

We look to both Vessel and Owners for Payment of this Bill.

(H/E-13)

Newport News, Virginia, September 13, 19 64

S.S. ESSO GETTYSBURG and Owners.

Bill No. 9152

Humble Oil and Refining Co.

P.O. Box 1512

Checked By.....

Houston 1, Texas Att: Mr. S. English

To Newport News Shipbuilding and Dry Dock Company Dr.

J. O. 935

Product.....\$

Furnishing services and making repairs and/or renewals to the S.S. Esso Gettysburg at this plant as detailed in the attached customer's order No. 935-S dated September 11, 1964.

For the sum of ..... \$ 79,054.00

Net on Receipt of Invoice

Make Payment to  
Newport News Shipbuilding & Dry Dock Company  
Attn: Accounts Receivable  
Newport News, Virginia 23601

# NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY

UNLESS OTHERWISE STATED HEREIN, ALL TENDERS ARE SUBJECT TO IMMEDIATE ACCEPTANCE. QUOTATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE. ALL AGREEMENTS AS TO TIME OF COMPLETION ARE MADE CONTINGENT UPON STRIKES, LABOR DIFFICULTIES, FIRE, ACCIDENTS, DELAYS IN DELIVERY OF MATERIAL AND/OR CAUSES OF ANY KIND BEYOND OUR CONTROL. FOR PAYMENT FOR ANY WORK DONE OR MATERIALS SUPPLIED HEREUNDER, WHETHER AUTHORIZED ORALLY, BY LETTER, OR WRITTEN CONTRACT, WE LOOK TO BOTH VESSEL AND OWNER. WE ALLOW NO DISCOUNTS AND BILLS ARE PAYABLE WHEN RENDERED. IN CASE OF DEFECTIVE WORKMANSHIP OR MATERIAL, OUR LIABILITY IS LIMITED STRICTLY TO THE CORRECTION OF SUCH DEFECTS DISCOVERED AND REPORTED TO US IN WRITING WITHIN THIRTY (30) DAYS FROM THE COMPLETION OF THE WORK.

WE UNDERTAKE TO PERFORM WORK ON, AND DRY DOCK VESSELS AND PROVIDE BERTH, WHARFAGE, TOWAGE AND OTHER SERVICE AND FACILITIES, ONLY UPON CONDITION (1) THAT NO LIABILITY SHALL ATTACH TO US FOR CONSEQUENTIAL OR CONTINGENT DAMAGES; (2) THAT WE SHALL NOT BE LIABLE IN RESPECT TO ANY ONE VESSEL, DIRECTLY OR INDIRECTLY IN CONTRACT, TORT OR OTHERWISE, TO ITS OWNERS, CHARTERERS OR UNDERWRITERS FOR ANY INJURY TO SUCH VESSEL, ITS CARGO, EQUIPMENT OR MOVABLE STORES, OR FOR ANY CONSEQUENCES THEREOF, UNLESS SUCH INJURY IS CAUSED BY OUR NEGLIGENCE OR THE NEGLIGENCE OF OUR EMPLOYEES, AND (3) THAT IN NO EVENT SHALL OUR AGGREGATE LIABILITY TO ALL SUCH PARTIES IN INTEREST FOR DAMAGES SUSTAINED BY THEM, AS A RESULT OF SUCH INJURY AND/OR DAMAGES, EXCEED THE SUM OF THREE HUNDRED THOUSAND DOLLARS (\$300,000.00).

WE WILL ACCEPT VESSELS FOR REPAIRS ON A DIFFERENT BASIS WITH MORE EXTENSIVE LIABILITIES THAN HEREBEFORE SET FORTH, BUT ONLY UPON THE OWNER DECLARING THE VALUE OF SUCH VESSELS AND SPECIFYING THE DESIRED INCREASED LIABILITY IN ADVANCE OF DELIVERY OF THE VESSEL TO US, TOGETHER WITH AN AGREEMENT TO PAY AN ADDITIONAL CHARGE OVER AND ABOVE THE USUAL CHARGE FOR REPAIR, WHARFAGE AND DRY DOCKING SUFFICIENT TO COVER THE COST OF INSURANCE EQUAL TO SUCH DECLARED RISK AND UNLESS THE OWNER USES SPECIFY IN ADVANCE AND MAKE PROVISION FOR PAYMENT OF ADDITIONAL INSURANCE, THE DELIVERY OF THE VESSEL OR MAKING THE VESSEL AVAILABLE TO US FOR REPAIRS SHALL BE DEEMED AN ACCEPTANCE OF THE TERMS AND CONDITIONS SET FORTH IN THE PRECEDING PARAGRAPH.

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## CUSTOMER'S ORDER

No. 935-S

Newport News, Virginia, September 11, 1964

Newport News Shipbuilding and Dry Dock Company:

Subject to the conditions printed hereon, please furnish the following for

SS ESSO GETTYSBURG

Humble Oil and Refining Co., P.O. Box 1512, Houston 1, Texas

By Contract \$ Attention: Mr. S. English

BY DRY DOCK

\$ 6,345.00 1. BULBOUS BOW SANDBLASTING AND COATING

Furnish labor and material to set up and sandblast complete inside of bulbous bow to bright metal, including internals.

Furnish and apply one (1) coat of Rust Ban #191 to the sandblasted areas.

Furnish necessary staging.

\$ 500.00 2. GAS FREE (103)

The Owner will steam, clean and gasfree, or cause to be steamed, cleaned and gasfreed, all cargo tanks, cofferdams, pumproom, compartments, and pipelines other than those containing bunker or boiler fuel and such other tanks, cofferdams, compartments, etc. as are specifically exempted by the Contractor's Certificated Chemist. The Contractor shall not assume howev, that the vessel and/or its compartment and/or its pumps and/or its piping is or are free from explosive or dangerous gas or gases or oil, but shall at his own expense have such tanks, compartments, pumps, piping, etc. tested by a Certificated Chemist engaged by the Contractor who shall furnish the Owner and/or his Representative with a Certificate showing that such compartments and/or pumps and/or piping, etc have been so tested and found to be free from explosive and/or dangerous gas or oil. Said Contractor shall keep all such cargo tanks, cofferdams, pump-rooms, compartments, and pipelines free from explosive and/or dangerous gas or gases or oil during the

Orders for account of vessel and owners must be signed by Managing Owner, Ship's Husband, Master, or any person to whom the management of the vessel at the port of supply is entrusted.

Accepted: \_\_\_\_\_ (Signature)

\_\_\_\_\_ (Title)

Newport News Shipbuilding and Dry Dock Company  
By—

2. GAS FREE (103)(CONTINUED)

period of repairs and/or alterations. Delivery of such aforementioned Certificate and receipt thereof by the Owner or his Representative shall in no way relieve and/or discharge the Contractor from his obligation to keep these places free from explosive and/or dangerous gas or gases or oil during the performance of this contact or any related additional work. Should, during the course of repairs, or alterations, the Contractor's Chemist report the presence of dangerous and/or explosive gases or oil, the Contractor shall immediately stop all work and shall not resume work until such places, etc., are again certified free from explosive and/or dangerous gas or gases or oil.

Burning or other hot work shall not be done by the Contractor on any part of the cargo piping system, gas vent lines or other piping lines which may have contained oil, gas or other inflammable produces, unless permission to do so is specifically granted by the Contractor's Certified Chemist.

\$ 700.00 3. MAIN CONDENSER BAFFLE PLATES (307)

Install two (2) welded shaped, steel steam baffles inside main condenser as directed to prevent steam impingement on certain localized steam entry areas. Require approx. 3'-0" x 3'-0" of 1/2" steel shaped plate in way of each exhaust inlet, two (2) steel shaped plates to be drilled 1/2" diameter holes on one (1) inch centers. Access for above installation to be through L.P. turbine manhole plate.

\$ 1,910.00 4. CARGO TANK BALLAST PUMP TURBINE G.E. 340 H.P. - (507)

Disconnect steam and exhaust lines, also all drains, lube oil, water service and gauge lines, also relief valve from 340 HP cargo tank ballast pump turbine. Remove governor assembly and trip assembly from after end of shaft forward and aft packing boxes and bearing housings. Lift top turbine cover, remove steam rotor and shaft assembly from lower half of turbine and install Owner's furnished turbine casing complete in way of removed defective turbine. Replace rotor. Replace bearing boxes and bearings. Renew and refit Owner's new carbon packing and rings. Connect up coupling with pump in true alignment. Close up turbine renewing gaskets. Replace and connect up all removals in way of work as original. Test out all trips and governor and prove all in good working order. Relag new turbine and replace all disturbed lagging in way of steam and exhaust lines. Test run turbine and pump under normal pumping conditions and prove all in good working order. Above work to be carried out under supervision of General Electric Service Engineer. Cost of supervision borne by Owner. All parts supplied by vessel.

- \$ 360.00 5. SOLVENT PUMP FORWARD PUMPROOM (507)  
Install in port cylinder of forward pumproom port solvent pump, Owners' furnished steam piston, piston rings and steam piston rod. Repack rod make necessary adjustments to valve gear. Renew head gaskets, defective studs and nuts for steam cylinder cover, test out and prove pump in good order.
- \$ 335.00 6. LP TURBINE DEFECTIVE BEARING (INSURANCE CLAIM)  
Remove from vessel one (1) defective LP bearing (top and bottom halves. Remove old metal and remetal bearing and bore to proper size. Replace bearing aboard vessel as a spare.
- \$ 300.00 7. TAILSHAFT WEARDOWN (107)  
Make necessary removals of inspection plates and check clearances of shaft in way of Waukesha stern bearings Also check and add necessary amount of oil to Waukesha after seal box. Replace all removals in way of work as original.
- \$ 1,625.00 8. HAND WHISTLE PULLS (107)  
Make necessary removals of paneling in Captain's stateroom, office and wheel house. Locate all pull eye and pull wires for hand whistle. Renew all defective or worn wire furnished by vessel. Connect up all broken pulls, make necessary adjustments to all turnbuckles forward and aft, free up all frozen pulley bearings. Upon completion, test out and prove whistle pulls for hand whistle on port and stbd. sides of bridge and in Pilot House in good working order. Replace all removals in way of work and renewals.
- \$ 1,400.00 9. ANCHOR CHAINS (107)  
Range on dock forward port, stbd. and stern anchor chains, unshackling same at bitter end connections for examination by USCG, BMI and ABS survey. Chain lockers to be thoroughly cleaned and dirt removed from vessel and suction pipes to be proven clear. Scale knocked off and all to be coated with fish oil, remark with paint and chain all shots of chain as directed. Harden up on anchor shackle pins, crown pins and patent link pins. Reinstall and stow chains in lockers in good order.
- \$ 3,760.00 10. SEA VALVES, CHESTS AND STRAINERS (107)  
Open up all sea valves in engine room, fire room, pumproom and cofferdams, including bilge injection and all overboard discharge valves for examination by USCG, BMI and ABS survey. Machine seats and discs as found necessary, grind in, repack, renew bonnet gaskets, thoroughly clean, and after inspection apply two (2) coats of Apexior #3 paint to all valve surfaces and close up valves in good order, renewing defective studs, nuts and bolts.

10. SEA VALVES, CHESTS AND STRAINERS (107) (CONTINUED)  
Secure aft pumproom sea valve discs to stem lock nuts by tack brazing. A total of three (3) valves. Remove all sea strainers for examination of sea chest. Care to be taken not to damage rubber coating. Thoroughly scale and wirebrush damaged areas, and apply Apexior #3 coating to areas as directed. Wire brush and clean strainers and apply two (2) coats of Apexior #3 paint. Replace strainers, and renew defective and missing clips, studs, nuts and cotter pins. After neoprene coating has dried, apply one (1) coat of bottom paint to all sea chests.

Open up all steam blow out valves to sea chests, machine seats and discs as found necessary, grind in, repack, renew bonnet gaskets, prove lines clear between blow out valves and sea chests, reassemble, renew defective studs, bolts and nuts. Prove tight.

- \$ 1,085.00 11. RUDDER REPAIRS (107)  
Carry out necessary work to obtain a certified Chemist's gas free certificate on rudder before starting any hot work. Remove inspection plates and harden up on pintle nuts in presence of ABS, USCG and Owners Representative. Remove gudgeon bushing retainer ring, check bushing clearances and submit to Owner's Representative. Reinstall inspection plates and retainer rings in good order. Tack weld inspection plate in four places.
- \$ 750.00 12. RUDDER POST (107)  
Renew packing in top and bottom glands on rudder post Using Sea-Ro Co. #850 1" sq. braided and Sea-Ro Co. #155 1" thick x 2" moulded packing. Prove grease connections clear.
- \$ 750.00 13. SCUPPER PLUGS (107)  
(a) Before any paint is applied to hull, install wood plugs with extension pipes of sufficient lengths or other approved means in all scupper and overboard drains throughout vessel, including ice machine and air conditioner overboard discharge to prevent any water running on shell of vessel. Plugs to remain in until painting is completed and then removed.  
  
(b) Install stockings on soil lines and scuppers from washrooms to enable ship's personnel to use toilets and washrooms while vessel is in drydock.

\$ 3,000.00 14. NEW RADAR INSTALLATION

Fabricate and install one (1) platform and support for radar scanner, approx. size 41" x 24" x 3/8" plate, platform to taper fit to 1/2" dia. of radar mast. Install 1/2" x 3" flat bar coaming to 3/8" plate, install two (2) 3/8" x 2" x 2" angle iron stiffeners to bottom of platform. Install platform to forward side of radar mast 30'-0" above house top. Install two (2) 1 1/2" extra heavy pipe supports from fwd. end of platform to radar mast. Drill six (6) 1" dia. holes in platform. Fabricate and install four (4) 1" x 4" with two 7" legs from 3/16" flat bar hangers for wave guide, one hanger bottom of platform and three hangers on radar mast.

Fabricate and install twenty-two (22) 1/8" x 1", with two 1" legs, hanger for 1" cable, two hangers bottom of platform and twenty (20) hangers on radar mast.

Install on forward end of platform one (1) Owner furnished scanner support. Install three (3) 3/8" x 6" x 6" chocks from support to platform. Drill one (1) 2 1/2" dia. holes in bottom of platform in way of support for wave guide and cable.

Install one (1) bolted deck fitting (furnished by Owners) approx. 5'-2 1/4" forward of radar mast in line with wave guide hangers. Drill two (2) holes in deck in way of deck fittings for wave guide and cable approx. size of each hole 1 1/4" dia. Remove one section of panel in way of deck fitting, crop 7" x 7" section from panel in way of deck fitting. Replace panel. Install sheet metal cover over cropped section.

For Display Unit - Crop paneling and install one (1) 12 1/2" x 18" x 3/8" plate foundation on forward bulkhead of wheelhouse under port fixed windows, top of foundation to be flush with marinite panel, bottom to extend 1" behind panel, Secure 3/8" plate foundation to bulkhead with 3/8" x 2" x 2" angle, approx. 24" required. Close in paneling to foundation use #20 gauge sheet metal and Z plate. Approx. 6" x 4' of sheet metal required. Staging required.

Foundation for Alternator

Install in gyro room aft bulkhead stbd. corner approx. 6" from deck one (1) 3/8" x 11-3/8" x 12" plate foundation, install under each end of foundation one (1) 3/8" x 4" x 11-3/8" x 1" bracket. Install in air condition room one (1) 3/8" x 2" x 2" x 24" angle header in way of foundation.

14. NEW RADAR INSTALLATION (CONTINUED)

Relocate four (4) spare part boxes and brackets in gyro room approx. size each box 18" x 10". Spare part boxes in way of alternator foundation. Relocate radar spare part box and bracket from gyro room to charge room aft bulkhead under sextant shelf. Move two sextant brackets to give room for spare parts box. Approx. size of spare part box 24" x 18".

Furnish and install from ships 120 volt power panel spare breaker, located outside of charge room port side 20 ft. of #14 DSGA cable, cable to run along bulkhead of air condition room and through bulkhead to gyro room in way of alternator foundation. Install cable stuffing box in gyro room bulkhead, cable to be securely bracketed.

Furnish and install 70 ft. of #14 TSGA cable from alternator foundation to display foundation under port fixed window of wheelhouse

Install five (5) owner furnished cables from bulkhead at head of stairway to chart room at radar mast to display unit foundation under port fixed window in wheelhouse. The five cables and the one 14 TSGA cable to be run along the ciling paneling and bracketed together. The ends of cables to be tied together at foundations until radar is installed.

Apply two (2) coats of primer and two (2) coats of color paint to all new and damaged areas in way of above work. Color coat match existing colors.

\$22,584.00 15. DRYDOCKING (123)

Vessel is to be drydocked, keel blocks to be spaced at not less than three foot centers, except in way of forward and after ends of dock pontoons, in order to properly apply paint to keel between keel blocks. Contractor is to furnish fresh water under pressure to painters for washing off vessel's bottom.

Vessel is to remain on dock sufficient time to permit all testing to be carried out and paint to dry to approval of Owner's Representative.

\$ 1,975.00 16. SERVICES

Hook up firemain.

Hook up switchboard and supply power.

Hook up and furnish steam.

Hook up and furnish fresh water.

Dispose of garbage.

Furnish labor and crane service to handle lines and gangways.

Furnish necessary watchman service;

\$13,820.00 17. HULL PAINTING (113)

(a) All bare and rusty areas of the entire exterior shell surface from keel to rail to be thoroughly sandswept. Oil and grease to be removed using approved solvent, then washed down with fresh water under pressure and Baltimore Copper paint applied as specified.

(b) Keel to Light Load Line

Apply one (1) full coat #190 Polymeric Stainless Steel primer.

Apply one (1) full coat #191 Polymeric Stainless Steel primer.

Apply one (1) full coat #58 Bottom Composition.

(c) Light to Deep Load Line

Apply one (1) touch up coat #144 Compass Q.D. gray metal primer.

Apply one (1) full coat #144 Compass Q.D. gray metal primer.

Apply one (1) full coat #2121 Special Red boottop.

(d) Deep Load Line to Rail

Apply one (1) spot coat #133 Compass Q.D. gray metal primer.

Apply one (1) full coat #133 Compass Q.D. gray metal primer.

Apply one (1) full coat #411 Hull Gray black.

(e) Miscellaneous

Repair vessel's name, hailing port, plimsol marks and draft marks.

(f) General

Paint will be supplied by Owners.

Paint may be sprayed on. Drying time allowed between each coat of primer or paint to be in full accordance with manufacturer's recommendations. All surfaces to be inspected and approved by owner's rep. before applying priming coat and before applying each additional coating. No painting to be done except during clear and dry weather.

\$ 1,150.00 18. NO. 3 MAIN CARGO PUMP TURBINE (507)

Disconnect, make necessary removals and lift upper casing of #3 main cargo pump turbine. Open up carbon packing box covers. Thoroughly clean all landings and joints. Reassemble, close up in good order. Renew any defective studs and nuts. (Note: The casing now leaks at HP end.) Require services of G.E. Service Engineer. Prove out overspeed trip and governing mechanism.

- \$ 1,100.00 19. NO. 1 AND NO. 4 MAIN CARGO PUMP GOVERNING VALVES (507)  
Make necessary adjustments to governing mechanism and related linkages to properly reset and prove in good order under all operating speeds the No. 1 and No. 4 cargo pump turbines. Requires services of G.E. Service Engineer. (Note: Both of these operating valves and governors have been recently overhauled but not reset) Prove overspeed trips to be in good order.
- \$ 570.00 20. NO. 2 MAIN FEED PUMP TURBINE GOVERNOR VALVE (307)  
Open up and overhaul the operating valve and the trip throttle valve on main feed pump turbine No. 2. Renew all defective parts. Thoroughly clean, free up and prove in good order after reassembly. All parts required will be supplied by Owners. Require services of G.E. turbine engineer.
- \$ 215.00 21. STBD. RUNNING LIGHT (107)  
Renew defective lens and internal socket on stbd. running light. Renew defective screws in top cover using bronze cap bolts. Overhaul and prove light to be in good order.
- \$ 85.00 22. ULLAGE COVERS  
(a) Fair strongbacks on 10" ullage cap for #9 C tank. Realign and refit and prove cap to be free and easily operable.  
(b) Fair strongback for closed loading system on #7 stbd. wing tank. Lid is 6" diameter. Realign and prove in good order.
- \$ 200.00 23. CARGO HATCH PACKING (107)  
Check sizes and renew packing in cargo hatch lids for No. 4 C, No. 5 C, and No. 10 C tanks. Neoprene or equal material required.
- \$ 10.00 24. DECK CLEAT (107)  
Chip clear and grind smooth one (1) defective deck cleat in way of No. 6 center tank portside.
- \$ 225.00 25. DECK DOUBLERS - FOC'SLE HEAD (107)  
Chip deck and wash away old doublers around steam and exhaust line penetration points on foc'sle head for Nos. 3 and 4 mooring winches. Install one (1) welded, shaped steel doubler approx. three (3) ft. by four (4) ft. by 3/8" tk. Hose test and prove tight. Prime coat all new work.
- \$ 875.00 26. FAIRWATER CAP (107)  
Renew fairwater cap on propeller, using ex.hvy. steel pipe, blanked at end with welded flange on other. Sand-blast all areas of cap to a white metal and spray apply one (1) coat of Humble Rust Ban 191. Apply two (2) top coats to outer areas of cap. Renew all defective bolts and studs. Remove propeller, fill plugs and re-fill void spaces with Humble Rust Ban grease properly venting as required. Replace plugs in good order

- \$ 300.00 27. NO. 2 LIFEBOAT (107)  
Make necessary preparations and weight test No. 2 lifeboat and its related equipment as per USCG requirements. Restore all equipment in original position upon completion.
- \$ 3,740.00 28. HULL REPAIRS (107)  
Chip to good metal and reweld approx. 252 ft. of bottom shell seams and butts, multiple pass welding. Seal weld ten (10) defective rivets. Caulk approx. twelve (12) feet of lapped seam. Test and prove rivets tight. Crop clear approx. forty (40) ft. defective section of bilge keel on portside of vessel.
- \$ 5,000.00 29. CARGO LINE MODIFICATIONS  
Supply labor and material to install two (2) 12" standard steel additional loading connections and one (1) 8" loading connection, port side amidships. All pipe to be coated inside and out with Humble Rust Ban 191 after proper preparation. Properly brace lines as directed. Supply blanks for end flanges, with welded handles for easy handling. Approx. thirty (30) ft. of 12" pipe and twelve (12) ft. of 8" pipe required. Test and prove tight upon completion.
- \$ 300.00 30. PROPELLER (107)  
Sand and polish all areas of all propeller blades including hub.
- \$ 135.00 31. BOILER BLOW OVERBOARD DISCHARGE GUARD (107)  
Install one (1) welded half-round approx. 3" diameter by 2 ft. long ex. hvy. steel pipe in way of boiler blow overboard discharge portside aft. Erect and remove staging as necessary. Painting as per hull painting item.
- \$ 1,155.00 32. MIDSHIPS AIR CONDITIONING OVERBOARD LINE (107)  
Crop clear midship overboard discharge line portside midship location where it penetrates hull. Install one (1) welded, machined spigot patch in way of shell opening. Raised surface of spigot patch to be inside tank area so that outer area of hull will have no projections.
- Relocate line thru shell as directed to approx. light load line level. (Line is not slightly below deep loadline level). Reuse and reshape where possible. Supply additional piping, ex. hvy. galvanized, or Rust Ban coated material to be used. Footage required to be detailed later. Hull penetration point to be cut smooth with no sharp edges. Install piping at shell with shell fitting projecting downward at approx. a 60 deg. angle to throw water downward and not straight outward. Install suitable doubler flange at hull projection point around pipe. Flange and all welds to be properly prepared and coated with Humble Rust Ban 191. Install suitable coated pipe brackets.

32. MIDSHIPS AIR CONDITIONING OVERBOARD LINE (CONTINUED)  
Crop and remove from outer shell half-round pipe deflector in way of original hull opening. Grind smooth all welds. Painting of hull to be as per item in specifications.
- \$ 1,400.00 33. TORSION METER CABLES (107)  
Supply and install multi-lead cable from throttle valve control panel in fwd. engine room to lineshaft in lower after engine room that is prepared for torsion meter installation. This installation is similar to that recently completed on the SS ESSO BALTIMORE. Leave several feet of surplus cable at each end for connection purposes.
- \$ 310.00 34. #3 CARGO PUMP THROTTLE VALVE FLANGE (527)  
Disconnect and open up lower end of throttle valve on #3 cargo pump turbine. Vee out and reweld defective holed area in way of casting. Close up, rejoin, renew defective gasket, replace removals and prove in good order. Relag as original.
- \$ 320.00 35. #3 CARGO PUMP NOZZLE RING (527) (ADD. TO ITEM #19)  
Disconnect, make necessary removals and remove nozzle ring on No. 3 cargo pump turbine. Stone and polish metal to metal joint surfaces. Reinstall, renewing all defective allen cap screws and all defective studs and nuts. Replace removals. Test and prove in order. Relag as original.
- \$ 280.00 36. #4 CARGO PUMP TURBINE THROTTLE VALVE (527)  
Open up throttle valve bonnet. Check and reset to proper tolerances, pilot valve. Close up, renew all defective studs and nuts and prove in good order.
- \$ 245.00 37. DECK STEAM LINE RENEWAL (107)  
Renew one (1) section of deck steam line to port foc'sle head mooring winch. Approx. three ft. of ex. hvy. steel pipe, welded flanged both ends. This is a deck penetration. Install 3/8" thick by 18" dia. Doubler flange at penetration point, welded to deck and to pipe. Renew all defective studs and nuts and all disturbed gaskets. Prove in good order.
- \$ 60.00 38. VALVE FORK (107)  
Remove to shop one (1) main cargo valve fork and weld extension piece on forked ends approx. one (1) inch long. Return to vessel.
- \$ 120.00 39. ANCHOR CHAINS (107) (Add. to Item #9)  
Install two (2) pear shaped links on anchor chains, one (1) port and one (1) stbd. anchors. Links supplied by Owners.

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## CUSTOMER'S ORDER

No. 935-S

Newport News, Virginia, September 11, 1964

Newport News Shipbuilding and Dry Dock Company:

Subject to the conditions printed hereon, please furnish the following for

SS ESSO GETTYSBURG

By Contract \$

BY DRY DOCK

\$ 60.00 40. DECK RAILS

Furnish labor and material to remove three (3) 4' sections of deck rail and install pad eyes for safety chains.

FOR THE SUM OF \$ 79,054.00

Humble Oil & Refining Co.  
by:

Orders for account of vessel and owners must be signed by Managing Owner, Ship's Husband, Master, or any person to whom the management of the vessel at the port of supply is entrusted.

Accepted:

Newport News Shipbuilding and Dry Dock Company  
By

(Title)