

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report NOV. 16th 1943 When handed in at Local Office 19 Port of SAN FRANCISCO  
No. in Reg. Book. Survey held at SAN FRANCISCO Date, First Survey Oct. 19-43 Last Survey November 12, 1943.  
02015 on the ~~XXXXXXX~~ Steel Sailing 4 Masted Bark "PAMIR" (No. of Visits SIX)

TONNAGE:— Built at Hamburg By whom Blohm & Voss When 1905 - 10  
GROSS 2799 Owners Government of New Zealand Owners' Address —  
UNDER DK. 2528 Managers — (if not already recorded in Appendix to Register Book).  
NET 2365 Port belonging to British

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock — Destined Voyage —

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. 8679 Port S. 70.

(Periodical Surveys, when held, must be reported in detail and serially 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 ~~XXXX~~ report he is required to state whether he offered his services for this purpose and to whom and why they were declined. See Report attached.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR REPAIRS TO RUDDER, DECK, RIGGING AND GENERAL EQUIPMENT

NOW DONE:—

REPAIRS NOW EFFECTED DUE TO WEAR AND TEAR:—

Vessel tilted by the bow and the three (3) upper rudder pintle bolts removed and machined to true faces. The lignum vitae bearings for the three (3) upper bearings were renewed. The rudder tried out and proved in good working order.

The following is a summary of the major repairs to rigging and equipment carried out at this time in order to place the Vessel in a working condition:

For full particulars, please see Report attached.

REPAIRS:— WEAR AND TEAR

(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 Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

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

## General Observations, Opinion as to Class, Recommendation, &amp;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."

This Vessel, so far as now seen, is in good and efficient condition and eligible in my opinion to remain as classed without fresh record of survey. (Shell plating to be drilled first opportunity)

Survey Fee (per Section 29) \$ 30.00 : Fees applied for, NOV. 16, 19 43.  
REPORT \$ 45.00 :  
(per Sec. 29)  
Travelling Expenses (if chargeable) \$ 18.00 :  
Second Surveyor's Fee (if any) £ : :  
Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned As now subject



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Lloyd's Register Foundation



Steel 4 Masted Bark "PAMIR"

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.
3. Thirty (30) sheet blocks with sheaves repaired. New pins fitted.
4. Three (3) royal halyard sheaves rebushed.
5. Spanker boom sheave rebushed.
6. Main driving shaft of anchor windlass removed to shop. Bearing faces and clutches repaired, and all re-assembled and placed in good working order.
7. Pipe lines of fire and deck washing system which were corroded and wasted renewed as found necessary. All valves and hose connections repaired.
8. Knight head well scupper pipes renewed.
9. Main bilge pump dismantled, repaired, re-assembled and placed in working order.
10. Four (4) lifeboat 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.
11. Keyways of gear shaft of midship steering wheel trued. New keys and keeper collar fitted.

## 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														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weights																
	Stream																
	Kedge																

## CHAIN CABLES.

[illegible]

12. Wood decking of bridge deck completely caulked and glued.
13. Fairbanks Morse Oil Engine and Dynamo for lighting plant (Port Aft) taken to shop and overhauled. Unit re-installed in a fore and aft position and proved satisfactory.
14. Oil engine for refrigerator unit taken to shop and overhauled. Unit re-installed and proved satisfactory.
15. One (1) new pin for anchor connecting shackle furnished and fitted. New shackle supplied.
16. One (1) new main topgallant stay supplied for spare.



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17. One (1) new jigger topmast stay supplied for spare.
- 18.. 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.
19. 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.
20. Fifteen (15) butterfly blocks overhauled. All sheaves rebushed. All pins renewed.
21. 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.
22. Fore and main bumkins removed and overhauled. New pins fitted. Bulwarks strengthened in wake of bumkins by welding steel doubler plates to same.
23. A total of four (4) eyes at yard ends and sling of yard of the mizzen royal yard built up by welding.
24. After futtock shroud of port mizzen mast repaired.
25. Screw bottle turnbuckle for martingale stay repaired.
26. Topmast cap back stays:  
One (1) in way of fore mast renewed.  
Two (2) in way of main mast renewed.
27. Topmast back stays:  
Six (6) in way of mizzenmast renewed.  
One (1) in way of foremast renewed.

NEW DECK HOIST-

28. 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.

Deck repaired and made water tight before securing engine to same.

*M.C.*