

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

(Received at London Office 2 - MAR 1948)

Date of writing Report 1-3-48 When handed in at Local Office 1-3-48 Port of Swansea.  
Survey held at Swansea. Date. First Survey 26-2-48 Last Survey 27-2-48  
(No. of Visits 2)

2107. on the Machinery of the ~~Wool-iron~~ Steel Oil Tanker "COTTONWOOD CREEK".  
Year. Month. 1944. -  
Gross 10647. Vessel built at Mobile Ala. By whom Alabama D.D. & S.B. Co., When 1944. -  
Net 7165.63 Engines made at Lynn, Mass. By whom General Electric Co. When -  
Main Boilers 2 - WT Owners British Tanker Co., Ltd. Owners' Address -  
Donkey Boilers - Managers - Port London. Voyage -  
Main Boilers 500 If Surveyed Afloat or in Dry Dock Afloat.  
Donkey Boilers - (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1 Classification		
Contemplated.	1.48	
Examined 6.47.		75 CL. 1.48
Fitted for oil fuel.		
Carrying petroleum in bulk.		
		W.T.B.

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.

Where 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.

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

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

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

What 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? -

What is the latest date of internal examination of each boiler? \_\_\_\_\_ Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

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

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has the shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the screw bush -

Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

Is the Survey 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

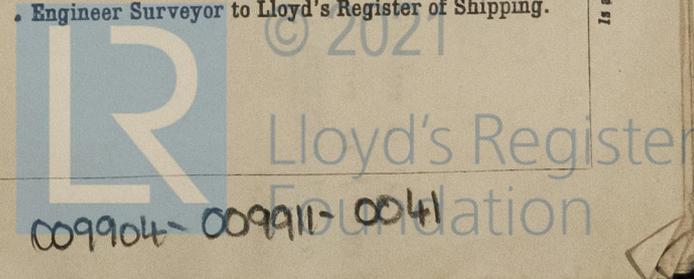
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11 \*LMC 9.11 or \*LMC 140 lb., FD, &c.)  
opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29).....	£	:	:	Fees applied for	_____
Special Damage or Repair Fee (if any) (per Section 29.)	£	:	:	Received by me,	_____
Printing expenses (if chargeable)	£	:	:		_____

Committee's Minute \_\_\_\_\_  
Signed \_\_\_\_\_ As now

W. J. Minion  
Engineer Surveyor to Lloyd's Register of Shipping.

WED 31 MAR 1948



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to \_\_\_\_\_

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

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



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