

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Registered at London Office) 28 APR 1952

Date of writing Report 4th April 1952 When handed in at Local Office 4th April 1952 Port of RIO DE JANEIRO

Survey held at Rio de Janeiro Date First Survey 28/3/52 Last Survey 3/4/52 (No. of Visits Three)

006A on the Machinery of the ~~XXXXXXX~~ Steel ImstBk. "PAMIR"

Gross 2796 Vessel built at Hamburg By whom Blohm & Voss When 1905, 10  
 Net 2522 Engines made at - By whom - When -  
 Nominal Power - Boilers, when made (Main) - (Donkey) -  
 of Main Boilers Owners Heinz Schliewen Owners' Address -  
 of Donkey Boilers Managers - (If not already recorded in Appendix to Register Book.)  
 Main Boilers If Surveyed Afloat or in Dry Dock Afloat. Port Voyage  
 Donkey Boilers (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any)
+ I, 49		
ssSk. No 3-8, 36		
ssWln. No 2-44		Sailing Ship

Report No. Port  
 Particulars of Examination and Repairs (if any) Change of propeller.

Special Surveys, when held, must be reported in detail and verbatim in the copies of the Rules. State clearly the cause of Repairs, if any, 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 briefly mentioned at the end of the report. State also the date and initials of any letters respecting this case.

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 why they were declined. Yes - not required.

Is a damage report made by anyone else? If so, by whom? Yes - Germanischer Lloyd Rep.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " " " "

State for what reasons. What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Engine parts, when referred to by numbers, should be counted from forward.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It is stated that the propeller will be drawn in for examination on the vessels return to Hamburg from present voyage. Since a block was not available in this port the vessel was tipped to carry out the following. As stated that on the 13th January last while the vessel was on voyage from Europe to South Africa an irregularity was noted in the running of the machinery. The propeller was examined through glass bottomed box and one blade noted to be missing. On the 21st January it was noted that the second blade had also broken off at the root. The vessel has now been tipped, old boss removed and the spare propeller fitted satisfactorily.

Classification on board recommend that the machinery be classed LMC 12.51. TS(CL) 12.51 and Aux. Engine fitted 12.51.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible, in my opinion, to remain as class recommended, subject to the propeller shaft being drawn for examination on the vessel's arrival at Hamburg from present voyage - Vitoria-Rotterdam- Hamburg.

Fees applied for 4.4. 19 52  
 Received by me, 19  
 Damage or Repair Fee (if any) £ 100.00  
 Other expenses (if chargeable) £

M. Caldwell  
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 1 JUL 1952

See Kiel 565

Insert Character of Ship and Machinery precisely as in the Register Book.