

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 23.7.1929 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Rotterdam

Date, First Survey 27.6

Last Survey 17.7

1929

on the Wood, Iron or Steel ~~Steel~~ <sup>Matte</sup> PASSAT

02889

TONNAGE -

GROSS 3103

UNDER DECK 1004

NET 2070

Built at Hamburg

By whom Blohm &amp; Voos

When 1911

MONTH.

Owners Reed &amp; Harzer G.m.b.H. Owners' Address Hamburg

Managers

Port belonging to Hamburg

Surveyed Afloat or in Dry Dock?

Name of Dock river Maas

Destined Voyage

WB=CellDBorDBa

feet; u&amp;B

feet; f

feet

total capacity tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

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. 18785

Port Ham

CHARACTER.

Date of last Survey and of Periodical Surveys.

+100A1-4,20 6.19

ss. Hdd. No 3-3.22

ss Ham No 1-16

(Periodical Surveys, when held, must be reported in detail and verbatim 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 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.)

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

Yes. to owner

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

ft. ins.

Representative, but not required

Was a damage report made by anyone else? If so, by whom? Underwritten Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Survey of Damage Repairs.

The Vessel is reported to have been in collision with the British steamer "British Governor" on the 25<sup>th</sup> of June 1929 in the Channel near Royal Sovereign Lightship on a voyage from Hamburg to Talcahuano.

The Vessel has been placed in the drydock in loaded condition and partly lifted to get the damaged bow plating above the waterline and the following repairs have been carried out:

Port E shake plate 1 - fair in place.

Starb. G shake plate 1 - removed fair &amp; replaced.

F " " 1 - fared in place.

H " " 1 - renewed.

G " " 1 - cropped &amp; partly renewed.

K " " 1 - renewed.

H " " 1 - renewed.

L " " 1 - renewed.

Please see Continuation sheet

## SUMMARY OF DAMAGE REPAIRS:—

Renewed

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:— 7 lengths stringers, 5 plates, 6 mouldings, 9 brass plates, 1 brass plate, 2 heartboards 5 pillars

Removed and Fared or Repaired

15

13

10

6

3

4

1

Fared or Repaired in place

4

7

7

7

7

7

7

## PRESENT CONDITION OF THE

Decks

State if Tanks have been examined inside

no

Caulking of Decks

State if Tanks now tested

no

Coamings

Bulkheads

good

Beams &amp; Fastenings

Ceiling

no

Outside Plating

Cement or Asphalt

in form

Breasthooks

Rudder

no

Transoms

Steering gear and its connections

good

Frames

Windlass

good

Reverse Frames

Have Pumps now been examined and found efficient?

not ent

Longitudinals

Have Sluice Valves now been examined and found efficient?

no

Transverses

Have Watertight Doors now been examined and found efficient?

not ent

Floors

Have Ventilators and their Coamings been examined and found efficient?

yes

Keelsons

Salting

no

Stringers

State if examined.

no

Inner Bottom Plating

Dblig. Plates under Sounding Pipes

no

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &amp;c.

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking ditto

Treenails ditto

Breasthooks &amp; Stemson ditto

Transoms, Pointers, &amp; Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps &amp; Shells ditto

Salting ditto

Copper, or T.M. of Wood Vessels

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length

" Rule length

Hawser &amp; Warps

Standing and Running Rigging

## General Observations, Opinion as to Class, Recommendation, &amp;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 ptND24, &c."

The vessel is now in a good and efficient condition and she is eligible in our opinion to be continued as classed without record of survey, subject to being placed in drydock for further examination and repairs.

Survey Fee (per Section 29)

£

Special Damage or Repair Fee (if any)

£

Travelling Expenses (if chargeable)

£

Second Surveyor's Fee (if any)

£

Fees applied for,

10/4 1929

Received by me,

8.8.1929

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE 13 AUG 1929

FRI 11 APR 1930

Deferred for repairs

13/8/29



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Lloyd's Register Foundation







Sailing Vessel "PASSAT"

Starboard hawsepipes with deckplate removed for repairs and replaced. -

Port hawsepipes with deckplate renewed. -

Gallion deck: 1 deckplate renewed; 1 deckplate removed fairer and replaced.

1 length stringer renewed and 1 length removed fairer and replaced.

Bulkhead on No. 6 frame: 1 plate and bulkhead frame renewed, angle

and round bousprit renewed.

Sidestingers under forecabin port 2 lengths angle and 6 legs to frames renewed.

Starboard 2 lengths angle, 16 legs to frames and 1 bracket renewed. -

Renewed and repaired bousplating tested by hose upon completion of repairs and all found tight.

All broken and disturbed cement renewed, all repairs and renewed parts recoated. -

According to divers report shell plating on port side in way of No. 3 hold was found indented. -

Upon examination in the hold 2 tween deck beams were found bent and tween deck stringer plate set up. No signs of leakage were found.

As a temporary repairs three channel struts have been fitted on port side efficiently bracketed to beam and frame. -

It has been recommended that the vessel should be placed in drydock for further examination and permanent repairs upon the first convenient opportunity. -

Permanent repairs mentioned in Special Reasons Cert were stated to have been carried out at Hamburg in June last. -

Druck



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