

TELEGRAPHIC ADDRESSES:
BEDFORD PUMP, PHONE.
BEDFORD PUMP, PARL.

LLOYDS REGISTERED
Received
22 JUN 1942

TELEPHONE NUMBERS:
BEDFORD N° 2201
LONDON 2712 ABBEY

W. E. ALLEN SONS & COMPANY, LTD.
QUEENS ENGINEERING WORKS,
BEDFORD.

LONDON OFFICE:
21, TOTHILL STREET, S.W. 1.

Your reference.

In reply please quote:
FDMG/DC/O.E.9371

June 20th. 1942

Lloyds Register of Shipping,
71 Fenchurch Street,
London, E.C.3.

Dear Sirs,

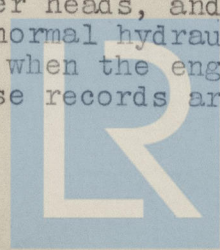
M.V. "GOLDFINDER"

We have a 6-cylinder PS.30-B type engine which was originally constructed for exporting to the Far East, together with a used S.L.M. type oil-operated reverse gear, at present in our Works.

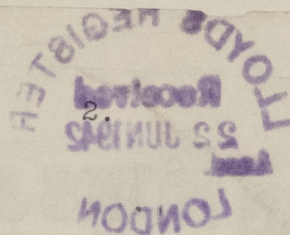
We have been approached by the Admiralty Merchant Shipbuilding & Repair Dept. to supply this unit to Messrs. Lovering & Sons of Mount Stuart Square, Cardiff, for fitting to the M.V. "Goldfinder" at present in the Ringsend Dry Dock, Dublin.

We have had discussions with representatives of the Shipowners and find that the installation can be easily and quickly effected, but unfortunately the engine was not originally to your Survey. In accordance with our standard practice the crankshaft and connecting rods have been inspected and stamped by your goodselves, and the air receivers in this instance do not form part of the contract.

Due to our production commitments we are unable without considerable delay to carry out further hydraulic tests on the liners and cylinder heads, and we cannot arrange a further running test. Our normal hydraulic tests and running tests were carried out when the engine was originally constructed, and copies of these records are available for inspection by your Surveyor.

 Lloyd's Register
Foundation
P.T.O.

003838-003845-0141



We therefore write to ask you if, as the M.V. "Goldfinder" is a Lloyds vessel, you will be prepared to provide your usual Certificate for the engine and gearbox endorsed to the effect that whilst you have not witnessed the hydraulic and running tests, you are satisfied with the information you have seen on our records, and that the crankshaft and connecting rods have been inspected and found to be stamped by you.

We have informed our customers that we are discussing this with you, and they are hopeful that you will adopt this procedure.

We give below a summary of technical particulars of the engine:

Type of Engine:	6.P8.30-B.R/R
No. of Cylinders:	6
Engine speed, R.P.M.	600
Propeller shaft speed, R.P.M.	270
Continuous full output (12-hour) S.H.P.	250

We are,

Yours faithfully,

FOR W. H. ALLEN SONS & CO. LTD.

F. D. H. Gamble

Referred to the Chief Engineer Signature

22 JUN 1942



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