

of ROTTERDAM.

19th June, 1926.

JAN VAN HERWERDEN,

the Owners Representative hold a survey on board of the British Steel Screw steamer "SCOTTISH MINSTREL", 6998 tons gross, on the 20th April 1926 and subsequent dates, whilst lying afloat and afterwards whilst placed in the P.H. Pontoon at this Port, in order to ascertain the nature and extent of the damage alleged to have been sustained through striking dock Head on the 7th of December 1923 on her voyage from Manchester to Galveston and also at Galveston on wharf on the 20th of January 1924, and through heavy weather on the 4th of March till the 8th of April, on her voyage from London to Curacao and Hamburg.

For further particulars see Logbook.

F o u n d :

R e c o m m e n d e d :

On P.S. from stem:

H strake plates Nos. 4, 7, 8 more or less set in.

To be removed, faired and replaced.

One longitudinal in way of this plates set in.

To be faired in place.

J strake plate No. 4 set in.

To be renewed.

Two longitudinals with brackets and 2 webframes bent.

Longitudinals and brackets to be renewed, faired and replaced and webframes to be faired in place.

(Cont.)



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S.S. "SCOTTISH MINSTREL".

Found:	Recommended:
G strake plates Nos. 3,4,8,9 indented.	To be faired in place.
F strake plates Nos. 5,6,7 indented.	To be faired in place.
B strake plate No. 9 indented.	To be faired in place.
On S.B.	
F strake plate No. 5 set in.	To be removed, faired & replaced.
2 longitudinals in way of this plate bent.	To be faired in place.
L strake plate No. 4 indented.	To be faired in place.
2 angles of webframes in way of same bent.	To be removed, faired & replaced.
Some rivets in bilgekeel on P.S. and S.B.	To be renewed.
Several rivets on local places of shell leaking.	To be renewed and edges and butts to be recaulked.
Locking pintle of rudder damaged.	Rudder to be lifted and locking pintle to be renewed.
No. 1 cargotank bulkhead aft angle bar connections of bottom longitudinals and keelsons badly leaking.	On P.S. and S.B. 8 angle bars to be removed and tee-bars to be fitted.
No. 2 Cargotank bulkhead aft angle bar connections of bottom longitudinals and keelsons badly leaking.	On P.S. and S.B. 9 angle bars to be removed and tee-bars to be fitted.
No. 3 Cargotank bulkhead aft angle bar connections of bottom longitudinals and keelsons badly leaking.	On P.S. and S.B. 9 angle bars to be removed and tee-bars to be fitted.
No. 4 Cargotank bulkhead aft angle bar connections of bottom longitudinals and keelsons badly leaking.	On P.S. and S.B. 9 angle bars to be removed and tee-bars to be fitted.
No. 5 Cargotank bulkhead aft angle bar connections of bottom longitudinals and keelsons badly leaking.	On P.S. 13 and on S.B. 10 angle bars to be removed and tee-bars to be fitted. 3 brackets to be removed and to be replaced.
No. 6 cargotank bulkhead aft angle bar connections of bottom longitudinals and keelsons badly leaking.	On S.B. 9 and on P.S. 10 angle bars to be removed and tee-bars to be fitted. 4 brackets to be removed and to be replaced.
No. 7 Cargotank one angle bar of platform leaking.	To be removed, faired & replaced.
No. 8 Cargotank bulkhead aft angle bar connections of bottom longitudinals and keelsons badly leaking.	On S.B. 10 and P.S. 10 angle bars to be removed and tee-bars to be fitted.
No. 9 Cargotank bulkhead aft angle bars connections of bottom longitudinals and keelsons badly leaking.	On S.B. 8 and on P.S. 8 angle bars to be removed and tee-bars to be fitted.

badly leaking

S.S. "SCOTTISH MINSTREL".

F o u n d:

R e c o m m e n d e d:

No. 10 cargotank bulkhead aft angle bar connections of bottom longitudinals and keelsons badly leaking.

On S. B. 8 and on P.S. 8 angle bars to be removed and teebars to be fitted.

No. 2 Cargotank middle line bulkhead angle bars of trans-versers leaking.

2 angle bars to be removed and teebars to be fitted.

No. 3 Cargotank middle line bulkhead angle bars of trans-versers leaking.

2 angle bars to be removed and teebars to be fitted.

No. 4 Cargotank middle line bulkhead angle bars of trans-versers leaking.

2 angle bars to be removed and teebars to be fitted.

No. 5 Cargotank middle line bulkhead angle bars of trans-versers leaking.

2 angle bars to be removed and teebars to be fitted.

No. 6 Cargotank middle line bulkhead angle bars of trans-versers leaking.

2 angle bars to be removed and teebars to be fitted.

No. 10 Cargotank middle line bulkhead angle bars of trans-versers leaking.

2 angle bars to be removed and teebars to be fitted.

Fuelbunker and Cofferdam leaking on local places.

Rivets to be renewed and edges and butts to be recaulked.

Summer tanks leaking on local places.

leaking rivets to be renewed and butts to be recaulked.

All Cargotanks, summertanks, fuelbunkers, fore- and afterpeak-tanks to be cleaned, steamed out and to be tested.

A copy of this report has been duly forwarded to Lloyd's Register Office, London.

Fee F. 150.00

Expenses F. 17.00

J. H. Newson



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S. S. "SCOTTISH MARITIME"

Remo d:

No. 10 cargo tank bulkhead ribs angle bar connections of bottom longitudinal and keelsons bodily leaking.

No. 9 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 8 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 7 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 6 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 5 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 4 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 3 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 2 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 1 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 10 cargo tank bulkhead ribs angle bar connections of bottom longitudinal and keelsons bodily leaking.

No. 9 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 8 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 7 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 6 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 5 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 4 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 3 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 2 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 1 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 10 cargo tank bulkhead ribs angle bar connections of bottom longitudinal and keelsons bodily leaking.

No. 9 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 8 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 7 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 6 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 5 cargo tank middle line bulkhead angle bars of transverse leaking.

No. 4 cargo tank middle line bulkhead angle bars of transverse leaking.

A copy of this report has been duly forwarded to Lloyd's Register Office, London.

Fee £. 150.00
Expenses £. 17.00

W. J. Brown



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