

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19<sup>th</sup> JANUARY 1948. When handed in at Local Office 19<sup>th</sup> JAN 1948. Port of Falmouth

No. in Survey held at Falmouth Date, First Survey 23<sup>rd</sup> DECEMBER 1944 Last Survey 15<sup>th</sup> JANUARY 1948  
Reg. Book. on the ~~Wood, Iron or Steel~~ S.S. "COTTONWOOD CREEK" (No. of Visits. FIFTY.)

TONNAGE: — Built at MOBILE ALA. By whom ALABAMA D.D. & S.B.C. When 1944 MONTH 4  
GROSS 10647 Owners BRITISH TANKER CO. LTD Owners' Address  
UNDER DK. 9489 Managers Port belonging to LONDON  
NET 6310

Surveyed Afloat or in Dry Dock? BOTH Name of Dock FALMOUTH DOCK & N°1 D.D. Destined Voyage

Depth of Water at Berth feet; uE & B. feet; f. feet  
Total capacity tons. FPT tons; APT tons; MT 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DRY DOCKING AND EXTENSION OF PROVISIONAL LOAD LINE CERTIFICATE.

Now Done:— Vessel in dry dock bottom stem frame and rudder cleaned examined and re-coated, cables ranged anchors and cables examined. Weather decks, hatchways covers and securing arrangements, coaming deck houses, companionways, skylights, fiddley openings and covers, ventilator air pipe goosenecks, scupper sanitary discharges, detached superstructure and openings and closing appliances, gangways, bulwarks, guard rails, side scuttles, masts and rigging from deck and general equipment examined and found or placed in good condition. Windlass and steering gear generally examined tried under power and found satisfactory.

TEAR & TEAR REPAIRS:— Rudder nose plate on leading edge corroded, now renewed. Rudder plate welding fractured at places, now cut out where fractured and re-welded.

FREEBOARD RENEWAL SURVEY:— The Owner's request the existing provisional Load Line Certificate be extended

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								P.T.O.
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks PART EXAMINED GOOD	✓	GOOD	(State if on Felt.)
Planking of Decks do GOOD	✓	Coal Bunkers, Openings, Covers, &c. ✓	When fitted, Month Year
Stowings do GOOD	Cement or Asphalt ✓	Oil Bunkers ✓	Boats GOOD
Rings & Fastenings ✓	Rudder GOOD	Scuppers GOOD	Masts, Yards, &c. GOOD
Side Plating GOOD	Steering gear and its connections GOOD	Cargo Hatchways GOOD	Condition, how ascertained FROM DECK
" in way of sidelights ✓	Windlass GOOD	Hatches GOOD	(State if wedges removed.)
Reverse Frames ✓	Have pumps been examined and found efficient? ✓	Planking	Equipment letter ✓
Longitudinals ✓	Have Sluice Valves been examined and found efficient? ✓	Caulking	Anchors, No. of 3 BOWER 1 STREAM
Inverses ✓	Have Watertight Doors been examined and found efficient? ✓	Treenails	Cables (State if now ranged) YES
Ports ✓	Have Ventilators and their Coamings been examined and found efficient? YES GOOD	Breasthooks & Stemson	" length 300 FATH mean diam. 2 5/8"
Belsons ✓	Air and Sounding Pipes GOOSENECKS GOOD	Transoms, Pointers & Crutches	" Rule length 300 FATH size 2 5/8"
Riggers ✓	Doubling Plates under Sounding Pipes ✓	Timbers of Frame at openings	Chain Locker ✓
Over Bottom Plating ✓		" at other places	Hawsers & Warps SUFFICIENT
Have the Tanks been examined Internally? No		Stringers, Clamps & Shelves	Standing and Running Rigging EFFICIENT
Have the Tanks been tested? No		Salting	Sails ✓

General Observations, Opinion as to Class, Recommendation, &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."

This vessel in my opinion is eligible to be continued as classed with fresh record of dry docking 1,48. The vessel's class is subject as previously recommended to Indented shell plating (S.S) in way of engine room double bottom tanks being dealt with. The item dry dock for grounding may now be deleted from the Special Reasons list.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	:	19
Shipping Expenses (if chargeable)	£	:	:	Received by me,
Surveyor's Fee (if any)	£	:	:	19

Committee's Minute TUES. 24 FEB 1948

Character Assigned P. Change 1.48 fal subject (H.M.)

note RB (mashy)

009904-009911-0043



