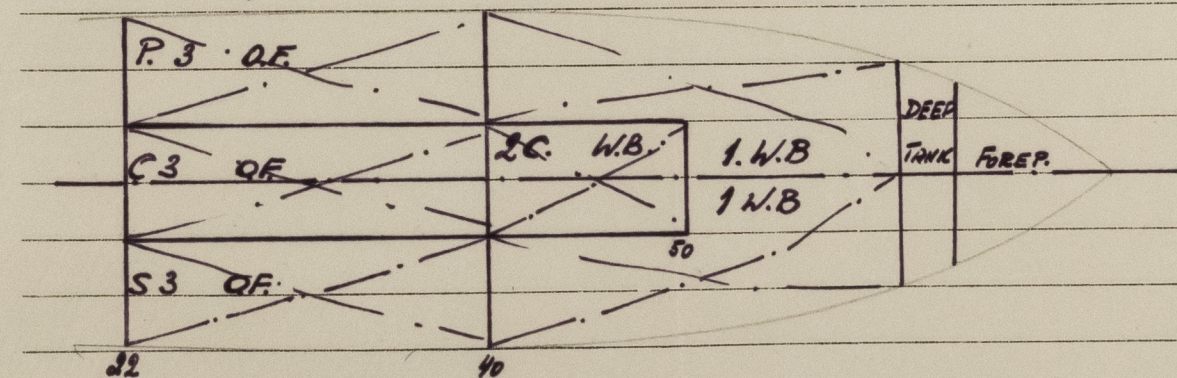
Hatchways No 1 and 2 of tween and main deck and structure converted as shown on plan 115574, mentioned above.

Existing steam windlass removed and a new motor driven windlass, suitable for 1 1/2" chain cable, fitted. Makers of windlass: Mettensen Maschinenfabr., Mettmun, Germany. Makers of motor: Guldners Motorenfabr., Germany 15 EHP - 1200 rev/min. A new windlass was different from existing one, both hawsepipes and part of deck plating renewed. New foundation for windlass made. Windlass tried after fitting and found in good working order.

Existing masts and rigging removed and one mast fitted between hatch No 1 and 2, well supported and efficiently stayed.

Strong foundations made for two winches, girders fitted under deck for same. Winches have now been fitted on this occasion, and tested according Dutch Harbor Inspection Regulations.

Double bottom has been converted as follows: Forward V.T. floor of cofferdam at frame 51 has been made open, manholes and airholes fitted. Aft. V.T. floor of cofferdam at frame 50 made open, only in way of wing double bottom tank 2, man and airholes fitted. For new arrangement of double bottom, see sketch.



Following particulars for Register Book are correct:

Flag: Honduras.

Code Letters V.X.Z.X.

Port of Registry: Puerta de Cortes

Double Bottom: Length 77.5' Capacity 110 T.

Tonnage Gross 499.20 Nett 220.84 Underdeck 469.79 T.

Subjects: Anchors have been submitted to Statutory tests, for particulars, see list on back of page 1. New plan now be deleted from S.R.B.

New Bulkheads: The following shellplates have been found slightly

Heave see Cont. Sh. 2.

m/v. Maymere.

indentured but in my opinion of no consequence and to be rubricated under Blemishes Cat "B".

Port: G'shake, plates 1-8 and 9 and adjacent landing of F'shake
 Harbour: G'shake, plates 1-9 and 10 and adjacent landing of F'shake.

A.B. Cheek



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Lloyd's Register
Foundation