

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

Date of writing Report 17th July 1946 When handed in at Local Office 17th July 1946 Port of Vancouver, B. C.

No. in Reg. Book. Survey held at Vancouver, B. C. Date, First Survey 11 July, 1946 Last Survey 16th July, 1946 (No. of Visits 3)

on the ~~Wood-Iron or Steel~~ Four Masted Barque "PAMIR"

TONNAGE:—  
GROSS 2796  
UNDER DK. 2528  
NET 2522

Built at Hamburg By whom Blohm and Voss When 1905 10  
Owners Government of New Zealand Owners' Address  
Managers Port belonging to Martenham B. C.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage New Zealand

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. 4119 Port WLN

(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 damage report he is required to state whether he

offered his services for this purpose and to whom and why they were declined Not

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

required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE and REPAIRS:—

Damage to Starboard bow plating stated to have been caused by anchor fluke during S.E. gale off Swiftsure Lighthouse on 6th January, 1946 whilst on a voyage from Vancouver, B. C. to Wellington, New Zealand.

DAMAGE REPAIRS NOW DONE:—Cement box removed. Indented shell plate on Starboard bow and one frame in way of paint locker released and faired in place.

Doubling plates (7'0"x3'6"x1/2") fitted from frame 9 to frame 13 from forward in way of anchors on Port and Starboard sides, satisfactorily hose tested on completion.

Bulwark plate on Port side abaft forward freeing port faired in place.

Interim Certificate issued - Copy attached.

SUMMARY 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

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Fell.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Freenails	" length mean diamr. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	" 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
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

## 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 an efficient condition and eligible, in my opinion, to remain as classed without fresh record of Survey.

Survey Fee (per Section 29)	£	:	Fees applied for, 17 July 46
Special Damage or Repair Fee (if any) (per Sec. 29)	\$20.00	:	Received by me
Travelling Expenses (if chargeable)	£	:	
Second Surveyor's Fee (if any)	£	:	

D. J. Archibald  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned

WED. 28 AUG 1946

As now, without spl. can.



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Lloyd's Register Foundation

Has a Survey also been held on the Machinery of the Ship?  
If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to