

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

2 - MAR 1948

)

Date of writing Report. 1-3-1948 When handed in at Local Office 1-3-1948 Port of Swansea.  
 Date. First Survey 26-2-48 Last Survey 27-2-1948 (No. of Visits 2)  
 Survey held at Swansea.  
 2107, on the Machinery of the ~~Woolwich~~ Steel Oil Tanker "COTTONWOOD CREEK".  
 Gross 10647. Vessel built at Mobile Ala. By whom Alabama D.D. & S.B. Co., When 1944.  
 Net 7165. Engines made at Lynn, Mass. By whom General Electric Co. When -  
 Main Boilers 2 - WT Boilers, when made (Main) - (Donkey) -  
 Owners British Tanker Co., Ltd. Owners' Address -  
 Managers - (if not already recorded in Appendix to Register Book.)  
 Main Boilers 500 Port London. Voyage -  
 Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat.  
 (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In 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 why they were declined. Yes - not required.

A damage report made by anyone else? If so, by whom? No!

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

" Donkey " " "

State for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

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? -

Latest date of internal examination of each boiler. -

Present condition of funnel(s) -

The Surveyor examine the Safety Valves of the Main Boilers? -

To what pressure were they afterwards adjusted under steam? -

The Surveyor examine the Safety Valves of the Donkey Boilers? -

To what pressure were they afterwards adjusted under steam? -

The Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -

and of the Donkey Boilers? -

The Surveyor examine the drain plugs of the Main Boilers? -

and of the Donkey Boilers? -

The Surveyor examine all the mountings of the Main Boilers? -

and of the Donkey Boilers? -

The screw shaft now been drawn and examined? -

Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? -

Shaft now been changed? -

If so, state reasons -

Has the shaft now fitted been previously used? -

Has it a continuous liner? -

Approved oil retaining appliance fitted at the after end? -

State date of examination of Screw Shaft -

State the wear down in the

Run bush - Is electric light and/or power fitted? -

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

Engine parts, when referred to by numbers, should be counted from forward.

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

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 and ballasted to expose the propeller boss. All four blades are slightly distorted - serrated on the leading edges for a third of the length from the tip. The edges have been dressed up at this time, and the slight damage does not affect the efficiency of the propeller.

General Observations, Opinion, and Recommendation: The machinery of this vessel, is eligible in my

(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, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.) CS 3,34,

opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) £ : :  
 (per Section 29.)

Selling expenses (if chargeable) £ : :

Fees applied for

- 19

Received by me,

- 19

Committee's Minute

Signed

WED 31 MAR 1948

As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Grounding damage  
Propeller failed  
S.S. for Classification Not advanced.

It is submitted that this  
vessel is eligible to remain  
as ~~CLASSED~~ RECORDED.  
Subject to a spare propeller being  
S.S. supplied.  
23-3-48.



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