

REPORT OF SURVEY FOR REPAIRS &c.

Date of writing Report 20th Nov. 40 When handed in at Local Office 21st Nov. 40 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at South Shields Date, First Survey 8th Nov. 39 Last Survey 9th Nov. 1940
 Reg. Book. 70724 on the Wood, Iron or Steel "BENEFICENT" (No. of Visits 2)

TONNAGE:— Built at Sunderland By whom W. Dickenson & Sons, Ltd. When 1931 5.
 GROSS 2944 Owners Wessex Steamships Ltd. Owners' Address Sunderland
 UNDER DK 2367 Managers James Westcott, Ltd. Port belonging to Sunderland
 NET 1674

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Middle D. R. Co. Ltd. Destined Voyage Sunderland
 Cell/D/Bor/D/Ba feet; u/E&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 98714 Port/VW

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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

not required.

Was a damage report made by anyone else? if so, by whom? Underwriter's Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE.

Damage stated caused through bombing + machine gun attacks by enemy aircraft on the 1st Nov. 1940.

How done—Vessel placed in drydock, bottom + under examined (not recoated)

Damage Repairs. — Rudder — bottom planks renewed, 2 rivets elec. welded.

about 50 odd shell rivets elec. welded. 1 Hatch lashing renewed.

Main deck in fore well — 2 bullet holes elec. welded. A few minor repairs effected.

The weather decks, casings, hatchways, steering gear, windlass, ventilators, masts + rigging + general equipment examined generally.

The port anchor shank was found to be bent, + flukes bent + 1 fractured. This anchor has been removed, + spare bowser fitted.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	/	/	/	/	/	/	/	See Report for rudder + shell rivets.
Removed and Faired or Repaired	/	/	/	/	/	/	/	
Faired or Repaired in place	/	/	/	/	/	/	2	

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
ke <u>pls. examd. good</u>		<u>good</u>	(State if on Felt.)
king of Decks <u>do.</u>	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year.
mings <u>do.</u>	Cement or Asphalt	Oil Bunkers	Boats <u>good</u>
ms & Fastenings <u>good</u>	Rudder <u>good</u>	Scuppers	Masts, Yards, &c. <u>do.</u>
side Plating <u>good</u>	Steering gear and its connections <u>do.</u>	Cargo Hatchways <u>good</u>	Condition, how ascertained <u>from dk (ho)</u>
nes <u>do.</u>	Windlass <u>do.</u>	Hatches <u>do.</u>	(State if wedges removed.)
se Frames <u>do.</u>	Have pumps been examined and found efficient? <u>do.</u>	Planking	Equipment letter <u>t.</u>
itudinals <u>do.</u>	Have Sluice Valves been examined and found efficient? <u>do.</u>	Caulking	Anchors, No. of <u>20 is.</u>
verses <u>do.</u>	Have Watertight Doors been examined and found efficient? <u>do.</u>	Treenails	Cables (State if now ranged) <u>do.</u>
ons <u>do.</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stems	length (on board) mean diamr.
ers <u>do.</u>	Air and Sounding Pipes	Transoms, Pointers & Crutches	Rule length size
Bottom Plating <u>do.</u>	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker
the Tanks been examined internally? <u>no</u>		Stringers, Clamps & Shelves	Hawsers & Warps <u>good</u>
the Tanks been tested? <u>no</u>		Salting (State if examined.)	Standing and Running Rigging <u>do.</u>
			Sails

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible, in my opinion, to remain as classed, without fresh record of survey.

One bowser anchor to be supplied.

Fee (per Section 20)	£	Fees applied for,	19
Damage or Repair Fee (if any) (per Sec. 20)	£	Received by me,	19
ing Expenses (if chargeable)	£		
Surveyor's Fee (if any)	£		

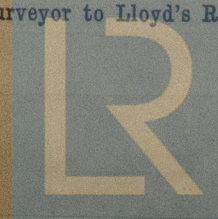
Committee's Minute

Character Assigned

FRI 6 DEC 1940

Deferred for No. 23

G. Campbell.
 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W342-0021