

REPORT OF SURVEY FOR REPAIRS, &

Date of writing Report 3rd Mch. 1942 When handed in at Local Office 19 Port of WELLINGTON
 No. in Reg. Book. 52004 Survey held at WELLINGTON Date, First Survey 22nd Aug. 41 Last Survey 27th Feb. 19
 on the Wood, Iron or Steel BARQUE "PAMIR" (No. of Visits 18)
 TONNAGE: Built at HAMBURG By whom BLOHM & VOSS When 1905 10-mo
 GROSS 2799 Owners British Govt. of New Zealand Owners' Address -
 UNDER DK. 2528 Managers - Port belonging to MARITIME
 NET 2365

Surveyed Afloat or in Dry Dock? BOTH Name of Dock WELLINGTON FLOAT- DESTINED VOYAGE NOT KNOWN
 Cell DBor DBa feet; uE&B feet; f feet feet
 capacity tons. FPT tons; APT tons; MT tons.

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

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

Report, No. 12840 Port Got.

Special surveys, when held, must be reported in detail and in accordance with the terms of the Rules and items remaining to be completed 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 relating to this case. My Letter No. 3050 of 25/8/41.

Where 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

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR 3rd Special Survey No. 1.

This vessel sailed into Wellington and was claimed as a prize. After discharge and before unloading, I was requested by the New Zealand Government to carry out the requirements of the above survey.

Vessel placed in Dry Dock, bottom and side plating, stern frame, keel and stem examined, found in good condition, afterwards recoated.

Walls, tween decks, forward & after peaks, ceiling lifted as required by Rules, all oxidation removed from all parts and all steelwork through all parts of the vessel, carefully examined and found in good condition. Afterwards recoated. Lining on ship's side removed in way of side-lights, plating in way of same examined and found in good condition.

Decks, hatchways, hatches, fore & afters, ceiling, cargo battens, air & sounding pipes, plates (P.T.O.)

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

PRESENT CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	-	Copper, or Y.M.
ing of Decks	"	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
ings	"	Cement or Asphalt	Good	Oil Bunkers	-
s & Fastenings	"	Rudder	Good	Scuppers	Good
Plating	"	Steering gear and its connections	Good	Cargo Hatchways	Good
in way of sidelights	Good	Windlass	Good	Hatches	Good
es	Good	Have pumps been examined and found efficient?	Yes	Planking	-
ize Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking	-
tudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-
verses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-
ns	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-
ers	"	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	-
Bottom Plating	Open bottom			" " at other places	-
the Tanks been examined internally?	None			Stringers, Clamps & Shelves	-
the Tanks been tested?	-			Salting	(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, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

HIS VESSEL IS IN GOOD CONDITION AND ELIGIBLE, IN MY OPINION, TO BE CONTINUED AS CLASSED 100A1 WITH FRESH RECORD OF SURVEY 2,42 AND NOTATION 3RD S. S. No. 1 - 2,42.

Survey Fee (per Section 20)	£ 26 : 5 : -	Fees applied for, 27/2/1942
Special Damage or Repair Fee (if any) (per Sec. 20)	£ :	Received by me, 19
Printing Expenses (if chargeable) & Cables	£ 3 : 5 : 10	
and Surveyor's Fee (if any)	£ :	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 19 JUN 1942

Character Assigned

100A1 Subject S.S. No. 1-42

CERTIFICATE WRITTEN



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DO NOT WRITE ACROSS THIS MARGIN.

Sea cocks 1 forward, 1 aft repaired and pipes renewed. Fore peak suction pipe renewed.

Masts. Fore, main, mizzen & jigger, hammer tested and examined. Defective steel yards sent down for repairs. Foremast. Lower & upper top gallant yards, ends wasted at bottoms, sheathing patches welded on, quarter band eyes and link nips made good.

Mainmast. Royal & upper top gallant yards, royal yard sheathed local wastage; upper top gallant yard, quarter band eyes repaired. Mizzen mast. Upper & top gallant yards, quarter band eyes and sheet block eyes repaired. Jigger mast. Upper & lower gaffs wood renewed. All bumkin and sheet chains and shackles renewed or repaired as required. All chains annealed Brace and yard winches adrift, repaired as

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

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.			
	1st Bower ...															
	2nd „															
	3rd „															
	Collective Weight.															
	Steam															
	Kedge															

If Patent state name of Patentee.

If 200 Tons state Mechanical Test.

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

[illegible]

All wire stays, brace wires, ropes and all running gear examined and made good as required.

Herbert Lingett
SURVEYOR TO LLOYD'S REGISTER.
WELLINGTON. N.Z.