



Central File

FAS	RECEIVED	JAT
LHE	Exxon Company, U.S.A.	
ADM	Marine - Operations	
TI	JUL 25 1977	
TIM		Action
HJB		See me
ABB	HOUSTON, TEXAS	

FROM Mr Clyde C O'neal, Chief Engineer
 To Mr Thomas J McTaggart, Port Engineer
 SUBJECT Report on current shipyard period

VESSEL EXXON NEW ORLEANS
 PORT At Sea
 DATE 22nd June 1977

Dear Mr McTaggart:

This vessel entered the Newport News shipyard on the 25th April 1977 for its 12 year survey (A.B.S.) and repair period. At the same time it was retrofitted and modified for the Alaskan - West Coast Trade. Repairs and modification where completed on 18th June 1977, left pier # 4 at 1200 proceeding to anchorage for bunkering. At 1450 18th June. All remaing shipyard personnel and Mr Gerard Libero left vessel.

During this shipyard period, all engine personnel, including pumpman and mechanic worked a seven day week and twelve hour day. It was a very exhausting eight weeks, however, it was accomplished without a lost time accident.

Engineers where engaged supervising repairs, inspecting same, and furnishing spare parts, testing equipment and when needed machinery. In general we assisted and expedited repairs in every way we could. There was never a time when I or one of my assistants was not available to inspect to pass or reject a repair item.

During this interim, shore power, water and shore steam was maintained, refrigeration equipment was kept operational. Engineroom was manned when shifting from berth # 4 to Drydock and back to berth # 4, assisting in restoring power, steam and water, also restoring necessary equipment.

As completion was approaching, fuel oil tanks where inspected passed ready, Fuel oil was loaded on Sunday 5th June 1977. Started firing boiler the 6th June, at approxematly 1900 8th June the boiler was on the line, and ship's generator was in service. This could have been done sooner but for repairs of leaks in the by-pass lines on the condenser overboard suction.

On 9th June at 0000 hours, eight hour watches where set. On this date the U.S.C.G. Witnessed testing of safety valves, boiler automation and overspeeding of main generator.

From 9th June thru 18th June, all hands engine personnel where involved in a constant round of testing equipment, changing equipment, adjusting boiler automation, elimenating groudns from electrical circuits and constantly being on the alert for machinery problems, solving them when found.

On 18th June, we left Newport News shipyard, proceeding to anchorage at Norfolk where we took on 30,959 Bbls of fuel oil for the voyage from Norfolk to Valdez via straights of Maggellan thence to San Francisco.

During the same period our pumpman and mechanic repacked a total of 92 cargo valves in cargo tanks and on deck using teflon packing. Rebuilt two air-stripper pumps in tanks, assisted in testing all pumps, pipelines, mooring winches and anchor windlasses, cargo tanks gem gauges, setting shand & jurs gauges, testing alarm systems, cargo control systems, high velocity venting systems. Many of the valves overhauled required renewal of glands, studs and nuts. They aided in the hydrostatic test of after peak, forepeak, double bottoms, foredeep ballast tanks, Handle all ballast for trim purposes for drydocking ect. During the entire shipyard period these men where utilized to their fullest extent.

The Oilers under the supervision of the Assistant engineers and their help, repacked a total of 144 valves, renewing studs, bolts, and gaskets when found necessary. They assisted in plant shutdown and start up, testing and in general lending a hand whenever and wherever needed.

Mr Gerard Libero, was our repair inspector, we all assisted one another and cooperation was excellent. This was a major undertaking, unfortunately the lack of sufficient advance planning, made the task more difficult, creating undue loss time.

At present there remains a few minor problems, which will soon be rectified.

Considering the length of our stay and the amount of work performed, I feel we are in good shape. Below is a list of the engine personnel and pumpman's and mechanic assigned to this vessel during the yard period, who did an outstanding job of work and looking after the company's interest. The majority of these men have been permanently attached to this vessel, as such they had a personal interest to do their best and see to it that the shipyard gave us in turn a good job.

Personnel attached to vessel included the following:

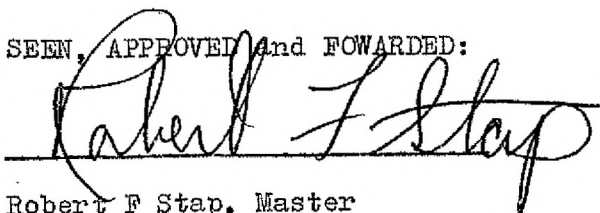
Mr James Fowler	- Relieving Chief Engr.	Francis X Boyle	Oiler (a)
Mr Dwaine Hettinger	- First Asst Engr.	John Silva	Oiler (a)
Mr Bertram O'Donnell	- Third Asst Engr.	Carlos Castro	Oiler (a)
Alonzo B Beever	- Pumpman	Theodore Olive	Oiler (a)
Joseph Padelisky	- Mechanic	Floyd Farragut	Oiler (a)
John Vieira	- Pumpman		

RFO/rfs

CC: Messrs A.Mookhoeck, H.Borgen
Chief's File; Ship's File

Very truly yours,

SEEN, APPROVED and FOWARDED:


Robert F Stap, Master


Clyde C O'Neal, Chief Engineer.