Rpt. 9.

No. 542

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

(Received at London Office 16 SEP 1952)

Date of writing Report 7/8/ 1952 When handed in at Local Office 7/8/ 1952 Port of Santos (Brazil)

No in Reg. Book. Survey held at Santos Date. First Survey 28/7/52 Last Survey 7/8/ 1952 (No. of Visits 7)

~~22006 A~~ on the Machinery of ~~the Wood, Iron or~~ Steel "PAMIR"

72177 952 10S

Tonnage { Gross ~~2756~~ 3020 / Net ~~2522~~ 2777

Nominal Horse Power 180

No. of Main Boilers — —

No. of Donkey Boilers — —

Steam Pressure— in Main Boilers — — —

in Donkey Boilers — —

Vessel built at Hamburg By whom Blohm & Voss When 1905 -10 (Year. Month.)

Engines made at — By whom — When —

Boilers, when made (Main) — (Donkey)

Owners ~~Heinz Schliewen~~ Schliewen Reederei Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Lübeck Voyage

If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

Last Report No. 34988 Port Lüb

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 assigned now expired.	Machinery and Boiler Surveys (including date of N.E. Survey)
+100A1 6,52		LMC 12,51
+ Reclassed 12,51		NE made 43
~~[illegible]~~		refitted 51
SS Kel -12,57 (Dr)		TS 6,52 CL
~~No particulars of Classification were found.~~		

Particulars of Examination and Repairs (if any) Main Engine

Periodical Surveys, when held, must be reported in detail and seriatim 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 " " "

If not, state for what reasons 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?

State 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 shaft now been changed? 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 State the wear down in the stern 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. 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

VESSEL AFLOAT.-

Main Engine nº 2 crank pin was found scored and the crank bearing, stripped.- Also a spare bearing which had been fitted at sea, was found stripped.-

All crank bearings were subsequently examined and nºs 3 & 4 were found with the white metal cracked in bottom half, while the others were found in order : all crank pins were found in order.-

Nº 2 crank pin has been lapped, nº 2 - 3 - 4 bearings remetalled (nº 3 & nº 4 only the bottom half) adjusted and replaced ; spare bearing, remetalled.-

On completion of repairs, dock trials were carried out ; a first run lasting 20 minutes and a second run, lasting about 2 1/2 hours.- After each run all bearings have been examined and found satisfactory.-

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 140 lb., FD, &c.)

CS 3,34

The repairs having been completed to my satisfaction, it is my opinion that the Machinery of this Vessel can be continued as classed, without fresh record of Survey.-

Survey Fee (per Section 29) £ : : Cr$ 4.200,-- Fees applied for 7/8/ 1952

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ :200,-- Received by me, 8/8/ 1952

Stamps 10

Committee's Minute THURS 2 OCT 1952

Assigned As now. entered

Engineer Surveyor to Lloyd's Register of Shipping.

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

Is a Certificate required? If so, to be sent to

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