

X "BERAKIT" Built 1924.
G.T. 6608.

"NOESANIWI" Built 1936.
G.T. 6737.

"MANGKALIHAT"
Built 1928.
G.T. 8457.

"SEMBILANGAN"
Built 1923.
G.T. 4990.

"MARISO" Built 1930.
G.T. 7659.

These vessels which are owned by the N.V. Stoomvaart Maatschappij "Nederland" appear to have been previously classed with the ~~Germanischer~~ Lloyd or other Society.

The attached letter has now been received from the Owners London Agents stating they have been instructed to arrange for the transfer of the above vessels to the Society's Registry.

The position in respect of the movements of these vessels is indicated in the letter. It is added that General Arrangement plans are available but no other particulars.

To enable the vessels to be classed with the Society it will be necessary eventually for the requirements of the Rules for vessels not built under Survey to be complied with, and in the absence of scantling plans, the scantlings of the various parts ascertained. The shell plating etc being drilled as may be necessary for this purpose.

A First Entry Report will require to be submitted and this should include particulars of origin, size, weight and test of the equipment on board, with a view to the assignment of the Figure 1 as part of the class.

A Special Survey No.3 should be held and a report on Form 8 also furnished.


In the event of it being impracticable to deal with the Classification Survey meantime, a General Examination could be carried out as a provisional measure and on receipt of satisfactory reports notations of "LOCAL Classification Contemplated" and "Examined, with date" could be assigned.

If this be done the Survey for Classification can be completed as opportunity offers.

It is submitted the writers be informed accordingly and

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the Surveyors at the Ports concerned advised.


16.10.42.

Messrs. Keller, Bryant & Co., might be asked to forward the plans of General Arrangement. On receipt copies can be taken and the originals returned to them.

As regards the machinery, First Entry Reports should be prepared as far as possible, also plans of boilers and pumping arrangements should be obtained and forwarded for approval.

If a General Examination be carried out in the meantime a boiler survey and examination of screw shaft should be held unless it can be ascertained that these surveys have recently been held.

According to the G.L. Register Book the working pressures of the boilers of the various vessels are as follows:-

"BERAKIT"	114 lb. (Donkey Boiler)
"MANGKALIHAT"	206 lb.
"MARISO"	213 lb.
"NOESANIWI"	35 lb. (Donkey Boiler)
"SEMBILANGAN"	199 lb.



Handwritten: 20/10/42

Lloyd's Register
Foundation

W150-018042