Rpt. 9.

No. 23918

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 11 OCT 1952)

Date of writing Report 11th.September, 1952 When handed in at Local Office 11th.September, 1952 Port of BUENOS AIRES

No. in Reg. Book 95210 Survey held at BUENOS AIRES Date, First Survey 18/8/52 Last Survey 29/8/ 1952.- (No. of Visits three).

on the Machinery of the ~~Xxxxxxxx~~ Steel Barque "PAMIR"

Tonnage: Gross 3020, Net 2777

Nominal Horse Power 180 NN

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 Year 1905 Month 10mo.

Engines made at Kiel By whom Fr. Krupp Germainawft A.G. When 1950-

Boilers, when made (Main) -- (Donkey) --

Owners Schliewen-Reede~~rei~~ Owners' Address -- (if not already recorded in Appendix to Register Book.)

Managers Heinz-Schliewen Port Lübeck Voyage

If Surveyed Afloat ~~in Dry Dock~~ New Port "D" (State name of Dock.)

Last Report No. 542 Port San

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.R., if any)
+100A1 6,52		LMC 12,51
~~11,51~~		NEmade 43
Reclassed 12,51		refitted 5[illegible]
s.s.Kel.-12,51(Dr.)		TS CL 6,52
		OIL ENG
(Training Ship)		

Particulars of Examination and Repairs (if any) DAMAGE REPAIRS

(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 not required

Was a damage report made by anyone else? If so, by whom? No.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough 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 eaxmination of each boiler Present condition of funnel(s)

Did the Surveyor eaxmine 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?

SURVEY CONFINED TO BELOW

Has the screw shaft now been drawn and eaxmined? 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 eamination of Screw Shaft? tSate 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 Complete.-

NOW DONE:- At request of Master made examination of auxiliary propelling diesel engine N°5 connecting rod bottom end bearings and crank pin. See also Santos Report where it was stated that damage repairs had been carried out. Vessel stated arrived at Buenos Aires without the use of propelling engine.

Top half of above bearing found to have white metal of same fractured and partly broken out. Spare top half bearing stated to have been fitted on voyage from Santos and white metal of same also found in the same condition.

N°5 crank pin examined and noted to have been hand dressed and not considered to be sufficiently round nor sufficiently polished. The alignment with the cylinder centre line as dressed also considered to require improvement.

Above crank pin consequently again dressed and polished as far as possible without removal from the engine and with special care regarding roundness and alignment. Both top halves of bearings remetalled and bedded to pin care also being taken that shim fitted between top and bottom halves would not allow excessive escape of lubricating oil. Engine given extensive trials whilst alongside quay and bearing afterwards 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, B.S. 9,11 B.&M.S. 9,11, + L.M.C. 9,11 or + LMC 140lb., F.D., &c.)
CS 3,34,

For the information of the Committee.-

(On account that at the time of issuing certificate and making preliminary draft of report above particulars of reclassing of vessel had not been received.)

Survey Fee (per Section 29.) $

Special ~~Damage~~ Repair Fee (if any) $ 600.00
(per Section 29.)

Travelling expenses (if chargeable) $ 23.00

Fees applied for 29/8/ 1952.-

Received by me, 1/9/ 1952.-

Engineer Surveyor to Lloyd's Register of Shipping.

J.H.Nairn.

Committee's Minute THU 30 OCT 1952

Assigned Assess. subject

Insert 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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