

-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 &amp; REPAIRS OF MACHINERY

in R.B. 76326 S.S. "RED BANK" Gross tons 10,643 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  
Report (For Head Office only)

Records of Survey &amp; Special Notations as per Register Book

Hull	Machinery
100 Al	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? Has Shaft now examined/fitted a continuous liner? yes, good Approved oil glands

MAIN ENGINES (Recip. Steam or I.C.) Turbo-Elec: PORT STARBOARD

yls., Covers, Pistons & Rods

Valves & Gears

Connecting Rods, Side  
Top Ends & Guides Centre

Pinpins & Side  
Bearings Centre

Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

yls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Pinpins & Bearings

Journals & Bearings

Valves & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

yls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Pinpins & Bearings

Journals & Bearings

Valves

SCAVENGE BLOWERS

PERCHARGERS

MAIN TURBINES

yls., Rotors, Blading, Bearings & Thrusts

HAUST STEAM TURBINES (WITH RECIP. ENGINES)

AM COMPRESSORS

ATCHES & HYDRAULIC COUPLINGS

DUCTION GEARING

UST BLOCKS, SHAFTS & BEARINGS

ERMEEDIATE SHAFTS & BEARINGS Good

DING DOWN BOLTS & CHOCKS

ENSERS (MAIN & AUX.)

AM RE-HEATERS

UPERHEATERS

& MANOEUVRING VALVES

ENGINE DRIVEN PUMPS

ECASE DOORS & EXPLOSION RELIEF DEVICES

ION 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

Committee

in

s Fee (if any)

Rendered

8th

T. (MADE AND PRINTED IN ENGLAND.)

Noted  
for  
Header

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

067529-002585-0796



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		1 Generators & Governors	Port - good
b Exciters		m Motors	Fwd. bilge pump, aft SW service pump, fwd. sanitary pump - all good.
c Air Coolers		n Switchboards & Fittings	
d Motors		o Circuit Breakers	
e Air Coolers		p Cables	
f Control Gear, Cables, etc.		q Insulation Resistance	
g Insulation Resistance		r Steering Gear Generators and Motors	
h Insulating Oil Test		s Navigation Light Indicators	
i Over-speed Governors			
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 erroded 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.B. 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

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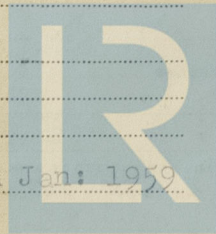
22 JAN 1959



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

MBS 12-58  
TS 12-58

MBS due 11-58  
TS due 7-59



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