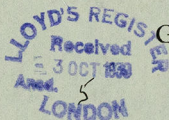




Lloyd's Register of Shipping,

14, Cross-shore Street,

Greenock, 2nd October, 1939.



Reference

Dear Sir,

Messrs. John G. Kincaid & Co's Engs. Nos.K.131,2,3,4.
Messrs. Blythswood Shipbuilding Co's Nos. 61, 2, 3,4.

I enclose data sheet giving particulars of above engines which are of the Airless-injection type, designed for pressure induction on the Buchi system and submit the undernoted minimum diameters of shafts for the consideration of the Committee.

Crankshaft	489.59 mm. (made 505 m.m.).
Thrustshaft	13.951 ins.(made 17 ins).
Intermediate shaft.....	13.287 ins.(made 17 ins).
Tailshaft	14.600 ins.(made 17 ins).

I also enclose plan, in duplicate, of crankshaft for consideration, and plan of stern tube and shafting will be forwarded later.

I am, Dear Sir,

Yours faithfully,

Charles W. Hunter

The Secretary,
 LONDON.

P. S. Plan forwarded under no

Lloyd's Register
 Foundation

W23-0252

Lloyd's Register of Shipping

14, Cross-street Street,

Greenock, 2nd October, 1933.

Dear Sir,

Messrs. John G. Kinross & Co's Agents, Nos. 1, 2, 3, 4,
Messrs. J. G. Kinross & Co's Agents, Nos. 1, 2, 3, 4.

I enclose herewith giving particulars of above engines
which are of the Aylmer-Inflection type, designed for pressure
induction on the Buick system and embody the unpatented minimum
displacement valve for the consideration of the Committee.

.....
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.....

I also enclose plan, in illustration of crankshaft for
consideration, and plan of crankshaft and timing will be
forwarded later.

I am, Dear Sir,

Yours faithfully,
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Lloyd's Register
Foundation

Referred to the Chief Engineer Surveyor

13 OCT 1933