

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 10/10/1944 When handed in at Local Office 19 Port of WELLINGTON, N. Z.

No. in Reg. Book Survey held at WELLINGTON Date, First Survey 25th Sept. Last Survey 6th Oct. 1944

52005 On the Wood Iron or Steel BARQUE "PAMIR" (No. 2 in Prize) (No. of Visits 1)

TONNAGE: Built at HAMBURG By whom BLOHM & VOSS When 1905 - 10

GROSS 2799 Owners GOVERNMENT OF NEW ZEALAND Owners' Address -

UNDER DK. 2528 Managers - Port belonging to -

NET 2365

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock - Destined Voyage -

CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. 3667 Port Wm.

(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). Your letter S. of 14/6/44.

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 Survey of Holds, Tween Decks and part of Open Bottom for Completion of 3rd Special Survey No. 2.

The holds and tween decks were cleaned out and all steel work examined.

Framing and shell plating and scantlings throughout the vessel all found in good condition.

The ballast was removed for approximately 30 ft. in way of mizzen mast also at the fore end of the

hold for about 25 ft., ceiling lifted, floors, keelson and all steel work examined. All these

parts were found in good condition and well coated. Ceiling all in good order. From this

examination, it is thought that the other parts of this vessel under the permanent ballast not

opened up, would be in a similar condition and the Owners have requested that this should satisfy

the Committee for this Special Survey. However, if it is the wish of the Committee that more

be exposed, this can be attended to when the vessel visits this port again. From my (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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks Good	Good		(State if on Felt)
Caulking of Decks "	Ceiling "	Coal Bunkers, Openings, Covers, &c.	When fitted: Month Year
Coamings "	Cement or Asphalt Cement Good	Oil Bunkers	Boats
Beams & Fastenings "	Rudder	Scuppers Good	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways Good	Condition, how ascertained
" " In way of sidelights	Windlass Good	Hatches	(State if wedges removed)
Frames Good	Have pumps been examined and found efficient?	Planking	Equipment letter
Reverse Frames "	Yes	Caulking	Anchors, No. of
Longitudinals	Have Sluice Valves been examined and found efficient?	Treenails	Cables (State if now ranged)
Transverses		Breasthooks & Stomson	" length mean diamr.
Floors Good	Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Crutches	(on board)
Keelsons "		Timbers of Frame at openings	" Rule length size
Stringers "	Have Ventilators and their Coamings been examined and found efficient? Yes	" " at other places	Chain Locker
Inner Bottom Plating	Air and Sounding Pipes	Stringers, Clamps & Shelves	Hawser & Warps
Have the Tanks been examined Internally?	Doubling Plates under Sounding Pipes	Salting (State if examined)	Standing and Running Rigging
Have the Tanks been tested?			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, 1,33," 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 GOOD CONDITION AND ELIGIBLE, IN MY OPINION, TO BE CONTINUED AS CLASSED

+100A1 WITH NOTATION (3RD) S.S. No. 2 - (10) 44.

Survey Fee (per Section 29)	£ 12 : - : -	Fees applied for, 6/10/1944
Special Damage or Repair Fee (if any) (per Sec. 29)	£ : : -	Received by me, 19
Travelling Expenses (if chargeable)	£ - : 5 : -	
Second Surveyor's Fee (if any)	£ : : -	

Committee's Minute

Character Assigned

Write Aln

THURS 5 JAN 1945

As now

S.S. No. 2 - 44

without splendor

Surveyor to Lloyd's Register of Shipping

Is Certificate required? If so, to be sent to

Decks and closing appliances were also generally examined; all these parts and general equipment of the vessel were found in good condition.

SURVEYOR TO LLOYD'S REGISTER
WELLINGTON, N.Z.

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.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	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

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN