

Sietas  
Expert  
Surveyor  
13, Schlankreye 59 I  
20 19  
Kont Giro: Haspa 36/5375

Hamburg, 15th September, 1955.

S U R V E Y R E P O R T

At the request of Messrs. Lloyd's Register of Shipping, Hamburg 1, Ballindamm 25, the undersigned expert attended on board the German freight-training ship, the

Four-Masted Bark " P A S S A T "

On the 13th and 14th September, 1955, for the purpose of examining all the rigging, sails and equipment such as wire ropes and canvas.

Classification: D K E G, Port of Registry: Lübeck, 3181 Gross Tons, 2593 net tons.

Classification: Lloyd's Register: 100 A1, Germanischer Lloyd: 100 A4.

The survey was carried out at the Yard of Messrs. Lübecker Flenderwerke, of Lübeck, and the following was found:-

The jibboom, the four masts and yards, the jiggerboom and the lower and upper gaffs are absolutely free from rust and well preserved. The parrels of the yards have been thoroughly overhauled and found in order. The jibboom netting, jibboom foot ropes and jib guys, as well as all forestays and jib stay are in good condition and well preserved.

Mast: All the standing rigging, such as swifters, shrouds, backstays and yard arms, as well as the lower cross and cross trees and outriggers were found in good condition. The foot ropes and stirrups of all yards, the brace pendants, yard arms, the top sail, top studding sail sheet spiere and royal sheets have been tested by the crew on deck, according to entry in ship's log book, and well preserved. All guy ropes, leech lines and sheet blocks have been overhauled and greased. The 'setting-up' blocks for the fore braces on the upper deck have been renewed and the brace strips will be ~~newly~~ re-threaded.

Mast: When surveying the standing rigging of the main mast, together with all items belonging thereto, results similar to those found at the foremast have been obtained. The binding wire and sheathing have been removed from the scudding backstay on port side and examined, and found in good order.

Mast: Also, when examining the standing rigging of the mizen mast with all items belonging thereto, nothing objectionable was found. A leech line block on the lower top gallant yard p.s. will be renewed.

Lower Mast: The standing rigging of the jigger mast was in proper condition; nothing could be found on examination. Two guy blocks for the mizen top sail braces to the brace winch p.s. below the cross tree will have to be renewed.



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Running Rigging:

The running rigging, i.e. wire, hemp and manila ropes for the upper top sail halliard, upper top gallant and royal halliards, all sheets, guy ropes and dumpers, leech lines and guys for all sails in question, is still in proper condition. The wire sheets spliced on to the lower top sail sheet chains are to be renewed during the voyage. The wire braces on the brace winches are still fit for use and can be renewed at any time, as sufficient wire is available on board. The chafing gear sheathing at the top gallant backstays and royal backstays below the top gallant cross-trees is to be removed, the backstays are to be cleaned and preserved in way. Several third and fourth binding wires of the top gallant and royal backstays are to be renewed during the voyage.

Sails:

According to inventory of sails, 73 sails are available, all of which have been checked, examined and found in good ~~xxxx~~ condition. The number of spare sails is in accordance with the classification requirements as well as with the regulations of the See-Berufsgenossenschaft. A new crossjack sail will be made during the voyage. There are 80 rolls of new canvas Nos. 0, 1, 2, 3 and 4 available on board.

Further, the following items are also available:.

Steel wire rope: 68 hawsers of different thicknesses  
Hemp wire rope: 36 hawsers of different thicknesses  
Manila ropes : 30 hawsers of different thicknesses.

Further, there are one spare roll of standing rigging, 5<sup>1</sup>/<sub>4</sub>" and three new warps and topwing rope of 185 m available.

In view of my conscientious examination I certify that the complete rigging is in seaworthy condition.

Signature: Expert Capt. R. Sietas

Stamp

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