

Rpt. 8.

(Received at London Office 27 OCT 1948)

No. 73331

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 19<sup>th</sup> October 1948. When handed in at Local Office 1948. Port of GLASGOW.No. in Survey held at GLASGOW. Date, First Survey 19<sup>th</sup> August '48. Last Survey 12<sup>th</sup> October 1948. Reg. Book. on the Wood, Iron or Steel S.S. "COTTONWOOD CREEK" (No. of Visits 32)

56049. Built at MOBILE, ALA. By whom ALABAMA D.D. &amp; S.B. CO. When 1944. MONTH.

TONNAGE: — Owners BRITISH TANKER CO. LD. Owners' Address (If not already recorded in Appendix to Register Book)

GROSS 10647 Managers Port belonging to LONDON.

UNDER DK. 9489

NET 6310

Surveyed Afloat or in Dry Dock? BOTH Name of Dock STOBROSS QUAY &amp; PRINCES DOCK Destined Voyage

Cell DBor DBa feet; uE &amp; 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.

In 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. Owners' Representative Was a damage report made by anyone else? if so, by whom? Underwriters Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY FOR CLASSIFICATION, CUTTING &amp; STRAPPING OF

SHELL &amp; DECK, STRUCTURAL REINFORCEMENTS, FREEBOARD ASSIGNMENT &amp; DAMAGE.

Damage stated due to contact with M.V. "BRITISH MARINER" on the 29<sup>th</sup> September 1948

while berthed at Stobross Quay, Glasgow, undergoing repairs.

FOUND PERMANENT REPAIRS EFFECTED.

Boat Deck (P.S.) Curtain plate set in several places. - Faired in place.

" " Rails and stanchions, broken &amp; displaced - Repaired &amp; refitted with part new.

Port Lifeboat + 2 Davits were damaged. New davits were supplied &amp; fitted &amp; lifeboat

was repaired &amp; tested in accordance with requirements of Ministry of Transport Surveyors.

Boat deck plating &amp; beams etc in way of above were examined &amp; no evidence of damage found

SUMMARY OF DAMAGE REPAIRS: — Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items: — (P.T.O.)

Renewed ... Boat deck curtain plate

Removed and Faired or Repaired (P.S.) - Faired in place.

Faired or Repaired in place

PRESENT CONDITION OF THE

Decks Bulkheads good. Engine Room Skylights good.

Caulking of Decks the welded good. Coal Bunkers, Openings, Covers, &amp;c. good.

Coamings good. Oil Bunkers good.

Beams &amp; Fastenings good. Scuppers good.

Outside Plating good. Cargo Hatchways good.

" " in way of sidelights Noted. Hatches (Steel) good.

Frames good. Planking good.

Reverse Frames good. Caulking good.

Longitudinals good. Treenails good.

Transverses good. Breasthooks &amp; Stemson good.

Floors good. Transoms, Pointers &amp; Crutches good.

Keelsons good. Timbers of Frame at openings good.

Stringers good. " " at other places good.

Inner Bottom Plating good. Stringers, Clamps &amp; Shelves good.

Have the Tanks been examined internally? Yes. Sailing (State if examined.)

Have the Tanks been tested? Yes. Doubling Plates under Sounding Pipes good.

Copper, or Y.M. (State if on Fell)

When fitted, Month Year

Boats Not examined

Masts, Yards, &amp;c. good

Condition, how ascertained By examination

(State if wedges removed.)

Equipment letter

Anchors, No. of 3B + 1S.

Cables (State if now ranged) Yes.

" length 270 fms. mean diam. 2 5/16"

(on board.) CAST STEEL

" Rule length 330 fms. size 2 5/16"

Chain Locker. good.

Hawsers &amp; Warps. good.

Standing and Running Rigging. good.

Sails. ✓

## General Observations, Opinion as to Class, Recommendation, &amp;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."

All the requirements of the Rules for Special Survey for Classification having been complied with, this

vessel is now in good and efficient condition and is eligible, in our opinion, to be Classed 100A1, Carrying

Petroleum in Bulk, with fresh record of Docking 9,48, and the notation of S.S. Gls. 10,48 subject to

permanent repairs to indented shell plating (P.S.) in way of E.R. D.B. tanks being effected at the first

convenient opportunity and to 60 fms. cable being supplied at the first opportunity.

Survey Fee (per Sect. on 29) (per Circ No 871) £ 171 : 0 : 0 Fees applied for,

Cutting &amp; Strapping £ 80 : 0 : 0 6 OCT 19

Special Damage or Repair Fee (if any) £ 5 : 5 : 0 Received by me,

(per Sec. 29) £ : : 10.

Travelling Expenses (if chargeable) £ : : 10.

Second Surveyor's Fee (if any) £ : : 10.

Committee's Minute

Character Assigned Class: 100A1

Carrying Petroleum in Bulk

Fitted for oil fuel F.P. above 150°F.

S.S. 10.48 S.S. Gls. 10.48

Col. 3.

Classed 10.48

Foundation

Register

Lloyd's

Surveyors

James E. Brown

Arthur J. P. Crawford

Surveyors to Lloyd's Register of Shipping.

GLASGOW 25 OCT 1948

JMR

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S.S. "COTTONWOOD CREEK"

NOW DONE FOR SPECIAL SURVEY (Contd.)

Doubling plates found under all sounding pipes. Freeboard verified.

Bilge Keel (P.S) - Slightly set down, locally - Fairly in place.

Plating (P+S) - Pitted - Doubling plate fitted (P.S.) + elec. welded. Pitting built up by elec. welding (P.+S.).

Plating - (P+S) - Elec. welding fractured in way of coupling (P+S) - Defective welding cut out & renewed. Nuts on coupling bolts hardened up & split pins renewed.

Top pintle - Found slack, wastage in way of taper and thread. Built up by elec. welding, machined & refitted.

Top quidgeon - lignum vitae bush renewed.

Bulkhead between Nos 4 and 5 Tanks (P.S.) - Plating was found fractured at point of bracket to longitudinal frame No 9 from deck. Fracture "reed" & elec. welded. Doubling plate fitted & elec. welded to bulk plating in way. Bracket cut & elec. welded to doubling plate.

Bulkhead between Nos 7 & 8 Tanks (P+S). - Plating fractured at point of brackets to Nos 9 & 10 longitudinals - Repaired & reinforced as detailed above.

Centre line Web, Fore End No 8 Tank. - Plating buckled in way of 2<sup>nd</sup> bracket from deck & welding broken away from bulkhead. - Buckled plating cropped & part renewed (overlapped to existing web plating) & elec. welded to hhd.

Centre line Web, No 6 Tank, Bracket to Centre Gyder - Plating buckled  
lightening hole blanked off by overlapped plate & additional vertical flat  
bar stiffener fitted and elec-welded.

Bulkhead, aft end of Side O.F. Bunker in E. Room (SS) - Plating fractured in way of bracket to shell longitudinal. - Dealt with similarly to bulkheads in cargo tanks.

Toggles and hinges on doors to Bridge, Poop, Pump Rooms & Deckhouses overhauled.  
Globe valves overhauled & gauges renewed on air pipes to Forward Deep Tanks,  
Oil Fuel Side Bunkers & Forward & After Rofferdams.

2 additional rails fitted to stanchions around Poop, Forecastle and Upper Decks.

2 additional toggles fitted to each Cargo Tank hatch.

Hinged watertight doors (P+S) removed from aft end of Bridge. Tonnage openings cut & steel plate covers secured by hook bolts fitted.

3 additional cowd vents fitted at aft end of bridge to Stone Rooms.

Flush scuttle on Poop Deck removed & hatch coaming with hinged steel cover fitted in lieu.

Details of the foregoing alterations were reported on the C-11 Report forwarded for Freeboard assignment.

(Continued.)

0034 <sup>2</sup>/<sub>13</sub>

10m,12,47. T. (MADE AND PRINTED IN ENGLAND),

... *... ..* Does service's core must be taken that the roving paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

If Patent state name of Patentee.

If Stockless state Mechanical Test.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

Coamings & closing appliances examined & found in good condition. Anchors & Cables (Ranged in dry dock) examined & found good, verified with certificates issued by American Bureau (See Report 1. Herewith). Chain locker cleaned & examined & found in good condition. Masts & Rigging examined (Report 14 herewith) & found in good condition. Steering Gear (Electric. Hydraulic Twin Ram Type) and Windlass and Bilge Pumping arrangements tried under power, examined and found satisfactory. General Equipment, Watertight doors (hinged type), ventilator coamings, air & sounding pipes & closing appliances thereto examined & found or placed in good condition. (Continued).

(Continued).



S.S. "COTTONWOOD CREEK"CUTTING & STRAPPING OF SHELL & DECK.& STRUCTURAL REINFORCEMENTS.

Riveted Straps were fitted at Upper Deck (I.P. + I.S.), Upper Side Shell (I.P. + I.S.) Lower Side Shell (I.P. + I.S.) and Bottom Shell (I.P. + I.S.)

Vertical 12" x 4" Channel Stiffeners were fitted to Centre webs on the transverse bulkheads in all Centre Tanks. There are no lightening holes in the Centre Webs.

Additional tripping brackets were fitted in the H. Section at the intersection of all longitudinal bulkheads & transverse bulkheads as shown on plan, and additional brackets were fitted between the athwartship flange of the T. bar and length. bhd. plating in all cargo tanks in line with these brackets. Tee bars were fitted at tripping brackets of all webs to transverse bulkheads in all cargo tanks.

Bilge keels were found to be senated at the shell connection & to be sniped at ends with a doubling plate fitted to the shell.

Welding at the points of brackets in various positions was found to require reinforcement & was dealt with at this time.

The foregoing was carried out in accordance with letter re T. 2 Tankers dated 5<sup>th</sup> February, 1948 & specification & plans accompanying same.

FREEBOARD ASSIGNMENT:-

Reports C 11 & C 11 (Comp.) have been forwarded. Report C 12(c) completed. Load line Certificate & copies (2) issued. Provisional Load Line Certificates were withdrawn & are returned herewith.

S.R. LIST:- DELETION

Bottom was specially examined for grounding at this time. No damage was found. It is submitted that this item may be deleted from the Special Reasons list.

Indented bottom plating in way of E.R. D.B. Tanks (B.S.) was examined & is considered to remain efficient. It is submitted that repairs to this plating may be deferred until the first convenient opportunity.

S.R. LIST - ALTERATION

The length of Chain Cable found to be on board is 270 fms. - 2 5/16" Dia. Cast Steel Stud link. - This was verified with American Bureau Certificates. It is submitted, therefore, that 60 fms. cable should be supplied at the first opportunity.

RADAR.

Cosson Marine Radar Installation was fitted at this time.

JCBrown.