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From/

Anglo American Oil Co.Ltd.
36, Queen Anne's Gate,
Westminster. London. S.W.1.

March 29th. 1919.

To/

Controller General of Merchant Shipbuilding,
Ct. George Street, S.W.1.

Sir,

S.S."WAR ARYAN".

With reference to our letter 43/1 of 31st Dec. 1918. regarding the H.P.Cylinder liner, the Liner was examined by our Mr Morton and Mr Eastthorpe, Lloyds Surveyor on the 25th inst. The liner sounds tight and is secured by 8 $\frac{7}{8}$ pins through the liner into the cylinder walls - a 2000 feeler could be inserted $\frac{1}{2}$ " between the liner and cylinder wall at one place on top. This we understand from the Engine Builders is not the bearing strip proper.

The Chief Engineer stated that they experienced difficulty in drawing the liner in U.S.A. owing to its tightness and in refitting it draw bars had to be used to get in home.

From his examination and the report of the Chief Engineer Mr Morton considers the liner satisfactory if skimmed up and new piston rings fitted,

In view of the Surveyor's report from U.S.A., Mr Eastthorpe cannot agree to retaining the liner, and suggests the matter be taken up at headquarters.

We will be obliged if your Mr Morison will take the matter up with Lloyds and let us know what is decided.

We remain, Sir,
Yours truly,
Anglo-American Oil Co.Ltd.

(Sgd) D.McLean.
Manager, Shipping Dept.



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Foundation

WSS-0026

amber suction pipes cased in if vessel is to continue carrying grain or oil