

Humble Oil & Refining Company
Marine Division
P. O. Box #1512
Houston 1, Texas

DATE: March 14th, 1963

SENT TO:

AMERICAN BUREAU OF SHIPPING

Classification Status and Outstanding Recommendations
According to the Official Reports of the Bureau

NAME OF VESSEL S. S. "ESSO GETTYSBURG"

OFFICIAL NUMBER:
FLAG:

Special Survey No. 2 due on Hull & Machinery
Intermediate Machinery Survey due
Annual Classification Survey due
Annual Load Line Inspection due
Annual Boiler Survey due
Tailshaft Drawing due
Load Line Certificate expires(d)
Last Docked
Safety Equipment Certificate expires(d)
Safety Radiotelegraphy Certificate expires(d)
Inspection of Cargo Gear due
*RMC Survey due

11/65

5/63
5/63
5/63
4/64
11/7/66
11/61 = 11-62
----- 12 to 13
----- May 11/63

Outstanding Recommendations:

Newport News report NN #4271, dated 4/11/61 - Item #8.
Newport News report NN #4499, dated 11/7/61.

DUE DATES VARIOUS INSPECTIONS		VESSEL	SS ESSO <i>Altamaha</i>
dwt <i>37689</i>	<i>Tons Gross 24548.54</i>	<i>195'7</i>	Date of Build
	<i>Tons Net 15197</i>		

		LAST	DUE DATE	COMPLETED	NEXT
EVERY 12 MONTHS	Safety Radio Telegraphy	<i>2/25/63</i>	<i>2/25/64</i>	<i>1/1</i>	<i>1/1</i>
	Annual Loadline	<i>1/1</i>	<i>5/19/62</i>	<i>6/13/63</i>	<i>6/13/64</i>
	Annual Class	<i>1/1</i>	<i>1/1</i>	<i>6/13/63</i>	<i>6/13/64</i>
	Annual Boiler	<i>1/1</i>	<i>1/1</i>	<i>6/13/63</i>	<i>6/13/64</i>
EVERY 18 MONTHS	Drydocking (ABS)	<i>10/31/61</i>	<i>4/13/63</i>	<i>6/11/63</i>	<i>12/11/64</i>
EVERY 2 YEARS	U. S. Coast Guard	<i>5/19/62</i>	<i>5/19/64</i>	<i>1/1</i>	<i>1/1</i>
	Safety Equipment	<i>5/19/62</i>	<i>5/19/64</i>	<i>1/1</i>	<i>1/1</i>
	Sea Valves	<i>1/1</i>	<i>1/1</i>	<i>5²⁹ 6/10/63</i>	<i>5/29/65</i>
	Anchor Chains	<i>1/1</i>	<i>1/1</i>	<i>5³ 6/10/63</i>	<i>5/13/65</i>
10/14 MONTHS AFTER BIENNIAL (USCG/SAFETY)	Mid-Period	<i>1/1</i>	<i>1/1</i>	<i>6/15/63</i>	<i>1/1</i>
EVERY 3 YEARS	Tailshaft Drawn	<i>4/11/61</i>	<i>4/11/64</i>	<i>5/13/63</i>	<i>5/13/66</i>
EVERY <i>Prov.</i> 4 YEARS	<i>Provisional</i> International Loadline	<i>11/18/61</i>	<i>11/18/65</i>	<i>Issued 6/13/63</i>	<i>1/1</i>
	<i>Castwise loadline</i> Boiler Hydrostatic	<i>5/11/60</i>	<i>5/11/64</i>	<i>6/13/63</i>	<i>1/1</i>
	Boiler Mountings - OPEN	<i>4/17/61</i>	<i>4/17/65</i>	<i>1/1</i>	<i>1/1</i>
EVERY 4 YEARS (1 Yr./Grace)	Special Survey No. <i>2</i> Hull/Machinery	<i>11/18/61</i>	<i>11/18/65</i>	<i>1/1</i>	<i>1/1</i>
EVERY 8 YEARS	Boiler Mountings - REMOVE STUDS	<i>New 3/1/57</i>	<i>3/1/65</i>	<i>1/1</i>	<i>1/1</i>

Pressure Vessels

5-16-62

INSPECTION DATES AND
REPAIR REQUIREMENTS

DATE

June 9, 1963

S/S Esso Gettysburg

REG. GR. TONS -

24548.54

CLASSED WITH

ABS

DEMURRAGE

DUE DATES

BIENNIAL COAST GUARD
SAFETY EQUIPT. CERT.

5-19-64

(U.S.C.G.

DRYDOCKING - (CLASS SOC.

12-1-64

MID-PERIOD
COAST GUARD INSP.

completed 6-5-63

TAILSHAFT

5-31-66

BOILER
(OPEN
MOUNTINGS - (REMOVE

4-7-65

BOILER
HYDROSTATIC

5-11-64

(HULL
#2
SPECIAL SURVEY - (MACHINERY

11-8-65

INTERNATIONAL
L.L. EXPIRY

11-8-65

ANNUAL BOILER

6-3-64

ANNUAL CLASS

6-3-64

SAFETY RADIO
TELEGRAPHY CERT.

2-25-64

FIRE
EQUIPMENT

5-19-64

DRYDOCK DATA

LAST ON

5-23 to 6-1-63

TAILSHAFT
CLEARANCESimplify Stern Tube Wear Down Gauge Bot. 113.0
Top - 115.2HULL
PAINT

Humble

BOTTOM
LAST

5-63

TOPSIDES
LAST

5-63

BOOTTOP,
LAST

5-63

RANGED
ANCHOR CHAINS

5-63

OVERHAULED
SEA VALVES

5-63

BOILERS AND WATER TANKS CLEANED

BOILERS:
EXTERNALLY
PORT

5-62

STBD.

5-62

BOILERS:
INTERNALLY
PORT

5-62

STBD.

5-62

ENGINE ROOM

DOUBLE BOTTOMS - NOS. 1 Port 10-61

2 Port 10-61

3 Port 10-61

FORE PEAK

Dimetecote

AFTER PEAK

Dimetecote

POTABLE WATER

5-63

PROPULSION TURBINES AND GEARS OPENED

H.P. TURBINE

11-61

L.P. TURBINE

11-61

H.P. GEARS

11-61

L.P. GEARS

11-61

MISCELLANEOUS DATA

SPARE PROPELLER
STORED

Fore Hold

SPARE TAILSHAFT
STORED

Aft Machinery Space

COMMENTS

This original
examined in
main engine
also had
Bark
EHS

DRYDOCKING AND PAINTING REPORT GEN-MAR-SH-38

DATE *June 6, 1963*

NAME OF VESSEL *Esso Littleburg* YARD DRYDOCKED *Newport News Shipbuilding & Dry Dock* PORT *Newport News, Va.*
ON DOCK *May - 23 - 63* TIME *1239* OFF DOCK *June 1, 1963* TIME *0837*

DATE OF PREVIOUS BOTTOM PAINTING *10-61* PARTICULARS OF PAINTING
PORT *Newport News, Va.*

CONDITION OF BOTTOM	BEFORE SCRAPING	AFTER SCRAPING
	<i>Rusty and bare</i>	<i>Bare and rusty areas sand-swept</i>
NUMBER OF COATS USED	PRIMER # <i>566</i>	ANTI-FOULING # <i>591</i>
	<i>2 Full</i>	<i>1 Full</i>
	GALLONS <i>770</i>	GALLONS <i>295</i>
	ANTI-CORROSIVE # <i>567</i>	BOOT TOPPING # <i>566-2F</i>
	<i>1 Full</i>	<i>#567-1F #591-1F</i>
	GALLONS <i>335</i>	GALLONS
		TOPSIDE GRAY # <i>5907</i>
		<i>1 Full</i>
		GALLONS <i>135</i>
		TOPSIDE B.L. PRIMER # <i>566-2F</i>
		<i>#567-1F</i>
		GALLONS

TIME ALLOWED EACH COAT TO DRY *At least four hours* WAS PAINT PERFECTLY DRY BEFORE VESSEL WAS LOWERED *Yes*

CONDITION OF BOTTOM DURING APPLICATION (DRY, WET OR DAMP, ANY PORTION) *Dry* STATE OF WIND AND WEATHER *mild to Fair* TEMPERATURE OF AIR *70 to 84*

SEA VALVES	MAIN HIGH INJECTION	E.R. BALLAST SEA SUCTION	FIRE PUMP	AUXILIARY CONDENSER SUCTION	BOILER BLOW DOWN	CARGO PUMP SUCTIONS		REMARKS
						PORT	STARBOARD	
OPENED UP	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>Pitted area filled with dewan</i>
GROUND IN	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>Pitted areas of port cargo suction valve</i>
CONDITION	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>good</i>	<i>welded, machined and coated with Popitar</i>

ANCHOR CHAIN		REMARKS	
RANGED ON DECK	CONDITION OF SHACKLES AND CONNECTING LINKS	PINS KNOCKED OUT	
<i>✓</i>	<i>1 link at anchor renewed</i>	<i>No</i>	<i>1st through 4th outboard shots removed</i>
<i>✓</i>	<i>good</i>	<i>No</i>	<i>and installed inboard end each anchor</i>
<i>at</i>	<i>good</i>	<i>RUDDER No</i>	

EXAMINED	CLEARANCE	LIFTED	COUPLING BOLTS TESTED
<i>yes</i>		<i>No</i>	<i>No</i>
PINTLES	RENEWALS	NUTS TESTED	BUSHING WEAR
<i>None</i>	<i>Yes</i>	<i>.265</i>	<i>None</i>

PROPELLER AND TAIL SHAFT			
	PORT	MIDDLE (SINGLE SCREW)	STARBOARD
TAIL SHAFT	DOWN IN STERN BUSH - INCHES	<i>.610</i>	
	DRAWN	<i>yes</i>	
	LINER CONDITION	<i>Washed & Shim Tube Bearings and seals installed</i>	
STERN TUBE	BUSHING REMOVED		
	BUSHING CONDITION		
	GLAND REPACKED		
PROPELLER	CONDITION	<i>One blade repaired and other blades faired, cavitation areas repaired.</i>	
	NUT TESTED		
	PITCH CHECKED TO		

OTHER WORK	
ZINC PLATES <i>4 plates installed bottom of rudder</i>	DRAFT MARKS CHECKED <i>Painted</i>

GENERAL (RIVETS, WELDED SEAMS, BILGE KEELS, ETC.)
Rivets outboard laps from #2 port tank to #6 port tank worn below surface of plate. Welded seams port side worn below surface of plating. Bilge keel starboard side bent, bilge keel port side approximately 3/4 missing.

CAPTAIN *[Signature]* REPAIR INSPECTOR *[Signature]*
CHIEF ENGINEER *[Signature]*

GIVE DETAILS OF ANY REMOVALS OR REPLACEMENTS OF PROPELLER ON REVERSE SIDE OF THIS REPORT.

GEN-MAR-83

Date June 9, 1963

INSPECTOR'S RECORD

Repairs to S/S Esso Heltyburg Contractor Newport News Shipbuilding Dry Dock Co.

Main Contract Dated April 3, 1963

Ship Delivered 0730 May 3, 1963

Repairs commenced 0730 May 3, 1963

Repairs completed 0800 June 6, 1963

Contract completion date June 2, 1963

Uncompleted contract items and reason:

Item No. 19R-C & d; 50R-b; 91R-M & P part cancelled

Item No. 28R; 58R; 59R; 70R; 84R cancelled in their entirety

Extra items authorized, not covered in main contract of separate unit prices:

See copy of extra items

Items which will require attention later:

Owner furnished ^{angle} stop check valve be changed to a angle stop valve
exhaust valve for 4 10 mooring winch.

Was contractor's workmanship satisfactory? - (Yes)

Details: _____

Names of Class Surveyors:

A.B.S.:-

J. Cox

Lloyds:-

Names of U.S.Coast Guard Insp.: Hull:-

Boilers:-

Paterson

Inspector

EXX-MOR-006175

/s _____

We, undersigned, do hereby certify that the bilges
in the Pumprooms, Engineroom and Fireroom also Cargo Tanks have
been cleaned by the shipyard of all rags and other debris that
accumulated in them during the repair period.

DATE _____
Chief Engineer
Engine and Fireroom
Bilges

DATE _____
First Mate
Pumproom Bilges
Cargo Tanks

Mr. John E. Hoagland
Marine Division
Repair Department

S/S *Esso Belkysburg*
DATE *June 6, 1963*
PORT *Newport News, Va.*

We hereby certify that all repairs and/or alterations
embodied in the Repair Specifications dated *April 5, 1963*
and subsequently authorized have been completed to our entire
satisfaction, with the exception of : -

No exceptions.

MASTER

CHIEF ENGINEER

REPRESENTING REPAIR DEPARTMENT

Mr. John E. Hoagland
Marine Division
Repair Department

S/S

DATE

PORT

We hereby certify that all repairs and/or alterations
embodied in the Repair Specifications dated _____
and subsequently authorized have been completed to our entire
satisfaction, with the exception of : -

Robert F. Stora
MASTER

Thomas F. Smith
CHIEF ENGINEER

John B. Ireland Jr.
REPRESENTING REPAIR DEPARTMENT