

ed by Chief Ship Surveyor

Received from Chief Ship Surveyor

10 SEP 1932

SEL'S NAME Stl 4 Met. Bk. "PAMIR" Rpt. Afs No. 834.

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32.)

ure of Survey PART 2nd. S.S. No. 3.2.

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in 20^{ths} of an inch.

| STRAKE. | AMIDSHIP. | | | | FORWARD. | | | | AFT. | | | | REMARKS. | | | |
|--------------------------------|----------------------|------------------------|-------------------------|----------------------|------------------------|----------------------|-------------------------|-------------------------|--------------------|------------|----------------------|------------------------|-----------------------|--------------------|-------|------------------|
| | Original Thick-ness. | Thickness by drilling. | | Diminution if any. | | Original Thick-ness. | Thickness by drilling. | | Diminution if any. | | Original Thick-ness. | Thickness by drilling. | | Diminution if any. | | |
| | | Port. | Std. | Port. | Std. | | Port. | Std. | Port. | Std. | | Port. | | Std. | Port. | Std. |
| SPAR SHEER STRAKE | | | | | | | | | | | | | | | | |
| Strake below..... | | | | | | | | | | | | | | | | |
| MAIN SHEER STRAKE <u>N</u> | <u>14</u> | <u>13^f</u> | <u>12^{1/2}</u> | <u>1^b</u> | <u>1^{1/2}</u> | <u>10</u> | <u>10^b</u> | <u>10^b</u> | - | - | <u>10</u> | <u>10^b</u> | <u>10^b</u> | - | - | |
| 1st Strake below..... <u>M</u> | <u>12</u> | <u>12^b</u> | <u>12^b</u> | - | - | <u>9</u> | <u>9^b</u> | <u>9^f</u> | - | - | <u>9</u> | <u>9</u> | <u>9</u> | - | - | <u>f = FULL.</u> |
| 2nd " "..... <u>L</u> | <u>12</u> | <u>12^b</u> | <u>12^b</u> | - | - | <u>11</u> | <u>10^{1/2}</u> | <u>11^b</u> | <u>1/2</u> | - | <u>9</u> | <u>9^b</u> | <u>9</u> | - | - | <u>b = BARE.</u> |
| 3rd " "..... <u>K</u> | <u>12</u> | <u>12^b</u> | <u>12^b</u> | - | - | <u>9</u> | <u>9</u> | <u>9</u> | - | - | <u>9</u> | <u>9^b</u> | <u>9^b</u> | - | - | |
| 4th " "..... <u>J</u> | | | | | | <u>11</u> | <u>10^{1/2}</u> | <u>10^{1/2}</u> | <u>1/2</u> | <u>1/2</u> | <u>10</u> | <u>10^b</u> | <u>10^b</u> | - | - | |
| 5th " "..... | | | | | | | | | | | | | | | | |
| 6th " "..... | | | | | | | | | | | | | | | | |
| 7th " "..... | | | | | | | | | | | | | | | | |
| 8th " "..... | | | | | | | | | | | | | | | | |
| 9th " "..... | | | | | | | | | | | | | | | | |

Drillings at ends to be made in the vicinity of the peak bulkheads.

The Helsingfors Surveyors, who were authorized, report this vessel examined afloat and the requirements of the 2nd S.S. No.2, due 5.32, partly complied with.

The shell plating above the waterline has been drilled (vessel 26 years old) with results as shewn above which are satisfactory.

Repairs have been effected to the steering gear, spars, rigging &c.

It is stated the vessel will be dry docked at Copenhagen, at which port she arrived on the 23rd ultimo.

It is submitted action be deferred and the Copenhagen Surveyors advised accordingly.

