

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22<sup>nd</sup> June 1896 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 9 Last Survey 17<sup>th</sup> June 1896

on the Wood, Iron or Steel S. in Blue Bell (No. of Visits) Master J. H. H. H.

TONNAGE:- Built at Pt Glasgow By whom D. J. Dunlop When 1892 5

GROSS 562 Owners Sm. Antwerp & Co. Nav. Co (Lim) Port belonging to London

UNDER DK. 418 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 344 Surveyed Afloat or in Dry Dock? Name of Dock Commercial Destined Voyage Country

WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons. 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.

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 Survey, No. 3206 Port Club

(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, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.

SOCIETY'S FREEBOARD (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after grounding

Vessel reported to have been aground on the Scheldt, with the exception of a slight local rut up in the Star-board keel, the bottom was found in good condition. The frame work inside does not appear to have suffered at the part of the bottom rut up & as the vessel is required at the moment it is intended to delay repair for another voyage.