1m,10,59

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Received by Chief Engineer Surveyor..... *Received from Chief Engineer Surveyor*.....

SHIP'S NAME ....."REDSHANK C"..... *REPORT* ....IPS LON.... *No.* 141869. 141471.

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, 24/5/92.*)

Type of Engine Oil Engine 4 S.C.S.A. through flexible coupling and single reduction reverse gear to screwshaft

4 cylinders 8¾" x 11½"

M.N. 36 B.H.P. 180

~~Blowers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner NO

If fitted with an outside gland of approved type YES

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 17.6.59 for an engine speed of 600 R.P.M. and corresponding propeller speed of 300 R.P.M. with either bronze or nylon propeller fitted.

A nylon bladed propeller was fitted and the blades found to be defective, subsequent investigation proved the material unsatisfactory and it is submitted that a propeller of approved material be fitted by January, 1961 (12 months limit).

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 1.60 { + LMC Oil Tanker

subject to a propeller of approved material being fitted by January, 1961 (12 months limit).

18.10.60.

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