

Rpt. 8.

(Received at London Office **29 OCT 1955**)No. **4283****REPORT OF SURVEY FOR REPAIRS, &c.**

Date of writing Report **21st October, 1955** When handed in at Local Office **19** Port of **HAMBURG**
 No. in Reg. Book **22879** Survey held at **HAMBURG** Date, First Survey **1st August** Last Survey **19th September 1955**
 on the **XXXXXXX** Steel **Sailing Ship "PASSAT"** (No. of Visits **8**)

TONNAGE: — Built at **Hamburg** By whom **Blohm & Voss** When **1911** MONTH **11**
 GROSS **3181** Owners **Landesbank & Girozentrale, Schleswig-Holstein** Owners' Address **-**
 Net **2593** Managers **-** Port belonging to **Lübeck**
 XXX

Surveyed Afloat or in Dry Dock? **Both** Name of Dock **Flenderwerke Lübeck** Destined Voyage **-**

Cell DBor DBa feet: **uEgB** feet: **f** feet: **feet**
 total capacity tons: **FPT** tons: **APT** tons: **MT** feet: **tons**

only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No. **277 00** Port **Ant**

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey should be summarized. 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 summarized 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

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. **yes**

not required

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR **DOCKING, SPECIAL SURVEY AND REPAIRS**

NOW DONE:-

Vessel placed in drydock. Shellplating, sternframe and rudder cleaned, examined and coated.

Rudder lifted for examination.

Vessel undocked on the 10th September, 1955

EXAMINED:-

All holds, tweendecks, fore and afterpeak spaces, oil bunkers, engine spaces, under engines, structure of single bottom in holds and E.R., plating in way of sidelights, decks (ceiling partly lifted) hatchways with their closing and securing appliances, anchors, chaincables, chainlocker, masts, standing and running rigging and sails, (Report attached) steering gear, auxiliary steering gear windlass, general equipment, scuppers, handpumps, ventilator /p.t.o.

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

PRESENT CONDITION OF THE

Decks good	Bulkheads good	Engine Room Skylights good	Copper, or Y.M. good
Caulking of Decks good	Celling good	Coal Bunkers, Openings, Covers, &c. not exam	(State if on Fall)
Coamings good	Cement or Asphalt good	Oil Bunkers good	When fitted, Month Year
Beams & Fastenings good	Rudder good	Scuppers good	Boats good
Outside Plating good	Steering gear and its connections good	Cargo Hatchways good	Masts, Yards, &c. good
" " in way of sidelights good	Windlass good	Hatches good	Condition, how ascertained Security Exam
Frames good	Have pumps been examined and found efficient? yes	Planking good	(State if wedges removed) wedges removed
Reverse Frames good	Have Sluice Valves been examined and found efficient? not exam	Caulking good	Equipment letter 4 (11)
Longitudinals not exam	Have Watertight Doors been examined and found efficient? not exam	Treenails good	Anchors, No. of 3 B 1/2
Transverses good	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stems good	Cables (State if now ranged) ranged
Floors good	Air and Sounding Pipes good	Transoms, Pointers & Crutches good	" length 300 ft mean diamr. 53
Keelsons good	Doubling Plates under Sounding Pipes good	Timbers of Frame at openings good	(on board) 495 m
Stringers good		" " at other places good	" Rule length 270 ft size 55.5
Inner Bottom Plating not exam		Stringers, Clamps & Shelves good	Chain Locker good
Have the Tanks been examined internally? yes		Saltwater good	Hawsers & Warps good
Have the Tanks been tested? yes		State if examined	Standing and Running Rigging good
			Sails good

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."

This ship so far as now seen is eligible in our opinion to remain as now classed with fresh record of Docking 9.55 and to have the notation SS Lbc. 9.55

Survey Fee (per Section 23) **SPECIAL SURVEY DN 1191-0**
 W.S.T. **DN 100-0**
 Special Damage Repair Fee (if any) (per Section 23)
 Travelling Expenses (if chargeable) **150 DM**
 LATE ATTENDANCE FEE **50 DM**
 Second Surveyor's Fee (if any)

Fees applied for, **26-10-1955**
 Received by me, **19**

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned **See Kel 1375**

FRIDAY 25 NOV 1955



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