

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:

On P.S. from stem:

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

One longitudinal in way of this plates set in.

J strake plate No. 4 set in.

Two longitudinals with brackets and 2 webframes bent.

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

To be removed, faired and replaced.

To be faired in place.

To be renewed.

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

(Cont.)



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Cont.)

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S.S. "SCOTTISH MINSTREL".

F o u n d:	R e c o m m e n d e d:
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 teebars 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 teebars 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 teebars 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 teebars 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 teebars 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 teebars 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 teebars 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 teebars to be fitted.

badly leaking

(Cont.)

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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.V. Hennissen



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"LITERA RIGITOSA", S. 3

160 200 300

W. E. B. no has S. E. S. as
standard has been set ad or stand
, berrett ad or

The bassified version of "I'm moving to another town" has been
revised by the author of the original lyrics.

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-bottij ad et exad et han

No. 5 Cheltenham 2999. If no
purchaser can be found, send to trustee.
MURRAY TAYLOR.

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bestrib ed of stradest has

No. 6. The following table gives the results of the experiments.

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written in or erased again

No. 4 Geckotown Riggs Line
Purified sugar made of sugar-
water sugar.

behavior as of most other species
, benefit as of greater benefit

ear I didn't understand it, so
-just to stir him up he said
"I'm not a bad boy."

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barrett ed or stacked bars

available through
the Bureau of Geodesy and Geophysics, U.S.
Geological Survey, Denver, Colorado.

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sociali locali no patiali

bewusst ed or states galore
background ed or ground base

please **base** **on** **the** **same** **basis** **as** **you**

-desque de bas -erst , standardaut , islandicue , schwedische , ita
-bietet ud af hns fun bomende , bevisste ud se vildest

Employment of behavioral gifts used can trigger shifts in voter attitudes.

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