

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 15-10-50 When handed in at Local Office 19 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)

Tonnage: 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 _____
UNDER DEK. 469.79 Managers Fredrick Thamm, Inc. Port belonging to PUERTA DE CORTES.
NET 230.04

Surveyed Afloat or in Slipway Name of Dock Wilton, Eywood Destined Voyage Odense
Cell/Dor/Dba _____ feet; uE&B _____ feet; f _____ fee
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
CHARACTER: F100A1 Machinery and Boiler Surveys (including date of N.B., if any): L.M.C. 10.46
Date of last Survey and of Periodical Surveys: with freeboard L.M.C.(M) 1.49
Rot. 2.49 D.B.S. 1.49
For service in Baltic & mediterranean E. made 44
Coasting, including Gt. Brit. & Ireland, but Not 66N fitted 46
in summer season only. WTDB Oil Engines 0.5. N. 1.49
Society's Freeboard (if assigned) as 6 ft. 0 1/4 ins.
painted on Ship and now verified

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 N° 1 and 2 removed (± 80) Keel plate N° 5 faired in place, starboard 4" shake, plate N° 5 and 6 faired in place. "D" shake plate N° 2, 3, 4 and 5 faired in place, plate N° 6 removed, faired and refitted. "E" shake plate N° 2, 3, 4, 5, 6 and 7 all locally faired in place, all only at lower landing.
Portside: "A" shake plate N° 5 and 6 faired in place. "B" shake plate N° 2, 3, 4, 5, 6 and 7 all locally faired in place. "E" shake plate N° 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	27							

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	good	good	good	good	good	When fitted, Month	Year
Caulking of Decks	good	good	good	good	Coal Bunkers, Openings, Covers, &c.	✓	✓
Coamings	good	good	good	good	Oil Bunkers		
Beams & Fastenings	good	good	good	good	Souppers	Boats	good
Outside Plating	good	good	good	good	Cargo Hatchways	Masts, Yards, &c.	good
" " In way of skylights	good	good	good	good	Hatches	Condition, how ascertained	from aloft
Frames	good	good	good	good	Planking	(State if wedges removed)	
Reverse Frames	good	good	good	good	Caulking	Equipment letter	9. 1/18
Longitudinals	good	good	good	good	Treenalls	Anchors, No. of	3 B + 15.
Transverses	good	good	good	good	Breasthooks & Stimson	Cables (State if now ranged)	not ranged
Floors	good	good	good	good	Transoms, Pointers & Crutches	" length	mean diamr.
Keelsons	good	good	good	good	Timbers of Frame at openings	(on board.)	size
Stringers	good	good	good	good	" " at other places	Chain Locker	good
Inner Bottom Plating	good	good	good	good	Stringers, Clamps & Shelves	Hawsers & Warps	sufficient
Have the Tanks been examined internally?	✓	good	good	good	Salting	Standing and Running Rigging	good
Have the Tanks been tested?	✓	good	good	good		Sails	✓

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)	180.-	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 1/2
CERTIFICATE WRITTEN.

15 DEC 1950

As a Surveyor also been held on the Machinery of the Ship? If so, in the report sent now, or when will it be sent?

MADE AND PRINTED IN ENGLAND

32928 A

Surveyor's

Certificate required? If so, to be sent to

CERTIFICATE WRITTEN (amended)

FRI. 9 FEB 1951

Its own (with endorsement)

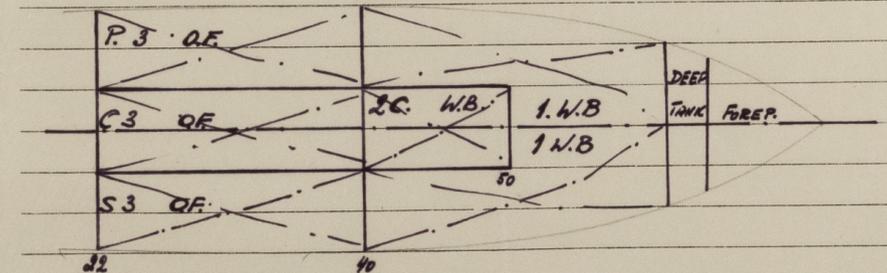
Wrote and

22/10

22/10

m/v. Maymere

Hatchcover, ceiling and sparring renewed as necessary.
Handpump, overhauled. Valves and valve gear of forepeak and forward double tank ballast lines repaired as required.
Conversion Survey. The vessel has been converted according to equivalent to the approved plan 115574, date of approval 10-7-50 copy of plan has been attached hereto.
 Existing donkey coils and steam auxiliaries have been removed and new engine room bulkhead fitted at frame 22, feed water tank port and starboard removed. Double bottom tank including internal structure extended from existing part to frame 32.
Hatchways No 1 and 2 of lower 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. Maker of windlass: Metensen Maschinenfab., Metzenen, Germany. Maker of motor: Guldners Motorenfab., Germany 15 EHP - 1200 revs/min. A new windlass was different from existing one, both hawse pipe 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 hatches 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 D.T. floor of cofferdam at frame 51 has been made open, manholes and airholes fitted. Aft. D.T. floor of cofferdam at frame 50 made open only in way of wing double bottom tank 2, man and airholes fitted for air 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 200.84 Underdeck 469.79 T.
Subjects: Anchors have been submitted to Statutory tests, for particulars, see list on back of page 1. Item can now be deleted from S.R.B.
New Belmishes. The following shellplates have been found slightly. Please see Cont. Sh. 2.

In way of the above shellplate (all counted from forward) five frames failed in place. On completion of repairs respective double bottom tank tested to satisfaction, shellplating corrected 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 stern frame 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), chain cables, chain locker, mast, rigging, steering gear and auxiliary gear, windlass, general equipment, pumps, ventilator coverings and covers, air and sounding pipes (old 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 double tank. All spaces have been previously cleared, ceiling 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.			
2185	1st Bower	11	3	26			13	7	00	Ballot type with cast steel base		Schroeder 22-9-50 G.K.A.M.P.
2186	2nd "	11	2	19			13	12	00	"		"
2196	3rd "	8	1	6			10	9	10	"		"
RETEST 2107	Collective Weight	5	2	17			8	0	00	Ballot type with cast steel base		Schroeder 22-9-50 G.K.A.M.P.
182	Stream											
	Kedge											

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

CHAIN CABLES.

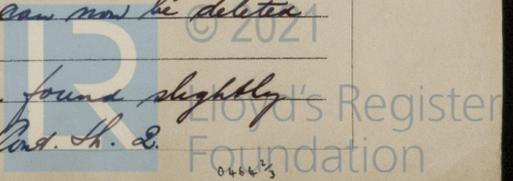
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Stretch.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts.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

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

Repairs carried out due to wear and tear: Rudder and rudderstock unshipped, ruddermanpiece badly worn in bracket bearing. Rudder coupling altered and new rudder stock made and fitted. See copy of drawing No 513800 and attached forging report of rudderstock.

If this report is copied by Copying Press, special care must be taken that the copying paper is not so much cramped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



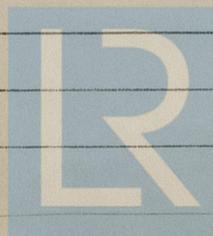
M/v. Maymere.

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

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

M. B. Cheek



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