

10th February, 1959.

NG KONG

694 - As recommended.

C. 14675, 677, 678, 686, 692 - As recommended.

C. 14679 "TOKIO MARU" - As recommended and subject as previously recorded.

14637 "ADRI VIII" The contents of this report have been noted. The ship will be eligible to be classed +100A1 "For Indonesian Archipelago Service" when a report has been received of the satisfactory condition of the ship on arrival in the service area.

I have to advise you that the Midship Section and Profile and Decks plans forwarded with your Rpt. C.11 were returned by the Freeboard Department on the 7th February and, being no longer available for dealing with the First Entry Report, the Office copies, in this instance, have been used. In future similar cases, however, when it is known that the First Entry Report will be forwarded soon after the approved plans of Midship Section and Profile and Decks have been sent to the Office with the Rpt. C.11, it should be stated in the accompanying letter the plans should be retained for dealing with the First Entry Report.

I shall be glad if you will, therefore, furnish particulars of the coating of internal surface of bottom plating in way of cargo hold, as this has been omitted from the report.

In all future cases you should fill in Page 1 of Rpt. 4b respecting fitting out items. In this case (1) the makers of gearing and the place of manufacture should have been stated on the heading. (2) The description of the propulsion system is incorrect and should read oil engine with flexible coupling, clutches, SR (or DR) and reverse gear. (3) The RPM of propeller

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ould be stated. You should state (4) the cooling medium
the engine cylinders and (5) whether the engines are secured
ectly to tank top or built up seating.

A certificate of the main engine gearing should be
warded for information and for records. No mention is
le of any of the above items for Rpt. 4b in the London
port to which you refer.



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