

15c, 9, 18.

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

Yard No. 313.

1

LAST REPORT NO. 125802 PORT LIV. BRISSAC

Sent to Chief Surveyor

Received from Chief Surveyors

VESSEL'S NAME S.S. "COTTONWOOD CREEK" REPORT Gls. No. 73331

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.

ure of Survey

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

Plans for this type of vessel have been examined in this Office and the scantlings and arrangements found suitable for the class 100A—"Carrying Petroleum in bulk".

Notations of 100A1 "(Classification Contemplated)", "Carrying Petroleum in bulk" are assigned.

The validity of the "Examined" notation expired 6.48.

These notations are subject to permanent repairs to indented shell plating (s.s.) in way of E.R. D.B. tanks at the first convenient opportunity, and to 30 fathoms of chain cable being supplied at the first opportunity.

ACTION is DEFERRED for dry docking after grounding.

The GLASGOW Surveyors, on a First Entry Report (in accordance with 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 fractured bulkheads etc.,

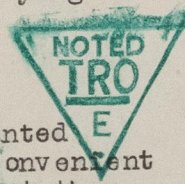
The vessel has been cut and strapped, vertical stiffening fitted to centre webs of transverse bulkheads, additional tripping brackets, and tee bars fitted, in accordance with Society's letter dated 5.2.48.

Bilge keels found serrated and sniped.

The vessel has now on board 3 bower anchors, 1 stream anchor, and 270 fathoms of chain cable, which is 60 fathoms below Rule requirements, and it is recommended this be supplied at the first opportunity.

The equipment has been tested by the American Bureau of Shipping and, IT IS SUBMITTED, can be accepted for the figure '1', the notation of "Lloyd's A & C.P." being omitted.

"Subject to permanent repairs to indented shell plating (s.s.) in way of E.R.D.B. tanks at the first convenient opportunity and to 60 fathoms of chain cable being supplied at the first opportunity."



009904-009911-0027 1/2

'COTTONWOOD CREEK'

100A1 "Carrying Petroleum in bulk"  
"Fitted for oil fuel F.P. above 150°F."

9.48 Gls.  
S.S. Gls.- 10.48

Classed 10.48

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

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

FK, 14 BH

P 108' B 36' F 53'

Mchy Aft

O.L. 523.5'

E.S.D.

Radar

2  $\frac{5}{16}$

Equipment letter for fees: "gt" in red.

DELETE FROM S.R.L:

Dry dkg. (grounding)

P.C.S.S.

C.S.S. Records Dept.

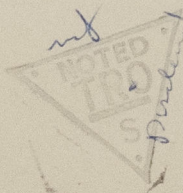
to note.

FRACTURES.

BUCKLING



AM. / J.C.B.  
19.11.48.



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Lloyd's Register  
Foundation

0027<sup>2</sup>/2