

15c, 0.48.

Alabama Dry Dock &amp; Shipbuilding Co., Mobile, Alabama.

Yard No. 311

1

Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME s.s. 'RED BANK'

REPORT SWS.

No. 24207

## For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

In cases which have to be submitted to 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.).

## S.S. FOR CLASSIFICATION, ALTERATIONS AND REPAIRS.

Nature of Survey.....~~When due~~

This tanker (Type T.2) was built in 1944 and classed with the American Bureau of Shipping.

The temporary class 100 A.1. (Classification Contemplated) "Carrying Petroleum in bulk" and Notation of "Examined 7.47" are assigned.

These Notations are subject to permanent repairs to indented side shell plating in way of forward deep tank (s.s.) at the first convenient opportunity, to a 5' high ventilator coaming on forecastle deck being supported by brackets to deck, to an additional rod being fitted to the freeboard deck guard rails to reduce space between the deck and the first rod at the earliest opportunity, and to 30 fathoms of chain cable being supplied.

The SWANSEA Surveyors, in a First Entry Report (as per Circular 1871) and Rpt. 8, report (10.48) the vessel placed in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built under Survey and of a PERIODICAL SPECIAL SURVEY complied with.

Permanent repairs effected to indented shell plating in way of forward deep tank (s.s.), supporting bracket fitted to 5' high ventilator coaming and an additional rod fitted to freeboard deck guard rails, all as above.

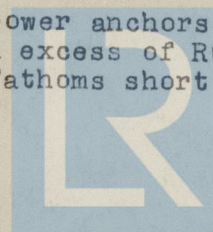
Minor repairs effected on account of wear and tear.

The deck, side and bottom shell plating (p & s) has been cut and strapped, stiffeners fitted to all centre line webs and webs in wing tanks Nos. 4, 6 & 9 on transverse bulkheads and lightening holes closed. Additional brackets and tripping brackets fitted, at junctions of longitudinal and transverse bulkheads, all in accordance with approved arrangements.

Additional "T" bars fitted on account of small fractures in brackets in way of Nos. 5 to 9 centre tanks.

Fractured bottom transverses at junction of longitudinal bulkhead webs in way of wing tanks dealt with by electric welding, etc. Other fractures repaired as per report.

The vessel has on board three bower anchors and one stream anchor, the weights of which are considerably in excess of Rule requirements and 270 fathoms of chain cable which is 60 fathoms short of the Rule length.



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002529-002535-0046



'RED BANK'

The equipment otherwise complies with the Rules and has been verified with certificates of test issued by the American Bureau of Shipping.

IT IS SUBMITTED the equipment be accepted for assignment of the figure '1', without the notation "Lloyd's A & CP", subject to 60 fathoms of chain cable being supplied at the first opportunity.

IT IS FURTHER SUBMITTED the vessel is eligible to be classed 100 A.1. "Carrying Petroleum in bulk" with record of docking survey 10.48 and Notation of "S.S.- 10.48", subject to 60 fathoms of chain cable being supplied at first opportunity, but without other condition.

100 A.1. "Carrying Petroleum in bulk" *Ex*  
"Fitted for oil fuel F.P. above 150°F".

10.48 Sws. ) Subject  
S.S. Sws.-10.48 ) Without

Classed 10.48.

1 Dk. 2nd dk in way of mchy space "Longitudinal framing"  
"Elec. welded"

Cell DBuE 82' 273t DTf 32' 745t FPT 314t APT 56t

FK, 14 BH

P 108' B 36' F 56'

Mchy Aft

O.L. 523.5

E.S.D. RADAR

2.5/16"

Equipment letter for fees: "g†" in red.

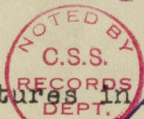
C.S.S. Records Dept.

to note.

Fractures in bulkheads, etc.

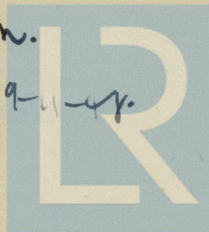
*B.P. 7.*

3.11.48.



*noting*

*John. 29-11-48*



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