

MEMORANDUM

TO Mr. Harvey J. Borgen	SUBJECT EXXON LEXINGTON Structural repairs
FROM E. J. Worrel	DATE August 16, 1976

FILE NO.
TO BE FILED
MARINE DEPARTMENT
P. T (6 mo.)

A visit to subject vessel on August 11th at Newport News Shipyard and an examination of the No. 4 and 6 port and stbd. cargo tanks indicates that structurally these tanks are wasting at a rapid pace.

Four years ago an examination of these tanks showed that all of the coatings had failed and that the tanks were wasting rapidly and the tanks should be removed from containing ballast. This was not done at this time.

In 1974 during the ABS Special Survey #4 it was observed that there was extensive wastage of the underdeck longitudinals and girders and some renewals to these areas were completed at this time as required by the ABS and Coast Guard. The ballast pattern was then changed and the tanks no longer used for ballast; however, nothing has been done to stop the wastage.

An examination of these tanks now indicates that the side shell and bulkhead longitudinals are severely pitted but has not reached the point of renewal at this time, but will require renewal within 2 years. In addition, the horizontal brackets on practically all of the side shell webs and transverse and longitudinal bulkheads webs are being renewed at this shipyard period due to severe wastage.

Also, an examination of the forward pumproom indicates that the floors and intercostals are wasted approximately 80%. These floors and intercostals are being renewed at this shipyard period and the remaining steel in the area blasted and coated.

The above discusses problems with the EXXON LEXINGTON, but the same is true for the other vessels of this class. The installation of anodes is not the answer. This should be evident from the ballast tanks of the EXXON HOUSTON and NEW ORLEANS. Both have had anodes installed for a number of years and all ballast tanks are wasted severely.

EJW

EJW:kvk

cc: Mr. J. Burke
Mr. T. Donovan