

2561 NOV 22 4 E

Chief Engineer Surveyor

Received from Chief Engineer Surveyor (Propulsion Engine.  
Kel. 565 F.E. (Auxiliary Engine.  
REPORT Rio. (Electrical.  
No. 5270

NAME "PAMIR"

The remarks of the Chief Engineer 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, 24/5/92.

Survey ~~REPAIRS TO ENGINES AND BOLLERS DUE TO DAMAGE THROUGH~~

The class of this vessel was withdrawn in 1951 as she was reported sold for breaking up purposes.

Reclassification with the Society has now been requested.

A Special Survey for Reclassification has now been held.

The vessel has been fitted with Diesel engines for auxiliary propelling purposes. The engines were built in 1943 by Krupp to Germanischer Lloyd Survey.

Plans of shafting have been submitted and approved and torsional vibration characteristics approved for a service speed of 350 R.P.M.

The engines have been completely opened out, examined and overhauled. Material tests and hydraulic tests have been carried out as required and found satisfactory. Plans of pumping arrangements and electrical installation have been submitted and approved. Auxiliary machinery has been opened out, examined and found in order and three auxiliary generator engines, built under Germanischer Lloyd Survey, installed.

Copies of test certificates have been forwarded covering tests on machinery.

First Entry Reports received from Kiel have been examined and found in order.

The whole installation examined, fitted and tested in accordance with approved plans, the Rules and Secretary's letters so far as applicable.

The Rio de Janeiro Surveyor reports the loss of a propeller blade whilst on voyage from Europe to South America. The spare propeller fitted and the Surveyor recommends "the propeller shaft be drawn for examination on the vessel's arrival at Hamburg from present voyage".

A Rpt. 9 has not been submitted by the Kiel Surveyor and IT IS SUBMITTED action be deferred pending receipt of this report.

The Kiel Surveyor should be requested to forward his Rpt. 9 at once. X

*It is noted that no recommendation has been made for a DB record  
it is concluded the heating surfaces are less than 50 sq ft. but this should be confirmed* } See Kiel letter 7/7/52  
*Rem*

Particulars for Register Book (when classed)

Oil Engines 4 S.C.S.A. (for auxiliary propelling purposes N.E.  
6 Cyl. 15<sup>3</sup>/<sub>4</sub>" - 18<sup>1</sup>/<sub>8</sub>" built 1943 (refitted 1951)  
MN 180  
TS CL. Krupp Germaniawerft.

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