



Lloyd's Register of Shipping,

23, Wielandstrasse,

**LLOYD'S REGISTER,
LONDON.**

Winterthur, 17th December, 1923.

REC'D 20 DEC 1923

ANSW

L. Robtson

Dear Sir,

With reference to my letter of the 22nd June, 1923, enclosing for the information of the Kobe Office, the Winterthur 1st Entry Report N^o 35 of the main Diesel engines N^{os} 5049 + 5053 manufactured by Messrs. Sulzer Bros., for a stock vessel building to Class by the Kobe Steel Works, I now beg to enclose the 1st Entry Report N^o 42 giving particulars of 3 auxiliary Diesel engines to be installed in this vessel, N^{os} 5195, 5197, and 5291.

Please forward this Report to the Kobe Office together with the list attached of the spare gear for both main + auxiliary engines.

Since forwarding the Report on the main engines, an order has been placed with Messrs. Sulzer Bros., for the Starting Air Receivers. These receivers have been taken from Stock, and the scantlings were approved in London on 21-1-20 and again 16-2-23.

For the information of the Kobe Office when making out their 1st Entry Report, and for verification purposes the particulars of these receivers are as follows:

10 Seamless steel starting air receivers, each of 380 litres capacity.

Tensile strength of material 60 to 70 lbs. sq. in.

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Thickness of shell 17.5^{mm}. Internal diameter 410^{mm}.

4 holes 200^{mm} dia. at each end.

of receivers: 57, 93, 123, 149, 246, 250, 302, 323, 324 and 460

for identification: Eng. N^o 5049 + 5053

N^o —

Lloyd's Test 140 at 6.

W.P. 70 "

B. 27-11-22.
28-11-22.
12-6-23.

There still remains the question of auxiliary air receivers
this installation which will be reported later if to be manufactured
his district.

These auxiliary engines were originally built on Stock
noted as such on Winterthur 1st Entry N^o 17, 19 and 32 which
unopposed Cancel.

I am, Dear Sir,

Yours faithfully,

W. S. Vallis

Best, Esq.,
Secretary,
London.



Lloyd's Register
Foundation

0277 2/2

Memorandum to the Chief Engineer

Subject: [illegible]

Date: [illegible]

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Referred to the Chief Engineer Surveyor.

30 DEC 1923

[illegible signature]

55-11-15
55-11-85
55-2-51

II

[illegible signature]