

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 1-3-1948 When handed in at Local Office 1-3-1948 Port of Swansea.

No. in Survey held at Swansea. Date, First Survey 26-2-48 Last Survey 27-2-1948.

Reg. Book 56049 on the ~~Wood, Iron or Steel~~ Oil Tanker "COTTONWOOD CREEK".

22107.

TONNAGE: - Built at Mobile, Ala. By whom Alabama D.D. & S.B.Co., When 1944.

GROSS 10647 Owners British Tanker Co., Owners' Address -

UNDER DK. 9489 Managers - Port belonging to London.

NET 63107165

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock - Destined Voyage -

Shell D/B or D/Ba feet; uE & B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. - Port -

Periodical Surveys, when held, must be reported in detail and serially 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.

W. 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

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? if so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been caused by grounding in a loaded condition at Port Said on the 15th February, 1948. For further particulars please see vessel's log books.

Now done:- Vessel examined afloat after discharge of cargo. No leakage has been reported and the vessel was tipped to expose the propeller and the rudder examined as far as practical. Rudder swung hard over to port and starboard and so far as seen is in good order.

It has been recommended that the vessel be specially examined at the next dry docking and in my opinion is meanwhile efficient.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place ...								

PRESENT CONDITION OF THE

<p>Decks</p> <p>Planking of Decks</p> <p>Stairways</p> <p>Stairs & Fastenings</p> <p>Outside Plating</p> <p>" " in way of sidelights</p> <p>Frames</p> <p>Reverse Frames</p> <p>Longitudinals</p> <p>Transverses</p> <p>Decks</p> <p>Beams</p> <p>Stringers</p> <p>Inner Bottom Plating</p> <p>Have the Tanks been examined internally?</p> <p>Have the Tanks been tested?</p>	<p>Bulkheads</p> <p>Ceiling</p> <p>Cement or Asphalt</p> <p>Rudder</p> <p>Steering gear and its connections</p> <p>Windlass</p> <p>Have pumps been examined and found efficient?</p> <p>Have Sluice Valves been examined and found efficient?</p> <p>Have Water-tight Doors been examined and found efficient?</p> <p>Have Ventilators and their Coamings been examined and found efficient?</p> <p>Air and Sounding Pipes</p> <p>Doubling Plates under Sounding Pipes</p>	<p>Engine Room Skylights</p> <p>Coal Bunkers, Openings, Covers, &c.</p> <p>Oil Bunkers</p> <p>Scuppers</p> <p>Cargo Hatchways</p> <p>Hatches</p> <p>Planking</p> <p>Caulking</p> <p>Treenails</p> <p>Breasthooks & Stemson</p> <p>Transoms, Pointers & Crutches</p> <p>Timbers of Frame at openings</p> <p>" " at other places</p> <p>Stringers, Clamps & Shelves</p> <p>Salting</p> <p>(State if examined.)</p>	<p>Copper, or Y.M. (State if on Felt.)</p> <p>When fitted, Month Year</p> <p>Boats</p> <p>Masts, Yards, &c.</p> <p>Condition, how ascertained (State if wedges removed.)</p> <p>Equipment letter</p> <p>Anchors, No. of</p> <p>Cables (State if now ranged)</p> <p>" length mean diamr. (on board.)</p> <p>" Rule length size</p> <p>Chain Locker</p> <p>Hawsers & Warps</p> <p>Standing and Running Rigging</p> <p>Sails</p>
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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."

This vessel, is eligible in my opinion to remain as classed without fresh record of survey subject to the vessel being specially examined at the next dry docking and to all outstanding items previously recommended being dealt with as necessary.

Survey Fee (per Section 29) £ : ✓ : Fees applied for, 1-3-1948.

Special Damage or Repair Fee (if any) (per Sec. 29) £ 5 : 5 : - Received by me, - 19.

Travelling Expenses (if chargeable) £ : 10 : -

Second Surveyor's Fee (if any) £ : ✓ :

Committee's Minute

Character Assigned

Deferred for dry docking