

COPY.

# Lloyd's Register of Shipping.



Port ~~OF~~ FRANCISCO

November 15th, 1943.

# 8775

This is to Certify that

H. N. CLEGG

the undersigned Surveyor to this Society did at the request of  
the Master of the Steel Sailing Bark

"PANIR"

2799 tons gross register of New Zealand, attend on board said  
vessel for the purpose of ascertaining the nature and extent of  
repairs to Hull and Equipment necessary to place this vessel in  
good condition.

On October 19th, 1943, and subsequent dates, while the vessel  
was lying afloat at the Grove Street Pier, Oakland, California,  
the undersigned Surveyor attended on board, and in conjunction  
with the Master of the Vessel, checked up on repairs necessary.

REPAIRS NOW EFFECTED:-

- (1) Vessel tilted by the bow and the three (3) upper rudder  
pintle bolts removed and machined true. New lignum vitae  
bearings fitted to the three (3) upper gudgeon holes and  
the rudder proved in satisfactory working order.
- (2) Forward manual pump opened up, repaired and placed in  
working order.


This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



REPAIRS NOW EFFECTED

(Cont'd)

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- (3) Fairlead and sheave of sounding machine wire fitted to poop deck rail.
  - (4) Thirty (30) sheet blocks with sheaves repaired. New pins fitted.
  - (5) Three (3) royal halyard sheaves rebushed.
  - (6) Spanker boom sheave rebushed.
  - (7) Main driving shaft of anchor windlass removed to shop. Bearing faces and clutches repaired, and all re-assembled and placed in good working order.
  - (8) Pipe lines of fire and deck washing system, which were corroded and wasted renewed as found necessary. All valves and hose connections repaired.
  - (9) Knight head well scupper pipes renewed.
  - (10) New keeper collars fitted to all brake rods of halyard winches.
  - (11) Two (2) new keys furnished for forward and after well connections.
  - (12) Main bilge pump dismantled, repaired, re-assembled and placed in working order.
  - (13) All halyard and brace winch handle cranks were forged and welded at key way ends and made workable.
  - (14) New eye bracket for spanker boom sheets fitted on poop deck.
  - (15) Four (4) lifeboats davits removed to shop. Sections which form bearings in pads built up by welding, and made smooth by grinding. New bushings fitted and all placed in working order.
  - (16) New pin wedge fitted to starboard bow stopper.
  - (17) All brace winch pawls with plates and brackets renewed. A new length of stopper chain (approximately 6") fitted to each assembly.
  - (18) Key ways of gear shaft of midship steering wheel trued. New keys and keeper collar fitted.



## PAIRS NOW EFFECTED

(Cont'd)

- (19) New spoke handles fitted to after midship steering wheel.
- (20) One-hundred (100) pin rail plates furnished and placed on board.
- (21) Coaming of cement installed around scupper pipe in starboard forward forecastle in way of butcher shop.
- (22) Wood decking of bridge deck completely caulked and glued.
- (23) Fairbanks-Morse Oil Engine and Dynamo for lighting plant (Port aft) taken to shop and overhauled. Unit reinstalled in a fore and aft position and proved satisfactory.
- (24) Oil engine for refrigerator unit taken to shop and overhauled. Unit re-installed and proved satisfactory.
- (25) Leaks in insulation of refrigerator chamber repaired.
- (26) Flat wick burners fitted to four (4) riding lamps.  
One (1) new tank furnished.
- (27) Ship's forge repaired.
- (28) One (1) new pin for anchor connecting shackle furnished and fitted. New shackle supplied.
- (29) One (1) new main topgallant stay supplied for spare.
- (30) One (1) new jigger topmast stay supplied for spare.
- (31) Nine (9) parrels taken to shop. New brass pins and steel rollers made and fitted. Fastening bolts, nuts and brackets repaired. Parrels installed on ship as directed.
- (32) All shackles on all masts renewed. Eighteen (18) on the fore, main and mizzen masts. Four (4) bottle type turnbuckles with shackles connected to futtock shrouds repaired.
- (33) Fifteen (15) butterfly blocks overhauled. All sheaves rebushed. All pins renewed.



REPAIRS NOW EFFECTED:- (Cont'd)

- (34) Spanker boom disconnected from mast. Boom taken to shop and a new steel doubler plate welded to boom in place of the original bolted doubler that was found corroded.
- (35) Fore and main bunks removed and overhauled. New pins fitted. Bulwarks strengthened in wake of bunks by welding steel doubler plates to same.
- (36) A total of four (4) eyes at yard ends and sling of yard of the mizzen royal yard built up by welding.
- (37) After futtock shroud of port mizzen mast repaired.
- (38) Screw bottle turnbuckle for martingale stay repaired.
- (39) Topmast cap back stays:  
One (1) in way of fore mast renewed.  
Two (2) in way of main mast renewed.
- (40) Topmast back stays:  
Six (6) in way of mizzen mast renewed.  
One (1) in way of foremast renewed.
- (41) One (1) section of line pipe in forward lavatory renewed.
- (42) Lavatory seats repaired.

NEW DECK HOIST:-

- (43) One (1) Le Roi gas engine and hoist furnished. This engine is used to power the anchor windlass; also, to handle cargo.  
  
One (1) large gypsy head (wide rope puller) furnished and installed on hoist. This is to work messenger lines between hoist and anchor windlass.  
  
Old oil engine which was secured to deck removed and stowed in hold.  
  
Deck repaired and made water tight before securing engine to same.  
  
Portable sheet metal hood furnished and installed over new engine and hoist in order to protect gear from the elements.

These repairs and renewals as enumerated above were carried out at this time on account of wear and tear and were effected in order to place the vessel in a seaworthy condition.

(SIGNED) H. N. CLEGG  
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING



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Foundation