

RECEIVED

23 FEB 1959

Ans'd.....

Classn. (S)

Lloyd's Register of Shipping

UNITED WITH THE BRITISH CORPORATION REGISTER

236, ALEXANDRA HOUSE
P. O. BOX 463
HONG KONG

19th February, 1959.

The Secretary,
Lloyd's Register of Shipping,
LONDON.

Dear Sir,

"ADRI VIII"

We are in receipt of your classing letter of 10th instant Hong Kong Report No.14637 and note your remarks regarding the advisability of requesting the retention of the approved copies of Midship Section & Profile & Decks by you when it is known that the First Entry Report will be forwarded soon after the Reports on Freeboard.

Only the engine room bottom plating was cemented, the bottom of the vessel in way of the cargo hold was painted.

The gearing was made by Modern Wheel Drives Ltd., Chesham, England, and the propeller R.P.M. is 375.

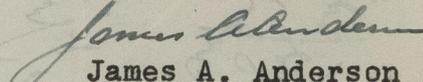
The engine cylinders are fresh water cooled, this being stated on our copy of London Report No.136520.

The engines are secured to built up seating.

No certificate of the main engine gearing was received by us and we have requested the local Agents for the engine manufacturers to have this document forwarded to you and to furnish us with a similar certificate for the sister vessel.

Our omissions are regretted.

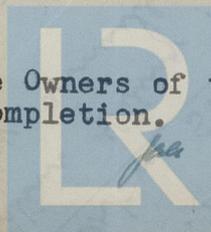
Yours faithfully,



James A. Anderson
For the Surveyors

JAA:ysl.

P.S.: The Builders were the Owners of this vessel until she was sold after completion.



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Foundation

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CLASSIFICATION

Handed RSP 23/2/59.
Insert in SRB appendix
(Bottom plates in way of hold to be examined
internally annually - report omitted)

The survey should be informed by future guidance that
in some ports fresh water is used in cooling medium for the
"sea water" as the medium is fitted in vessels with
the medium in fitting and reports the reason for stating

[Signature]
23/2/59

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