

Steel Four Mast Barques

/// "PANIR." & "PASSAT."

The "PANIR" 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
light diminution in the thickness reported, on which account
further drill testing was subsequently waived until the ship was
3 years old. She was reported sold for breaking up purposes
1951 and the Class withdrawn from the 1951/52 Register Book.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Classed 100A.1., but Class was withdrawn 12.34 at the Owner's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
1951.

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

"ENDEAVOURING OBTAIN RECLASSIFICATION PANIR 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 work-
manship and that the materials used are in accordance with
the Rules.
- 4) Structural alterations which may have been carried out



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(2)

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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8.9.51.



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