

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

(Received at London Office)

24 FEB 1955

Date of Survey Report 14 Feb. 55 When dictated in at Local Office HAMBURG Port of HAMBURG
 No. in Reg. Book Survey held at HAMBURG Date First Survey and Last Survey 4th Febr. 1955
 (No. of Entries)

72866 on the Machinery of the Hand-Lower Steel M.V. "PAMIR"

Tonnage Gross 3103 Vessel built at Hamburg By whom Blohm & Voss When 1905 Month 10
 Net 2509 Engines made at Kiel By whom Fr. Krupp Germaniawerft AG When 1905 Month 10
 MN As Per Rule 180 Boilers where made (Main) (Donkey)
 No. of Main Boilers One Owners Landesbank und Girozentrale Schleswig-Holstein Owners' Address (if not already recorded in Appendix to Register Book)
 HS " " " Managers " Port Lübeck Voyage "
 No. of Donkey Boilers "
 Steam Pressure " If Surveyed Afloat or in Dry Dock Drydock
 in Main Boilers " (State name of Dock) Stulcken-Werft
 in Donkey Boilers "

Last Report No. " Port "
 Particulars of Examination and Repairs (if any) Docking and T.S.

Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 briefly summarized at the end of the report. State also the dates and initials of any letters respecting this report.

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 why they were declined. no damage

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

Did the Surveyor personally examine each Main Boiler separately and make a thorough examination at this time? "

Donkey "

If not, state for what reasons " What parts of the Boilers could not be thus thoroughly examined? "

What 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? "

State latest date of internal examination of each boiler "

Present condition of funnel(s) "

Did the Surveyor examine the Safety Valves of the Main Boilers? "

To what pressure were they afterwards adjusted under steam? "

Did the Surveyor examine the Safety Valves of the Donkey Boilers? "

To what pressure were they afterwards adjusted under steam? "

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? "

and of the Donkey Boilers? "

Did the Surveyor examine the drainings of the Main Boilers? "

and of the Donkey Boilers? "

Did the Surveyor examine all the mountings of the Main Boilers? "

and of the Donkey Boilers? "

Has the screw shaft now been drawn and examined? yes

Has it a continuous liner? yes

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

Has shaft now been changed? no 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 4-2-55

State the wear down in the stern bush close fit

Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? no

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 name, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

NOW DONE:- Vessel placed in dry dock, propeller, stern tube, screw shaft and sea valves and cocks with their fastenings examined and found satisfactory.

(MC(m)) due 12.53

General Observations, Opinion, and Recommendation:-

(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 alterations required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The machinery of this vessel, where now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with fresh record of TS CL 2.55.

Survey Fee (per Section 23) T.S. DM 30,- Fees applied for, 22.2.1955

Special Damage or Repair Fee (if any) " (per Section 23)

Received by me, "

Travelling expenses (if chargeable) DM 10,-

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute "

TUESDAY - 5 APR 1955

Assigned As now

S 2.55 - not posted - see in 1955

Is Certificate required? If so, to be sent to

