



TELEGRAMS: "REGISTER" KOBE
TELEPHONE: 2330 SANNOMIYA

LLOYD'S REGISTER OF SHIPPING

MEIKAI BUILDING

No. 32, AKASHI MACHI,

KOBE, December 14th 1934.-

The Secretary,
LONDON

M/V "NOTO MARU"

Dear Sir,

I have to confirm as under cablegrams which have passed between us regarding the above vessel:-

Your cable dated 5/12/34.

"Noto Maru auxiliaries confirm breadth crank web 90 m/m plan shows 98 stop detail double rivetted lap (starting air) receiver plan shows treble butt stop ascertain if strainers fitted sea suction - Committee"

Our cable dated 14/12/34.

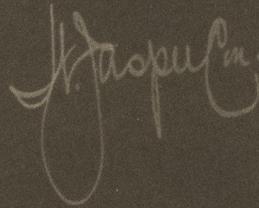
"Noto Maru auxiliaries crank web 98 m/m receiver treble butt straps strainers fitted Cox"

I regret to find that an error was made in Mr. Kishigami's First Entry Report regarding these auxiliaries. The thickness of the crank web was 98 m/m as shewn on the approved plan, and the starting air receiver was fitted with double butt straps treble rivetted as per approved plan, and not treble rivetted overlaps as stated on the Report. I have ascertained from Nagasaki, where the vessel was fitted out, that strainers were fitted to the circulating water sea suction.

I see from the First Entry Report of the auxiliaries for the "Noshiro Maru", Mitsubishi Hull No.581, Kobe First Entry Report No.8782, that the same mistake has been made in regard to the seam of the air receiver. This should be double buttstrap treble rivetted instead of treble rivetted overlap, as stated on that Report.

I am, Dear Sir,

Yours faithfully,



m/	INCH
8 1/2"	
180	
250x	
180	
14.5	
90x9	
30x13	
Two 1	
11	
995	
130	
250	
11.5	
cont	
Flat	
1800	
1360	
11.5	
230x	
10	
230x	
9	
On	
230x	
1	
Eve	



© 2020

Lloyd's Register
Foundation