

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Revised at London Office)

Date of writing Report 4th. April 1952 When handed in at Local Office 4th. April 1952 Port of RIO DE JANEIRO

Survey held at Rio de Janeiro Date. First Survey 28/3/52 Last Survey 3/4/52 1952
(No. of Visits Three)

006A on the Machinery of the ~~XXXXXXX~~ Steel ImstBk. "PAMIR"

Gross 2796 Vessel built at Hamburg By whom Blohm & Voss Year. Month. 1905, 10
Net 2522 Engines made at - By whom - When -
Boilers, when made (Main) - (Donkey) - When -
Owners Heinz Schliewen Owners' Address -
Managers - (If not already recorded in Appendix to Register Book.)
Main Boilers - Port - Voyage -
Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat.
(State name of Dock.)

Report No. - Port -

Particulars of Examination and Repairs (if any) Change of propeller.

Special Surveys, when held, must be reported in detail and verified in the terms of the Rules. State clearly the cause of Repairs, if any, 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 briefly mentioned at the end of the report. State also the date and initials of any letters respecting this case.

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 why they were declined. Yes - not required.

A damage report made by anyone else? If so, by whom? Yes - Germanischer Lloyd Rep.

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

" Donkey "

State for what reasons

What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler

Present condition of funnel(s)

Has the Surveyor examined the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It is stated that the propeller will be drawn in for examination on the vessels return to Hamburg from present voyage. Since a dock was not available in this port the vessel was tipped to carry out the following.

As stated that on the 13th January last while the vessel was on voyage from Europe to South America an irregularity was noted in the running of the machinery. The propeller was examined through the bottomed box and one blade noted to be missing. On the 21st January it was noted that the other blade had also broken off at the root.

Vessel has now been tipped, old boss removed and the spare propeller fitted satisfactorily.

Certificates on board recommend that the machinery be classed LMC 12.51. TS(CL) 12.51 and Aux. Engine fitted 12.51.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible, in my

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 3.11, HAMS 3.11 to LMC 3.11 or to LMC 140 lb., PD, &c.)

Opinion, to remain as class recommended, subject to the propeller shaft being drawn for examination on the vessel's arrival at Hamburg from present voyage - Vitoria-Rotterdam- Hamburg.

Fees (per Section 22) £1,500.00

Fees applied for 4.4. 1952

Damage or Repair Fee (if any) £

Received by me, 19

Other expenses (if chargeable) £ 100.00

Engineer Surveyor to Lloyd's Register of Shipping.

Attorney's Minute

TUES. 1 JUL 1952

See Kiel 565

igned



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Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to