

Rpt. 8.

(Received at London Office 27 OCT 1948)

No. 73331

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th October 1948. When handed in at Local Office 19... Port of GLASGOW.

No. in Survey held at GLASGOW. Date, First Survey 19th August '48 Last Survey 12th October 1948. (No. of Visits 32)

56049 on the Wood, Iron or Steel S.S. "COTTONWOOD CREEK"

TONNAGE: GROSS 10647. Built at MOBILE, ALA. By whom ALABAMA D.D. & S.B. Co. When 1944. YEAR. MONTH.

UNDER DK. 9489. Owners BRITISH TANKER CO. LD. Owners' Address. (If not already recorded in Appendix to Register Book).

NET 6310. Managers. Port belonging to LONDON.

Surveyed Afloat or in Dry Dock? BOTH. Name of Dock GOVAN DRYDOCK. STOBROSS QUAY & PRINCES DOCK. Destined Voyage.

Cell DBor DBa. feet; uE & B. feet; f. feet. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity. tons. FPT. tons; APT. tons; MT. feet. tons. 100A1 (Classification Contemplated) T.S. - C.L. 1, 48.

Only alterations in the existing records of tanks should be inserted. EXAMINED 6, 47.

N.B. All alterations in the existing records should be underlined. (Carrying petroleum in bulk) Fitted for Oil Fuel.

Last Report, No. Port. Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft. 2 3/4 ins.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined Yes - not required. Owners' Representative Was a damage report made by anyone else? if so, by whom? Underwriters Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY FOR CLASSIFICATION, CUTTING & STRAPPING OF SHELL & DECK, STRUCTURAL REINFORCEMENTS, FREEBOARD ASSIGNMENT & DAMAGE.

Damage stated due to contact with M.V. "BRITISH MARINER" on the 29th September 1948 while berthed at Stobross Quay, Glasgow, undergoing repairs.

FOUND PERMANENT REPAIRS EFFECTED. Boat Deck (P.S.) Curtain plate set in several places. - Faird in place. " " " Rails and stanchions, broken + displaced - Repaired + refitted with part new. Port Lifeboat + 2 Davits were damaged. New davits were supplied + fitted + lifeboat was repaired + tested in accordance with requirements of Ministry of Transport Surveyors. Boat deck plating + beams etc in way of above were examined + no evidence of damage found.

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: -
Renewed ...								(P.T.O.)
Removed and Faird or Repaired								Boat deck curtain plate (P.S) - Faird in place.
Faird or Repaired in place								

PRESENT CONDITION OF THE	Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	Good	Good	Good	(State if on Fell)
Caulking of Decks	Else welded - Good	None	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Good	Good	Oil Bunkers	
Beams & Fastenings	Good	Good	Scuppers	Boats Not examined
Outside Plating	Good	Good	Cargo Hatchways	Masts, Yards, &c. Good
" " in way of sidelights	Not examd.	Good	Hatches (Steel)	Condition, how ascertained By examination (State if wedges removed.)
Frames	Good	Good	Hatches	Equipment letter
Reverse Frames	Good	Have pumps been examined and found efficient? Yes.	Planking	Anchors, No. of 3B + 1S. ✓
Longitudinals	Good	Have Sluice Valves been examined and found efficient? Yes.	Caulking	Cables (State if now ranged) Yes.
Transverses	Good	Have Watertight Doors been examined and found efficient? Yes.	Treenails	" length 270 fms. mean diam. 2 5/16" (on board) CAST STEEL
Floors	Good	Have Ventilators and their Coamings been examined and found efficient? Yes.	Breasthooks & Stemson	" Rule length 330 fms. size 2 5/16"
Keelsons	Good	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker Good
Stringers	Good	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps Good
Inner Bottom Plating	Good		" " at other places	Standing and Running Rigging Good
Have the Tanks been examined internally? Yes			Stringers, Clamps & Shelves	Sails ✓
Have the Tanks been tested? Yes			Sarking (State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

All the requirements of the Rules for Special Survey for Classification having been complied with, this vessel is now in good and efficient condition and is eligible, in our opinion, to be Classed 100A1, Carrying Petroleum in Bulk, with fresh record of Docking 9, 48, and the notation of S.S. G/15-1048 subject to permanent repairs to indented shell plating (P.S.) in way of E.R. D.B. tanks being effected at the first convenient opportunity and to 60 fms. cable being supplied at the first opportunity.

Survey Fee (per Sect. on 29) (per Circ No 1871)	Special Damage or Repair Fee (if any) (per Sec. 29)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for,	Received by me,
£ 171 : 0 : 0	£ 80 : 5 : 0	£ :	£ :	6 OCT 19	James E. Brown
					Arthur J. P. Crawford
					Surveyors to Lloyd's Register of Shipping.

Committee's Minute. Glasgow 25 OCT 1948. Classed 10. 48. Col. 3. Character Assigned. Class: 100A1. Carrying Petroleum in Bulk. Fitted for oil fuel F.P. above 150°F. AMC MS 1.48. 9.48 G/15 subject.

mb
91438

GLASGOW

Is Certificate required? If so, to be sent to

009904-00911-0034 1/3
009904-00911-0034

Lloyd's Register Foundation

NOW DONE FOR SPECIAL SURVEY FOR CLASSIFICATION:-

Vessel placed in dry dock, bottom & rudder cleaned, examined, found or placed in good condition and recoated. Rudder lifted for examination & refitted. (Vessel undocked 13th September 1948).

All Cargo Tanks cleaned & gas freed & examined; Cargo Hold, Fore and after Peaks & spaces above, Cofferdams, Pump Rooms, Superstructure Tween Decks, and Machinery Spaces cleared as far as practicable and examined. Steelwork scaled, examined & recoated where necessary. Struts of cargo suction pipes removed & shell and bulkhead plating in way examined. All Cargo tanks and cofferdams tested by water pressure to Rule Requirements & found or placed in good condition. (Note! Wing Tanks (P+S) were tested in drydock by filling to top of hatch coaming, in view of strapping of shell & decks. Centre Tanks were tested in dry dock by filling to light load line & subsequently tested afloat by filling to top of hatch coaming) Fore and Aft Peak Tanks tested by water pressure to Rule Requirements and found in good condition, subsequently examined internally & found in good condition. Forward Deep Tanks (P+S) and Engine Room Side Tanks (P+S) - Oil Fuel Bunkers - tested to Rule Requirements and subsequently examined internally, with exception of Engine Room Side Tank (P.S.), & found or placed in good condition. Opportunity was not afforded to examine E. R. Side Tank (P.S). In view of satisfactory test & general condition of structure, the examination of this tank was not considered necessary. All D.B. Tanks tested to Rule Requirements and subsequently examined internally & found in good condition. All decks, casings, hatch

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight, Ex. Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

Coamings & closing appliances examined & found in good condition. Anchors & Cables (Ranged in dry dock) examined & found good, verified with certificates issued by American Bureau (See Report 1, Herewith). Chain locker cleaned & examined & found in good condition. Masts & Rigging examined (Report 14 Herewith) & found in good condition. Steering Gear (Electric Hydraulic Twin Ram Type) and Windlass and Bilge Pumping Arrangements tried under power, examined and found satisfactory. General Equipment, Watertight doors (hinged type), ventilator coamings, air & sounding pipes & closing appliances thereto examined & found or placed in good condition. (Continued).

S.S. "COTTONWOOD CREEK"

NOW DONE FOR SPECIAL SURVEY (Contd.)

Doubling plates found under all sounding pipes. Freeboard verified.

REPAIRS (WEAR & TEAR).

Bilge Keel (P.S) - Slightly set down, locally - Raised in place.

Rudder.

Plating (P+S) - Pitted - Doubling plate fitted (P.S) & elec. welded. Pitting built up by elec. welding (P+S).

Plating - (P+S) - Elec. welding fractured in way of coupling (P+S). Defective welding cut out & renewed. Nuts on coupling bolts hardened up & split pins renewed.

Top pintle - Found slack, wastage in way of taper and thread. Built up by elec. welding, machined & refitted.

Top gudgeon - lignum vitae bush renewed.

CARGO TANKS.

Bulkhead between Nos 4 and 5 Tanks (P.S.) - Plating was found fractured at point of bracket to longitudinal frame No 9 from deck. Fracture "reed" & elec. welded. Doubling plate fitted & elec. welded to bhd. plating in way. Bracket cut & elec. welded to doubling plate.

Bulkhead between Nos 7 & 8 Tanks (P+S) - Plating fractured at point of brackets to Nos 9 & 10 longitudinals - Repaired & reinforced as detailed above.

Centre line Web, Fore end No 8 Tank. - Plating buckled in way of 2nd bracket from deck & welding broken away from bulkhead. - Buckled plating cropped & part renewed (overlapped to existing web plating) & elec. welded to bhd.

Centre line Web, No 6 Tank, Bracket to Centre Larder - Plating buckled. Lightening hole blanked off by overlapped plate & additional vertical flat bar stiffener fitted and elec. welded.

Bulkhead, aft end of Side O.F. Bunker in E. Room (SS). Plating fractured in way of bracket to shell longitudinal. - Dealt with similarly to bulkheads in cargo tanks.

Toggles and hinges on doors to Bridge, Poop, Pump Rooms & Deckhouses overhauled. Globe valves overhauled & gauges renewed on air pipes to Forward Deep Tanks, Oil Fuel Side Bunkers & Forward & After Cofferdams.

ALTERATIONS:-

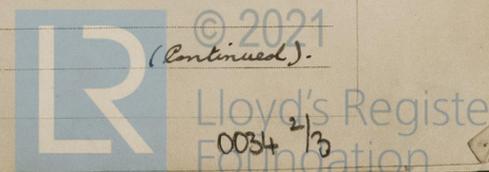
2 additional sails fitted to stanchions around Poop, Forecastle and Upper Decks.

2 additional toggles fitted to each Cargo Tank hatch.

Hinged watertight doors (P+S) removed from aft end of Bridge. Tonnage Openings cut & steel plate covers secured by hook bolts fitted.

3 additional cowl vents fitted at aft end of bridge to Store Rooms. Flush scuttle on Poop Deck removed & hatch coaming with hinged steel cover fitted in lieu.

Details of the foregoing alterations were Reported on the C.11 Report forwarded for Freeboard Assignment.



S.S. "COTTONWOOD CREEK"

CUTTING & STRAPPING OF SHELL & DECK.& STRUCTURAL REINFORCEMENTS.

Riveted Straps were fitted at Upper Deck (IP.+IS.), Upper Side Shell (IP.+IS.) Lower Side Shell (IP.+IS.) and Bottom Shell (IP.+IS.)

Vertical 12" x 4" Channel Stiffeners were fitted to Centre webs on the transverse bulkheads in all Centre Tanks. There are no lightening holes in the Centre Webs.

Additional tripping brackets were fitted in the H. Section at the intersection of all longitudinal bulkheads & transverse bulkheads as shown on plan, and additional brackets were fitted between the athwartship flange of the T. bar and length. bhd. plating in all cargo tanks in line with these brackets. Tee bars were fitted at tripping brackets of all webs to transverse bulkheads in all cargo tanks.

Bilge keels were found to be senated at the shell connection & to be sniped at ends with a doubling plate fitted to the shell.

Welding at the points of brackets in various positions was found to require reinforcement & was dealt with at this time.

The foregoing was carried out in accordance with letter re T. 2 Tankers dated 5th February, 1948 & specification & plans accompanying same.

FREEBOARD ASSIGNMENT :-

Reports C 11 & C 11 (Comp.) have been forwarded. Report C 12(c) completed. Load line Certificate & copies (2) issued. Provisional load line Certificates were withdrawn & are returned herewith.

S.R. LIST :- DELETION

Bottom was specially examined for grounding at this time. No damage was found. It is submitted that this item may be deleted from the Special Reasons list.

Indented bottom plating in way of E.R. D.B. Tanks (B.S.) was examined & is considered to remain efficient. It is submitted that repairs to this plating may be deferred until the first convenient opportunity.

S.R. LIST - ALTERATION

The length of Chain Cable found to be on board is 270 fms. - 2 5/16" Dia. Cast Steel Stud link. - This was verified with American Bureau Certificates. It is submitted, therefore, that 60 fms. cable should be supplied at the first opportunity.

RADAR.

Cosson Marine Radar Installation was fitted at this time.

J.C. Brown.