

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Sept. 20, 1947 When handed in at Local Office 19 Port of Jacksonville, Fla.

No. in Reg. Book 3780 Survey held at Jacksonville, Fla. Date, First Survey 4th, Sept. Last Survey 24th, Sept. 1947 (No. of Visits 12)

on the Wood, Iron or Steel S. S. "Fort Winnebago"

TONNAGE:— Built at Portland, Oregon By whom Kaiser Co., Inc. When 1944

GROSS 10448-85 Owners British Oil Shipping Co., Ltd. Owners' Address - (if not already recorded in Appendix to Register Book)

DER DK. 9294-08 6301 Managers Stevenson, Hardy & Co. Port belonging to London (contemplated)

eyed Afloat or in Dry Dock? Both Name of Dock Merrill-Stevens, D.D. Co Destined Voyage

DBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted. N.B.—All alterations in the existing records should be underlined.

st Report, No. Port

ical Surveys, when held, must be reported in detail and seriatim 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 affecting this case.

Where 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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
Class contemplated	

Society's Freeboard (if assigned) as painted on Ship and now verified 9 ft 2-3/4 ins. (Provisional)

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

IRS, OR EXAMINATION AS PER RULE, FOR 1st entry for contemplated classification

s vessel, a T2 type tanker, was owned by the United States Government represented by the War Shipping Administration, Washington, D. C., and built under the special supervision of surveyors to the American Bureau and classed with t Society.

mediately prior to the vessel being handed over to the new owners she was surveyed in dry dock and afloat by American Bureau Surveyors and the greater part of the Special Survey No. 1 completed. The British owners' representative at this port requested that the A. B. Survey be accepted by the committee as the classification survey required

1st entry, and this was subsequently agreed to "provided that the surveyor was satisfied with documentary evidence of recent surveys and the condition of the cargo tanks" all as shown in New York Telegram dated September 9, 1947, a copy of which is attached.

TARIY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE VESSEL To be read in conjunction with the survey carried out by the A. B. Surveyors.			
Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
"	Ceiling -	Oil Bunkers -	When fitted, Month Year
"	Cement or Asphalt Good	Scuppers -	Boats Good
"	Rudder -	Cargo Hatchways -	Masts, Yards, &c. -
"	Steering gear and its connections -	Hatches -	Condition, how ascertained by exam. (State if wedges removed.)
" in way of sidelights -	Windlass -	Planking -	Equipment letter
Good	Have pumps been examined and found efficient? -	Caulking -	Anchors, No. of 3B 1S ✓
Good	Have Sluice Valves been examined and found efficient? -	Treenails -	Cables (State if now ranged) Yes
"	Have Watertight Doors been examined and found efficient? Yes	Breasthooks & Stemon -	" length 300 ✓ mean diam. 2-5/16 (on board)
Good	Have Ventilators and their Coamings been examined and found efficient? Yes	Transoms, Pointers & Crutches -	" Rule length 330 ✓ size 2-5/16
"	Air and Sounding Pipes Good	Timbers of Frame at openings -	Chain Locker Good 2 1/2
"	Doubling Plates under Sounding Pipes -	" " at other places -	Hawsers & Warps -
See Rpt.		Stringers, Clamps & Shelves -	Standing and Running Rigging -
See Rpt.		Salting (State if examined.)	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."

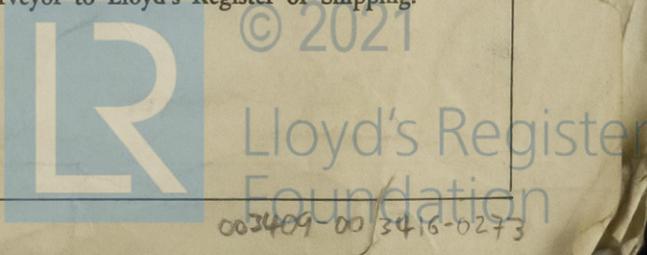
This vessel as now seen by the Society's Surveyor and from the documentary evidence of the recent survey by Surveyors the A. B. of S. is in good condition and eligible in my opinion to be classed 100A1 with notation S. S. Jck. 9.47 when the bunkers have been tested, record of examined 9,47 with date of drydocking 9,47 subject to bottom plating P. & S. Fd) being dealt with at owners first convenient opportunity and stem frame (wasted) to specially examine at

Survey Fee (per Section 29)	Jck. a/c	\$ 380.00
Special Damage or Repair Fee (if any) (per Sec. 29)	N.Y. a/c	£ 400.00
Travelling Expenses (if chargeable)	N.Y. Exp.	£ 175.00
"	LONDON	£ 4.00
Second Surveyor's Fee (if any)	Jck. a/c	£ 41.80

Fees applied for, Nov. 15, 1947 next dry docking. Received by me, 19 Stewart

Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK NOV 12 1947 Character Assigned 100A1 subject see FERK (Class Contemplated) Ditching date 9.47 Examined 9.47



8 / 1356.

For the information and consideration of the committee a copy of the official American Bureau Report covering survey is enclosed.

It will be seen that the following items have been dealt with:

Vessel placed in dry dock, bottom and rudder cleaned, examined, dealt with as required and recoated.

Anchors and cables (ranged), masts, rigging and stays, chain locker, sounding and vent pipes in way of all tanks, all cargo tanks, fore and aft peak tanks and spaces, watertight bulkheads, docks, engine and boiler spaces, pump rooms, dry cargo hold and hatch, double bottom tanks, cofferdam, deep tanks, steering gear, watertight doors in superstructure bulkheads, air and sounding pipes, coamings of ventilators, hatchway coamings, covers, expansion trunks and all their supports and means for closing examined and repaired as required.

The cargo tanks, cofferdams, deep tank, fore and aft peak tanks, and double bottom tanks tested.

Remaining to complete this survey the bunkers to be tested, the discharges through the vessels' sides being examined by the Society's Surveyor at this time and found satisfactory. (For underwater fastenings, connections, etc., see A. B. Report on Machinery).

Damage and wear and tear repairs effected as shown.

The American Bureau Surveyor recommends that the bottom damage be dealt with as part of the special survey, but as this damage was examined by the Society's Surveyor just prior to undocking and found neither extensive or effecting the seaworthiness of the vessel, it is recommended that it be dealt with at the owners first convenient opportunity and the stern frame (Wasted), being specially examined at next dry docking.

Now done for General Examination by the Society's Surveyor.

As it was anticipated that a request would be received from the new owners for the vessel to be classed with the Society, an opportunity was taken to examine the vessel, just prior to her undocking, and the bottom and rudder found in good order and the bottom damage considered efficient meantime and not

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 Weights															
	Stream															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Tons.					

effecting the seaworthiness of the vessel. The cargo tanks specially examined at this time and their condition found satisfactory.

Tween decks, structure below the boilers, the peaks, machinery spaces, decks, casings, ventilators, hatchways and closing appliances, general equipment steering gear and its connections and windlass generally examined or as required and found in good condition.

Survey for Freeboard Assignment carried out at this time and report forwarded.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying 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.