

2500.10.47.  
New England S.B. Corp<sup>n</sup>.

Yard No. 2231.

Liberty Ship of the E.C.2 type.

DCW

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

Lon. 117314  
Sws. No. 24215

VESSEL'S NAME s.s. 'WILLOWBANK'

REPORT

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

The provisional class 100A1 (Classification Contemplated) and notation of "Examined 6.48" are assigned.

These notations are subject to permanent repairs to set in stem plates, etc. (p & s) at the first convenient opportunity, to sternframe at bottom (p.s.) (E.W. 4.48) being specially examined at the next drydocking, to 45 fathoms of chain cable being supplied at the first opportunity and to (a bower anchor being supplied).

The SPECIAL SURVEY FOR CLASSIFICATION commenced at Vizagapatam 12.47 was advanced at Hong Kong 4.48, at Adelaide and Melbourne 6.48 and at Sydney 7.48.

The LONDON Surveyors report (10.48) the vessel afloat and the SPECIAL SURVEY FOR CLASSIFICATION further advanced.

The hinged watertight entrance door to the tunnel has been replaced by a door complying with the Rules.

The SWANSEA Surveyors, in a First Entry Report and a Rpt. 8, now report the vessel placed in drydock, bottom coated and the SPECIAL SURVEY FOR CLASSIFICATION completed.

Stem and stem plating, etc., as above, have been permanently dealt with.

Bottom plating found wavy (see attached sketch). The Surveyors recommend that additional stiffening be fitted as early as practicable. It is submitted this recommendation be concurred in.

Stem frame at bottom (p.s.) (E.W. 4.48) continues efficient but further special examination at the next drydocking is recommended.

The rudder has been examined in accordance with Circular No. 1870 and reinforced in way of defective welding at shelf plate.

Structural reinforcements as required for 'SAM' vessels have been completed.

The equipment on board consists of 3 bower anchors, one stream anchor and 270 fathoms of chain cable, of which 210 fathoms have been tested by the American Bureau of Shipping and 60 fathoms by this Society. Of this equipment, a bower anchor and 45 fathoms of chain cable have now been placed on board and verified with certificates of test.

It is submitted the above equipment be accepted for assignment of the figure '1' without the notation "Lloyd's A & C.P."

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S.S. 'WILLOWBANK'

It is further submitted the vessel is eligible to be classed 100A1 with record of docking survey 10.48 and the notation of S.S. Sws.- 10.48, subject to wavy bottom plating being specially examined and stiffened as necessary and to sternframe at bottom (p.s.) (E.W. 4.48) being specially examined at the next drydocking, but without other condition.

*(also to cargo battens being placed in order at the earliest opportunity.)*  
100A1 "Carrying oil, FP above 150°F in deep tank aft"  
"Fitted for oil fuel, F.P. above 150°F".

10.48 Sws. } Subject  
S.S. Sws.- 10.48. } Without

Classed 10.48.

2 Dks, "Elec. welded"

Cell DB 368' 1254t, DTa 20' 762t, DTsf 61' 652t, FPT 138t, APT 152t

FK, 7 BH, pt Cem

O.L. 441.5'

ESD

"a" 1"

2 1/16"



It is further submitted the Swansea Surveyors be informed it is concluded seven bulkheads extending to the upper deck require to be recorded in this case, that ceiling is laid on the inner bottom under the hatchways and that cargo battens complying with the Rules have been fitted, but they should state if this is so. *16.12.48*

*JMB.*  
1. 12. 48 *J.C.D.*

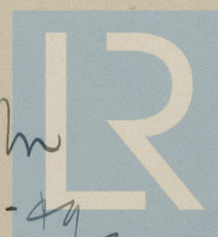
C.S.S. Records Dept.

to note. Wavy bottom.



*h. m. s.*

*8-11-49*



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