



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

c/o Harrisons & Crosfield, Teromol Pos DAK No 715,
~~Djajakarta~~ Djakarta, Indonesia

Telegrams: Register, Djakarta

20th April 1959

Telephone: Gmrh. 573

RECEIVED

Dear Sir,

27 APR 1959

m.v. "YUDISTIRA"

I thank you for your letter of the 26th March 1959, Classn.(S), together with the photostat copies of Reports 8 and 9 for the Special Survey, also the Hull and Machinery Interim Certificates.

Your remarks concerning the fitting of Crank-case explosion relief valves and the with holding of the assignment of the Special Survey notation are noted.

The vessel ^{is} at present under Survey for Docking, and the fitting of crankcase explosion relief valves has been discussed with the Builders (V.P.V.) acting on behalf of the Owner's.

It was their intention to fit valves similar to those fitted to the m.v. "TIRTONADI" (4 cyl., Crossley, 340 BHP); the YUDISTIRA having a 6 cyl. Crossley of 200 BHP, as per their drawing V.P.V. "Crankcase safety valve to be fitted to Crossley" No. A 4703-06-21, Approved by Lloyd's 14-1-58.

However at present it is apparently impossible to obtain any suitable steel for the springs. As an alternative it has been suggested that the horizontal hinged gravity type of valve be used, being cast in Aluminium.

I shall be pleased to learn at your earliest convenience if this proposal is acceptable.



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As I am unable to find any of your previous letters on this subject in the office, it would also be appreciated if you would forward information on the following points:-

1. The total effective area required (for all valves).
2. If it is necessary on an engine of this size to fit a relief valve on each cylinder crankcase as stated in the Rules, or would three valves of the appropriate area be sufficient.
3. The approximate pressure these relief valves are supposed to lift.

Yours faithfully,

J. A. Boater

(J.A. Boater).

The Secretary.
LONDON



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