

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

(Received at London Office)

10 FEB 1948

Date of writing Report 7.2 1948 When handed in at Local Office 7.2 1948 Port of Falmouth

No. in Survey held at Falmouth Date. First Survey 29-12-47 Last Survey 15-1-1948
 Reg. Book. (No. of Visits 1)

22107 on the Machinery of the Wood, Iron or Steel S.S. 'COTTONWOOD CREEK'

Tonnage { Gross 10647 Vessel built at Mobile, Ala. By whom Alabama D.D. & S.B. Co. When 1944
 Net 6310 Engines made at Lynn, Mass. By whom General Electric Co. When 1944
 Nominal Horse Power { Boilers, when made (Main) 1944 (Donkey) ✓
 No. of Main Boilers { Owners British Tanker Co. Ltd Owners' Address ✓
 No. of Donkey Boilers { (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers { Managers ✓ Port London Voyage ✓
 in Donkey Boilers { ✓ Surveyed Afloat or in Dry Dock No I.D.D.

(State name of Dock.)

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

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)
<u>100A.1.6.47</u> (classification contemplated) <u>Examined 6.47</u> <u>Noted for oil fuel</u> <u>carrying Petroleum in bulk.</u>		

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

Docking, T.S., Part B.S.,
Part M.S.

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.

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 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? Yes" " Donkey " " " ✓If not, state for what reasons Star Boiler not prepared for Survey 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? ✓State latest date of internal examination of each boiler Port Boiler 9/1/48Present condition of funnel (A) Yes
Main - 500 LBS/0"
Split - 464 LBS/0"Did the Surveyor examine the Safety Valves of the Main Boiler? YesTo 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? Yesand 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? Yesand of the Donkey Boilers? ✓Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? NoHas shaft now been changed? No 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 1/1/48 State the wear down in thestern bush A fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NoHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the M.S. the following machinery parts require to be examined:- The outboard turbo-generator & its gearing, the 2 main turbo-fuel pumps & the auxiliary fuel pump, the auxiliary circulating pump, 2 lubricating oil pumps & oil fuel transfer pumps (1 in Eng. room & 1 in Ford pump room), 2 main & 1 auxiliary condensate pumps, 2 bilge pumps, 1 (aft) Butterworth bilge pump, 1 Bilge & Ballast pump in Ford pump room, 2 boiler oil fuel pressure pumps, 1 atmospheric drain pump, the main & auxiliary condensers, the pumping arrangements & electrical installations. To complete the B.S. the Starboard boiler requires to be surveyed & its safety valves adjusted. The Owners Superintendent states that these surveys will be advanced at the first opportunity

Now done:- The vessel placed in dry dock, the propeller, screwshaft, sternbush, sea cocks & valves with their outside fastenings examined & found or placed in good condition

The following machinery parts ~~for~~ examined & found or placed in good condition:-

The main turbine casing & rotor, the inboard turbo-generator casing, rotor & gearing, the main circulating pump, the Ford Butterworth, fire & Bilge pump, the thrust & intermediate shafts. Please see continuation sheet.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far as now seen

(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.)

is in good condition & eligible in my opinion to remain 'Class contemplated' with records of T.S.C.L. 1.48 now, B.S. 1.48 on completion of the survey & M.S. (with date) on completion of the survey. Subject to a spare propeller being supplied at the first opportunity.

Survey Fee (per Section 29) B.S. £ 22 : 9 : 0 Fees applied for 9.2 1948
 T.S. MS £ 3 : 0 : 0
 Special Damage or Repair Fee (if any) (per Section 29.) £ 10 : 0 : 0
 Travelling expenses (if chargeable) £ : : : Received by me, 19

Committee's Minute _____

Signed _____

TUES. 24 FEB 1948

As now, subject
S. 1.48 CL

Gas Stevenson
 Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

009904-009911-0047 1/2

S.S. "COTTONWOOD CREEK"

Part M.S. (Cont'd): - The main generator rotor & stator.

Wear & tear repairs: - Steamtrunk re-wooded. Main turbine clearances checked, governor gear, control valve, emergency governor & throttle valve opened out, examined & later tested at work.

Main circulating pumps: - new impeller & shaft fitted.

Main alternator rotor showed low insulation test, steel end covers over rotor windings withdrawn, windings cleaned, varnished & end covers refitted. Insulation test now satisfactory. Rotor & stator windings cleaned & all clearances checked.

On completion of repairs, the balance of the main alternator & main propulsion units tested in place & found satisfactory.

Part B.S.: - Port main boiler examined throughout together with superheater, safety valves, mountings, manholes & doors, all found or placed in good condition & the safety valves adjusted.

The oil fuel installation examined under working conditions & found satisfactory.

Note: - The boilers on this vessel have two independent feed lines & the main feed line in each case is fitted with an efficient feed regulator.

The above machinery parts were examined with a view towards classification. The materials & workmanship, so far as seen, are good.

Jas. Stevenson