

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "REDFORD" REPORT Grk No. 24954

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/52.)

Type of Engine Oil Engine 2SCSA

7 cyl. 29 $\frac{1}{2}$ " - 59.1/16" (Exhaust pistons 19.11/16")New MN 1620~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of } No  
approved type

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 30.1.52. for a service speed of 112 RPM.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed \*LMC 6,53  
Carrying Petroleum in Bulk  
3 DB 180 lb.

The Greenock Surveyors should be informed that it is noted the electrical installation is in satisfactory condition and their Rpt. 13 is awaited.

Revised 29.7.5328.7.53.

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Lloyd's Register  
Foundation

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