WRECK SECTION

No.

Hpt. 8.

15 MAY 1951

(Received at London Office)

REPORT OF SURVEY FOR REPAIRS, &c.

No. 5411

Date of writing Report 5th.May 1951 When handed in at Local Office 19

No. in Reg. Book. 68839 Survey held at PORTIMÃO Port of LISBON Date, First Survey 20-4-51 Last Survey 21-4- 1951 (No. of Visits 2)

on the ~~Wood, Iron or~~ Steel "MAYGLEN"

TONNAGE:— GROSS 342 4 99 UNDER DK 238 4 40 NET 117 2 31

Built at Quebec P.Q. By whom St Lawrence Metal & Marine Works When YEAR 1946 MONTH lomo

Owners Elton Tradin Company S.A. of Panama Owners' Address — (If not already recorded in Appendix to Register Book).

Managers Frederic Ersham, Inc. Port belonging to Honduran PUERTO CORTES

Surveyed Afloat or in Dry Dock? — Name of Dock — Destined Voyage —

CellD BorD Ba feet; uE & B feet; f fee

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. 20523 Port Sou

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

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.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1	LMC 10 ~~46~~ 50
with freeboard	I ~~10 (M) 2-49~~
~~2-49~~ 10.50	~~DB 32-49~~
SS ROT. 10.50	T 34 ~~48~~ OG. 8.50
	Emade 44 fitted 46

For service in the Baltic & Mediterranean European Coasting including Great Britain & Ireland but North of

Society's Freeboard (if assigned) as 600 N ft. in summer. painted on Ship and now verified

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 REPORT TO LLOYDS AGENTS

COPY HEREWITH Was a damage report made by anyone else? if so, by whom? No OIL ENGINES.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE

At the request of Messrs.James Rawes & Co.Ld.(Lloyds Agents) attended the above vessel at Portimão to ascertain her position following upon a collision with the steamer "Cabo San Sebastian" on the 15th.April 1951.

The vessel was located approx.400 yards from the shore, lying on the starboard side outside the bar of Portimão in 24 ft. of water at low tide the port side of the vessel being visible and out of water, for about 2'-0", revealing a heavy indentation and hole in the shell in way of the forward end of No.1 hatch. At high tide in approx. 30 ft. of water the vessel is completely submerged.

A diver was engaged to ascertain if the vessel had suffered further damage and in order to determine if the vessel could be salvaged

(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								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

Decks
Caulking of Decks
Coamings
Beams & Fastenings
Outside Plating
" " in way of sidelights
Frames
Reverse Frames
Longitudinals
Transverses
Floors
Keelsons
Stringers
Inner Bottom Plating
Have the Tanks been examined internally?
Have the Tanks been tested?

Bulkheads
Ceiling
Cement or Asphalt
Rudder
Steering gear and its connections
Windlass
Have pumps been examined and found efficient?
Have Sluice Valves been examined and found efficient?
Have Watertight Doors been examined and found efficient?
Have Ventilators and their Coamings been examined and found efficient?
Air and Sounding Pipes
Doubling Plates under Sounding Pipes

Engine Room Skylights
Coal Bunkers, Openings, Covers, &c.
Oil Bunkers
Scuppers
Cargo Hatchways
Hatches
Planking
Caulking
Treenails
Breasthooks & Stemson
Transoms, Pointers & Crutches
Timbers of Frame at openings
" " at other places
Stringers, Clamps & Shelves
Salting (State if examined)

Copper, or Y.M. (State if on Felt.)
When fitted, Month Year
Boats
Masts, Yards, &c.
Condition, how ascertained (State if wedges removed.)
Equipment letter
Anchors, No. of
Cables (State if now ranged)
" length (on board.) mean diamr.
" Rule length size
Chain Locker
Hawsers & Warps
Standing and Running Rigging
Sails

Survey confined to the above

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 report is forwarded for the information of the Committee.

Survey Fee (per Section 29) £ : :

Special Damage ~~or Repair~~ Fee (~~if any~~) (per Sec. 29) LATE & EARLY FEES Esc:- 2200:00 800:00

Travelling Expenses (if chargeable) £Esc:- : 100:00

Second Surveyor's Fee (if any) £ : :

Fees applied for, 8-6- 1951

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 15 JUN 1951

Character Assigned

W1178-0005

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"MAYGLEN"

The diver reported that part of the shell moulding port side forward had been torn away and the vessel had a number of minor indentations in the side shell, also the No.1 hatch was open and all casing doors, so far as could be seen the diver reports no additional damage.

The diver also reported the vessel to be lying in soft sand having sunk about 1.5 metres into the sand and in fact the sand was found to be level with the hatch coaming side, starboard side, and part of the vessels cargo of potatoes in bags was lying near the ship.

The mean draft of the vessel loaded was ascertained from the Captain to be 11'-8" and ballast drafts 8'-0" aft and 6'-6" for'd.

The Captain stated that some of the tween deck cargo in way of No.1 Hatch had been jettisoned and the No.1 upper deck hatch would therefore be opened, and the approx. weight of cargo left in the ship was stated to be about 420 tons.

No efforts have yet been made to salvage the vessel.

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor. If Patent state name of Patentee.	Makers.	Where and when tested and Superintendent. If Stockless, state Mechanical Test.
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	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. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and size per rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested and Superintendent.
Iron Stream Chain or Steel Wire											

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped 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.

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