

REPORT OF SURVEY for REPAIRS, &c.

Date of writing Report *Mar. 11th 1922* When handed in at Local Office *Mar. 11th 1922* Port of *Marseilles*
 No. in Survey held at *Marseilles* Date First Survey *Jan. 18th* Last Survey *March 1st 1922*
 Reg. Book. *04314* on the *Wood, Iron or Steel* *4 Mast Brk. Passat* Master *✓*

TONNAGE:-
 GROSS *3091*
 UNDER DECK *2850*
 NET *2882*

Built at *Hamburg*By whom *Blohm & Voss*When *1911* MONTH *11*Owners *French Government*Port belonging to *(French)*Owners' Address *✓*

(if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *No. 2*Destined Voyage *Hamburg*

WB=CellDBorDBa feet; uE&B feet; f feet;
 total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. *1* 5360 Port *✓* MSL

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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. *H. L. H. 3/11/22*
S. 24 + 25 12/22

CHARACTER.
 * for Special Survey.
 Date of last Survey and of Periodical Surveys.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Reclassification *S. S. No. 3*

Now done:- Vessel placed in dry dock, Rudder lifted & examined, pintles & braces cleaned. Bottom only partly cleaned & one coat of paint applied. The examination of bottom made by one under partly cleaned condition was sufficient to enable temporary certificate being issued for Ballast Voyage to Hamburg, Subject to outside plating down to light line being cleaned & coated and from light line to keel, plating to be completely sealed for examination on arrival at Hamburg. Holds & peaks cleaned & examined. All closed ceiling removed & flat of bottom thoroughly examined. The whole of the frames, stringers, hooks, floor plates, keelsons, end of beams, water-tight bulkheads, rivets & inner surfaces of outside plating exposed, examined & found satisfactory; all closed ceiling &c. refitted. (Continued)

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	✓	✓	✓	✓	✓	✓	✓	✓
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Fair'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	✓

PRESENT CONDITION OF THE

Decks <i>Good</i>	State if Tanks have been examined inside <i>✓</i>	Dblg. Plates under Sounding Pipes <i>✓</i>	Copper, or Y.M. of Wood Vessels <i>✓</i>
Caulking of Decks <i>"</i>	State if Tanks now tested <i>✓</i>	Engine Room Skylights <i>✓</i>	(State if on Felt.)
Waterways <i>"</i>	Bulkheads <i>Good</i>	Coal Bunkers, Open'gs, Lids, &c. <i>✓</i>	When put on, Month <i>Good</i>
Coamings <i>"</i>	Ceiling <i>"</i>	Scuppers <i>Good</i>	Boats <i>Good</i>
Beams & Fastenings <i>"</i>	Cement or Asphalt <i>Cement</i>	Cargo Hatchways <i>"</i>	Masts, Yards, &c. <i>Examined</i>
Outside Plating <i>"</i>	(State which.) <i>"</i>	Hatches <i>"</i>	Condition, how ascertained <i>Examined</i>
Caulking of ditto <i>"</i>	Rudder <i>"</i>	Planking of Wood Vessels <i>"</i>	(State if wedges removed <i>✓</i>
Rivets <i>"</i>	Steering gear and its connections <i>"</i>	Caulking ditto <i>"</i>	Sails <i>Good</i>
Breasthooks & Crutches <i>"</i>	Windlass <i>✓</i>	Treenails ditto <i>"</i>	Equipment letter <i>3</i>
Transoms <i>"</i>	Have Pumps now been examined and found efficient? <i>✓</i>	Breasthooks & Stemson ditto <i>"</i>	Anchors, No. <i>3-1-1</i>
Frames <i>"</i>	Have Sluice Valves now been examined and found efficient? <i>✓</i>	Transoms, Pointers, & Crutches ditto <i>"</i>	Cables (State if now ranged) <i>✓</i>
Reverse Frames <i>"</i>	Have Watertight Doors now been examined and found efficient? <i>✓</i>	Timbers of Frame at openings ditto <i>"</i>	" length <i>(270)</i> size <i>2 3/16</i>
Floors <i>"</i>	Have Ventilators and their Coamings been examined and found efficient? <i>✓</i>	Ditto ditto at other places ditto <i>"</i>	" Rule length <i>270</i> size <i>2 3/16</i>
Keelsons <i>"</i>		Stringers, Clamps & Shells ditto <i>"</i>	Hawser & Warps <i>Sufficient</i>
Stringers <i>"</i>		Salting (State if examined.) ditto <i>"</i>	Standing & Running Rigging <i>"</i>
Inner Bottom Plating <i>✓</i>			

General Observations, Opinion as to Class, Recommendation, &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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 15," or "to remain as classed and to have record of survey, 1, 15, and the notations of ss No. 1-15 and PTND15, &c."

This Vessel is now in good and efficient condition & eligible to be reclassified subject to the above mentioned condition

Survey Fee (per Section 25) *£1720.00*
 Special Damage or Repair Fee (if any) *£100.00*
 Travelling Expenses (if applicable) *£50*
 Second Surveyor's Fee (if any) *£*

Fees applied for,
Mar. 3rd 1922
 Received by me,
Mar. 8th 1922

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. MAR. 21 1922

FRI. JUL. 21 1922

Character Assigned

*No action**7/21/22*

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Lloyd's Register Foundation

Solid
Deck
Cabin

5. 3.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS

Number of Certificate.	Anchor.*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED by TABLE 30 or 31.			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 ...																
	2nd ..																
	3rd ..																
	Collective Weight.																
	Stream																
	Kedge.....																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

CHAIN CABLES.

[illegible]

Dear Si

telegram

" Passat
" certif
" Vosyz
" Vaden

* Vexam
Kj Vekaz

" Wosib

- " Yogul
- " Venad

• Zoxut

to issue

Hamburg

The Secret
London

Steel & Mst Bk Passat.

Solid cement on inner surface of bottom plating examined & found efficient
Decks examined & found in efficient condition, wood deck partly caulked.

Cables ranged & examined together with anchors

Masts, spars & general equipment examined & found in good and efficient condition
Kedges of Masts & bowsprit removed, standing rigging lifted, Bobstays pins, deadeyes,
and rigging screws also all bolts & fittings carefully examined & parts of running
rigging now renewed. Sails examined & found satisfactory

Hatches examined in position, Ventilator coaming & covers, examined & found
in efficient condition

Steering gears with all connections, windlasses, pumps, sounding pipes
examined & found satisfactory, doubling plates under sounding pipes

A. P. Jones

Surveyor.

P.S. This Vessel has been returned to late German owners

LR-FAF-SA27-34 2/2



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