

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 8. 10. 51

When handed in at Local Office 11 OCT 1951

Port of LIVERPOOL

No. in  
Reg. Book.

Survey held at BIRKENHEAD

Date, First Survey 6/6/51

Last Survey 20/9/

19 51

03126

on the Wood, Iron or Steel S.S. "BENIN PALM"

TONNAGE :-  
GROSS 5424  
UNDER DK 4447  
NET 3203

Built at Wesermund-G

By whom Deutsche Sch-u-Mschb. A.G. When 1936

YEAR

MONTHS

3

Owners Palm Line, Ltd.

Owners' Address See Beck

(If not already recorded in Appendix to Register Book)

Managers -

Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock CAMMELL LAIRDS

Destined Voyage

Cell DBor DBa

feet; uE &amp; 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. 107689

Port

Nuc

(Periodical Surveys, when held, must be reported in detail and serially 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.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR

SPECIAL SURVEY - ALTERATIONS - LOAD LINE RENEWAL SURVEY.

How Done for Special Survey.

Vessel placed in dry dock. Shell plating and rudder (lifted) cleaned, examined and found or placed in good condition and re-coated. Examined:-

Holds & bilges, tween deck spaces, engine & boiler room spaces including structure under boilers, bunkers (see alterations) chain locker, fore peak tank internally, fore peak spaces, after peak tank internally, after peak spaces, all double bottom tanks and cofferdams internally, deep tank internally,

| SUMMARY OF DAMAGE REPAIRS :-   | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items :- |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|----------------|
| Renewed ...                    |               |         |            |                           |        |                      |             |                |
| Removed and Fair'd or Repaired |               |         |            |                           |        |                      |             |                |
| Fair'd or Repaired in place    |               |         |            |                           |        |                      |             |                |

## PRESENT CONDITION OF THE

| Decks                                    | good | Bulkheads  | good | Engine Room Skylights               | good | Copper, or Y.M.                    |
|--|------|--|------|-------------------------------------|------|------------------------------------|
| Caulking of Decks                        |      | Ceiling  |      | Coal Bunkers, Openings, Covers, &c. |      | (State if on Fels)                 |
| Coamings                                 |      | Cement or Asphalt  |      | Oil Bunkers                         |      | When fitted, Month Year            |
| Beams & Fastenings                       |      | Rudder   |      | Scuppers                            |      | Boats                              |
| Outside Plating                          |      | Steering gear and its connections                                      |      | Cargo Hatchways                     |      | Masts, Yards, &c.                  |
| " " In way of sidelights                 |      | Windlass   |      | Hatches                             |      | Condition, how ascertained         |
| Frames                                   |      | Have pumps been examined and found efficient?                          |      | Planking                            |      | (See alterations)                  |
| Reverse Frames                           |      | Have Sluice Valves been examined and found efficient?                  |      | Caulking                            |      | Equipment letter                   |
| Longitudinals                            |      | Have Watertight Doors been examined and found efficient?               |      | Treenails                           |      | Anchors. No. of                    |
| Transverses                              |      | Have Ventilators and their Coamings been examined and found efficient? |      | Breasthooks & Stemson               |      | Cables (State if now ranged)       |
| Floors                                   |      | Air and Sounding Pipes   |      | Transoms, Pointers & Crutches       |      | " length 270 F. mean diamr. 2 3/4" |
| Keelsons                                 |      | Doubling Plates under Sounding Pipes                                   |      | Timbers of Frame at openings        |      | " Rule length 270 F. size 2 1/4"   |
| Stringers                                |      |  |      | " " at other places                 |      | Chain Locker                       |
| Inner Bottom Plating                     |      |  |      | Stringers, Clamps & Shelves         |      | Hawser & Warps                     |
| Have the Tanks been examined internally? |      |  |      | Salting                             |      | Standing and Running Rigging       |
| Have the Tanks been tested?              |      |  |      |                                     |      | Sails                              |

## General Observations, Opinion as to Class, Recommendation, &amp;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 in good condition and eligible in my opinion to remain as classed with fresh record of survey 9.51 and the notation S.S.BKN 9.51 without condition.

"Endorsement B" - Indented side shell plating (3. sides aft) - but without endorsement as previously noted - now dealt with.

Survey Fee (per Section 29) 4p. Sur. 69 : 0 : 0

Fees applied for, 11 OCT 1951

Special Damage or Repair Fee (if any) 52 : 10 : 0

Travelling Expenses (if chargeable) 21 : 0 : 0

Second Surveyor's Fee (if any) :

Committee's Minute

Character Assigned

LIVERPOOL 16 OCT 1951

9.51 BKN (Without Special Conditions) With endorsement.

S.S.BKN 9.51. + LMC 9.51.

+ N.B. 9.51.

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN. (6.12.51)

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to 002543-002549-0212 "4"



5.5. "BENIN PALM"

plating under side scuttles.

Docks, casings, beamings, companionways, large hatchways, covers and all securing arrangements, ventilators, air & sounding pipes together with striking plates, masts, rigging, steering gear and windlass, W.T. door, Land pumps, general equipment and boats.

All the above found or placed in good condition.

Hooks & cables ranged, shackle pins backed out and cables gauged, and found or placed in good condition.

Keelboard verified.

All D.B. tanks, deep tank, fore and after peak tanks, satisfactorily pressure tested to Rule Requirements.

Ceiling and sparring renewed as required for tank testing and thereafter made good.

Load line renewal survey carried out and upon completion of all repairs new certificate and certified copy placed on board.

Repairs - Wear & Tear.

Shell Plating - "A" is garboard strake and plates are numbered from forward.

P. side - "D" - No 2 plate part renewed.

"F" - No 2 plate part renewed.

" 3 plate renewed.

" 4 plate faired in place.

"G" - No. 2 plate faired in place.

" 3 plate renewed.

" 4 plate removed faired & refitted.

"H" - Nos. 3 and 8 plates faired in place.

" 4 plate removed, faired and refitted.

Boss plate renewed.

After keel plate - shoe plate fitted for full extent.

S. side -

"C" - No. 1 plate faired in place.

"D" - No 2 plate renewed.

"E" - No. 4 plate part renewed.

" 6, 7, 8 and 9 plates renewed

"F" - Nos. 2 and 3 plates renewed.

" 4 plate faired in place.

"G" - No. 2 plate faired in place

" 3 plate renewed.

" 4 plate removed, faired & refitted.

"H" - No. 4 plate faired in place.

Boss plate renewed.



S.S. "Benin Palm."Shell Plating.

Plating renewed or part renewed - 16.  
 " removed, faired & refitted - 3.  
 " fared in place - 8.

Main Framing

No. 1 cargo hold. - P. side - 9 frames faired in place  
 1 frame removed, faired & refitted.  
 S. side - 17 frames faired in place  
 2 frames removed, faired & refitted.

Structures under Boilers - See section under "Alterations"

Rudder - Rounded plate at fore end of rudder, renewed for full depth.

Deck Plating

Shelter Deck - 1 plate renewed over steering flat.

Boat Deck - "A" is 1st plate from centre line and plates are numbered from aft.

P. side - The following plates renewed: -

"A" - 1, "B" - 1, "C" - 1, 2, 3, 5, and 6. and 7.

"D" - 1, 2, 3, 5, 6 and 7 "E" - 1, 2, 3, 5 and 6

S. side -

"A" - 1, "B" - 1, "C" - 1, 2, 3, 5 and 6.

"D" - 1, 2, 3, 5 and 6 "E" - 1, 2, 3, 5 and 6.

Thwartship plate at fore end of No 3 trunked hatchway - renewed.

Total number of plates renewed on boat deck - 37.

Deck tank lid removed, faired & refitted.

Wood sheathing on deck tank bulkhead renewed.

Large battens made good throughout holds & tween decks.

A total of 67 wood hatch covers renewed.

5 hatch tarpaulins supplied on board.

Repairs of a minor nature on deck effected.

Alterations

Existing fore and aft bunker bulkhead, P. & S. sides, removed and saddle back modified to suit new structural arrangements.

All modifications and structural alterations carried out as per approved plan (as fitted) forwarded with this report.

Existing boilers (two) removed and replaced with three



S.S. "BENIN PALM"

new boilers.

Existing stools under <sup>starboard</sup> ~~port~~ boiler found buckled in way of lightening holes. These stools were condemned.

Existing stools under port boiler fitted with blanks over lightening holes and additional vertical angle stiffener fitted. These stools used to take new port boiler.

New stools fitted to take starboard and center boilers.

At each of set of boiler stools additional channel section fore-and-aft tie bars fitted.

Notes

- (1) Tank top plating in way of starboard boiler found slightly bowed.

Bulb angle struts fitted in D.B. tank under boilers to the open floors, P.S., between solid floors taking boiler stools.

The buckling in tank top referred to above is slight, and in the opinion of the undersigned need not be recorded in the S.R.L. as a condition of class.

- (2) Indented side shell plating (S. side aft) to be recorded as an "Endorsement" with permanent repairs at Owners' convenience.

S.R.L. Subject - Indented shell plating (P.S.) how dealt with.  
Endorsement - Shell plates nos. 3 and 4 in 3rd below sheer (P. side) - how dealt with

These items may now be deleted from S.R.L.

*H. Macfarlane*



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