

THIS IS L.R. "FIRST ENTRY"

N.V. 174 Eyer

N.V. Mij. "Eyenoord" Rotterdam.

Yard No. 276.

DCW

Chief Ship Surveyor

Received from Chief Ship Surveyor

U.S. NAME s.s. 'BENGKALIS'

REPORT Ams.

No. 16774

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement." - Extract from Sub-Committee's Report, 24/5/92.)

This vessel was built in 1918 and classed with the Bureau Veritas.

A temporary class 100A1 (Classification Contemplated) has been assigned.

The validity of the last "Examined" notation expired 8.48.

Permanent repairs to indented keel plates Nos. 3 & 4, shell plates D11 & G4 (p.s.), C2, E3 & G4 (s.s.) are required at the first convenient opportunity.

Plans forwarded by the Rotterdam Surveyors have been examined at this Office and the scantlings and arrangements are considered suitable for the class 100A1, provided the number and scantlings of the bulkheads be found in order and the structural arrangements under the bottom forward are satisfactory.

For full particulars see endorsements and correspondence.

The AMSTERDAM Surveyors, in a First Entry Report and Rpt. 8, report 11.48, the vessel placed in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey (D) complied with.

The shell plating has been drilled with satisfactory results and the structural arrangements under the bottom forward were found satisfactory.

Seven bulkheads extending to the weather deck are required by the Rules in this case. Eight bulkheads have however been fitted of which the collision bulkhead only extends watertight to the weather deck, the remaining seven bulkheads terminate at the 2nd deck. Two fire bulkheads with watertight scantling are fitted above bulkheads 54 and 113 in the upper 'tween decks.

The above arrangement of bulkheads has been accepted in this instance. (See endorsement 14.3.49).

Alterations now carried out include the removal of cargo doors and 3 oil bunker trunks in the upper 'tween decks and permanently closing of openings in way of same, arranging of the deep tank aft for the carriage of dry cargoes or water ballast, conversion of the rudder body to stream

Reg. Book:
Amster
Master
lding, afloat
Lin d

INCHES IN SH

215	90	✓
200	90	✓
200	90	✓
1.07	h	✓
90	90	✓
125	125	✓
2		✓
980		✓
90	90	✓
90	90	✓
3/4		✓
50		✓
1.92	h	✓
70	h	✓
200	75	✓
190	75	✓
200	75	✓
711		✓
215	75	✓
200	75	✓
215	75	✓
200	75	✓
711		✓
200	75	✓
711		✓



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OR 6

'BENGKALIS'

lined form, reinforcement of hatchway coamings on the weather deck, etc.

Due to wear and tear renewals and or repairs to stem shell, deck, inner bottom, deep and forepeak tank top plating, framing and margin connections, bulkheads, bunkers, chain locker, engine casing, hatchways, bulwarks, deck houses, steering arrangements, windlass etc. effected.

On account of damage attributed to heavy weather repairs to set down upper and lower 'tween decks and bent pillaring in way of Nos. 1 and 2 hatchways carried out.

Indented shell plates D11 & G4 (p.s.), as above, have been dealt with.

Owing to the slight nature of the indentations in the remaining keel and shell plates, as above, the Surveyors are of the opinion that repairs to same as a condition of the vessel's class are not required.

The equipment of anchors and chain cables on board complies with the Rules except that one of the bower anchors is below Rule weight and no particulars of test for same have been furnished.

It is stated that this anchor will be replaced by a tested anchor of correct weight at the first available opportunity.

It is submitted the vessel is eligible to be classed 100A1 with record of docking survey 10.48 and the notation of S.S. - 11.48 (Dr.), subject to a temporary bower anchor on board being replaced by an anchor complying with the Rules by 9.49, but without other condition.

100A1 "Fitted for oil fuel, FP above 150°F"
10.48 Ams.) Subject
S.S. Ams.- 11.48 (Dr.)) Without

Classed 11.48

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'BENGKALIS'

3 Dks

Cell DB 359' 1059t, DTA 37' 778t, FPT 76t

FK, "Upper 'tween dk BHs, except Coll BH, dispensed with"

8 BH (Coll to W dk, 7 to 2nd dk) 2 divisional W.T. Bhs in

Upper 'tween dks, Cem, Lloyd's A & CP

P 40' F 44'

C.L. 441.0'

ESD

"a" "

Endorsement 'B'

Indented keel & shell plating (s.s.).

It is further submitted the Surveyors be informed of the contents of endorsement 14.3.49 regarding the approval of the bulkheads as arranged in this vessel and requested to confirm that only two divisional watertight bulkheads are fitted in the upper 'tween decks.

They should be referred to the penultimate paragraph of their letter of the 8.3.49 and informed it is concluded the correct length of the poop is 39.4', which is in accordance with the plan of general arrangement and the freeboard report, and not 25.8', but they should state if this is so.

Handwritten note: 11.5.49

Red mark: X

Handwritten: L.C.S.
22.3.49. *Signature*



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