

W667-0020 1/2

LLOYD'S REGISTER OF SHIPPING
MEIKAI BUILDING
No. 32, AKASHI MACHI,

GRAMS: "REGISTER," KOBE.
PHONE: 2530 SANNOMIYA

KOBE, June 4th, 1923

LLOYD'S REGISTER,
LONDON.

REC'D 6 JUL 1923

ANS'D 12

The Secretary,
London.

Dear Sir,

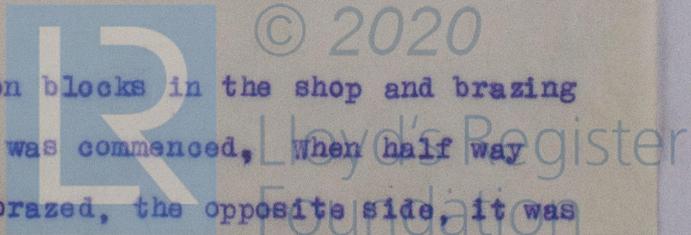
Classification letter 'S' of 13th March 1923.
re S/S "HORAISAN MARU", Kobe Report No. 3805.

With reference to the Tail Shaft, it is noted from your letter that the joint of the liner, if made, should be "burned" as required by the rules.

In the circumstances, I have discussed this matter with the Engineers at the Mitsui Dockyard, Tama, who would carry out the repairs to the Tail Shaft of this vessel. The engineers at this Dockyard and also at the "Kobe Steel Works", Kobe, with whom I have also discussed this process, consider the process of "burning" the joint of a tail shaft liner very difficult.

In order to satisfy myself as to the experience of the workmen in performing this process, a tail shaft ^{from S.S. HISO MARU.} recently discarded was veed out at a joint about 6'-0" from the aft end of the shaft and an attempt was made at the Mitsui Dockyard to "burn" or "bronze" the joint.

The Tail Shaft was laid on blocks in the shop and brazing of the vee in the liner or sleeve was commenced, when half way found the circumference had been brazed, the opposite side, it was



Yolme smit'te... (mirrored bleed-through text)

(3)

to the... (mirrored bleed-through text)

... (mirrored bleed-through text)

... (mirrored bleed-through text)

... (mirrored bleed-through text)

* His... (mirrored bleed-through text)

as

-6 JUL 1923

Also for Mr. S. A. Hill to note.

+ Mr. Mayne

Spl

Handwritten signature or note at the bottom of the page.

