

Capt. R. Sietas
Shipping Expert
HAMBURG 13, Schlankreye 59 I

Hamburg, 11th June, 1956

S U R V E Y R E P O R T
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At the request of the classification Society Lloyd's Register of Shipping, Hamburg 1, Ballindamm 25, the undersigned expert surveyed on the yard of Messrs. Blohm & Voss, Hamburg, during the time 11.5. - 9.6.56, the complete rigging, sails and equipment, as wire, ropes and canvas of the German freight-sailing & training ship

Four-Masted Barque " P A M I R "

Signal letters = D K E F, Port of Registry: Lübeck, 3103 gross tons and
2509 Net tons.

Class: Lloyd's Register of Shipping, 100 A1 = Germanischer Lloyd: 100 A4.

Upon the final survey held on the 9th June, the complete rigging was found in the following condition:-

The jiggerboom is free from rust, the jigger boom net, jib guys as well as all the forestays and jib stay are, as far as could be seen, in good condition and preserved.

The Fore Mast from keelson to truck as well as all yards are unobjectionable, as regards the iron, they are free from rust and well preserved. The mast coat was removed and the mast wedges and iron found in order. The wear down in the lower top gallant yard was removed and the crane for this was replaced by a new and stronger one. All remaining yards, goosenecks and pendant chains of the lower top sail yard and fore yard were in good condition. All bulkhead chains were renewed, all discs and bolts in the top, top gallant and royal masts were renewed. The complete standing rigging, such as swifters, shrouds, backstays and yard arms, as well as the lower cross and cross trees and outriggers were found in good condition and all is well preserved. At the s.s. a royal backstay and top gallant backstay and swifters were removed from the blind pulley, the sheathing removed, examined and found to be in order. One foot sheathing was removed from all swifters in the lower shrouds and this was also found in good condition. The foot ropes and stirrups of all yards will be examined during the voyage and preserved. The fore brace winch on the upper deck was removed, and generally overhauled. All lower braces have been re-threaded with new wire of 21 mm dia.

Main Mast: Upon examination a condition similar to that found on examination of the fore mast was ascertained. The upper top sail and upper top gallant halliard winches have been generally overhauled.

Mizen Mast: The condition found was as above.

Jigger Mast: No objections could be raised as regards the jigger mast. The crane of the upper jigger gaffs was adjusted and found in order. The running gear, such as wire, hemp and manila ropes for the upper top sail halliard, upper top gallant and royal halliards, all sheets, guy ropes, dumpers, leech lines and guys for all sails in question are still in efficient condition. The ship is so well equipped with wire, hemp - and manila ropes that possible worn out material could be replaced by new material. One roll of standing rigging 5 1/4" is available.

Sails: According to sail index the following is available:

1 new set, year 1955/56
1 set of ~~wind~~ sails (for trades?) in good condition
3 top sails, 1 foresail, 1 main sail new, as spare. A new jigger is in the process of being made.

There is a number of spare sails as required by the classification rules ~~XXXXXXXXXX~~, as well as the requirements of the See-Berufsgenossenschaft.

There are 68 rolls No. 0, 1, 2, 3 and 4 on board made of new canvas. There are four trained sailmakers on board and further new sails will be made during the voyage.

According to requirements, good mooring ropes and towing ropes are available on board.

On account of my conscientious examination I certify that the complete rigging of the "PAMIR" is in a good and seaworthy condition.-

Hamburg, 11th June, 1956

Sgd. Capt. Richard Sietas

Stamp



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