

COPY

FOR MR. PATERSON.

21st March, 1960.

Dear Sir,

Steam Tug "FLYING SPITFIRE"

The Superintendent Engineer of the above named Tug stated that the ship had been placed on Messrs. A. & J. Inglis's Slipway on account of alleged damage, and the Society's Glasgow Surveyor (Mr. Paterson) had recommended that the screwshaft be tested in a lathe for straightness.

The screwshaft was placed in a lathe at the works of Messrs. Rankin & Blackmore Ltd., Greenock, tested with a clockgauge, and found to be straight. The screwshaft was examined and found to be satisfactory. It was noted, however, that the shaft surface, between the bearings, was pitted over a considerable area. The pitting was considered to be a long standing minor defect and does not affect the efficiency of the shaft.

It was stated that the damaged propeller, which had been removed and forwarded to repairers for the blades to be retipped, was not completed. A used spare Cast Iron Propeller was fitted to the screwshaft cone and the bearing marking found satisfactory.

For information and record purposes the screwshaft was last seen on the 15th March, 1960.

Yours faithfully,

The Secretary,
GLASGOW.



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