

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12.2.1942 When handed in at Local Office 12.2.1942 Port of Bombay
No. in Reg. Book Survey held at Bombay Date, First Survey 19.1.1942 Last Survey 20/1/1942
(No. of Visits 2)

70742 on the Wood, Iron or Steel s/s Benmore
TONNAGE:— Built at Glasgow By whom L. Connell & Co. Ld. When 1928 5
GROSS 5920 Owners Ben Line Steamers Ld. Owners' Address
UNDER DEK 5528 Managers (If not already recorded in Appendix to Register Book).
NET 3751 Port belonging to Leith

Surveyed Afloat or in Dry Dock? D.D. Name of Dock Ritchie D.D. Destined Voyage
WB=Cell D Bor D Ba 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. 63607. Port GLS.
Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).
CHARACTER: + for Special Survey. Date of last Survey and of Periodical Surveys.
Machinery and Boiler surveys (including date of N.B. if any).
100 A1-3.41 LMC
MS 1.39
BS 8.40
TS CL 2.41
S.S. Fal. No. 3-6.31
S.S. Lth. No. 2-39

Periodical Surveys, when held, must be reported in detail and seriatim 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

Was a damage report made by anyone else? If so, by whom?
REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition

NOW DONE: Vessel in drydock: the bottom and rudder cleaned, examined and recoated. Decks, hatches, ventilators and coamings and steering gear examined. The vessel generally examined as far as practicable. Chain cables ranged and examined.
Repairs now done: Rudder lifted and rebushed. Several bilge keel butt straps rivetted. Several bad shell rivet points built up by welding. A few small patches of pitting on shell plating amidships (S.S.) thoroughly cleaned out and treated with gold size. The starboard anchor crown shackle pin renewed. Steering engine crankshaft worn wheel renewed. Windlass put aside gypsy rebushed.

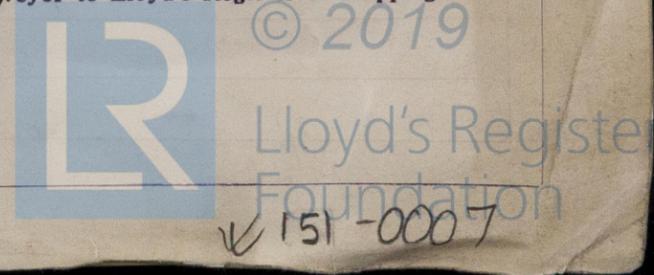
SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Scunding Pipes	Copper, or Y.M. of Wood Vessels
King of Decks Good	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Felt.)
ings	Bulkheads	Engine Room Skylights Good	When put on, Month Year
as & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats Good
de Plating Good	Cement or Asphalt (State which.) Good	Oil Bunkers	Masts, Yards, &c.
in way of sidelights	Rudder Good	Scuppers Good	Condition, how ascertained from deck
thooks	Steering gear and its connections Good	Cargo Hatchways	(State if wedges removed)
oms	Windlass	Hatches	Sails
is	Have pumps now been examined and found efficient?	of Wood Vessels	Equipment letter AT
se Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Anchors, No. of 3B15
itudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Chain Locker
verses	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson ditto	Cables (State if now ranged) Yes
s		Transoms Pointers & Crutches ditto	length 280 ft mean diam. 2 1/4
ons		Timbers of Frame at openings ditto	(on board)
gers		Ditto Ditto at other places ditto	Rule length 270 ft size 2 1/8
Bottom Plating		Stringers, Clamps & Shelves ditto	Hawser & Warps sufficient
		Salting ditto	Standing and Running Rigging Good

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, 1,2,3," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss. No. 1-2,4 and ptnd 2,4, &c."
This vessel is eligible, in my opinion, to remain as classed with fresh record of survey 1, 4, 2.

Fees (Per Section, 29) Annual Leadline Survey 115/-
Damage or Repair Fee (if any) 60/-
(Per Sec. 29) 50/-
ling Expenses (if chargeable) 5/-
Cablechay 10/5/-
and Surveyor's Fee (if any) £
Fees applied for, 1.2.2.1942
Received by me, 19

Committee's Minute
Character Assigned 100 A1
TUE. 12 MAY 1942
18.1.42



Is Certificate required? If so, to be sent to