

(Received at London Office 19 OCT 1948)

of writing Report 14-10-48. When handed in at Local Office 16-10-48. Port of SWANSEA.

Survey held at SWANSEA. Date First Survey 19-8-48. Last Survey 3-10-48. (No. of Visits 14.)

2. on the Machinery of the Wood, Iron or Steel "RED BANK".

Gross 10643. Net 6311. Vessel built at Mobile, Ala. By whom Alabama D.D. & S.B. Co. Ltd. When 1944 -
 Engines made at Lynn, Mass. By whom General Electric Co. When 1944
 Power 1486. Boilers, when made (Main) 1944. (Donkey) -
 Main Boilers 2 W.T. Owners British Tanker Co. Owners' Address -
 Donkey Boilers - Managers - Port LONDON. Voyage -
 Pressure 500. If Surveyed Afloat or in Dry Dock Both Palmers Dry Dock. Particulars of Classification (which must be inserted
 in Boilers 470 Spt. (State name of Dock.) precisely as in Register Book & Supplements).

Report No. Port (Classn. LMC Completion) (B.S.) 100A1.

Particulars of Examination and Repairs (if any) Classification B.S. 2,48.
 Contemplated 2,48. C.L. 1,48.
 Examined 7,47. Electric welded. ✓

Carrying Petroleum in bulk. W.T.R.

SEE SPL. NOTE B.R.L. (MCHY.)

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

as not done, state for what reasons -

at parts of the Boilers could not be thus thoroughly examined? -
 at special means, in the absence of internal examination, were adopted by the
 Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

test date of internal examination of each boiler Both 31-8-48. Present condition of funnel(s) Good.
 Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 500 lbs. at drum.
 Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? 470 lbs. at Spt.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers? -
 Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boilers? -

Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? -
 screw shaft now been drawn and examined? No. Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of
 the shaft to permit of it being efficiently lubricated? -

It now been changed? - If so, state reasons. -
 shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of
 the shaft to permit of it being efficiently lubricated? -

date of examination of Screw Shaft - State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.
 and the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Classification Survey commenced
 at Falmouth 2,48 in accordance with Circular 1871 now completed. Remaining First Entry
 Reports i.e. Electrical Equipment and Electric Propulsion Machinery completed, Reports 4d
 and 13 herewith.

Now Done. Vessel placed in dry dock, propeller, aft end of stern tube, sea connections and
 outside fastenings examined.

In completion of LMC the following machinery parts examined:- Inboard and Outboard turbo and
 Generators and gearing; turbines of main feed pumps; auxiliary circulating pump; both
 lubricating oil pumps; both oil fuel transfer pumps; starboard main and auxiliary condensate
 pumps, aft bilge pump, aft ballast pump, combined bilge and ballast pump in forward pump
 room, pumping arrangements. P.T.O.

General Observations, Opinion, and Recommendation:- The Machinery of this Vessel as now seen
 state clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also
 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, E.C.M.S. 9,11, L.M.C. 9,11, or
 L.M.C. 110 lb., E.D., &c.)
 CS 3,34,

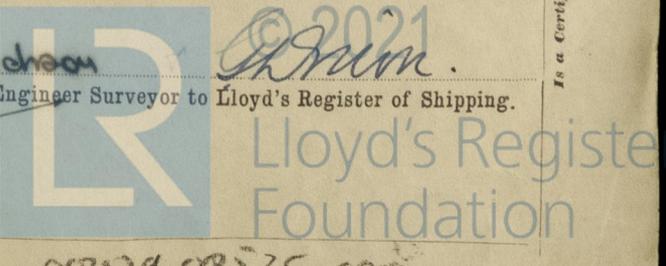
is in good condition and eligible in my opinion to be classed and to have the notation of
 L.M.C. (10,48).

Cardiff fee. 10:-10:-
 Fee (per Section 29) Rem. Classn. £ 38 :-
 Engines. 16-10-48
 Auxiliary Electrical. 30:-
 Repairs. £ 11 :-
 Cardiff. 10: 10:-
 Cardiff Sunday fee. 5: 5:-
 Expenses (if chargeable) 5: 5:-
 Received by me, 19

Signature of Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute signed. FRI. 5 NOV 1948. LMC 248 subcl Bd 10,48. 007079-00735-0309

Insert Character of Ship and Machinery precisely as in the Register Book



The Electrical installation (propelling and auxiliary equipment) examined as required by the Rules and megger tested.

B. S. The main W. T. Boilers examined internally and externally together with their principles and superheaters mountings and safety valves at drum and superheaters adjusted as stated above.

The oil fuel installation examined and tested under working conditions.

The fire extinguishing arrangements and apparatus (CO₂ piped to machinery compartments) examined and system re-charged as found necessary.

Main and auxiliary machinery examined under working conditions with satisfactory results.

Alteration. Electrical fittings in bridge tween decks renewed in flame proof type and controlling switches placed in accomodation alleyway on deck above.

Repairs. The main generator alternator rotor on account of low insulation resistance was despatched to Messrs. Campbell & Isherwood, Cardiff, repairs carried out under the inspection of Surveyors. (copy of Rpt. 10 herewith) and placed in good order.

Auxiliary circulating pump and main condensate pump impeller and shafts renewed.

Main circulating pump impeller shaft and bearings renewed.

Brickwork in both boilers overhauled and inner furnace fronts faired and stiffened.

On examination of Boiler Superheaters the U Tubes, in both boilers, were found sagged at lower leg varying in amount to a maximum of 2" between header and outermost tube rest plate, the lower header being displaced $\frac{3}{4}$ " in a direction towards the bend of the U.

The tubes were found badly fouled externally with foreign matter and seized in the supporting plate. Internal examination of tubes, two of which were removed and cut up for examination revealed no fouling or scaling matter and there was no evidence of tubes drawing out of the headers.

All elements have now been thoroughly cleaned, removed tubes replaced with new and under hydraulic test pressure of 750lbs. per Square inch, found sound and tight.

