

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
 68841 on the Machinery of the Wood, Iron or Steel my "MAYMERE" (No. of Visits 9)

Tonnage { Gross 499 Vessel built at Quebec, P.Q. By whom A. Lawrence Metal & Man. Works, Inc. When 1946 10
 Net 231 Engines made at San Francisco By whom Enterprise Eng. & Foundry Co. When 44 fitted 46
 Nominal Horse Power 112 H.P. Boilers, when made (Main) (Donkey) 1946
 Owners Eller Trading Co. S.A. of Panama Owners' Address _____
 No. of Main Boilers _____ Managers Frederic Ebsam, Inc. Port PUERTA DE CORTES Voyage Odense
 No. of Donkey Boilers 28 (4) If Surveyed Afloat or in Dry Dock _____
 Steam Pressure in Main Boilers _____ (State name of Dock.) _____
 in Donkey Boilers 200#

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

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)
<u>+100 A1</u>		<u>LMC 10.46</u>
<u>with keelboard</u>		<u>LMC (M) 1.49</u>
<u>Rot. 249</u>		<u>DBB 1.49</u>
<u>for service in Baltic, & Medit. European Coasting, including Gt. Britain, Ireland, but N. of 60° in summer season only.</u>		<u>O.G. N 1.49</u>
		<u>E. made 44 fitted 46</u>

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 seriatim 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 _____ Present condition of funnel(s) _____

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 slipway, 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, clutch 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 auxiliary fitted on Port side in the engine room. (Both engines have been tested by the Hamburg Surveyors)

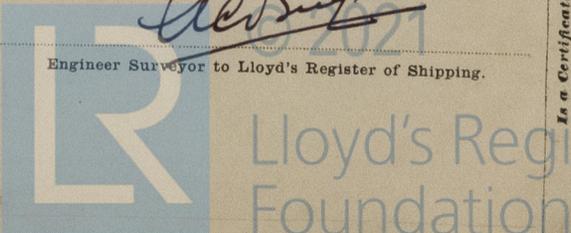
General Observations, Opinion, and Recommendation. —

(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 classed and have fresh Record of LMC 11-50 and notation of T.S. 10-50 O.G.

Survey Fee (per Section 29) £225 Fee applied for 22/11 1950
 Special Damage or Repair Fee (if any) £150 Received by me, _____
 Travelling expenses (if chargeable) £25 _____
 Committee's Minute _____
 Assigned _____

FRI. 29 DEC 1950
LMC 11.50
5.10.50
 also for C.H. Bourne.
 Engineer Surveyor to Lloyd's Register of Shipping.

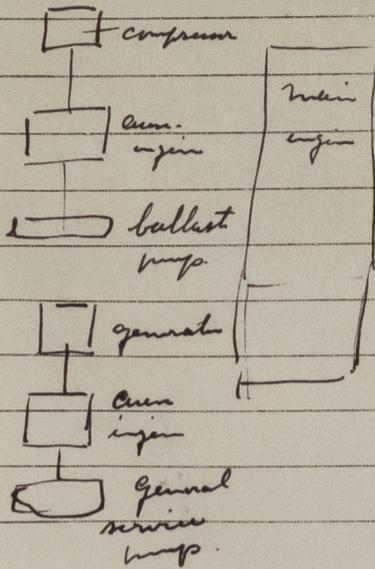


Insert Character of Ship and Machinery precisely as in the Register Book.

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 "Guldmær" 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 "Maymère")

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

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

[Handwritten signature]



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