

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 6.5.1924 When handed in at Local Office 7.5.1924 Port of Hamburg
No. in Survey held at Hamburg Date, First Survey 9th April Last Survey 6th May 1924
Reg. Book. 03970 on the Wood, Iron or Steel 4 Mast. Bk. 'PAMIR' Master ✓

TONNAGE:— Built at Hamburg By whom Blohm & Voss When 1905 10
GROSS 3020 Owners Reederei F. Loeisz G. m. b. H. Port belonging to Hamburg
UNDER DK. 2499 Owners' Address ✓ Managers ✓
NET 2777 If not already recorded in Appendix to Register Book.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock ✓ Destined Voyage Chile
WB=CellDBorDBa ✓ feet; u&B ✓ feet; f ✓ feet; total capacity ✓ tons. FPT ✓ tons; APT ✓ tons; MT ✓ feet ✓ tons.
N.B.—All alterations in the existing records should be underlined.

No If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 8577 Port GEN

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 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. H. 27.2.24 H. 29.3.24 H. 31.3.24

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 ✓

Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ✓ ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey No. 3, Reclassification and Repairs. The vessel surveyed afloat. All spaces cleared. Chain locker, peaks, holds with all ceiling lifted, tween decks, weather decks, bulwarks, hatchways supports and covers, ventilators and covers freed from rust as necessary, cleaned, all parts examined, repairs carried out, recoated, now in good condition. Plating under sidelights exposed found coated in order. It was not considered necessary to drill the outside plating. Cables ranged. Found on board 300 fathoms of a min. mean diameter = 2 3/32", a number of missing studs renewed now in sound condition. Anchors and general equipment good & complete. Masts and bowsprit examined with all wedges removed found painted good. Yards, spars, smith work, standing and running rigging examined as per Rule from deck and aloft and found or put in good order. (See Rigger's Report, attached) Skylights, scuppers, sounding pipes etc, boats & davits dealt with as required now good. Windlass, capstans and steering arrangements overhauled, in working order. Hand pumps and watertight doors in bridge front examined & tested good & P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

Decks good	State if Tanks have been examined inside ✓	Dblg. Plates under Sounding Pipes good	Copper, or Y.M. of Wood Vessels. (State if on Fell.) When put on, Month Year
Caulking of Decks "	State if Tanks now tested ✓	Engine Room Skylights "	Boats good
Waterways "	Bulkheads good	Coal Bunkers, Open'gs, Lids, &c. "	Masts, Yards, &c. "
Coamings "	Ceiling "	Scuppers "	Condition, how ascertained from deck & aloft (State if wedges removed) Yes
Beams & Fastenings "	Cement or Asphalt (State which.) "	Cargo Hatchways "	Sails good & complete
Outside Plating ✓	Rudder ✓	Hatches "	Equipment letter x
Caulking of ditto ✓	Steering gear and its connections good	Planing of Wood Vessels	Anchors, No. of 3B, 1S, 2K
Rivets ✓	Windlass "	Caulking ditto	Cables (State if now ranged) Yes
Breasthooks & Crutches good	Have Pumps now been examined and found efficient? Yes	Treenails ditto	" length 300 FTHS size 2 3/32 - 2 3/16
Transoms "	Have Sluice Valves now been examined and found efficient? None	Breasthooks & Stemson ditto	" Rule length 300 FTHS size 2 3/16
Frames "	Have Watertight Doors now been examined and found efficient? Yes	Transoms, Pointers, & Crutches ditto	Hawser & Warps good & complete
Reverse Frames "	Have Ventilators and their Coamings been examined and found efficient? Yes	Timbers of Frame at openings ditto	Standing & Running Rigging good
Floors "		Ditto ditto at other places ditto	
Keelsons "		Stringers, Clamps & Shells ditto	
Stringers "		Salting ditto	
Inner Bottom Plating ✓		(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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and pND15, &c."

It is submitted that this vessel be worthy to have her original class, 100A1, reinstated in the Register Book with fresh record of Survey 5,24 and the notation of s.s. Ham. No. 3-5,24.

Survey Fee (per Section 20) £	42	0	0	Fees applied for, 6.5.1924
Special Damage or Repair Fee (if any) (per Sec. 20) £				Received by me, 13.5.24
Travelling Expenses (if chargeable) £		17	6	
Second-Surveyor's Fee (if any) £	1	2	6	

Committee's Minute

FRI 16 MAY 1924

Character Assigned

Reinstate 100A1
S.S. Ham. No. 3-5-24
Lloyd's

James C. Dykes
Surveyor to Lloyd's Register of Shipping.



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M.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.

Upper-main-top-sail-yard swivel bolt renewed. Fore-lower-top-sail-yard, removed unriveted, faired, riveting renewed and replaced. Wire binding of fore-top-gallant-backstay renewed. Rigging generally overhauled & parcelling of shrouds & stays renewed as necessary. Rubber jointing of watertight doors in bridge front renewed. Rubber washers in hand pumps renewed. Two life boats renewed.

The plans sent to this office (3 in number) together with London letter 17.31.3.24 are being returned as desired

1. C. D.

ANCHORS.

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

[illegible]