Ena Houston

EXX-MOR-006267

990-0072-3

MEMORANDUM (A-668)

TO	SUBJECT	
Mr. Ken Waldorf	ESSO HOUSTON- Repairs at Newport News Shipbuilding and Drydock Co., Dec.1-6, 1970.	
FROM	DATE	FILE NO.
E.J. Worrel, Jr.	Dec. 9,1970	

Captain: Mc Bride Chief Engr: Bov
Boarded vessel at Newport News Shipbuilding and Drydock Co. at 1600, Dec. 1,1970 for supervision of repairs.
The vessel arrived at the yard at 1530, Dec.1, 1970.

The repairs are as eneumerated in the attached job specifications with a further description of what was done listed below:

1thru 10 routine. No change.
11. OK
12. OK
13. OK
14. OK
15. Necessary to remove throttle valve to drill out stud.
16. All hangers were found satisfactory.
17. Pipe located on main deck, stbd side. Brass pipe used.
18. Cancelled.
19. Two of the wipers were found satisfactory with a little adjustment but one required the removal of outer sheathing for accessibility.
20. Cancelled- duplication.
21. Lead gasket renewed,owner furnished.
22. OK.
23. Minor adjustment.
24. Deep tank instead of peak tank.
25. Deep tank instead of peak tank. 4 valves instead of six.
26. OK
27. 4 waterboxes removed instead of 2. Both heaters,wire brushed tubes.
28. OK
29. Should be"and timing controls" instead of"to" This was to one set of 3 boxes. Dead ground also removed from boxes.
30. OK
31. OK
32. OK
33. CK
34. Ground corrected by permanently disconnecting lights as Captain and Chief Mate stated that all of the crew were issued flashlights and that the target light was not used.
35. OK
36. OK
37. Angles used to hold temporary ice box on deck. Safety hazard.
38. Brass pipe used.
39. OK
40. This should be Shand and Jurs gauging device. OK.

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990-0072-A

MEMORANDUM (A-668)

TO	SUBJECT	
	ESSO HOUSTON- Continued	
FROM	DATE	FILE NO.

41. Top cover renewed.
42. OK.
43. OK.
44. (a) OK. (b) adjusted but not tested due to no steam to bow thruster.
(c) Seals renewed but Bird-Johnson representative indicates that loss of oil could have been from another source, particularly the outer seals of individual blades. The Chief Engr will watch the condition and report.
Note: Operation of bow thruster could not be checked due to steam expansion joint not being installed.
45. CK.
46. CK. Tubes wire brushed.
47. OK except 3" by-pass valve to after deck steam line should be opened in May for further examination and determination if seat is fractured. A hairline was noticed in seat but was not deemed serious enough to remove at this time.
In addition the steam ,2½" stop valve and the 4" exhaust valve of the Butterworth pump turbine were opened and worked. Also the steam valve to the Butterworth Heaters was opened and ground in and packed.
A fracture was found in the seat of the steam valve to the inboard feed pump. The valve,which is welded-in, was removed to the shop and lapped -in to the extent that the fracture was removed as proved by dye-checking.The valve was reassembled and welded in place using certified welders, then magnifluxed and stress relieved.
48. OK. 4 leaks.
49. 6 tubes renewed. Double roll. Removed and cleaned demister filters on one side.
50. 4"x4" doubler installed.
51. OK.
52. Should be"fiberglass patch" . 15" of pipe renewed along with 1 flange and 1 elbow 2" size.
53. OK.
54. "On new spud"should be deleted. The fitting was taken to the shop and dismantled. It was found that both swivel balls were pitted badly and the packing had disintegrated. The balls were machined which necessitated the cutting of the 6" pipe which was re-welded after machining. The weld was done by a certified welder and then xrayed. The xray showed a defective weld so the defect was ground from the weld, rewelded xrayed and then stress relieved.
New packing was ordered but not received prior to the departure of the vessel so blanks were put on the flanges of the steam line of the bow thruster pending the installation of the fitting at a later date.
55. OK Should be"focusle head".
56. OK. 4 turnbuckles renewed.
57. OK.

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MEMORANDUM (A-666)

TO	SUBJECT	
	ESSO HOUSTON- Continued	
FROM	DATE	FILE NO.

58. OK plus 1- 2" nipple. Difficult gas freeing.
59. OK. Renewed owner furnished disc.
60. OK.
61. OK.
62. OK. Seat and disc faced.
63. OK. 18" nipple and one flange.
Alsorenewed 10' of vent line from diesel storage tank. 1 union.
64. OK.
65. OK.
66. OK.
67. OK. Wire brushed all cooler tubes.
68. Filled condenser above top row of tubes and applied 12# of air pressure. Plugged 19 tubes all in the lower half of the condenser. This makes a total of 39 tubes being plugged. In addition approximately a 100 tubeswere leaking at the packing and were recaulked.
Waterboxes were patched with red hand cement where damaged.
Condenser does not have swedish iron or similar metal anodes but instead has the CAPAC system.
69. OK.
70. OK.
71. OK. Should be"carbon packing".
72. I dont recall whether this item was done or not.
73. OK. Not only the main condenser but also the injection and discharge piping and lube oil cooler was reworked.
74. These fractures were picked up during the repair to the transverse bulkhead between the Port deep tank and the #1 Port carge tank.
75. Not listed. Remove starting lever from top of Auxiliary diesel and braze broken end and reinstall. Done.
76. Not listed. Open furnace access door of Boiler for exam.of furnace.

Note: It was observed that the port lower half tube sheet of the main condenser is pitting along with the ends of the tubes.At the next shipyard period this condition should be studied for corrective methods.

(a) Heavy hard scale on 2 forward superheater tubes.Should be cleaned in May

(c) Also that the forward port and Stbd Ballast tanks and the #7 Portand Stbd Ballast tanks need a good cleaning and removal of sediment.

Vessel arrived with 28,000 bbls of sludge in #4 Center cargo tank which was discharged into a barge along side where the water was separated from the oil.This maneuver was not completed until 0600, Dec. 3, 1970. The plant could not be secured until the completion of the discharge of the sludge and the obtaining of the gas free certificate.

In reference to OCMI, Portland ltr of 16 Nov., 1970 the following was corrected at Newport News, Va., and checked by Cdr Brittan of the local Marine Inspection office:

E-1, E-2, E-3, E-4, E-5, E-6, E-7, E-9, H-4,

E M Worrell

cc: Mr. H. A. Thompson