

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

(Received at London Office)

3-JUL-1952

Date of writing Report 23/6 1952 When handed in at Local Office 19 Port of Rotterdam

No in Reg. Book. Survey held at Schiedam Date. First Survey 6/6 Last Survey 7/6 1952
(No. of Visits 2)

12177 on the Machinery of the Wood, Iron or Steel Sailing ship "PAMIR"

Gross 2796 Tonnage Vessel built at Hamburg By whom Holten & Son Year. Month. 1905/10
Net 2522 Engines made at By whom When made & fitted
Nominal Horse Power Boilers, when made (Main) (Donkey)
Owners De Nederlandsche Handel-Maatschappij Owners' Address Amsterdam
(if not already recorded in Appendix to Register Book.)
Managers Port Luback Voyage Amsterdam
If Surveyed Afloat or in Dry Dock New Waterway Sh. Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Main Boilers
in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Nothing, T.S. & C.S.

Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined.

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

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

" " Donkey " " "

What parts of the Boilers could not be thus thoroughly examined?

What 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?

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

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

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? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? no If so, state reasons. 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 7/6 State the wear down in the stern bush 2.7 in

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. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. C.S.

Vessel placed in drydock, outside fastenings and propeller examined. Cast iron spare propeller removed and new bronze propeller now fitted.

Screw shaft: drawn and examined. New propeller tested on coast of tailshaft. Please Rivet & Joiner Cert. dated 4/6 52.

Bronze propeller marked: LLOYDS No 15-16 8480. KM. 29-5-52

The following parts examined for C.S.

Main engine: all cylinders, pistons, liners, covers
No 4 crankpin and bottom ends.

NOTE: We have been informed by the Dordrecht Surveyors, that the dimensions of the new propeller are insufficient for this engine. Vessel had them already left this Port.

General Observations, Opinion, and Recommendation:—
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 149 1b., FD, &c.)

The Machinery of this vessel is in good condition and in my opinion eligible to remain as classed and have first Recert of +LMC C.S. with date on completion of the survey and notation of T.S. 6-52 CL.

Survey Fee (per Section 23) £120.- Fees applied for 30.6.19.52
Special Damage or Repair Fee (if any) £ Received by me, 19
(per Section 23.)
Travelling expenses (if chargeable) £6.50.

Committee's Minute

Assigned

THURS 7 AUG 1952

Deferred

S.652

Engine Surveyor to Lloyd's Register of Shipping.



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