

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

(Received at London Office)

Date of writing Report 15/11 1950 When handed in at Local Office 19 Port of Rotterdam

No in Reg. Book. Survey held at Rotterdam Date. First Survey 27/9 Last Survey 3/11 1950
(No. of Visits 9)

68841 on the Machinery of the Wood, Iron or Steel my "MAYMERE"

Tonnage { Gross 499 Vessel built at Quebec, P.Q. By whom A. Lawrence Metal & Mar. Works, Inc. When 1946 10
Net 231 Engines made at San Francisco By whom Enterprise Eng. & Foundry Co. When 44 fitted 46
Nominal { 112 H.P. Boilers, when made (Main) (Donkey) 1946
Horse Power {
No. of Main Boilers ✓ Owners Eller Trading Co. S.A. of Panama Owners' Address Odense
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 28/4/51 Managers Frederic Christen, Inc. Port PUERTA DE CORTES Voyage Odense
Steam Pressure—
in Main Boilers ✓ If Surveyed Afloat or in Dry Dock (State name of Dock.)
in Donkey Boilers 200#

Last Report No. Port
Particulars of Examination and Repairs (if any) LMC T.S. & Alterations

(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 S. 5/4/50

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 through examination at this time? ✓

" " Donkey " " " Donkey boiler removed

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 ✓

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓

To what pressure were they afterwards adjusted under steam? ✓

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? ✓

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? ✓

and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? yes

Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? yes

Has shaft now been changed? no 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 3/10/50

State the wear down in the

stern bush 1.7 Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete

Alterations: Donkey boiler removed, all steam driven auxiliaries and steam pipes removed. Two new auxiliary diesel engines fitted for driving auxiliaries. LMC & T.S: Vessel placed on shipway, propeller, sea connections and their fastenings examined. Screw shaft drawn, examined and found good. O.G. parts overhauled. Propeller replaced by a new one, marked LLOYDS N° 560. R.F.W. 14-9-50. Examined main engine, cylinders, pistons, valves and valve gears, connecting rods with their top and bottom ends; crank, thrust and intermediate shafts, clutches and reversing gear. Starting oil receivers examined internally. Separate fuel tanks, pumps and pumping arrangements; cooler examined. Electrical equipment examined and tested as required by the Rules. Two new auxiliaries fitted on Port side in the engine room. (Both engines have been tested by the Hamburg Surveyors).

General Observations, Opinion, and Recommendation.—

(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.)

The Machinery of this vessel is in good condition and in our opinion eligible to remain as classified and have fresh Record of LMC 11-50 and notation of T.S. 10-50 O.G.

Survey Fee (per Section 29) £225

Special Damage or Repair Fee (if any) £150

Travelling expenses (if chargeable) £150

Committee's Minute FRI. 28 DEC 1950

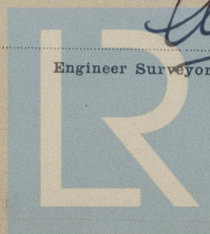
Assigned LMC 11.50

5.10.50

Fees applied for 22/11 1950
Received by me, 19

also for C.H. Bourne.

Engineer Surveyor to Lloyd's Register of Shipping.

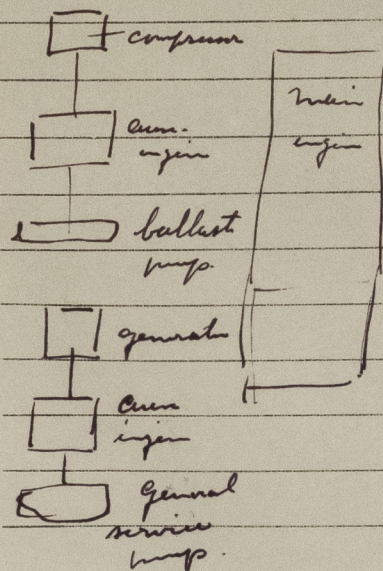


Lloyd's Register Foundation

m.v. "MAYMERE"

The original bilge line has not been altered, only a 3" direct bilge suction fitted to the forward pumps.

The auxiliary engines are "Guldhorn" 14 H.P. at 1500 revs/min.



The forward aux. engine is driving a compressor of 114/100 stroke to 7m, capacity 15 m³/h and a ballast pump of 50/60 m³/h.

The after aux. engine is driving a generator of 10 K.W. and a general service pump of 25/30 m³/h.

Both pumps tested on bilge service and found satisfactory.

Machinery tested under full working conditions and all found satisfactory.

(for T.V. records, please see "Maym" report.)

NOTE: A drawing showing bilge and ballast lines, is attached to "Maym" report.

(Copy certificates of the auxiliary sets will be forwarded, when received.)

Lee B. [Signature]