

27 JUN 1952

Chief Ship Surveyor.....

Received from Chief Ship Surveyor 13 MAY 1952

NAME "P A S S A T" REPORT Kel. No. 568

the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

which have to be submitted to the Classing Committee the endorsement to contain a succinct summary of any repairs that have been and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24/5/92.)

PERIODICAL SPECIAL SURVEY (D) ~~and~~ for RECLASSIFICATION (Ship 40 years old).

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

AMIDSHIP.						FORWARD.						AFT.						REMARKS.
Original Thickness	Thickness by drilling.		Diminution if any.		Original Thickness	Thickness by drilling.		Diminution if any.		Original Thickness	Thickness by drilling.		Diminution if any.					
	Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.				
F.	38	35	35	3	3	38	28	30	10	8	36	28	28	8	8			
L.	82	75	73	7	9	62	57	55	5	7	48	55	53	-	-			
K.	58	55	57	3	1	42	43	37	-	5	42	47	51	-	-			
J.	62	59	59	3	3	50	45	43	5	7	42	47	53	-	-	R= Renewed.		
I.	56	57	55	-	1	42	43	43	-	-	42	39	35	3	7			
H.	62	R	R	-	-	56	51	49	5	7	48	43	41	5	7			
G.	64	R	R	-	-	50	43	47	7	3	50	R	R	-	-			
E.	64	55	55	9	9	58	47	45	11	13	50	R	R	-	-			
D.	58	47	R	11	-	44	49	R	-	-	44	R	R	-	-			
C.	58	55	53	3	5	52	47	R	5	-	44	R	R	-	-			
B.	58	51	53	7	5	44	43	51	1	-	44	R	R	-	-			
A.	62	49	51	13	11	54	43	R	11	-	54	45	47	9	7			

Drillings at ends to be made in the vicinity of the peak bulkheads.

The class #100A1 of this steel sailing ship was withdrawn from the Register Book 12,34 and three dots (...) inserted in lieu.

Reclassification with the Society is now desired.

The KIEL Surveyor reports (1,52), the ship placed in dry dock the requirements of a SPECIAL SURVEY (D) for RECLASSIFICATION complied with and repairs effected to shell plating, etc. (p & s) and other items.

The thickness of the shell plating has been ascertained by drill testing with results as above which are satisfactory.

P.T.O.....



© 2018

Lloyd's Register
Foundation

"P A S S A T"

Auxiliary propelling machinery has been installed at this time.

Alterations effected in accordance with the approved plans, included the fitting of a new sternframe and rudder, engine seatings, additional W.T. bulkheads, and E.S.D.

The anchor and chain cable equipment has been repaired, retested and verified and is complete, except for the deficiency of 45 fathoms of chain cable.

IT IS SUBMITTED this ship is eligible to have her class #100A1 reinstated in the Register Book, with record of docking 12,51 and to have Notation of 'ss. Kel. 1,52(Dr)' assigned as recommended, subject to the sternframe (E.W. 12,51) being specially examined at the next drydocking, and to 45 fathoms of chain cable being supplied at the earliest opportunity.

REINSTATE CLASS

#100A1
12,51 Kel.
ss. Kel. 1,52(Dr)
Reclassified 1,52

Subject

Steel Aux. 4 Mst. BK.

BM. 30.4.52.

INSERT IN R.B.

Steel Aux. 4 Mst. BK.
2 Dks.
DTa 0.F; MT 50' 378 t; APT 20t; ~~SEA~~ FW
BK 10 1/2", 6 BH, Cem, Lloyd's A & CP
P 53' B 69' F 36'
C.L. 323.5'
ESD
"y"
"u"

IT IS FURTHER SUBMITTED the Surveyors be requested to furnish the capacities of the Midship Deep Tank also the fore peak tank for inclusion in the Register Book, and to forward Forging Certificate of the Rudder.

They should be informed it is concluded the thicknesses of the shell plating are reported in millimetres and the cement on the bottom of the ship has been examined and found satisfactory, but confirmation is desired.

also that the freeboard has been verified

