

113 JUL 1956

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16th June, 1956 When handed in at Local Office 19 Port of HAMBURG
No. in Reg. Book 22708 Survey held at Hamburg Date, First Survey 11th May, Last Survey 9th June, 1956
on the M.V. "PAMIR" (Aux. Bark) (No of Visits 14)

TONNAGE: — Built at Hamburg By whom Blohm & Voss When 1905 MONTH 10
GROSS 3103 Owners Landesbank u. Girozentrale Schleswig-Holstein
UNDER DK - Managers Zerksen & Co. (If not already recorded in Appendix to Register Book)
NET 2509 Port belonging to Lübeck

Surveyed Afloat or in Dry Dock afloat and in floating dock Name of Dock Blohm & Voss Destined Voyage -
Cell DBor DBa feet: uE&B feet: f - feet -
total capacity tons. FPT tons: APT tons: MT feet tons.

only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 26943 Port B/A

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules and Items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined.

No Damage.

Was a damage report made by anyone else? if so, by whom? -REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY

NOW DONE:- Ship placed in floating dock. Bottom, sides and rudder cleaned, examined and coated. Rudder lifted, bushed and refitted.

The holds, peaks, spaces above peaks, poop bridge and forecastle spaces, tweendecks, machinery spaces (including under engines), single bottom in holds and machinery space cleared and examined. All ceiling removed from holds. All casings of soil, scupper, air and sounding pipes removed. Steel work generally exposed, including plating in way of sidelights, and oxidation removed. Steelwork examined, and with the exception of the parts repaired as stated below, found in good condition and coated.

Deep tank, after peak tank, oil fuel bunkers, daily service tanks tested and examined internally. All ceiling relaid, pipe casings replaced.

p.t.o.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place ..								

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.)
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month <u>-</u> Year <u>-</u>
Coamings <u>"</u>	Cement or Asphalt <u>"</u>	Oil Bunkers <u>"</u>	Boats <u>Good</u>
Beams & Fastenings <u>"</u>	Rudder <u>"</u>	Scuppers <u>"</u>	Masts, Yards, &c. <u>Good</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>by exam</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	(State if wedges removed.)
Frames <u>"</u>	Have pumps been examined and found efficient? <u>yes</u>	Planking <u>"</u>	Equipment letter <u>LACP x (u)</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>"</u>	Anchors, No. of <u>3 B. 1 S.</u>
Longitudinals <u>"</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>"</u>	Cables (State if now ranged) <u>Good (yes)</u>
Transverses <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>"</u>	" length <u>527.2m</u> mean diam. <u>53mm</u>
Floors <u>Good</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches <u>"</u>	(on board) <u>495m</u> size <u>54mm</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>"</u>	Timbers of Frame at openings <u>"</u>	Chain Locker <u>Good</u>
Stringers <u>"</u>		" " at other places <u>"</u>	Hawsers & Warps <u>"</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>"</u>	Standing and Running Rigging <u>"</u>
Have the Tanks been examined internally? <u>yes</u>		Salting <u>"</u>	Sails <u>"</u>
Have the Tanks been tested? <u>yes</u>		State if examined	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.33," or "to remain as classed and to have record of survey, 1.33, and the notations of ss No. 1-33."

This ship so far as now seen is eligible in my opinion to remain as now classed with fresh record of dry docking 6.56 and to have the notation SS HAM 6.56.

Survey Fee (per Section 23) <u>Special Survey</u> 2 <u>DM. 1191.00</u>	Fees applied for, <u>14-7-1956</u>
Special Damage or Repair Fee (if any) (per Section 23) 2 <u>-</u>	Received by me, <u>19</u>
Travelling Expenses (if chargeable) 2 <u>DM 70.00</u>	
Second Surveyor's Fee (if any) 2 <u>DM 98.00</u>	
Committee's Minute	

Character Assigned schl.

6.56 Ham without spl. ch. 19/6/57

CERTIFICATE WRITTEN.

19/6/57

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

8. 4893. 04
/Contd.....

M.V. "PAMIR".

Deck plating drilled and gauged as considered necessary (wood and tiles etc., partly lifted).

Chain cables ranged, examined and tested (particulars as given in Table).

Chain locker and fastenings examined and cables replaced.

Anchors, masts, rigging and sails (report attached) and general equipment examined (wedges removed, masts scaled and coated in way of same and wedges replaced), canvas coats renewed.

Hatch covers, tarpaulins, supports and fastenings examined in place at the hatchways and made good where necessary. Ventilator coamings and covers examined.

The steering gear and its connections (main and auxiliary), windlass, hand pumps, air-, sounding-, scupper- and soil pipes examined and found or put in good condition.

Striking plates fitted under all sounding pipes.

A Freeboard Survey has been carried out by the German Authorities who assigned the ship's freeboard.

Ship undocked on 2nd June, 1956.

REPAIRS (WEAR & TEAR):- Shell (all plates numbered from forward)

Renewed Star'd A1, G13, H11, 13, 14.

Port A1, G13, H13, 14, K5, 6.

Part renewed (landing seams)

Star'd G9, 12, K10.

Port K13.

Ballast tank tested on completion and other shell repairs hose tested and proved satisfactory.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
771	241.0	55	85650	-	16203	-	-	54	W.I. Stud link	Unknown	Hamburg 1.6.56. B.H.
772	53.5	54	82550	-	3842	-	-	"	"	"	" " "
773	104.5	53	79600	-	6686	-	-	"	"	"	" 2.6.56 B.H.
771a	83.7	55	85650	-	5951	-	-	"	"	"	" 1.6.56 B.H.
772a	44.5	54	82550	-	2938	-	-	"	"	"	" " "

Sternframe was found fractured on starboard side round landing of cheek plate. Cheek plates p & s cropped and removed, fracture cut out, sternframe pre-heated and electrically welded. Sternframe then wrapped with asbestos and allowed to cool slowly. Welding then buffed smooth, thoroughly examined, cheek plates renewed and extended aft and reinforcing sole plate fitted under sternframe.

Decks: Poop deck wood lifted and steel ties partly renewed.

Wood relaid and caulked.

Cement lifted throughout in upper deck well waterways and

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M.V. "PAMIR".REPAIRS (WEAR & TEAR) (Contd.)

stringer plates doubled. Waterways then re-cemented.

Monkey rail bulwark connection renewed p & s in forward and after wells.

Mast and rigging repairs effected as per Report attached.

Other minor repairs effected throughout.

ENDORSEMENT OF CLASS:- (No.6) N I LCONDITION OF CLASS (No.141):- Lower jigger gaff scarp (wood) specially to examined next docking.

Upper jigger gaff (wood) to renew and rig earliest opportunity.

These items have previously been dealt with at Bremen.

Interim Certificate - Copy attached.