

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *13th Decemb* When handed in at Local Office *10* Port of *Hamburg*
 No. in Reg. Book. *53417* Survey held at *Hamburg* Date, First Survey *14th Decemb* Last Survey *9th Decemb 1926*
 (No. of Visits *one*)

53417 on the ~~Wood, Iron or Steel~~ *4 Met. Pl.* **PASSAT**
 TONNAGE— Built at *Hamburg* By whom *Glohm & Goss* When *1911* MONTH *11*
 GROSS *3091.50* Owners *Reed. F. Laing, J. M. B. H.* Owners' Address
 UNDER DE. *2858* Managers *Managers* (if not already recorded in Appendix to Register Book.)
 NET *2858* Port belonging to *Hamburg*

Surveyed Afloat or in Dry Dock? *dry dock* Name of Dock *Glohm & Goss* Destined Voyage *West Coast*
 WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons; FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. *16720* Port *HAM*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 *✓* ft. *✓* ins.

Certificate not required.

Was a damage report made by anyone else? If so, by whom? *✓*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *condition:*

The vessel placed in dry dock, the bottom cleaned, examined. Hull, Hull, Sternpost and Outside plating, found all parts in good condition and the bottom now recoated. The Rudder, steering gear & connections also windlass found in good working order. Bulk, hatchways, hatches, ventilators and coamings on deck found satisfactory.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE

Decks <i>good</i>	State if Tanks have been examined inside <i>no</i>	Dbing. Plates under Sounding Pipes <i>✓</i>	Copper, or Y.M. of Wood Vessels (State if on Vell.) When put on, Month <i>1</i> Year
Caulking of Decks <i>✓</i>	State if Tanks now tested <i>no</i>	Engine Room Skylights <i>good</i>	Boats <i>good</i>
Coamings <i>✓</i>	Bulkheads <i>✓</i>	Coal Bunkers, Open'gs, Lids, &c. <i>✓</i>	Masts, Yards, &c. <i>✓</i>
Beams & Fastenings <i>✓</i>	Ceiling <i>✓</i>	Scuppers <i>✓</i>	Condition, how ascertained <i>fr. dk.</i>
Outside Plating <i>good</i>	Cement or Asphalt (State which.) <i>✓</i>	Cargo Hatchways <i>✓</i>	(State if wedges removed) <i>no</i>
Breasthooks <i>✓</i>	Rudder <i>good</i>	Hatches <i>✓</i>	Sails <i>✓</i>
Transoms <i>✓</i>	Steering gear and its connections <i>✓</i>	Planking of Wood Vessels <i>✓</i>	Equipment letter <i>4</i>
Frames <i>✓</i>	Windlass <i>✓</i>	Caulking ditto <i>✓</i>	Anchors, No. of <i>3B. 13. 1K.</i>
Reverse Frames <i>✓</i>	Have Pumps now been examined and found efficient? <i>✓</i>	Treenails ditto <i>✓</i>	Cables (State if now ranged) <i>no</i>
Longitudinals <i>✓</i>	Have Sluice Valves now been examined and found efficient? <i>✓</i>	Breasthooks & Stemson ditto <i>✓</i>	" length <i>stated complete</i>
Transverses <i>✓</i>	Have Watertight Doors now been examined and found efficient? <i>✓</i>	Transoms, Pointers, & Crutches ditto <i>✓</i>	" Rule length <i>✓</i> size <i>✓</i>
Floors <i>✓</i>	Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>	Timbers of Frame at openings ditto <i>✓</i>	Hawser & Warps <i>complete good</i>
Keelsons <i>✓</i>		Ditto ditto at other places ditto <i>✓</i>	Standing and Running Rigging <i>good</i>
Stringers <i>✓</i>		Stringers, Clamps & Shells ditto <i>✓</i>	
Inner Bottom Plating <i>✓</i>		Salting (State if examined.) ditto <i>✓</i>	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and ptd24, &c."

This vessel appears, as far as seen, to be in a sound and efficient condition, eligible in my opinion to remain as now classed in the Society's Register Book and to have fresh record of Survey 12,26.

Survey Fee (per Section 20) £	Fees applied for, 19
Special Damage or Repair Fee (if any) (per Sec. 20) £	Received by me, 19
Travelling Expenses (if chargeable) £	
Second Surveyor's Fee (if any) £	

Committee's Minute

Character Assigned *100%*

TUES. 21 DEC 1926

Friedrich Ohlgen
 Surveyor to Lloyd's Register of Shipping.



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

[illegible]

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

[illegible]