TYPE OF REPORT		ACTION REQUIRED	
Weekly Progress	☐	DIST. OR PROD.	
Job Summary	☐	OFF. ☐	DEPT. ☐
Mat'l Shortage	☐		
Info. Request	☐	Date	

Use a separate report for each subject.

& SE FIELD REPORT

REPORT NO. _____ PAGE _____

CUST. Newport News Shipbuilding & Dry Dock Company

EQUIP. Feed Pump Drive

SUBJECT Exxon Lexington FSR 339M1713 CONTR. NO. _____

TO T. Gusek

MDTD Fitchburg, Mass.

cc: L.A. Crowell

cc:

I arrived at Newport News Shipyard Tuesday moring (7/16/74) for the continuation of #1 and #3 feed pump drive overhaul on the Exxon Lexington. When I arrived aboard the vessel #3 rotor was ready to be lowered into the casing. #1 rotor was on the way back to the vessel from the shipyard shop where it had been apparently balanced and had the journals built up.

The turbine rotors were awaiting an A.B.S. inspection. The job quarterman, Mr. Cassel contacted the A.B.S. personnel and they declined to in spect the rotors, the same quarterman then requested I make a visual inspection which I did. I observed no apparent damage on unit #1 rotor; I did observe that the 1st stage on the rotor of #3 unit had been damaged. After further investigation I found this had been previously reported in FSR # 339T299 in May 1966 by Mr. C.A. Driscoll, a G.E. field engineer.

TURBINE # 1 S/N 126191

I replaced the journal bearing inserts on #1 and #2 bearings, replaced the active thrust, replaced all carbon packing. I observed that the intermediate nozzle segments had been placed in the machine backwards; we turned them around and assembled them correctly. I then put rotor in and started taking clearance measurement. I found the thrust had excessive clearance approx. .018". The distance between the thrust runout was also excessive. The rotor was removed to the shop, where the active thrust runner was moved approx. .015 towards the low pressure end of the rotor. At this time both thrust runners were machined to obtain parrallelism within .000%". The rotor was then brought back to the vessel where it was installed. Also the spacers on the intermediate nozzle segments were found to be too short, (.800) I had new spacers made up that were .825. Final clearance data on this machine is on page 4 of this report.

The upper half turbine casing was cleaned and stoned along with the lower horizontal

Thomas Dunn	Newport News, Va.	8/74
SIGNED	LOCATION	DATE

joint. The threads in the lower casing in the fwd left hand corner bolt hole had been stripped, tapped out,oversize on a hexicoil had been placed in this hole. I then reassembled the two casing halves using compltite on the horizontal joint.

I then made up the #2 bearing and the #1 bearing bracket cover. I did a coupling alignment check on the machine and found it to be out of alignment. I recommended to the Chief Eng'r of the vessel and the Port Eng'r that the alignment be corrected; they rejected this recommendation.

TURBINE #3 S/N 126192 .

I replaced the journal bearing inserts on #1 and #2 bearings, replaced the active thrust and replaced all carbon packing. The rotor was placed in the lower casing and the clearance measurements are on page 3of this report. The horizontal joints of the turbine casing were cleaned and stoned. It was reassembled using copeltite on the horizontal joint. I then made up #2 bearing and the #1 bearing bracket cover. I did a coupling alignment check on this machine and found it to be out of alignment; I recommended to the Chief Eng'r that the alignment be corrected; he also rejected this recommendation. Both machines had their oil pumps cleaned and replaced with new oil.

EXX-MOR-002722