

Rpt. 8.

(Received at London Office 13 JAN 1949)

No. 16774

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

Date of writing Report 27 12 1948 When handed in at Local Office 1948 Port of Amsterdam

No. in Reg. Book. Survey held at Amsterdam Date, First Survey 10 6 Last Survey 10 11 1948 (No. of Visits 57)

20140 on the Wood, Iron or Steel S.S. Bengkalis

TONNAGE: GROSS 6453 Built at Rotterdam By whom Mr. Feyenoord When 1910

UNDER DK 6048 Owners N.V. Stoomv. My. Nederland Owners' Address

NET 4025 Managers Port belonging to Amsterdam

Surveyed Afloat &amp; in Dry Dock? Name of Dock A.D.M. Destined Voyage

Cell D B D Ba feet; uE & B. feet; f. feet  
total capacity tons. FPT tons; APT tons; MT 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. Port

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. yes, to

Society's Freeboard (if assigned) as painted on Ship and now verified 267 cwt. ins.

Owner's Representatives, not required Was a damage report made by anyone else? if so, by whom? Underwriter's Survey

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Classification Survey.

The vessel is reported to have sustained damage, stated to have been caused through heavy weather on the 18th & 19th May 1948 on a voyage from Algiers to Amsterdam.

The upper and lower tween decks forward of and round No. 1, also round No. 2 hatchways found set down and the pillars bent. Hatch way beams found bent and some cracked.

The following repairs affected on both decks:

Middle line strake of deck plating forward of No. 1 hatchway removed, faired and refitted and 6 deck beams removed, faired and refitted 2 girders below decks partly removed, faired and refitted

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames Pillars	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								p.t.o.
Removed and Faired or Repaired			42		12		6	part of lower side hatchway
Faired or Repaired in place ...			6		32		2	4 girders partly removed front of No. 1 upper deck hatchway

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 Felt.)			
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good	When fitted, Month		Year	
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	good		
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"		
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition how maintained	examined		
Frames	"	Have pumps been examined and found efficient?	yes good	Planking	"	(State if wood removed.)			
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	yes good	Caulking	"	Equipment letter			
Longitudinals	"	Have Watertight Doors been examined and found efficient?	yes good	Treenails	"	Anchors, No. of	2 B&S 12 1/2 inches		
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes good	Breasthooks & Stemson	"	Cables (State if now ranged)	yes		
Floors	"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches	"	" length	270 mean diamr. 2 5/16		
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	" Rule length	270 size 2 5/16		
Stringers	"			" " at other places	"	Chain Locker	good		
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Hawsers & Warps	sufficient		
Have the Tanks been examined internally?	yes			Salting	"	Standing and running Rigging	good		
Have the Tanks been tested?	"			(State if examined.)		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."

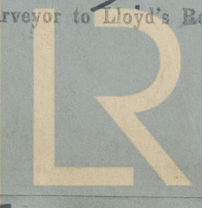
The vessel is in a good and efficient condition and eligible in our opinion to be classed in the Register Book 100 A1 with fresh record of docking 10-48 and notation of S.S. Amr 10-48 (Dr) and classed 10-48 subject to an anchor of 3855 kg (minimum weight) being supplied at the first available opportunity

Survey Fee (per Section 29)	Repairs	900. :-	Fees applied for,	30-12-1948
Special Damage or Repair Fee (if any) (per Sec. 29)		400. :-	Received by me,	19.
Travelling Expenses (if chargeable)		81. 50		
Second Surveyor's Fee (if any)				

Committee's Minute FRI 29 APR 1949

Character Assigned See minute on file

Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

002374-002384-0056 1/5



S.S. "Benghalis"

Stringer plates and two deck plates within line of openings doubled.  
Deck abaft engine room casing deck house to No 4 hatch entirely renewed except stringer plates.

1 deck plate renewed abreast No 6 hatchway s.s.

Deck between bridge deckhouse and boiler room casing deckhouse entirely renewed except stringer plates, also 4 plates renewed abreast boiler room casing p.p.s.

3 existing oil bunker trunks on upperdeck (old coal hatches) entirely removed and holes made tight by riveted and welded plates.

Lower parts of bridge deckhouse front and side plating renewed.  
Lower parts of front and side bulkhead plating of engine room casing deck house partly renewed.

Poop deck.

6 deck plates on poop deck renewed.

9 doubling plates welded on upperdeck in the poop.

Front bulkhead of poop 50% renewed.

Windows in stern to steering engine room replaced by side scuttles.

Boat deck

Fidley top, galley deck and deck from engine room skylight to bunker entirely renewed.

Engine room skylight repaired and partly renewed and new flaps made

Boat deck s.s. renewed / stiff

Middle line bulkhead of chain locker lower part renewed.

3 plates of fore peak bulkhead renewed in lower tween deck.

4 tanktop plates of fore peak tank renewed.

No 1 hold.

Lower brackets of stiffeners of bulk head 1/2 renewed.

Cracked margin plates p.p.s. of No 1 db tank entirely renewed and all (54) bilge brackets renewed

Angles connecting bilge brackets to margin plates replaced by welded flat iron. Angles connecting floors to margin plates removed and refitted and partly renewed.

The wooden sliding straps round the hatchways on the tween decks removed, deck inway found wasted, deck plating cropped and partly renewed round hatchways, wood sliding straps replaced by sloping steel straps.

The above repairs to tween deck hatchways have been carried out in all other holds also.

No 2 hold.

All deck beam knees p.p.s. made rust free and ret riveted.

All connecting angles of bilge brackets to margin plates replaced by welded flat iron.

No 3 hold.

Gutter way flat iron welded on tween deck in way of bunker

s.s. "Benghalis."No 4 hold.Deeptank p.p.s.

1 tank top plate abreast tunnel and one off is strake abreast partly renewed

2 horizontal brackets, 2 gusset plates and 4 brackets renewed.

Deck stringer plate p.p.s. on lower tween deck (ft. of deeptank) renewed, new plate welded and brackets fitted on deck to frames.

Forward coaming plate of No 4 upper deck hatch way renewed

8 deck plates on deck in refrigerating room and coaming plates of forward and aft bulkheads of same renewed.

Long bulkhead of same entirely renewed.

No 5 hold.

12 bilge brackets & 4 gusset plates p.p.s. renewed.

1 frame renewed s.s.

11 bilge brackets & 4 gusset plates renewed s.p.s.

20 gusset plates renewed p.p.s.

All angles connecting bilge brackets to margin plates replaced by flat iron straps

No 6 hold.

10 bilge brackets renewed p.p.s. and 10 of s.s.

Angles replaced by welded flat iron straps

Bottom brackets of front bulk head stiffeners renewed

2 frame brackets on tunnel wall top made rust free and riveted. 1 tank top plate s.s. renewed.

4 enlarged bilge brackets in aft part of hold removed and refitted and made rust free

Parts of wing plates lower tween deck bulkhead renewed.

Leakages of oil fuel bunker in many places made tight, for which main engine condenser removed, many angles replaced by welded flat iron and a great number of leaking rivets renewed.

In engine room 1 bilge bracket and 5 lower ends of frames renewed s.s. 2 frames in tunnel wall aft partly renewed.

General:

A complete set of new hatch covers with steel bands supplied for the upper deck.

Hatch covers of tween decks made good by using the remaining good hatch covers for the upper deck.

Hatch coamings on upper deck all supplied with horizontal bulb stiffeners and round bar stays, welded to stiffeners and deck.

Hatchway beams of all decks in all holds made rust free, faired and made good. Ricks, cleats, battening cross and lashing bars made good.

All scuppers, air and sounding pipes and sanitary discharges and their valves over hauled and made good. All pipe casings renewed ceiling, limbers and cargo battens in all holds (except

p.s. 4th c.s.

"S. S. Bengkalis"

N<sup>o</sup> 3, refrigerating hold) and two decks renewed

Existing cargo ports in upper two decks permanently closed by electric welding.

S.R.L. The items mentioned are covered by the repairs mentioned above. The indent in the keel plates N<sup>o</sup> 5, 8, and 10, 12, 13, 14, 15 are very slight and in our opinion of no consequence and the Owner's Request to have these items engaged as condition against the vessel's class may in our opinion meet with the approval of the Committee.

~~W. W. W. W.~~ ~~John H. H.~~