

3 DEC 1947

American Bureau of Shipping

45 BROAD STREET, NEW YORK 4, N. Y.

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Savannah, Georgia
August 26, 1947

PORT NO. 2611

SS "FORT WINNEBAGO"

THIS IS TO CERTIFY that the undersigned Surveyors to this Bureau, did, at the request of the Owner's Representative, Mr. M.V. Farland, Local Manager U.S. Maritime Commission, Savannah, Georgia, examine the SS "FORT WINNEBAGO" of Portland, Oregon, Official Number 246,025 while the vessel lay on drydock and afloat alongside pier at Merrill-Stevens Dock and Repair Company, Jacksonville, Florida, on the 31st day of July and subsequent dates, in order to examine and report upon Drydocking Repairs, Commencing Special Survey No.1 on Hull, Annual Survey, Commencing Special Survey on Machinery, Tailshaft and Annual Boiler Surveys. For particulars, see report as follows:

The vessel was placed on drydock and the stem, keel, sternframe and outside surface of shell plating and welds were cleaned, examined and found in a satisfactory condition, except as follows:

PORT SIDE

- Shell plates A-3 and B-3 set up approximately 2" along seam over area 10'x4'.
- Shell plates A-4 and B-4 set in slightly full length of plate.
- Shell plates A-6 and B-6 set up approximately 2" over area 6'x4-1/2'.
- Shell plates D-3 and D-4 set up approximately 4" full length of plates along lower half and affecting edge of adjacent C plates.
- Shell plate D-5 set up approximately 3" on forward end of plate for a length of 5'.

STARBOARD SIDE

- Shell plate C-3 set up approximately 1" over an area 2'x3' at aft end.
- Shell plates D-2, 3 and 4 set in approximately 3" full length on lower half affecting slightly the edge of adjacent C strake plates.
- Shell plates D-5 set up slightly at forward end over area 2'x3".

Recommend that the above repairs to be dealt with prior to completion of Special Survey No. 1 to the satisfaction of the attending Surveyor.

- (c) Paravane skeg bent and fractured on bottom, paravane skeg was cropped off to fair material satisfactorily.

This Report is issued subject to the condition that it is understood and agreed that neither the Bureau nor any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by this Bureau or its Surveyors or in any entry in the Record or other publication of the Bureau or for any error of judgment, default or negligence of its Officers, Surveyors or Agents.

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Outstanding Recommendations of Balboa Reports Nos. 2427 and 2432 dated 8-45 relative to collision damage were not carried out at this time,

The rudder and bearings were examined and placed in a satisfactory condition, as follows:

Approximately forty feet of scattered wasted welding was veed out and rewelded and rudder post repacked.

The main and auxiliary sea valves and emergency bilge injection valves were opened up, examined and found in a satisfactory condition. The internal surface of valves were painted.

The sea chests and strainers were cleaned, examined and found in a satisfactory condition. Sea chests were painted and strainers replaced satisfactorily.

The underwater body was recoated.

The propeller and tailshaft were disassembled, shaft drawn in, both cleaned, examined and found satisfactory. The stern bearing was rewooded and bored to 3/32" clearance. Shaft was run out and connected up to propeller with rubber seal in hub.

The port and starboard anchors and chains consisting of 120 fathoms port and 150 fathoms starboard of 2-5/16" diameter steel stud link chain were ranged, examined and placed in satisfactory condition. The shackle pin heads were wasted, pins renewed. The swivels were removed from both chains.

It is recommended that thirty fathoms of approved chain be provided as required by the Bureau Rules.

The hawse pipes were examined and found satisfactory.

The chain locker was cleaned, examined and found satisfactory. After examination, locker was coated.

The spare bower anchor, stream anchor, streamline and towline were examined and found in satisfactory condition.

The sounding and vent pipes in way of all tanks were examined and found satisfactory.

All cargo tanks were examined internally, tested and placed in a satisfactory condition, as follows:

- (a) The aft transverse bulkhead in No. 3 port wing tank 13' from main deck cracked for 12". The crack was drilled at the extreme ends, veed out and welded.
- (b) The aft transverse bulkhead in No. 6 port wing tank 19' from main deck cracked for 8". The crack was drilled at the extreme ends, veed out and welded.
- (c) The aft transverse bulkhead in No. 6 center tank 17' from main deck and 6' off centerline starboard, cracked for 10". The crack

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(c) Cont'd.

was drilled at the extreme ends, veed out and welded.

(d) The aft transverse bulkhead in No. 7 starboard wing tank 10' from main deck cracked for 12". The crack was drilled at extreme ends, veed out and welded.

The foregoing repairs were tested and proven tight.

The gun platform and foundation on forecastle deck, wiring and lighting to same were removed, openings were closed by insert plates. After completion of work, decks in way of same were hose tested and proven tight.

The masts, rigging and stays were examined and found satisfactory.

The forepeak and afterpeak tanks were examined internally, tested and found satisfactory.

The watertight bulkheads and deck plating were examined and found satisfactory.

The fore and after peak spaces, engine and boiler room spaces were examined and found satisfactory.

The main and forward pump room spaces were examined and found satisfactory.

The dry cargo hold, hatch coaming and cover were examined and found satisfactory.

The double bottom tanks, cofferdam, deep tanks were examined internally, tested and found satisfactory.

ANNUAL SURVEY

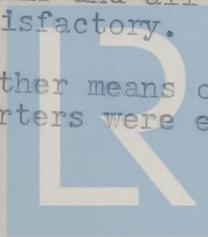
Steering gear arrangements, quadrant, tiller, hydraulic rams, brake and connections examined, telemotor rams and visible piping examined and found in order. Steering gear operated from bridge control and found satisfactory.

Watertight doors in bulkheads and closing appliances in the superstructure bulkheads and for air and sounding pipes examined and found satisfactory.

Coamings of ventilators to spaces below the freeboard deck and below decks of superstructure examined and found satisfactory.

Hatchway coamings, covers, expansion trunks and all their supports and means for closing examined and found satisfactory.

Machinery casings, guard rails and all other means of protection provided for openings and for access to crew quarters were examined and found satisfactory.



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No material alteration has been made in the hull, superstructures or means of closing openings in superstructures which affect the position of the load line.

The International Load Line Certificate Number I-6434 was endorsed on August 26, 1947. See Savannah Report No. 425 LLI dated 8-26-47.

SPECIAL SURVEY ON MACHINERY

All cargo tank heating coils were hydrostatically tested, examined and found satisfactory.

All cargo piping hydrostatically tested, examined and found satisfactory.

The deaeration tank, main and auxiliary condenser, main generator air cooler, lube oil coolers, compressed air tank and feed water heaters were opened up, cleaned, examined, tested and found satisfactory.

The main motor air cooler, found leaking, was renewed satisfactorily.

The line shaft bearings were opened up, examined and found satisfactory.

Outstanding recommendation of Newport News Report No. 9085 dated 7-11-47 relative to turbo-generator reduction gears were dealt with, as follows:

The two 525 K.W. auxiliary turbo-generator units were dealt with as follows: The turbine casings were lifted, internals cleaned, examined and found satisfactory. New carbon packing fitted throughout.

The gear casings were lifted, pinions and gears examined, alignment, tooth contact, bearings and journals found satisfactory.

The generators were cleaned and megger tested. Bearings and journals examined and found satisfactory. The governors were opened up, examined and found satisfactory. The units were closed up and operated from no load to full load with no excessive noise or vibration noted.

The main propulsion motor and main generator were opened up, so far as practical without dismantling, cleaned, meggered and proven satisfactory.

The main feed pumps were opened up, examined and placed in a satisfactory condition, as follows:

(a) Both feed pumps, the upper and lower casing were built up with chrome nickel in way of packing gland and machined to original size. Sleeves on shaft in way of packing were renewed.

7. The two feed pump turbines were opened up, cleaned and placed in a satisfactory condition by renewing the bearings. Shaft was polished in way of packing and new carbon packing fitted.

8. The pumping arrangements were examined and found satisfactory.

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Relief valves were installed on the three main cargo pumps, set at 25 p.s.i. tested and proven satisfactory.

Dock trial was held during which all main and auxiliary machinery was observed to operate satisfactorily.

ANNUAL BOILER SURVEY

The port and starboard boilers, together with superheaters and economizers were opened up, cleaned, examined externally and internally and placed in a satisfactory condition, as follows:

(a) STARBOARD BOILER

The furnace was completely rebricked.

- 1 - 2" circulating tube was renewed.
- 8 - 2" screen tubes were renewed.
- 1 - 4" side wall tube was renewed.
- 20 - 2" screen tubes were re-rolled in front header.
- 10 - 2" screen tubes were re-rolled in after header.

(b) PORT BOILER

Brick work was patched up with chrome ore.

- 3 - 2" screen tubes were renewed.
- 25 - 2" screen tubes were re-rolled in both headers.
- 2 - 4" water wall tubes were re-rolled in front header.

The boiler mountings and safety valves were opened up, valves ground in, examined and closed up satisfactorily.

The boilers and main steam pipe were hydrostatically tested to 750 p.s.i. and found satisfactory.

The drum safety valves on both boilers were floated under steam at 500 p.s.i. by the U.S. Coast Guard Inspector satisfactorily.

To complete the Special Survey on Hull, the following remains to be surveyed:

- (a) Bunkers are to be tested.
- (b) All discharges through the vessel's sides are to be examined.
- (c) Recommendation under Item No. 1 this Report.

To complete the Special Survey on Machinery, the following remains to be surveyed:

- (a) Thrust Bearing.
- (b) Main Propulsion Motor Bearings.
- (c) Main Turbine, Generator and Bearings.
- (d) Main and auxiliary condensate pumps, lube oil pumps, fuel oil service pumps, fuel oil transfer pumps, bilge and ballast pumps, sanitary pumps, main and auxiliary circulating pumps, fire pumps and anchor windlass.
- (e) A high potential test to be applied to the main propulsion motor and generator.

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Cont'd.

- (f) All electrical circuits and equipment to be examined and meggered.
- (g) Steering gear pumps to be examined.

The Tailshaft drawn - 8-47

The Annual Survey is complete - 8-47

The Annual Boiler Survey is complete - 8-47

The undersigned Surveyor, Otto L. Hart, visited this vessel after the mentioned repairs had been completed satisfactorily. The vessel being in a Seaworthy condition on the 26th day of August 1947, it is recommended that she be retained as now classed with this Bureau.

B. J. Douglas
SURVEYOR

Otto L. Hart
SURVEYOR



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