

Steel Four Mast Barques

"PAMIR." & "PASSAT."

The "PAMIR" was built in Hamburg in 1905 and then Classed 100A.1.

The Class was expunged with a Red Line in November 1918 indicating non-compliance with the Society's Rules but in 1924 was reinstated.

The shell plating was drill tested in August 1932, and very slight diminution in the thickness reported, on which account further drill testing was subsequently waived until the ship was 43 years old. She was reported sold for breaking up purposes 4,51 and the Class withdrawn from the 1951/52 Register Book.

The "PASSAT" was built at Hamburg in 1911 and then Classed 100A.1., but Class was withdrawn 12,34 at the Owner's request.

She was also reported sold for breaking up purposes 4,51.

The following cablegram has now been received from the Hamburg Surveyors:-

"ENDEAVOURING OBTAIN RECLASSIFICATION PAMIR AND PASSAT STOP PLEASE FORWARD URGENTLY COPIES FIRST ENTRY REPORTS AND ANY AVAILABLE INFORMATION."

In reply thereto IT IS SUBMITTED the Surveyors be informed that in order to have each ship's character reinstated in the Register Book as formerly, it will be necessary for both to be dealt with as follows:

- (1) The requirements of a PERIODICAL SPECIAL SURVEY (D) to be complied with, including the drilling of the shell plating amidships and in the vicinity of the peaks and the upper deck amidships, also in such parts of the structure where signs of wastage are evident. The particulars of shell and deck thicknesses as ascertained should be forwarded for the Committee as soon as possible.
- (2) The masts, spars and rigging to be specially examined from aloft, the rigging by a qualified rigger and all to be found or placed in good condition,
- (3) Any major repairs which have been effected to the structure since the ship was disclassified to be specially examined in order to ascertain the character of the workmanship and that the materials used are in accordance with the Rules.
- (4) Structural alterations which may have been carried out



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since the ship's class lapsed and which effect the longitudinal and/or transverse strength of the ship to be reported in detail.

- (5) The full particulars of the equipment on board to be furnished in order that the Figure "1" can be re-instated.

Note The first entry reports on each case should be forwarded to the Surveyors as requested for their information and return.

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