

-9 JAN 1959

pt. 9

Date of writing report 23rd Dec: 1958 Received London Port FALMOUTH No. 13414
Survey held at Falmouth Docks No. of visits 7 First date 10 Dec: Last date 22nd Dec: 1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

In R.B. 76326 S.S. "RED BANK" Gross tons 10,613 Date of build 1944
Name M.V. BP Tanker Co. Ltd. Managers - Port of Registry London
Engines made 1944 By General Electric Co. Type Stm. turbines con. to elec. motor & sc. shaft

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 500 lbs:
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Drydock
Nature of Survey MBS, TS & Part CS
Is Damage Report issued? - Int. Cert.? Yes
Is Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 A1	LMC-CS 11,57
11,57	WTB 11,57
	TS(CL) 7,56
	SPS 11,57
Carrying Petroleum in Bulk	

condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

LOCKING Propellers/ good Wear Down of Stern Bushes close fit Oil Glands Sea Connections
Fastenings good Has Screwshaft Tubeshaft been drawn? yes, good Date of Examination 17/12/58 Has Shaft been changed? no
Has Shaft now fitted been previously used? Turbo-Elec: Has Shaft now examined/fitted a continuous liner? yes, good Approved oil gland

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

Cyls., Covers, Pistons & Rods
Valves & Gears
Connecting Rods, Top Ends & Guides Side Centre
Crankpins & Bearings Side Centre
Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Valves & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Valves

SCAVENGE BLOWERS
RECHARGERS

MAIN TURBINES
Cyls., Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
AIR COMPRESSORS

COUPLINGS & HYDRAULIC COUPLINGS
REDUCTION GEARING

CRANK BLOCKS, SHAFTS & BEARINGS Good
INTERMEDIATE SHAFTS & BEARINGS

TIGHTENING DOWN BOLTS & CHOCKS
CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS
SUPERHEATERS
& MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS P.T.O.
PROTECTIVE CASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen is in good condition, eligible in my opinion to remain as classed, with fresh record of MBS 12.58, TS(CL) 12.58 and CS (with date) when the survey is completed.

TUESDAY 27 JAN 1959

Signature of Committee MBS 12.58 TS 12.58

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D.S. ELLIOTT
Engineer Surveyor to Lloyd's Register of Shipping

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If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Forward bilge pump - good, Aft sea water service pump (butterworth) good, forward sanitary pump - good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position) Port (inboard) turbo alternator - good

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors Port - good
b Exciters			
c Air Coolers			m Motors Fwd. bilge pump, aft SW service pump, fwd. sanitary pump - all good.
d Motors			n Switchboards & Fittings
e Air Coolers			o Circuit Breakers
f Control Gear, Cables, etc.			p Cables
g Insulation Resistance			q Insulation Resistance
h Insulating Oil Test			r Steering Gear Generators and Motors
i Over-speed Governors			s Navigation Light Indicators
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN P&S both good, examined internally 10 December, 1958

AUXILIARY, DONKEY or PRESS

Superheaters good

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to { Sat. 500 lbs: per sq" Spt. 464 lbs: per sq"

Boiler Securing Arrangements good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes, good Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Efficient

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

WEAR & TEAR REPAIRS: -

Tailshaft drawn examined and liner found to be ridged and scored, liner skimmed and stern tube rewooded and machined to suit.

Propeller examined - blade tips eroded and thin, with cracking of tips; replacement reconditioned (Manganese Bronze Co., Birkenhead) bronze propeller efficiently fitted and in good order.

Replacement reconditioned propeller marked thus: -

M.O.E. HULL No. Dia. 19'6", Pitch 17'5" @ 6'5"R., Heat No. 6815, MFG by Koppers Co., Baltimore U.S.A.

P&S main boilers examined; port boiler top and bottom banks of air heater tubes all renewed, starboard boiler top bank of air heater tubes renewed.

Port turbo alternator examined; Nos. 2&3 stage turbine casing diaphragms renewed, turbine rotor checked for alignment, balanced and found in order.

Forward bilge pump - new ball races fitted.
Aft Sea Water service pump - new ball races fitted.

Survey fees MBS £28:0:0
TS £7:0:0
CS £14:0:0
Repairs £8:0:0
Damage fee ...
Expenses...

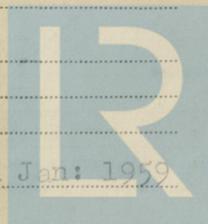
Date when A/c rendered. 8th Jan: 1959

MBS due 11-58 }
TS due 7-59 }
none held

It is submitted that this vessel is eligible for THE RECORD.

MBS 12-58
TSCC 12-58

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22 JAN 1959



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