

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of Writing Report 19 When handed in at Local Office 19 Port of WELLINGTON, N. Z.  
No. in Reg. Book Survey held at WELLINGTON Date, First Survey 12th Jan. Last Survey 17th Jan. 1949  
(No. of Visits 3)70792 on the Wood, Iron or Steel BARQUE "PAMIR"  
TONNAGE:— Built at HAMBURG By whom BLOHM & VOSS When 1905 - 10  
GROSS 2796 Owners GUSTAV ERIKSON Owners' Address MARIEHAMN  
UNDER DK. 2528 Managers (if not already recorded in Appendix to Register Book)  
NET 2522 Port belonging to - FinnishSurveyed Afloat or in Dry Dock? BOTH Name of Dock WELLINGTON FLOATING DOCK Destined Voyage AUSTRALIA  
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. 4356. Port Wlm.

(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

Society's Freeboard (if assigned) as }  
painted on Ship and now verified } 5 ft. 8 1/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and General Examination of Vessel and Equipment.

Vessel placed in the Floating Dock. Bottom and side plating, rudder, stern frame keel and stem examined and found in good condition. A general examination of the vessel and her equipment was carried out.

Holds, fore & aft peaks and wells, all parts examined, all steelwork throughout all parts of the vessel examined and found in good condition. Decks, hatchways, hatches, fore & afters, ceiling, windlass, steering gear, chains, wire and sheaves, all examined. Anchors and cables (cables ranged). Masts rigging, spars and all equipment generally examined and all found in good condition. Freeboard verified.

## SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	—	Copper, or Y.M.	—
Caulking of Decks	11	Ceiling	11	Coal Bunkers, Openings, Covers, &c.	—	(State if on Felt)	—
Coamings	11	Cement or Asphalt	—	Oil Bunkers	—	When fitted: Month	Year
Beams & Fastenings	11	Rudder	Good	Souppers	Good	Boats	Good
Outside Plating	11	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" " In way of sidelights	11	Windlass	Good	Hatches	Good	Condition, how ascertained	Visual Exam.
Frames	11	Have pumps been examined and found efficient?	—	Planking	—	(State if wedges removed)	—
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	Yes	Caulking	—	Equipment letter	5 (3) Bower Stockless
Longitudinals	—	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Anchors, No. of	5 (1) Stream 1 Kedge
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	Cables (State if now ranged)	Yes
Floors	Good	Air and Sounding Pipes	Yes	Transoms, Pointers & Crutches	—	" length 300 Fms mean diamr. 2 1/16"	11
Keelsons	11	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	—	" Rule length 300 Fms size 23/16"	11
Stringers	11			" " at other places	—	Chain Locker	Good
Inner Bottom Plating	—			Stringers, Clamps & Shelves	—	Hawser & Warps	Good
Have the Tanks been examined internally?	—			Salting	(State if examined)	Standing and Running Rigging	Good
Have the Tanks been tested?	—					Sails	Good

## General Observations, Opinion as to Class, Recommendation, &amp;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 SO FAR AS NOW SEEN IS IN AN EFFICIENT CONDITION AND ELIGIBLE, IN MY OPINION, TO BE CONTINUED AS AT PRESENT CLASSED IN THE REGISTER BOOK WITH FRESH RECORD OF SURVEY 1,49 AND NOTATION EXAMINED 1,49, SUBJECT TO ITEMS PREVIOUSLY RECOMMENDED.

Survey Fee (per Section 29)	£ 15	: -	: -	Fees applied for, 19/1/ 19 49
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	:	Received by me, 19
Travelling Expenses (if chargeable)	£	:	:	
Cablegrams	£ 1	12	6	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character Assigned

TUES. 8 MAR 1949

Deferred for SS (provisionment to 1,50 approved)

but assign 1,49 Wlm

Surveyor to Lloyd's Register of Shipping



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## ANCHORS

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

[illegible]

NEAREST, STATE, DISTRICT, 1 P.M.

UNIT 1. THE HISTORY OF THE UNITED STATES

Lloyd's Register  
Foundation

