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PORT OF

10th March, 1941.

Dear Sir,

We desire to inform you that the steamer "BENGKALIS", No. 70728 in the Register Book, proceeded yesterday, Sunday the 8th instant, from this port to Glasgow, where the remainder of the cargo is to be discharged, and where the Owners propose to have the General Examination, partly held at this port, completed.

This General Examination, as you will see from the accompanying copy of correspondence on the case is an examination in lieu of the usual Re-classification survey, which in similar cases it now supersedes.

The major part of the General Examination has now been carried out and the items now examined are detailed below:-

Steel weather decks, hatchways, coamings, hatch beams, wood hatches, tarpaulins, ventilators, exposed air and sounding pipes, their plugs and covers, steel deck erections and deck houses, masts and rigging (from deck), fore peak tank internally and the after peak dry tank internally, No. 1 cargo hold and the 'tween decks of cargo holds Nos. 1, 2 and 6, fore-castle and poop spaces, engine space, boiler room, tank top plating (No. 4 oil fuel tank) in boiler room, boiler stools, and the boiler room wing oil fuel tanks externally.

The general condition of the vessel, so far as seen is particularly good, the only items to which exception can be taken being the riveting of the fore peak bulkhead in the lower hold (No. 1) which is leaking somewhat with the result that damage to about 20 tons of ground nuts has occurred. Two strakes of this bulkhead in the No. 1 lower hold, we understand, were recently renewed in Bombay and it is my private opinion that the job was never a satisfactory one.

The only other item of note is the riveting of the wing oil fuel tank in the boiler room, much of which is weeping oil and requires, so far as can be seen without oil testing, to be completely overhauled and renewed for

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preference.

The Owners' Superintendent has expressed the desire for the necessary repairs to the fore peak bulkhead and boiler room wing oil fuel tanks to be carried out on the vessel's arrival at Batavia, to which port she is to proceed from Glasgow and to this proposal we have agreed provided, in the case of the fore peak tank, no water is carried in this tank.

We shall be glad if you will be good enough to give this case your usual attention in due course.

We are, Dear Sir,

Yours faithfully,

The Surveyors,

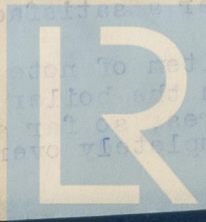
Per:-

A. A. Lunn

Steel weather decks, hatchways, coamings, hatch frames, wood hatches, tarpaulins, ventilators, exposed ribs and sounding pipes, their plugs and covers, steel deck erections and deck houses, masts and rigging (from deck) fore peak tank internally and the after peak tank. P.S. We may add that the Load Line marks have been compared with those assigned on the Certificate and have been found correct. Also, we have taken the opportunity of obtaining from the Chief Engineer of the vessel extracts from his log for the last twelve months for the purpose of ascertaining the condition of machinery.

The Secretary,

GLASGOW.



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