

BK. "PASSAT". Built in 1911-11 mo at Hamburg.

This Ex-German Vessel was during the War lying at Iquique, and is one of those Sailing Ships which were brought to this country last year. She was allocated to the French Government, who have since sold her to Mr. F. Laeisz of Hamburg.

In January last the Marseilles Surveyors stated the vessel had been submitted to survey for re-classification, and he was informed that the Special Survey No. 3 would be necessary.

The Surveyor recently cabled as follows, viz:-

"Bk PASSAT in drydock plating from light line to keel  
"greatly corroded Owner's Superintendent refuses to  
"scale plating for complete examination also refuses plating  
"to be drilled if found necessary wire instructions"

In reply he was informed as follows, viz:-

"PASSAT To entitle vessel to re-classification plating  
"must be chipped and scaled for complete examination as  
"recommended Special Survey No. 3 must be completely held  
"and plating must be drilled as may be necessary stop  
"Inform Owner's Agents unless recommendations complied  
"with you must not undertake survey".

The attached letter and cablegram have now been received from the Owner.

27th February, 1922.

*Would agree to travel  
having Cert. for Voyage  
Mol: to Ham.*

 Lloyd's Register  
Foundation

*2016*

RE: "PABAT" built in 1911-12 at Hamburg.

This ex-German vessel was during the war lying at  
Lorient, and is one of those sailing ships which were  
brought to this country last year. She was allocated to  
the French Government, who have since sold her to Mr. T.  
Lester of Hamburg.

In January last the Maritime Surveyors stated  
the vessel had been submitted to survey for re-classification,  
and he was informed that the Special Survey No. 3 would  
be necessary.

The Surveyor recently replied as follows, viz:-

"RE PABAT in drydock plating from light line to keel  
greatly corroded Owner's Superintendent wishes to  
"scale plating for complete examination also wishes plating  
"to be drilled if found necessary. Wire instructions"

In reply he was informed as follows, viz:-

"PABAT To entitle vessel for re-classification plating  
"must be clipped and scaled for complete examination as  
"recommended Special Survey No. 3 must be completely held  
"and plating must be drilled as may be necessary step  
"inform Owner's Agent unless recommendations complied  
"with you must not undertake survey."

The attached letter and cablegram have now been

received from the Owner.

27th February, 1922.

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