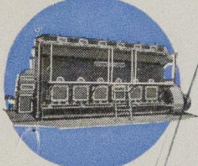
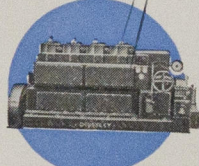


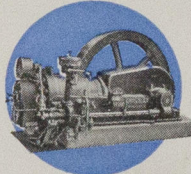
6 to 120 BHP High Speed Four-Stroke Diesel Engines. Lighting Sets. Automatic Lighting Sets.



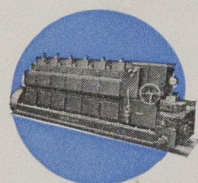
150 to 800 BHP Four-Stroke Medium Speed Diesel Engines. Also Convertible Gas Engines.



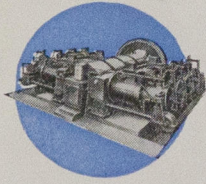
50 to 500 BHP Scavenge Pump Diesel Locomotive Engines. Heavy-duty Shunting Locomotives.



10 to 250 BHP Horizontal Heavy-duty Diesel Engines. Convertible and Gas Engines.



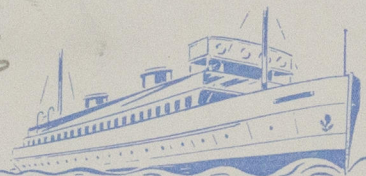
50 to 450 BHP Scavenge Pump Diesel Marine Engines—Direct Reversing. Also Stationary Types.



250 to 3000 BHP Crossley Premier Multi-Cylinder Horizontal Engines. Oil, Convertible and Gas.

ALSO
GAS PLANTS USING COAL,
COKE, PEAT, WASTE WOOD,
ETC.

*Sample
5846*



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OPENSHAW · MANCHESTER · II
MARINE ENGINE DEPARTMENT

18th March 1938.

22 MAR 1938

The Chief Engine Surveyor,
The Lloyd's Register of Shipping,
71, Fenchurch Street,
LONDON.

Dear Sirs,

THE WALLSEND SLIPWAY & ENGINEERING CO.

YOUR VESSEL No. 933.

We have received an order to supply the above clients with a 45 KW. generating set for fitting to the above vessel. Particulars of this set have been forwarded through your Manchester Office in the usual way. This auxiliary set must be delivered to our clients in 4 weeks time, immediately after the launching of the vessel in order that it may be shipped before the main engines.

The engine we are supplying is fitted with compressed air starting equipment and we are having great difficulty in obtaining air receivers for this equipment in order to complete our contract in time. Our suppliers inform us that they will require 20 weeks delivery for our receivers made to your Survey and requirements.

Our standard receiver as shown on the enclosed drawing No. 17627 is supplied to us by the Newport & South Wales Tube Company, and we have already submitted this drawing to your Manchester Office.

You will realise that the excessive delivery required for the supply of the surveyed air receivers will cause delay in delivery of the ship and we are somewhat in a quandary as to the best thing to do. We have made various suggestions to your Manchester Officials who, however, state that they are unable to give approval, and suggested that we should get into touch with you direct. Our suggestions have been as follows:—

The Lloyd's Register of Shipping, London.

- 1) We have standard receivers in stock which are of identical construction and by the same reputable makers. These, however, have not been surveyed. Will you be willing to accept a standard receiver in this instance, providing we can obtain details of charge, etc., from the makers, and subject the receiver to hydraulic test of double working pressure?
- 2) If so desired, we could agree to cutting-up another standard receiver for your inspection, if you would agree to accept one from the same batch.
- 3) We have suggested that we lend a standard air receiver, not surveyed, to our clients, until the surveyed receiver is available, i.e. in 20 weeks time. This however, was rejected because the ship is to operate on foreign service. It is also imperative, of course that the ship should not leave without the Lloyd's Certificate.

We very much regret having to approach you in this connection and we are taking immediate steps to ensure that we maintain a stock of surveyed receivers of this size in the future in order to prevent any repetition.

We sincerely hope that you will be able to help us in this instance, and should be obliged to have your reply and instructions at your very earliest convenience.

Assuring you of our co-operation and attention at all times.

Yours faithfully,

CROSSLEY BROTHERS LTD.,

Marine Department.



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Lloyd's Register
Foundation

Referred to the Chief Engineer Surveyor

22 MAR 1933

URGENT.



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