

American Bureau of Shipping

SURVEY REPORT

FILE

REPORT NO. NN7666	NAME OF VESSEL SS "ESSO BOSTON"	PORT OF ISSUE Newport News, Va.
OFFICIAL NO. OR CALL LETTERS 283,784	OWNERS Humble Oil and Refining Co.	PORT OF REGISTRY Wilmington, Del.
		GROSS TONNAGE 36580
HULL BUILT BY Newport News Shipbuilding & Dry Dock Co. HULL NO. 541 DATE 11-1960		
CLASS IN FULL TAI Oil Carrier fams		
DESCRIPTION OF SURVEY ASSIGNMENT OF NEW LOAD LINE MARKS UNDER THE 1966 CONVENTION. NXT SS 10-69		
INVOICE NO. 260621 DATE 9-5-68		ATTENDING: Mr. A. T. Fellows - Owners
TO: Humble Oil & Refining Co. Marine Department P.O. Box 1512 Houston, Texas 77001		
ACCT. NO. 28321		
FEES CHARGED SS (H) AS SS (M) Int S SS (E) Yr of Grace Cont S (H) ALLI Cont S (M) LL renewal SS (RMC) Dkg Int (RMC) BS Cont (RMC) TS Semi-An (RMC)		REPORT DISTRIBUTION: OWNERS/AGENTS 6 ABS NEW YORK 2 ABS FOREIGN HEAD OFFICE (where applicable) OTHER COPY (IF ANY)
		SLC An CG Quad CG Damage Repairs Conversion Others \$240.00
		TANK VESSEL CARGO:
FOR ENTRIES BY REPORTS DEPT. ONLY		
FEES \$ 240.00	FIRST VISIT August 13, 1968	LAST VISIT August 23, 1968
SPEC. VISIT	NO. OF VISITS CHARGEABLE 3	<i>Charles R. Hudson</i> Charles R. Hudson - Surveyor
EXPENSES 15.00		Surveyor
TOTAL \$ 255.00		Surveyor
BILLED		

American Bureau of Shipping
45 BROAD STREET, NEW YORK, N. Y. 10004

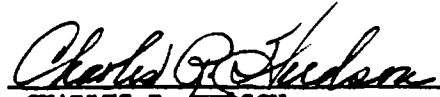
Report No. NN7666

Newport News, Virginia, August 23, 1968

SS "ESSO BOSTON"

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau did, at the request of Owner's Representative, attend the SS "ESSO BOSTON" of Wilmington, Del., Official No. 283,784 while vessel lay afloat and on drydock at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, on August 13, 1968 and subsequent dates in order to examine and report upon the vessel relative to assignment of new load line marks under the 1966 Convention and has to report as follows:-

1. The following work was carried out in accordance with Requirements for 1966 Load Line Convention, dated New York, August 6, 1968, and letter dated New York, August 6, 1968, in connection with assignment of new load line marks.
2. An additional guard rail (1/2" wire rope) was installed on guard rails at ship's side 9" above forecastle, freeboard, and poop decks.
3. An additional automatic non-return valve was installed in overboard discharges from the poop space above the 40'-2-3/4" waterline.
4. Drains from the forecastle and bridge spaces were fitted with positive means of closing consisting of welded steel nipples with pipe caps and keeper chains.
5. New Trim and Stability Booklet was verified on board vessel.
6. Existing load line marks were removed. New load line marks in accordance with Freeboard Assignment dated New York, August 6, 1968 were placed on vessel, verified, welded on and painted in.
7. A Provisional Load Line Certificate dated August 23, 1968 and valid until February 23, 1969 was issued to the vessel.



CHARLES R. HUDSON - SURVEYOR

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American Bureau of Shipping

45 BROAD STREET, NEW YORK, N. Y. 10004

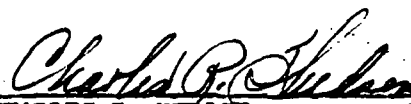
Report No. NH7666

Newport News, Virginia, August 23, 1968

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1. The following work was carried out in accordance with Requirements for 1966 Load Line Convention, dated New York, August 6, 1968, and letter dated New York, August 6, 1968, in connection with assignment of new load line marks.
2. An additional guard rail (1/2" wire rope) was installed on guard rails at ship's side 9" above forecastle, freeboard, and poop decks.
3. An additional automatic non-return valve was installed in overboard discharges from the poop space above the 40'-2-3/4" waterline.
4. Drains from the forecastle and bridge spaces were fitted with positive means of closing consisting of welded steel nipples with pipe caps and keeper chains.
5. New Trim and Stability Booklet was verified on board vessel.
6. Existing load line marks were removed. New load line marks in accordance with Freeboard Assignment dated New York, August 6, 1968 were placed on vessel, verified, welded on and painted in.
7. A Provisional Load Line Certificate dated August 23, 1968 and valid until February 23, 1969 was issued to the vessel.


CHARLES E. HUDSON - SURVEYOR

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AMERICAN BUREAU OF SHIPPING

REPORT OF ANNUAL LOAD LINE INSPECTION

REPORT NO. LL4513	NAME OF SHIP SS "ESSO BOSTON"		DATE August 23, 1968
GROSS TONNAGE 30680	OFFICIAL NUMBER 283,784	PORT OF REGISTRY Wilmington, Del.	PORT OF SURVEY Newport News, Va.
OWNERS Humble Oil and Refining Company			
ITEM EXAMINED	CONDITION	RECOMMENDATIONS — REPAIRS EFFECTED	
1. HATCHWAYS Coamings, stiffeners, stays, beams, fore and afters, carriers, covers, tarpaulins, cleats, battens, wedges and lashings	Satisfactory		
2. MACHINERY CASINGS Fiddle openings, casings, doors, sills, skylights	Satisfactory		
3. FLUSH BUNKER SCUTTLES Attachments	---		
4. COMPANIONWAYS Doors, sills, fastenings	Satisfactory		
5. VENTILATORS Coamings, supports, deck connections, closing arrangements	Satisfactory		
6. AIRPIPES Closing arrangements	Satisfactory		
7. GANGWAY, CARGO AND COALING PORTS In ship's sides and superstructures	---		
8. SCUPPERS AND SANITARY DISCHARGES Valves	Satisfactory	Additional automatic non-return valves added to discharges from poop space above the 40'-2-3/4" waterline.	

ITEM EXAMINED	CONDITION	RECOMMENDATIONS — REPAIRS EFFECTED
9. AIRPORTS Deadcovers	Satisfactory	
10. GUARD RAILS OR BULWARKS	Satisfactory	Additional rail (wire rope) added 9" above deck on main, foc'le and poop deck.
11. FREEING PORTS Shutters, bars	- - -	
12. PROTECTION AND ACCESS TO CREW'S QUARTERS Gangways	Satisfactory	
13. LIFE LINES	- - -	
14. END BULKHEADS OF SUPERSTRUCTURES Closing appliances and fastenings	Satisfactory	Drains fitted with positive means of closing.
15. TIMBER, TANKER AND SPECIAL TYPE Supplementary fittings	- - -	
16. LOAD LINE MARKS	Satisfactory	New load line marks installed and verified.

I have surveyed the above mentioned ship and am satisfied:—

(i) that the fittings and appliances for the protection of openings, the guard rails, the freeing ports, and the means of access to the crew's quarters have been maintained in an effective condition, and

(ii) that no alterations have been made to the hull or superstructures which would affect the calculation determining the position of the load lines.

ANNUAL:—

I have endorsed the load line certificate number _____ as follows:—

Signature Place Date

RENEWAL:—

I have renewed the load line certificate number _____ as follows:—

Signature Place Date

Provisional Load Line Certificate covering
new load lines under the 1966 Convention
issued to the vessel and is valid until
February 23, 1969.

Renewed until _____

Charles R. Hudson
Surveyor, American Bureau of Shipping

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Fee
Expenses

This vessel is classed American Bureau

Has this survey been carried out at the same time as a corresponding survey required for maintenance of class and for which a fee has been charged? Yes

If so, give report number NN7665

Total

This survey was requested by: Owner's Representative

American Bureau of Shipping SURVEY REPORT

REPORT NO. NN7665	NAME OF VESSEL SS "ESSO BOSTON"	PORT OF ISSUE Newport News, Va.
OFFICIAL NO. OR CALL LETTERS 283,784	OWNERS Humble Oil and Refining Co.	PORT OF REGISTRY Wilmington, Del.
		GROSS TONNAGE 30680
HULL BUILT BY Newport News Shipbuilding & Dry Dock Co. HULL NO. 541 DATE 11-1960		
CLASS IN FULL *AIE Oil Carrier *AMS		
DESCRIPTION OF SURVEY DRYDOCKING, ANNUAL CLASS. SURVEY, ANNUAL LOAD LINE INSPECTION, ANNUAL BOILER SURVEY, AND TAILSHAFT SURVEY.		
HMMXARPR		
(M)		
INVOICE NO. 260620 DATE 9-5-68	ATTENDING: Mr. A. T. Fellows - Owners	
TO: Humble Oil & Refining Co. Marine Department P.O. Box 1512 Houston, Texas 77001	Lt. W. Campbell - USCG	
	Lt. R. Hebert - USCG	
ACCT. NO. 28321		
FEES CHARGED SS (H) AS \$ 90.00 SS (M) Int S SS (E) Yr of Grace Cont S (H) ALLI Cont S (M) LL renewal SS (RMC) Dkg \$ 90.00 Int (RMC) A BS \$ 145.00 Cont (RMC) TS \$ 65.00 Semi-An (RMC)		REPORT DISTRIBUTION: OWNERS/AGENTS 6 ABS NEW YORK 2 ABS FOREIGN HEAD OFFICE (where applicable) OTHER COPY (IF ANY)
TANK VESSEL CARGO: DKD(C+P) TS AS ANMS BS		
FOR ENTRIES BY REPORTS DEPT. ONLY		
8-68		
FEES \$ 390.00	FIRST VISIT August 12, 1968	LAST VISIT August 23, 1968
SPEC. VISIT	NO. OF VISITS CHARGEABLE six	Charles R. Hudson Surveyor
EXPENSES 26.00		Surveyor
TOTAL \$ 416.00		Surveyor
BILLED		

American Bureau of Shipping
45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. NN7665

Newport News, Va., August 23, 1968

SS "ESSO BOSTON"

THIS IS TO CERTIFY, that the undersigned Surveyor to this Bureau did, at the request of Owner's Representative, attend the SS "ESSO BOSTON" of Wilmington, Del., Official No. 283,784 while vessel lay on drydock and afloat at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, on August 12, 1968 and subsequent dates in order to examine and report upon the vessel relative to Drydocking, Annual Classification Survey, Annual Load Line Inspection, Annual Boiler Survey, and Tailshaft Survey, and has to report as follows:-

DRYDOCKING

1. The vessel was placed on drydock and the keel, bow plating, shell plating and stern frame cleaned, examined, and placed in satisfactory condition.
 - (A) Scattered leaking shell rivets and caulking edges of plate seams on bottom shell were caulked and made tight.
 - (B) Forward damaged section of port bilge keel was trimmed off.
 - (C) Entire outside surfaces of the shell plating were recoated.
2. Outstanding recommendations of New York report No. NY7259 dated January 30, 1968 were dealt with at this time. For further particulars see report of Newport News, Va., No. NN7664 dated August 23, 1968.
3. The rudder was examined including pintle clearance and found satisfactory.
4. Overboard discharge and suction openings in shell plating were examined and found satisfactory.
5. Strainers were removed from sea chests and cleaned and recoated together with chests. Sea valves opened, cleaned, examined, and placed in satisfactory condition by minor repairs.
6. Anchor cables were ranged, cleaned, examined, found satisfactory, coated, shots marked, and cables subsequently restowed. Pear link on port cable renewed from vessel's spares.
7. The propeller, 4 blade solid bronze, was examined and found satisfactory.

CONTINUED:

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TAILSHAFT SURVEY

8. Clearance in oil lubricated white metal stern tube bearing taken by gauge and found to be as original. The tailshaft was disconnected, drawn in, examined, including magnetic particle inspection and found satisfactory. Tailshaft re-installed, new inner and outer seals fitted, propeller wedged on, nut driven up, void spaces filled with rust inhibitor and all left ready for sea. The rope guard was renewed.

Tailshaft drawn 8-68.

ANNUAL CLASS SURVEY

9. Steering gear arrangements examined and found in order.
10. Watertight doors in bulkheads and closing appliances in the superstructure bulkheads and for air and sounding pipes examined and found satisfactory.
11. Coamings of ventilators to spaces below the freeboard deck and below decks of superstructures examined and found satisfactory.
12. Hatchway coamings, covers, and all their supports and means for closing examined and found satisfactory.
13. Machinery casings, guard rails and all other means of protection provided for openings and for access to crew's quarters were examined and found satisfactory.
14. A general examination was made of anchor windlass, engines, steering machinery and fire extinguishing apparatus and all found satisfactory so far as seen.
15. The Annual Load Line Inspection was carried out at this time. For particulars see report of Newport News, Va., No. LL4513 dated August 23, 1968. All requirements for deeper loading under the 1966 Convention were dealt with at this time and new load line marks in accordance with assignment dated New York, August 6, 1968 were placed on vessel, verified, welded on and painted in. A Provisional Load Line Certificate covering the new marks was issued to the vessel August 23, 1968 and is valid until February 23, 1969.

For further particulars see report of Newport News, Va., No. NN7666 dated August 23, 1968.

ANNUAL BOILER SURVEY

16. The two main watertube boilers together with their superheaters were opened, cleaned, examined externally and internally on fire and water sides, tested hydrostatically and placed in satisfactory condition. Six superheater tubes were renewed in port boiler, three superheater tubes in starboard boiler and air heater tubes in both boilers. Brickwork and insulation renewed as necessary.
17. Boiler mountings were opened, overhauled, examined, repacked and found satisfactory.
18. Drum safety valves and superheater relief valves were set and floated under steam to allowed working pressure.

CONTINUED:

19. Vessel undocked August 19, 1968.

SUMMARY

20. Drydocked	August 1968
Annual Class. Survey	August 1968
Annual Load Line Inspection	August 1968
Annual Boiler Survey	August 1968
Tailshaft Survey	August 1968
Outstanding New York report No. NY7259 dated 1-30-68 complete -	August 1968.

It is recommended that the vessel be retained in present class with this Bureau.


CHARLES R. HUDSON - SURVEYOR

American Bureau of Shipping
45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. NN7665

Newport News, Va., August 23, 1968

SS "ESSO BOSTON"

THIS IS TO CERTIFY, that the undersigned Surveyor to this Bureau did, at the request of Owner's Representative, attend the SS "ESSO BOSTON" of Wilmington, Del., Official No. 283,784 while vessel lay on drydock and afloat at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, on August 12, 1968 and subsequent dates in order to examine and report upon the vessel relative to Drydocking, Annual Classification Survey, Annual Load Line Inspection, Annual Boiler Survey, and Tailshaft Survey, and has to report as follows:-

DRYDOCKING

1. The vessel was placed on drydock and the keel, bow plating, shell plating and stern frame cleaned, examined, and placed in satisfactory condition.
 - (A) Scattered leaking shell rivets and caulking edges of plate seams on bottom shell were caulked and made tight.
 - (B) Forward damaged section of port bilge keel was trimmed off.
 - (C) Entire outside surfaces of the shell plating were recoated.
2. Outstanding recommendations of New York report No. NY7259 dated January 30, 1968 were dealt with at this time. For further particulars see report of Newport News, Va., No. NN7664 dated August 23, 1968.
3. The rudder was examined including pintle clearance and found satisfactory.
4. Overboard discharge and suction openings in shell plating were examined and found satisfactory.
5. Strainers were removed from sea chests and cleaned and recoated together with chests. Sea valves opened, cleaned, examined, and placed in satisfactory condition by minor repairs.
6. Anchor cables were ranged, cleaned, examined, found satisfactory, coated, shots marked, and cables subsequently restowed. Pear link on port cable renewed from vessel's spares.
7. The propeller, 4 blade solid bronze, was examined and found satisfactory.

CONTINUED:

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TAILSHAFT SURVEY

8. Clearance in oil lubricated white metal stern tube bearing taken by gauge and found to be as original. The tailshaft was disconnected, drawn in, examined, including magnetic particle inspection and found satisfactory. Tailshaft re-installed, new inner and outer seals fitted, propeller wedged on, nut driven up, void spaces filled with rust inhibitor and all left ready for sea. The rope guard was renewed.

Tailshaft drawn 8-68.

ANNUAL CLASS SURVEY

9. Steering gear arrangements examined and found in order.
10. Watertight doors in bulkheads and closing appliances in the superstructure bulkheads and for air and sounding pipes examined and found satisfactory.
11. Coamings of ventilators to spaces below the freeboard deck and below decks of superstructures examined and found satisfactory.
12. Hatchway coamings, covers, and all their supports and means for closing examined and found satisfactory.
13. Machinery casings, guard rails and all other means of protection provided for openings and for access to crew's quarters were examined and found satisfactory.
14. A general examination was made of anchor windlass, engines, steering machinery and fire extinguishing apparatus and all found satisfactory so far as seen.
15. The Annual Load Line Inspection was carried out at this time. For particulars see report of Newport News, Va., No. LIA513 dated August 23, 1968. All requirements for deeper loading under the 1966 Convention were dealt with at this time and new load line marks in accordance with assignment dated New York, August 6, 1968 were placed on vessel, verified, welded on and painted in. A Provisional Load Line Certificate covering the new marks was issued to the vessel August 23, 1968 and is valid until February 23, 1969.

For further particulars see report of Newport News, Va., No. NM7666 dated August 23, 1968.

ANNUAL BOILER SURVEY

16. The two main watertube boilers together with their superheaters were opened, cleaned, examined externally and internally on fire and water sides, tested hydrostatically and placed in satisfactory condition. Six superheater tubes were renewed in port boiler, three superheater tubes in starboard boiler and air heater tubes in both boilers. Brickwork and insulation renewed as necessary.
17. Boiler mountings were opened, overhauled, examined, repacked and found satisfactory.
18. Drum safety valves and superheater relief valves were set and floated under steam to allowed working pressure.

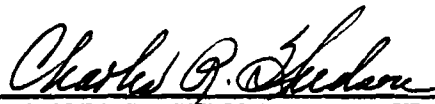
CONTINUED:

19. Vessel undocked August 19, 1968.

SUMMARY

20. Drydocked	August 1968
Annual Class. Survey	August 1968
Annual Load Line Inspection	August 1968
Annual Boiler Survey	August 1968
Tailshaft Survey	August 1968
Outstanding New York report No. NY7259 dated 1-30-68 complete -	August 1968.

It is recommended that the vessel be retained in present class with this Bureau.



CHARLES R. HUDSON - SURVEYOR

American Bureau of Shipping

SURVEY REPORT

REPORT NO. NN7664	NAME OF VESSEL SS "ESSO BOSTON"	PORT OF ISSUE Newport News, Va.
OFFICIAL NO. OR CALL LETTERS 283,784	OWNERS Humble Oil and Refining Co.	PORT OF REGISTRY Wilmington, Del.
		GROSS TONNAGE 30680
HULL BUILT BY Newport News Shipbuilding & Dry Dock Co. HULL NO. 541 DATE 11-1960		
CLASS IN FULL *A1 Oil Carrier *AMS		
DESCRIPTION OF SURVEY COLLISION DAMAGE SURVEY.		
<i>HX + RPR</i> M		
INVOICE NO. 260619 DATE 9-5-68 TO: Humble Oil & Refining Co. Marine Department P.O. Box 1512 Houston, Texas 77001 ACCT. NO. 28321		ATTENDING: <u>Mr. A. T. Fellows - Owners</u> <u>LT. B. Campbell - USCG</u> <u>Mr. J. Bentson - U.S. Salvage Assn.</u> <u>Mr. W. Scott - Salvage Assn. London</u>
FEES CHARGED SS (H) AS SS (M) Int S SS (E) Yr of Grace Cont S (H) ALLI Cont S (M) LL renewal SS (RMC) Dkg Int (RMC) BS Cont (RMC) TS Semi-An (RMC)		REPORT DISTRIBUTION: OWNERS/AGENTS 6 ABS NEW YORK 2 ABS FOREIGN HEAD OFFICE (where applicable) OTHER COPY (IF ANY)
		Damage \$ 115.00 Repairs Conversion Others
TANK VESSEL CARGO:		
FOR ENTRIES BY REPORTS DEPT. ONLY		
FEES \$ 115.00 SPEC. VISIT FIRST VISIT <u>August 12, 1968</u> LAST VISIT <u>August 23, 1968</u> NO. OF VISITS CHARGEABLE <u>3</u> EXPENSES <u>10.00</u> TOTAL \$ 125.00 BILLED		
CHARLES R. HUDSON - Surveyor Surveyor Surveyor		<i>Charles R. Hudson</i> Surveyor

American Bureau of Shipping

45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. NN7664

Newport News, Va., August 23, 1968

SS "ESSO BOSTON"

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UPON EXAMINATION FOUND

RECOMMENDED

- | | |
|---|--|
| 1. <u>"R" Strake - Port</u>
Fashion plate - "R" strake port shell, heavily indented, set in and fractured between frames 106 and 108 1/4. (Frames counted from aft.) | Plate to be cropped and renewed to a point 6" forward of shell frame 108 1/4 and frame 106; approximately size of plate 25'-0" x 12'-0". Aft end of forward plate to be cropped and renewed together with plate. |
| 2. Bulkhead frame 108 buckled and distorted at shell. | Cap rail to be renewed for a length of approximately 20'-0". |
| 3. Vertical shell frames 107 1/4, 107 1/2 and 107 3/4 buckled and distorted. Deck head tie brackets buckled and distorted. | Bulkhead to be cropped and part renewed. Approximate size 24" x 48". |
| 4. Deck beams frames 107 1/4, 107 1/2 and 107 3/4 buckled. | Shell frames to be cropped and renewed. Three deck head brackets to be cropped and renewed. |
| 5. Bulkhead frame 107 buckled and distorted from upper to forecastle deck at shell. | Deck beams to be cropped and part renewed, 24" long each. |
| 6. Two (2) fashion plate brackets and horizontal header buckled and distorted. | Bulkhead 107 to be cropped and part renewed, 10'-0" x 2'-4". |
| | Two (2) brackets to be cropped and renewed. Horizontal header to be cropped and renewed. |

CONTINUED:

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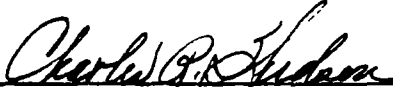
UPON EXAMINATION FOUND

7. Forecastle deck stringer plate buckled in aft port outboard corner.
8. Sheer strake plate below fashion plate set in middle of plate.
9. Sheer strake between #9 and #10 cargo tanks rubbed in way of rivets.
10. Welds on mooring chock on side in way of No. 10 wing tank cracked.
- 11.
- 12.
- 13.
- 14.

RECOMMENDED

- Stringer plate to be cropped and part renewed, 3'-6" x 3'-2".
- Approximately 50 affected rivets to be renewed.
- No. 9 and 10 port cargo tanks to be pressed up and leaking rivets caulked as necessary.
- Cracked welds to be veed-out and rewelded, approximately 6'-0" of weld.
- Necessary removals and replacements to effect repairs.
- Necessary staging.
- New and disturbed work to be coated as before.
- Repairs to be tested and proven tight.

The foregoing recommendations were satisfactorily completed at this time and it is further recommended that vessel be retained in present Class with this Bureau.


CHARLES R. HODSON - SURVEYOR

American Bureau of Shipping

45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. NN7664

Newport News, Va., August 23, 1968

SS "ESSO BOSTON"

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UPON EXAMINATION FOUND

1. "R" Strake - Port
Fashion plate - "R" strake port shell, heavily indented, set in and fractured between frames 106 and 108 1/4. (Frames counted from aft.)
2. Bulkhead frame 108 buckled and distorted at shell.
3. Vertical shell frames 107 1/4, 107 1/2 and 107 3/4 buckled and distorted. Deck head tie brackets buckled and distorted.
4. Deck beams frames 107 1/4, 107 1/2 and 107 3/4 buckled.
5. Bulkhead frame 107 buckled and distorted from upper to forecastle deck at shell.
6. Two (2) fashion plate brackets and horizontal header buckled and distorted.

RECOMMENDED

- Plate to be cropped and renewed to a point 6" forward of shell frame 108 1/4 and frame 106; approximately size of plate 25'-0" x 12'-0". Aft end of forward plate to be cropped and renewed together with plate.
- Cap rail to be renewed for a length of approximately 20'-0".
- Bulkhead to be cropped and part renewed. Approximate size 24" x 48".
- Shell frames to be cropped and renewed. Three deck head brackets to be cropped and renewed.
- Deck beams to be cropped and part renewed, 24" long each.
- Bulkhead 107 to be cropped and part renewed, 10'-0" x 2'-4".
- Two (2) brackets to be cropped and renewed. Horizontal header to be cropped and renewed.

CONTINUED:

This Report is issued subject to the condition that it is understood and agreed that neither the Bureau nor any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by this Bureau or its Surveyors or in any entry in the Record or other publication of the Bureau or for any error of judgment, default or negligence of its Officers, Surveyors or Agents.

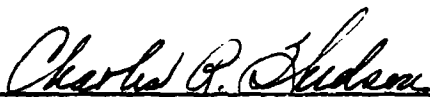
UPON EXAMINATION FOUND

7. Forecastle deck stringer plate buckled in aft port outboard corner.
8. Sheer strake plate below fashion plate set in middle of plate.
9. Sheer strake between #9 and #10 cargo tanks rubbed in way of rivets.
10. Welds on mooring check on side in way of No. 10 wing tank cracked.
- 11.
- 12.
- 13.
- 14.

RECOMMENDED

- Stringer plate to be cropped and part renewed, 3'-6" x 3'-2".
- Approximately 50 affected rivets to be renewed.
- No. 9 and 10 port cargo tanks to be pressed up and leaking rivets caulked as necessary.
- Cracked welds to be vee'd-out and rewelded, approximately 6'-0" of weld.
- Necessary removals and replacements to effect repairs.
- Necessary staging.
- New and disturbed work to be coated as before.
- Repairs to be tested and proven tight.

The foregoing recommendations were satisfactorily completed at this time and it is further recommended that vessel be retained in present Class with this Bureau.


CHARLES R. HUDSON - SURVEYOR