

4th June, 1946.

Dear Sirs,

M.V. "TAINDJONG OEBAN"

Reverting to your letter of the 12th ultimo and previous correspondence regarding the proposed classification of this vessel, I have to acquaint you that your reports No.20422 have received the consideration of the Committee today and that instructions have been given for the vessel to be recorded in the Register Book as follows:- "100A1 for Coasting Service, Malay Peninsula and Netherlands East Indies", (Classification contemplated) with record of Docking Survey 2,46 and "Examined 2,46".

It is concluded that the length of the raised quarter deck for record in the Register Book is 33,25 feet as given in the Freeboard report.

The plans of pumping arrangements in the machinery space have been examined and the arrangements are such as could be accepted provided the main engine bilge pump suction valves to the main bilge line, designated 11 on the plans, be altered from S.D.S.L. to S.D.N.R. type, and an additional direct bilge suction be fitted in the machinery space as indicated in my letter of the 5th April to you. Further, the amendments to the oil fuel system as detailed in the above letter should also be carried out.

It is concluded that the direct bilge suction from the auxiliary bilge pump is controlled by a S.D.N.R. valve and not by a T ported cock.

The plan of straight shafting has been examined in conjunction with the above-mentioned report and the proposed sizes of crank and straight shafting and screwshaft meet the requirements of the Rules.

Particulars of the air receivers and auxiliary engine and its shafting should be furnished for consideration.

The plan of propeller (bronze) and shafting is noted and in order.

With reference to the report on electrical equipment and the accompanying test certificates, I have to inform you that these have been examined and in order that the classification

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of the vessel may receive full consideration, plans of the installation should be forwarded for approval. I have to point out that although the generators are such as merit acceptance in this instance, the temperature rise of the field winding of the main engine driven generator is slightly greater than that permitted by the Rules, and the voltage applied for the high voltage (dielectric) test in the case of the auxiliary engine driven generator is lower than the Rule requirements. I shall be glad if you will bring these points to the notice of the manufacturers to obviate their being repeated in future. It is concluded that the labelling of the fuses will be carried out as requested in my letter of the 5th April last.

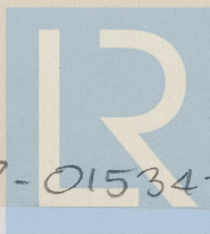
The plans referred to above have been retained in this Office.

Yours faithfully,

Clerk to the  
Classification Committee.

A.J. MacCowan, Esq.,

SYDNEY, N.S.W.



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