

Rpt. 8

REC'D NEW YORK

Port Boston, Mass. No. 4793

Date of writing Report October 30, 1957 When handed in at Local Office 3<sup>rd</sup> October 1957 Received London  
Survey held at Boston, Mass. No. of Visits 47 (1952-1957) First Date 23, May 19 57 Last Date 25, Sept. 19 57

## REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.)

No. in R.B. 33828 on the Steel Winamac (ex "Mobilube -54") Tons Gross 11,980.88  
Built at Sparrows Point By whom Bethlehem Steel Company When 1939 Year 6 Month  
Owners Mobil Tankers Co. S.A. Owner's address Panama R.P.  
Managers Bethlehem Steel Company Port of Registry Panama R.P. Date of last examn. in Drydock 8-1956  
Surveyed Afloat or in Drydock Both and Name of Dock Bethlehem Steel Company -  
new middle body on stocks. East Boston Yard  
N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.  
{ Last Report: No. 6232 Port Nap. Particulars of Classification (which must be inserted precisely as  
To be filled in at Head Office. in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or tested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS	Machinery
Date of Special and of Drydocking Surveys, etc.	
<u>100A.1.(M) 12/55-2 Yrs.</u>	<u>MS1 (M) 12/55, 2 Yrs.</u>
<u>Carrying homogeneous cargo</u>	<u>Engines 10/54</u>
<u>of Petroleum in bulk.-For</u>	<u>Boilers 9/56</u>
<u>service in Persian Gulf and</u>	<u>T.S.-C.L. 8/56</u>
<u>Mediterranean.</u>	<u>Steam Pipes 12/55</u>
<u>L.M.C.</u>	
<u>Docking 8/56</u>	
<u>Reclassified 2/48</u>	

Give dates and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. No Damage Freeboard as marked on ship and now verified See Report ins.  
Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR COMPLETE RENEWAL OF THE CARGO TANK LENGTH OF VESSEL AND SPECIAL SURVEY OF END PORTIONS AND AMIDSHIP SUPERSTRUCTURE FOR REINSTATEMENT OF CLASS.

## NOW DONE FOR RENEWAL OF CARGO TANK LENGTH OF VESSEL.

The cargo tank portion of the vessel between the forward and aft main cofferdams has been completely renewed in increased length, breadth and depth. The scantlings and arrangements of the new portion are as given in the attached Report 1 and as shown and amended on the approved plans now forwarded. A complete new fore and aft gangway has been fitted, the masts and derrick posts overhauled and replaced on new portion of vessel and the rigging placed in good order.

## NOW DONE FOR SPECIAL SURVEY OF END PORTIONS OF VESSEL AND BRIDGE SUPERSTRUCTURE.

End portions examined in drydock. Shell plating, stern frame and rudder cleaned, examined and coated.

Rudder lifted for examination.

Vessel undocked finally on the 10th September 1957.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	-	-	-	-	-	-	-	-
Removed and Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place	-	-	-	-	-	-	-	-

Has a Survey also been held on machinery of the Ship? Yes  
If so, is the Report sent now, or when will it be sent? Now

Is Classification Certificate required? If so, to be sent to Yes to Owners  
Has Interim Certificate been issued? Yes - copy attached.

## GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel, now partly rebuilt, is eligible, in my opinion, to be reinstated in Class 100 A.1. "carrying Petroleum in Bulk" without service limitation, with the notation S.S. 9,57 and record of Drydocking 9,57 and to have the special notation "Lengthened and partly rebuilt 1957".

Date of Committee.

NEW YORK

DEC 4 1957

Minute

Reinstated in class 100 A.1. Carrying petroleum in bulk O.S. 9.57 Bos.S.S. Bos. 9.57 (Dn. 12 yrs)(M) ES. 9.57. MBS 9.57

3M-12-56 Printed in U. S. A.

CERTIFICATE WRITTEN.

Noted for Header

Lloyd's Register Foundation



TABLE 1 FORE AND AFTER ENDS AND AMIDSHIP SUPERSTRUCTURE  
PARTS OF THE VESSEL AS INDICATED BELOW HAVE BEEN EXAMINED FOR **Special** SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	Yes
rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams	Yes (all F.W. D.B.'s in Eng. space with one cofferdam. for'd)	Yes
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	Yes-see above) also tanks in bridge space)	Yes
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	Yes	Yes
Old For'd cargo hold	Yes	Oil Fuel Bunkers and Settling Tanks	Yes (all in mach. space)	Yes
ween Decks (For'd and aft)	Yes	Side Tanks	See First Entry Report	
Fore Peak Spaces	Yes	Wing Tanks		
After "	Yes	Other Tanks		
Engine Space	Yes	Cargo Tanks (Tankers)	See First Entry Report	
Boiler "	Yes			
Under Engines and Bunks	Yes			
Immel and Well	None	Cofferdams	Yes (For'd and aft main cofferdams)	Yes
Oil Bunkers	None	Pump Rooms	Yes	Yes
Main Locker	Yes			
Other Spaces	- None			
		Have Tanks now Examined been Cleaned as Necessary?	Yes	
		Have Struts in Cargo Tanks (of Tankers) been removed?	No-New structure.	
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes	

NOTE: Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3 - Yes; All - Yes.

TABLE 2

Present condition of the following parts in so far as examined is to be reported:-			
Shell plating (At ends) Good	Ceiling and Cargo Battens None - Tanker	Sluice Valves examined and found Good	
in way of side scuttles Good	Asphalt Good	Air and Sounding Pipes Good	
Rudder and Sternframe Good	Cargo and other Hatchways Good	Doubling Plates under Sounding Pipes Yes	
Decks (At ends) Good	Hatches and closing appliances Good	Masts and Rigging examined and found Good	
Superstructures and their closing appliances Good	Ventilators, their coamings and closing appliances Good	Condition, how ascertained (State if wedges removed) Yes	
Casings and Fastenings (Tanker)	Companionways and Skylights Good	Chain Locker Good	
(At ends) Good	Shell Openings None	EQUIPMENT (See Report)	
Fore Frames in DB's - Good	Ash Shoots None	Equipment Letter (1) 2 3/4 sq.	
Longitudinals Good	Overboard Discharges and Scuppers Good	Anchors, No. of 3 B. Condition Good (See Rpt.)	
Transverses Good	Freeing ports Open rails	Cables (State if now ranged and examined) Yes	
Stems In DB's - Good	Steering Gear (Main and Auxiliary) examined and found Good	" length 300 Fms. mean diam. 2-8/16" (on board) Approved Rule Length 300. Size 2 9/16 sq.	
Stem (For'd and Aft) Good	Windlass examined and found Good	Hawsers and Warps Sufficient	
Engines (At ends) Good	Pumps " " No hand pumps	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8 (Eq) and attach. Copy Attached	
Bottom Plating In mach. space - Good	W.T. Doors " " Good		
Keelheads and Gun Good			

Conditions (A) or endorsements (B) of Class (if any) been dealt with? Yes See ~~NEW~~ end of this report.

MARKS, REPAIRS, Etc. (Contd.) It is noted that drillings were submitted with a Marseilles Report No. 1956 dated December 1955. Odd drillings in the shell plating at ends have been made this and shell plating found satisfactory. Examined the for'd cargo hold, fore and after spaces, engine and boiler spaces, under engines, pump rooms, plating in way of side-light, decks, hatchways with their closing and securing appliances, anchors, chain cables, chain locker, derrick post vents, masts and rigging, steering gear, windlass, watertight doors, ventilator coamings and covers, air and sounding pipes (striking plates fitted), boats, casings and general equipment.

Freeboards have been assigned and certificates issued by the American Authority (see Rpt. 1).

Survey Fee 400-  
Special Damage or Repair Fee (if any) 18-  
Travelling Expenses (if chargeable) 84-  
Second Surveyor's Fee (if any)   
Date when A/c. Rendered Dec 2, 1955

Rpt. 9a.

Port of Boston, Mass.

Continuation of Report No. 4793 REC'D NEW YORK October 30, 1957

S.S. on the "Winamac"

EXAMINED INTERNALLY AND TESTED the fore and aft peak tanks, oil fuel bunkers and settling tanks, deep tanks, all double bottom tanks and cofferdams.

# AMIDSHIP SUPERSTRUCTURE:

The old amidship superstructure has been refitted on the new length of vessel.

The height of the bridge deck above the main deck has been increased to 96" at the aft end and 105" at the for'd end and the breadth of the lower bridge increased to the new breadth of vessel (i.e. 74'-0").

## WEAR AND TEAR REPAIRS:

Fractures were noted in the rudder side plating. The panels of side plating between the existing rudder-arms have been stiffened by fitting horizontal web plates. Portions of the rudder side plating removed for access and renewed.

Minor fractures veed out and E.W.

The upper rudder pintle E.W. in way of pitted areas, machined and refitted with new bronze cap.

Steering gear opened out for examination, overhauled and placed in good order. The rod and chain control gear completely removed, new telemotor control gear installed and the steering gear satisfactorily tested on completion.

Windlass opened out for examination, overhauled, placed in good order and satisfactorily tested on completion.

A complete new radar installation has been fitted in the vessel this time (see Report 1 for details).

Upper portion of sounding pipe in after peak tank renewed.

W.T. doors throughout vessel overhauled and placed in good order.

## EQUIPMENT:

The equipment has been reviewed for the increased dimensions of the vessel and in accordance with New York letter dated 20th, December 1956, the existing stream anchor has been deleted as a rule requirement and two new bower anchors, of increased weights, supplied. (For details see attached Report 8 Eq.). The largest of the existing bower anchors has been retained on board. For future identification, the following particulars of this anchor are given:

Certificate Number - 15428  
Weight of Anchor - 11,770 lbs.  
Type - Baldt Stockless

The existing anchor cables have been ranged for examination and found in good condition. To complete the equipment an additional hauser has been supplied by the Bethlehem Steel Co. of Williamsport. (840'-0" x 2-1/16" (6 x 24) S.W.R. - Breaking Test 265,600 lbs.

## NOTATIONS AND INFORMATION FOR REGISTER BOOK (AMENDMENTS):

Following upon the repairs and alterations carried out this time, the various amendments for the Register Book are as follows:

Moulded Dimensions - 525.5' x 74.0' x 38.75'.

Registered Dimensions - 526.3' x 74.3' x 38.9'

Gross and net register tonnages - 11,980.88 and 8566.00 respectively.

Cargo tanks - 9 port, starb'd and centre.

(continued)

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Lloyd's Register

01/823-01/825-0069



Length of cargo tanks - 40'-0".

Number of bulkheads - 14.

Maximum draft corresponding to freeboard assigned - 30'-3-5/16".

Summer freeboard - 8'-8-1/4".

Overall length of vessel - 539'-7-3/4".

Notation - "Butts of shell and deck plating E.W." to be modified for new construction of vessel, viz: "E.W. except stringer conn. and seams of shell and deck panels.".

The lengths of the superstructures and particulars of water ballast tanks remain as before.

CONDITIONS OF CLASS (No. 152):

Item: "Cargo tank bulkheads to be specially examined and found or placed in satisfactory condition by next Special Survey" - has now been satisfactorily completed and it is submitted the item be deleted as a condition of class.

ENDORSEMENTS OF CLASS (No.

Items: "Indented shell plate C5(p.s.f.) also keel and A strake plates (s.s.f.)" - have been dealt with this time and it is submitted they be deleted as an endorsement of class.

*CA.*



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The Surveyors are requested not to write in the space above

RPT 8(Eq) (EQUIPMENT)

SHIP'S NAME

S.T. WINAMAC

BOSTON  
REPORT

To be securely attached to

No. 4793

When Anchors or Cables are supplied or retested, 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.	lbs.			
16670	BOWIER	13,000		LBS.	STOCKLESS			164,100			LBS.				BALOT STOCKLESS.	BALOT ANCHOR CHAIN AND FORGE DIVISION	CHESTER P.A. 21-5-57 R.K.
16669	- do -	12,990		LBS.	- do -			164,100			LBS.				- do -	- do -	- do -
15428		11,770		LBS.	ALREADY ON BOARD												
	Collective Weight																
	Stream																

### CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable						Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent
	Length	Diam.	Statutory	Breaking	Supplied			Rule			Length	Diam.			
					Cwts. or	qrs. Kilogs	lbs.	Cwts. or	qrs. Kilogs	lbs.					
6689	Fathoms or Metres	Ins. or M/ms	<del>Tons</del> or Kilogs	Tons or Kilogs	Cwts. or	qrs. Kilogs	lbs.	Cwts. or	qrs. Kilogs	lbs.	Fathoms or Metres	Ins. or M/ms	TWO PEAR SHAPED DETACH. LINKS.	BALOT ANCHOR CHAIN AND FORGE DIVISION.	CHESTER P.A. 21-5-57 R.K.
	—		495,000 LBS.	693,000 LBS.	—			—			—				
	300f	2 1/8"		ALREADY ON BOARD.									Special quality		

E. Flynn

Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed?