

Date: 5/15/75

From: TORRANCE INMAN

To: Messrs. H. J. Borgen
T. A. Hill
P. J. McEwan
T. J. McTaggart
A. D. Mookhoek

For your information and review, please find the attached lists of work performed by the Deck and Engine Departments of the EXXON NEW ORLEANS during that vessel's shipyard period of April 1 through May 2, 1975.

TI:all
Attachment

EXXON COMPANY, USA

TO: ~~EDW~~ EW
HJB (last)

EXXON

FAS	RECEIVED Exxon Company, U.S.A. Marine - Operations	
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FROM Captain Robert F StapVESSEL EXXON NEW ORLEANSTo PORT STAFFPORT At SeaSUBJECT Work Accomplished during yard period-Deck force DATE 8th May 1975
and Pumpman/Mechanic

Messrs McTaggart, Borgen, Robert Gordon, Paul McEwan and Captain Torrence Inman:

Attached for your information please find the overall work accomplished by the men assigned to the Deck Department, during the last shipyard period 1st April thru 2nd May 1975. A card has been prepared for each job indicating man/hours preparing surfaces as well as man/hours and material used.

Personnel assigned included Messrs Stull, Cummings, Shanks jr, Lyell jr., A.B.'s Edwards left vessel 11th April (A.B.) Eddy O.S.

Bridge wing Stbd side started port side	220	Man	hours
Stewards storeroom, galley scullery, crews Laundry & dryingroom			
Officers laundry, and Five cleaning gear lockers	256	"	"
Foward part of forecastle head, scaled three coats primer, painted white (sprayed)	242	"	"
Ullages holes and tank top rims, scaled three coats primer finish coat.	50	"	"
Butterwoth plates.	40	"	"
Foremast, number 1 & 3 Vent mast.	34	"	"
New Drip pans.	16	"	"
Prime new piping.	48	"	"
Unlicensed assisting USCG INSPECTION OF NEWED WORK IN TANKS etc.	58	"	"
Misc Housekeeping, tank cleaning Including bunker tks, general maintenance.	250	"	"
Total	1,214	"	"

There was available with personnel assigned 1,280 man hours.

~~unavailable~~

Work performed by the Pumpman and Mechanic included the following;

Twenty three (23) 16" valves, repacked with teflon packing.
 Twelve (12) 12" valves, " " " " "
 Eleven (11) 8" valves, " " " " "
 Twenty Seven (27) 3" valves, " " " " "

Renewed thirty three (33) Packing glands bolts on 12" & 8" valves
 Renewed Thirty (30) " " " " 3" Valves
 Renewed Six (6) " " " " 16" Valves

Note each bolt when renewed requires two cuts by hacksaw time one man/hour each.

Each of the above valves are 16 feet above tank floor and done without staging, where this work performed by the yard staging would be involved.

Renewed Twelve bolts for air strippers.

Overhauled completly six (6) Air Stripper pumps for deepwell pumps.

All above work performed in tanks, Overtime involved was Mechanic 140 hours, Pumpman 164 hr

S/S EXXON NEW ORLEANS- Work Accomplished by Deck-force, Pumpman & Mechanic during yard period 1st April thru 2nd May Newport News Shipyard 1975.Cont:

Pumpman & Mechanic Cont:

In Addition to the work listed herein both the Pumpman and Mechanic where involved in the following work.

Trimmed vessel by the head to permit removal of propeller and drawing of shaft.
Trimmed vessel by the stern upon completion of above for work on bow thruster tunnel.
Trimmed vessel for DryDock entry.
Tested all cargo lines prior to repairs and upon completion of same.
Tested all cargo pumps upon completion of repairs after plant was activated.
Tested all deck machinery upon completion of repairs and plant was on the line.

The Pumpman was Mr Alonzo B Beever, The mechanic was Mr Joseph L Padelsky, both these men where assigned to the yard period in 1973, when similar work was performed during the next two years there was no valve failures (Except Skin Valves which was shipyard defect) nor any stiff valves.

We cannot recommend to highly the retaining assigned to this unit these two men whose work is excellent and their dedication to the job and the ship beyond compare.

We thank Mr McEwan for not changing the personnel assigned during the shipyard period, which allowed with the personnel assigned to complete in the man hours available, at least twice the work that could have been accomplished at sea during the same period stemming from concentration of effort and teamwork, not withstanding performing work without hindrance to normal operations such as Stewards department spaces, as well as Scaling priming and painting bridge wings which can best be done in port, we expect these bridge wings not requiring further painting until the next yard period in 1977.

We also retained the Second mate and two Third Mates namely messrs Paul Genest, William Grei and Mike Sharik III. These men where extremely helpfull, for security reason, inspection of tanks and safety reason being on watch when ever the shipyard had workers on duty.

The retaing of Mr Tyrrell who was more responsible than any other person for the preparation of the repairs involved in the deck department,as well as the supervision and preparation of the work list for the ships force proved beyond a doubt a necessity. The sucess of the entire operation was dependent upon his presence and superb supervision.

We cannot commend too highly the efforts , cooperation and help rendered by Mr Alton Burns the repair inspector assigned this vessel. His background with the Newportnews Shipyard was instrumental in getting the best supervisors assigned starting with Mr Beirt Menton, the supervisory personnel of this yard was above average,however the workers and their work leaves much to be desired, their appears to be complete apathy and lack of professional pride in their work, requiring constant supervision.

We have a general knowledge of the money involved retaining shipboard personnel, as well as comparative figures where the work performed by yard personnel notwithstanding the quality of the work and would appreciate your views on this matter and the cost differential.

four thought I plan to send a note to Bob ans. his question.
We propose for your consideration the assignment of at least three maintenance persons for at least one month to clean up and paint the engineroom, the remainder can be accomplished by our present personnel during the forthcoming year, we do need a head start, please advise

RFS/rfs

CC:Chief Engr,Chief Mate
Ship's File, Masters File
Addressees.

page two.

Very truly yours,

Robert F Stap
Robert F Stap, Master

EXXON

Mr Clyde C O'Neal, Chief Engr.

Mr Sebastian L Koep, Relieving Chief

FROM Captain Robert F StapVESSEL EXXON NEW ORLEANSTo PORT STAFFPORT At SeaSUBJECT Repairs Performed by Ship's PersonnelDATE 4th May 1975

Messrs McTaggart, Borgen, McEwan and Captain InMan

Gentlemen:

The attached list of work was performed by the engineering personnel assigned this vessel during Shipyard period 1st April thru 2nd May 1975 at Newport News, and is in addition to the worklist submitted on 3rd February 1975.

1. Air Ejector Valve system complete sixteen (16) valves:
Two (2) 6"; Seven (7) 2" Five (5) 1½"; Two (2) ¾".
2. Otis Elevator electrical control box maintenance of contactors etc.
3. Replaced sections of ¾" heating lines to quarters.
4. Pumped out lube oil stern tube bearing thru purifier to main sump (Oil sa
5. Rebuilt Leslie ¾" regulator to whistle steam.
6. Rebuilt ¾" fuel oil heater steam valve.
7. Repacked five (5) 2½ to 1½" valves on quarters low pressure heating.
8. Repacked One (1) 5" L.P. extraction valve.
9. Cleaned Air Condition condenser waterside tubes, changed four ¾" sacrificial anodes.
10. Checked out heating system Port and Stbd bunker Steam and Exhaust for le
Flushed out testing water in coils and other part of system (to prevent contamination of distilled water). All leaks found repaired.
11. Repacked all salt water valves Five (5) 4" to emergency firepumproom.
Checked out remote operation of reach-rods, freed up, aligned, lubricate same.
12. Rebuilt main turbine and turbo-generator gland seal regulator, Under supervision of General Electric service engineer.
13. Note: Part of this job also consisted of removing the regulator from steam and lube oil lines. It is attached to the under forward side of main turbine. Renewed all studs and gaskets, replacing regulator using onboard spares. Checked for leaks and adjusted for proper regulation of gland seal steam pressure. Approx 72 man hours due to sheared off studs that had to be drilled out.
13. Repacked two (2) 4" valves to Auxilary feed discharge valve, main feed pu
14. Renewed broken glands on suction valves Port /Stbd main feed pump with parts manufactured by shipyard.
15. Repacked Deareator inlet feed valve One (1) 5" and Nine (9) pressure gauge glass valves. Replaced broken gland suction valve of deareator.
16. Upon completion of waterside boiler repairs, filled same with distilled water and charged with proper chemicals boiler water treatment.
17. Renewed Four (4) ¾" sacrificial zinc anode in generator air cooler and lube oil cooler

18. Freed-up realigned reach-rod to main feed pump steam control valve.
19. Repacked Three (3) 3" Inlet steam valves and two (2) 2" outlet condensate valves from boiler air heater.
20. Rebuilt Six (6) burner ignitors (Incl. 2 spares)
21. Renewed bolts on flanges to Generator cooling water lines with brass bolts. (Cupro-Nicle lines and flanges where eating away steel bolts installed in 1973 by N.N shipyard.).
22. Repacked Three (3) 5" Inlet, Outlet, bypass valves to main cargo pump turbine steam regulator.
23. Soot Blower Heads:
Removed from boiler, rebuilt completely, repacked and re-installed on boiler and proved in proper working order a total of eleven (11) soot blowers, namely Nine (9) rotating and Two I.K. retracting lance type. Repacked valve for one number 5 fixed type sootblower.
24. Repacked One (1) 16" Master exhaust valve forward deck, and One (1) 6" master valve exhaust valve for after deck steam lines.
25. Repacked Inlet & Outlet by-pass valves to lube oil cooler (oil Side). repacked lube oil pressure gauge valves and renewed cracked nipple on main lube oil line. Checked and renewed where necessary.
26. Rebuilt diesel oil filling line. VALVE.
27. Inspected diesel oil storage tank for leaks and cleanliness to receive 125 Bbls of diesel from truck.
28. Repaired and repacked Two (2) 6" gate valves, sanitary pump suction and crossover.
29. Repacked NEW 8" Gate valve for butterworth pump sea-suction.
30. Repacked one (1) 8" gate valve bunker filling line.
31. Renewed cooling water hose on emergency generator diesel engine.
32. Rebuilt and repacked inlet & outlet valves to air injectors 3/4"
33. Rebuilt and repacked by-pass inlet & outlet valves and reachrods universal to gland seal regulator main turbine and main generator. Three (3) valves, three (3) reachrods, three universals. 24 Man hours.
34. Cleaned out and proved free to air flow, the air scavenger system on soot blower heads including I.K. sootblowers. Renewed two (2) 1½ dia. wall box hose. Tried out all sootblowers on automatic button system for proper operation . 16 Man hours.
35. Worked with Mr Russell of Frank Smith Inc. on setting air registers on boilers etc.
36. Removed one (1) 2½" 800 lbs control valve to butterworth pump turbine and replaced with onboard spare valve. Inspected and repacked with John Crane 6AM packing.
37. Removed from line, refaced flange in way of orifice plate on main turbine drain. Renewed all studs and gasket and replaced unit in line. Renewed two joints on main turbine drain line with klingerite gaskets.
38. Cleaned blasting grit from steering gear hydraulic rams and other polished surfaces including electric motors. Oiled all polished parts, greased all parts of steering system. Tested out operation of entire steering system under supervision of service engineer, found in good order. Observed spot welding of keys in control mechanism and follow up system. Upon completion underwent USCG Inspection.
39. Renewed gauge glass on main condenser, condensate side.

- S/S EXXON NEW ORLEANS - Repairs performed by ship's engineering personnel C
40. Lit Off boiler with diesel oil. Checked out all permissives and safety shut off etc. Intermittent fires used to bake out new brickwork in boiler furnace.
 41. Sorted out retaining salvageable materials to be put ashore in Baytown.
 42. Upon filling number six wings ballast tanks ~~w~~ leaks where discovered, necessitating dropping water level, repairing leaks and retesting until tanks where completely filled and proven tight. One leak found behind resistor bank of forced draft fans caused plant shutdown to effect repair.
 43. When vessel was ballasted sufficiently to submerge overboard discharge an inspection disclosed a broken vent nipple. Another shutdown was required to effect repairs.
 44. Reverse current relay repeatedly tripped main generator off the line. After renewal of relay and adjustment same condition persisted. Mr Loren McConnell of NORTECH MARINE INC. found that the problem was a malfunction in the Kilowatt meter which is tied into the circuit by Newport News design. Kilowatt meter was removed from the line repaired and reinstalled. Testing under all load conditions proved satisfactory.
 45. Foam System:
Upon arrival at the shipyard on 1st April the shipyard took two samples which where inadvertently misplaced never reaching the lab. Two weeks passed and the yard took two more samples which failed to pass the lab test. Mr Clyde C O'Neal contention was that the foam was good, he therefore took two more samples one from each tank personally on 24th April, Mr Alton Burns delivered same to the airport to be airshipped to the lab. These proved to be on test to the satisfaction of all concerned. This action saved us from replacing 1,000 gallons of foam.

In closing having concluded satisfactorily a 24 hour full speed trial bears out the excellence of the work performed by the engine personnel. No malfunction of any equipment repaired or valves repacked where found.

The Persons involved in addition to the signees included Messrs Buck, Cross who was relieved by Mr McCracken Third Assistants; Mr Lyons Second Asst. A special mention is in order for the three oilers who where assigned for the entire yard period these where Messrs Eugene Edwards, Clifton Weddell and Frederick J Schilein. These persons where involved not only in repairs but supervision, locating spare parts and numerable jobs which kept cropping up.

CCO/SLK/rfs

CC: Messrs O'Neal, Koep
Ship's File
Masters File

Very truly yours,

Clyde C. O'Neal
Mr Clyde C O'Neal, Chief Engineer

Mr Sebastian L Koep, Relieving Chief

Seen Approved and Forwarded:

It is due to the effort of the personnel listed above, the excellence of their work, and dedication to their profession that has contributed towards the successful completion of the repair period. The outstanding co-operation of Mr Alton Burns deserves recognition as well as his undivided attention and efforts. We thank management for retaining the same personnel throughout.

Robert F Stap
Robert F Stap, Master