

Lloyd's Register of Shipping.

Slussplan 5 I,

Stockholm, 11th June, 1943.

Secretary,
LONDON.

Sir,

With reference to your classing letter dated 21st ult. regarding our reports Nos. 5628 and 5629 on four auxiliary oil engines manufactured by Messrs. AB Bolinder-Munktel, Eskilstuna, Messrs. AB Ekensbergs Varv, of this port, we beg to inform as follows:-

The thickness of the crank webs has been incorrectly given as 40 mm. on the report. The correct thickness in the case of the inner webs is 50 mm., and in the case of the outer webs is 43 mm., which is also shown on plan No. M. 3879, approved by the London Office, on the 2nd March, 1938.

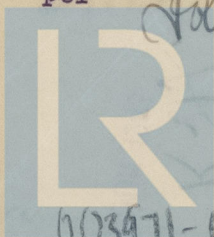
Further, we beg to acquaint you that the engines are started by compressed air and, as in all earlier delivered engines of this type, no safety valves are fitted on the cylinders.

We are, Dear Sir,

Yours faithfully,

THE SURVEYORS,

per



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Foundation

003971-003971-0307

28 JUN 1943

H
R.S.

~~Referred to the Chief Engineer Survey~~

~~Also for Mr. Stoddan to note.~~

Dear

THE SURVEYORS

Yours faithfully,

We are, Dear Sir,

no further action is being taken on the
matter of the engine, as in all other cases the
engine is not to be used, but the engine is
not to be used, but the engine is not to be used,
London Office, on the 2nd March, 1943.

On the 2nd March, 1943, the engine is not to be used,
London Office, on the 2nd March, 1943.

Yours faithfully,

On the 2nd March, 1943, the engine is not to be used,
London Office, on the 2nd March, 1943.



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Foundation

Stockholm,

11th June, 1943.

Yours faithfully,

Stockholm,