

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office.....)

Date of writing Report June 30 1947 When handed in at Local Office July 7th 1947 Port of NEW YORK

No. in Survey held at Hoboken, N. J. Date, First Survey May 24th Last Survey June 10th 1947  
(No. of Visits 5)

368 on the Machinery of the Woolf / Dept / of Steel S.S. "COTTONWOOD CREEK"

Year. Month  
Gross 10172 Vessel built at Mobile, Ala. By whom Alabama D.D. & S.B. Co. When 1944 11  
Net 6134 Engines made at Schenectady, N. Y. By whom General Electric Co. When 1944

Nominal Horse Power 2 W.T. Boilers, when made (Main) 1944 (Donkey) -

of Main Boilers 2 W.T. Owners British Tankers Co., Ltd. Owners' Address Britannic House, Finsbury Circus  
(if not already recorded in Appendix to Register Book.) London

of Donkey Boilers - Managers - Port London Voyage -

Pressure in Main Boilers 500 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
(State name of Dock.) Todd Shipyards Corp. precisely as in Register Book & Supplements).

Donkey Boilers - Hoboken, N. J.

Previous Report No. - Port -

## Particulars of Examination and Repairs (if any)

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

Where 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 why they were declined.

Was a damage report made by anyone else? If so, by whom? -

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

" " Donkey " " " -

Where this was not done, 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) Good

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

What is the date of examination of Screw Shaft? - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Auxiliary and Main generators, main propulsion & cargo pumps only.

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes, on above.

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done -

Work Done:- Vessel placed in drydock, propeller, stern bush with its fastenings, shell fastenings of the sea connections, examined and found or now placed in good condition.

Sea chest strainers, plates removed, cleaned and coated. Stern gland repacked.

Starboard inboard turbo generator cylinder and piston for governor renewed.

Main generator air cooler removed to shop, tested by water 30 lbs. P.S.I. and now satisfactory.

Forward and after turbo driven feed pumps tried out under working conditions together with governor and overspeed trip and found or placed satisfactory.

Electrical Repairs:- Main circulating pump motor opened and examined, bearings and windings cleaned, and coated, lower bearing renewed, motor replaced in good condition, additional bearing placed on board as spare. (P.T.O.)

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are

(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, B.S. 9,11, B.E.M.S. 9,11, \*L.M.C. 9,11, or \*L.M.C. 140 lb., P.D., &c.)

CS 3,34,

in good condition and eligible in my opinion, for a record of LMC with date when classification survey has been completed.

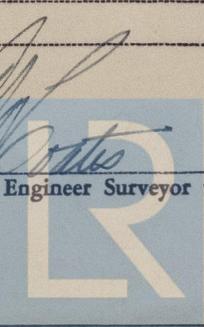
Survey Fee (per Section 29) Mch. & Rprs. \$60. Fees applied for July 30 1947

Special Damage or Repair Fee (if any) \$ - Received by me, Aug 6 1947

(per Section 29.) Electrical \$40. Travelling expenses (if chargeable) -

Committee's Minute NEW YORK AUG 6 - 1947

Assigned Classification contemplated

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009904-009911-0059 1/2

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

Main generator collector rings ground and stoned to true surface.

Inboard and outboard auxiliary generators windings cleaned and coated. Amplydines removed to makers, completely overhauled and replaced in good condition.

No. 1 port main cargo pump chocks realigned, pump tried out and now satisfactory.

No. 3 starboard, main cargo pump, motor bearings renewed, 2 additional bearings placed on board as spares.

Inboard and outboard auxiliary generators, main generator, main propulsion motor and main cargo and stripper pumps, megger tested and found or placed not less than 15 megs.

Machinery and boilers seen under working condition during 2 hours dock trial and found satisfactory.

