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## WIDE VARIETY OF REPAIRS KEEP CASCADE GENERAL BUSY IN 2001

Cascade General had a full complement of repair and maintenance work under way this spring, reflecting the company's intention to continue expanding its traditional customer base. In addition to the Alaska Tanker Company's Overseas Washington and Sea Coast Towing's Barge 103, three civilian-operated naval ships were docked at the Portland Shipyard. They were the MARAD vessels SS Chesapeake (operated by Interocean Uglund) and the USNS Watkins (operated by Maersk Line Ltd.), plus Military Sealift Command's USNS Observation Island.

The 430' X 80' Sea Coast Barge 103 was lifted in Drydock 3, where a survey revealed extensive deterioration of internal steel, particularly in the centerline tanks. Over 100 tons of steel was replaced in bulkheads, frames and longitudinals, in addition to a 50' X 27' panel of the side shell. 200' of cargo pipe was replaced, the deep-well pumps rebuilt, valves overhauled and the entire vessel prepared and re-coated.

The 736' SS Chesapeake was built in 1964 and is one of MARAD's thirteen Common User Tankers in the Ready Reserve Fleet. The hull underwent a complete overhaul before re-entering active service. This included inspections to the propeller, shaft and rudder. Linear welds were repaired, a new sea chest added, and the bottom blasted and coated. On deck, a Safe Bow Access was fabricated and fitted, to conform to IMO regulations. Steel was replaced in the forward collision bulkhead, chain locker and engine room, cargo and ballast piping.

The 564' AGM (missile range instrumentation ship) USNS Observation Island, originally built in 1953, underwent life-extension measures including blasting and coating of the superstructure and main mast, boiler floor tube replacement, and HP turbine inspection and repair. In the ship's control rooms, Cascade General electricians worked under supervision of Raytheon representatives on the program to replace all outmoded electronics. The existing Inertial Navigation System and Doppler speed log

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were completely removed. Old cables were pulled and fiber optics installed to support new-generation multi-processor host computers. Other items included the installation of eighteen new watertight doors, preservation measures in the shaft alley, and corrosion control on the X-band and S-band radar arrays.

The 950' USNS Watkins, recently launched by NASSCO, arrived in Portland for Post Shakedown Availability work. This included numerous modifications to electric systems, an upgrade on the lube tank, plus installation of a jib crane and a new oily-water separator. The Watkins is the sixth in the Watson class of Ro/Ro strategic sealift ships. It has approximately 390,000 square feet of cargo carrying space and a capacity of 36,000 tons. Its twin 32,000 HP GE LM2500 gas turbines deliver a maximum speed of 24 knots.

Routine maintenance on the U.S.-flagged tanker Overseas Washington revealed corrosion in the steam condenser tubes. As a preventative measure, the owners decided to replace all 5,588 tubes with new 90/10 copper nickel material. After an access was opened in the shell plate, Cascade General crews were able to load and fit all the 16'-long sections in 2 1/2 days. They were then ground, flared and hydro-tested.

"Despite a general slowdown in the industry, the measures that we have taken over the last year to improve productivity have already proved their value," said Cascade General Senior Vice President Suren Menon. " We are attracting a significant share of the west coast's repair and maintenance work, with a good mix of tankers, naval ships and barges."

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Cascade General owns and operates Portland Shipyard, the largest and most complete ship repair and industrial facility on the West Coast of the United States. We provide full-service repairs and conversions for tankers, cruise ships, bulk carriers, container ships, government vessels, tugs, barges and workboats. Cascade General's Portland facility includes a 60-acre (24.2 ha) yard, 550,000 square feet (51,096 square meters) of craft shops, more than 7,600 ft. (2,326 meters) of full-service repair berths, and three floating dry docks – including Dry Dock 4, the largest in the Americas. Cascade General also provides emergency topside repairs at any location on the U.S. West Coast and operates Voyage Repair Stations at Port Angeles, Washington and Astoria, Oregon.