

and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the

# Lloyd's Register of Shipping

Tollbodgaten 37

RECEIVED

19th August, 1949.

Enclosure.

Dear Sirs,

"MIL 50".

E.

I am in receipt of your letter of the 28th June, enclosing plan of crankshaft, from which it is noted that it is proposed to instal in the above vessel, in place of the existing Port auxiliary engine, a 2 cylinder heavy oil engine, Type MR2/MRII made by J. & H. McLaren.

This engine is of a standard type and the dimensions of the crankshaft as shown on the plan forwarded by you have been previously approved in this Office. For your information the following are the dimensions of the engine:-

Particulars of Engine:

Engine Type	4 SCSA	B.H.P.	44
No. of Cyls.	2	M.I.P.	108 lb/sq.inch.
Dia. of Cyls.	142 mm.	Max. Press. in Cyls.	750 lb/sq.inch.
Stroke	200 mm.	R.P.M.	1000
	Span of Bearings		178 mm.

In view of the prevailing conditions, this replace engine could be accepted in this instance provided the same be opened up, examined and found in good condition, the dimensions of the crankshaft be as shown on the plan and the engine be installed on board in accordance with the Rules and tried under working conditions with satisfactory results.

The plan of crankshaft which is noted and in order is returned herewith.

Yours faithfully,

The Surveyors,  
OSLO.

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Lloyd's Register  
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Special Damage or Repair Fee (if any) £ : :

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