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Writing report 29-12-58. Received London 6561 Port of HONG KONG. No. 14637.
 Held at Hong Kong. No. of visits In shops First date 12-2-58. Last date 23-12-58.
 On vessel 12.

IRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

R.B. Name M.S. "ADRI VIII" Gross tons 223.
 Directors Angkutan Angkutan Darat (Pusat) Managers - Port of Registry Djakarta.
 Built at Hong Kong. By Cheoy Lee Shipyard Yard No. 701 When 1958 Dec.
 Engines made at Stamford Lines By Blackstone & Co., Ltd. Eng. No. 80554 When 1957 Sept.
 Dry. g made at - By - Blr. Nos. - When -
 Oilers made at - By - Blr. Nos. - When -
 ry installed at Hong Kong. By Cheoy Lee Shipyard When 1958 Dec.
 ars of restricted service of ship, if limited for classification Indonesian Waters.
 ars of vegetable or similar cargo oil notation, if required Nil.
 o be classed for navigation in ice? No. Is ship intended to carry petroleum in bulk? No.
 erating machinery fitted? Yes. If so, is it for cargo purposes? No. Type of refrigerant Freon 12.
 efrigerating machinery compartment isolated from the propelling machinery space? Yes. Is the refrigerated cargo installation intended to be classed? -
 lowing particulars should be given as fully and as clearly as possible. Where the answer is "No" or "None", say so! Ticks and other signs of doubtful meaning are not to be used. Where the is not applicable to the installation, a black line may be inserted. If the main engines have been constructed at another port and are covered by a separate report, the particulars given in that need not be repeated below, but the port and report number should be stated.
 main engines One No. of propellers One Brief description of propulsion system Oil operated reverse reduction gear.

N RECIPROCATING ENGINES. Licence Name and Type No.
 cylinders per engine Dia. of cylinders stroke(s) 2 or 4 stroke cycle Single or double acting
 um approved BHP per engine 303 at RPM of engine and X 375 RPM of propeller.
 ponding MIP (For DA engines give MIP top & bottom) Maximum cylinder pressure Machinery numeral 61
 e cylinders arranged in Vee or other special formation? If so, number of crankshafts per engine

STROKE ENGINES. Is the engine of opposed piston type? If so, how are upper pistons connected to crankshaft?
 exhaust discharged through ports in the cylinders or through valve(s) in the cylinder covers? No. and type of mechanically driven scavenge pumps or blowers per
 e and how driven
 f exhaust gas driven scavenge blowers per engine Where exhaust gas driven blowers only are fitted, can the engine operate with one blower out of action?
 stand-by or emergency pump or blower is fitted, state how driven No. of scavenge air coolers Scavenge air pressure at full
 Are scavenge manifold explosion relief valves fitted?

R STROKE ENGINES. Is the engine supercharged? Are the undersides of the pistons arranged as supercharge pumps? No. of exhaust gas driven blowers per
 ne. No. of supercharge air coolers per engine Supercharge air pressure Can engine operate without supercharger?

D & FOUR STROKE ENGINES-GENERAL. No. of valves per cylinder: Fuel Inlet Exhaust Starting Safety
 rial of cylinder covers Material of piston crowns Is the engine equipped to operate on heavy fuel oil?
 ing medium for :—Cylinders 2w Pistons Fuel valves Overall diameter of piston rod for double acting engines
 e rod fitted with a sleeve? Is welded construction employed for: Bedplate? Frames? Entablature? Is the crankcase separated from the
 rside of pistons? Is the engine of crosshead or trunk piston type? Total internal volume of crankcase No. and total area of explosion relief
 ces Are flame guards or traps fitted to relief devices? Is the crankcase readily accessible? If not, must the engine be removed for
 haul of bearings, etc? Is the engine secured directly to the tank top or to a built-up seating? Heating How is the engine started?
 the engine be directly reversed? If not, how is reversing obtained?
 s the engine been tested working in the shop? How long at full power?

ANK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 22/1/58 403V. State barred speed range(s), if imposed
 working propeller For spare propeller Is a governor fitted? Is a torsional vibration damper or detuner fitted to the shafting?
 ere positioned? Type No. of main bearings Are main bearings of ball or roller
 e? Distance between inner edges of bearings in way of crank(s) Distance between centre lines of side cranks or eccentrics of opposed piston engines

ankshaft type: Built, semi-built, solid. (State which)
 ameter of journals Diameter of crankpins Centre Breadth of webs at mid-throw Axial thickness of webs
 Side Pins Minimum
 shrunk, radial thickness around eyeholes Are dowel pins fitted? Crankshaft material Journals Approved
 Webs Tensile strength
 ameter of flywheel Weight Are balance weights fitted? Total weight Radius of gyration
 ameter of flywheel shaft Material Minimum approved tensile strength
 lywheel shaft: separate, integral with crankshaft, integral with thrustshaft. (State which)

GENERAL REMARKS

State if the machinery has been constructed and/or installed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship, and recommendations for classification, including any special notation to be assigned. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

The Machinery of this vessel has been built and installed under survey by Society's Surveyors in accordance with the approved plans and Secretary's letters. materials have been satisfactorily tested as required and the workmanship is good. completion of installation the machinery was examined under working conditions, found satisfactory, and in my opinion, is eligible to be classed as contemplated.

Plans forwarded herewith

As Fitted Arrangement of Piping.

Documents forwarded herewith

Copy of Interim Certificate. Report 6 on forgings.
Makers test sheet on Auxiliary Engine & Bristol Cert. SC 6385.
Air Compressor Certificate Southampton D.11359 G.S. pump Certificate Southampton D.11359
Propeller Certificate Rotterdam 58-1850.
Air Receiver Certificates Manchester C 9231 C 1259.

James A. Anders
Engineer Surveyor to Lloyd's Register of Shipping

PARTICULARS OF IDENTIFICATION MARKS ((Including Port of origin) of important Forgings and Castings. (Copies of certificates should be forwarded with report.)

RODS

CRANKSHAFT OR ROTORSHAFT

FLYWHEEL SHAFT

THRUSTSHAFT

GEARING

INTERMEDIATE SHAFTS Lloyd's H.Kg. No.680 J.A.A. Mar. 21-58.

SCREW AND TUBE SHAFTS Lloyd's H.Kg. No.679 J.A.A. Mar. 21-58.

PROPELLERS

OTHER IMPORTANT ITEMS

Is the installation a duplicate of a previous case? If so, state name of vessel
Date of approval of plans for crankshaft Straight shafting 18-11-57. Gearing Clutch
Separate oil fuel tanks Pumping arrangements 27-2-58. Oil fuel arrangements 27-2-58
Cargo oil pumping arrangements Air receivers Donkey boilers
Dates of examination of principal parts:-
Fitting of stern tube 3-3-58. Fitting of propeller 11-8-58. Completion of sea connections 21-3-58. Alignment of crankshaft in main bearings
Engine checks & bolts 30-4-58. Alignment of gearing Alignment of straight shafting 21-3-58. Testing of pumping arrangements
Oil fuel lines 19-12-58. Donkey boiler supports Steering machinery 23-12-58. Windlass 23-12-58
Date of Committee TUESDAY 10 FEB 1959 Special Survey Fee \$640.00
Decision See Rpt. 1

Expenses \$14.00

Date when A/c rendered 29th December

Lloyd's Register
Foundation