

13 FEB 1957

Rpt. 8.

(Received at London Office

4 FEB 1957

No. 5341

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th January 1957

When handed in at Local Office 22nd Jan 1957

Port of HAMBURG

No. in Reg. Book

Survey held at Hamburg

Date,

First Survey 14th January, Last Survey 16th Jan. - 1957

(No. of Vents TWO)

73176

on the ~~Wreck~~ <sup>Steel</sup> M. S. "PASSAT"

TONNAGE

Built at Hamburg

By whom

Blohm & Voss AG

When

YEAR. 1941

MONTH. 11

GROSS 3181

Owners Stiftung 'Pamir' und 'Passat'

Owners' Address

UNDER DEK

Managers Zerssen & Co.

(If not already recorded in Appendix to Register Book) Port belonging to Lübeck

NET 2593

Surveyed Afloat or in Dry Dock? dry dock

Name of Dock Blohm & Voss AG

Destined Voyage

Cell DBor DBa feet: uE&B feet: f 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. 73497 Port. ~~Ham~~ <sup>Bom</sup> 1778

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

In 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.

Society's Freeboard (if assigned) as painted on Ship and now verified

no damage

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

REPAIRS, OR EXAMINATION AS PER RULE FOR DRYDOCKING.

NOW DONE:— Vessel placed in dry dock. Shellplating, sternframe and rudder cleaned, examined and coated.

Vessel undocked on the 16th January, 1957

Decks, hatchways with their closing and securing appliances, ventilator coamings and covers, steering gear, windlass and casings examined.

Generally examined holds, masts, rigging and general equipment.

WEAR & TEAR REPAIRS:— E.W. flat bars fitted to the single plate rudder where corroded.

Minor deck repairs effected.

CONDITIONS OF CLASS (No. 147):— Nil.

ENDORSEMENTS OF CLASS (No. 9):— Nil.

Interim Certificate issued - copy attached.

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	PART EX - GOOD	Engine Room Skylights	GOOD	Copper, or Y.M.	(State if on Fall.)
Caulking of Decks	GOOD	Ceiling	GOOD	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	Year
Coamings	GOOD	Cement or Asphalt	—	Oil Bunkers	NOT EXAM	Boats	GOOD
Beams & Fastenings	GOOD	Rudder	GOOD	Scuppers	NOT EXAM	Masts, Yards, &c.	GOOD
Outside Plating	GOOD	Steering gear and its connections	GOOD	Cargo Hatchways	GOOD	Condition, how ascertained	FROM DECK
" " in way of sidelights	NOT EXAM	Windlass	GOOD	Hatches	GOOD	(State if wedges removed.)	
Frames	PART EX - GOOD	Have pumps been examined and found efficient?	NO	Planking	—	Equipment letter	y(u)
Reverse Frames	NOT EXAM	Have Sluice Valves been examined and found efficient?	NO	Caulking	—	Anchors, No. of	3 - 15
Longitudinals	—	Have Watertight Doors been examined and found efficient?	NO	Treenails	—	Cables (State if now ranged)	NO
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	—	" length — mean diamr. —	
Floors	NOT EXAM	Have Watertight Doors been examined and found efficient?	NO	Transoms, Pointers & Crutches	—	" Rule length — size —	
Keelsons	NOT EXAM	Have Ventilators and their Coamings been examined and found efficient?	YES	Timbers of Frame at openings	—	Chain Locker	NOT EXAM
Stringers	—	Air and Sounding Pipes	NOT EXAM	" " at other places	—	Hawsers & Warps	SUFFICIENT
Inner Bottom Plating	NOT EXAM	Doubling Plates under Sounding Pipes	NOT EXAM	Stringers, Clamps & Shelves	—	Standing and Running Rigging	SPAC
Have the Tanks been examined internally?	NO			Gutting	—	Sails	—
Have the Tanks been tested?	NO			State if examined			

## 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 vessel, as far as now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with fresh record of Docking 1.57.

Survey Fee (per Section 23) DOCKING £ DM: 120.

Fees applied for,

Special Damage or Repair Fee (if any) — £ : : (per Sec. 23)

31-1-1957

Travelling Expenses (if chargeable) — £ DM: 12 :

Received by me,

Second Surveyor's Fee (if any) — £ : :

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THURSDAY - 7 MAR 1957

Character Assigned

Cl.



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Lloyd's Register Foundation



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

If Patent, state name of Patentee.

If Swedish, state Mechanical Test.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

### CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.