

AMERICAN BUREAU OF SHIPPING

APPOINTED BY THE COMMANDANT, U. S. COAST GUARD TO ASSIGN LOAD LINES, UNDER
THE PROVISIONS OF THE ACTS OF MARCH 2, 1929, AND
AUGUST 27, 1935.

PROVISIONAL COASTWISE LOAD LINE CERTIFICATE

FOR VESSELS ON COASTWISE AND/OR INTERCOASTAL VOYAGES
BETWEEN PORTS OF THE UNITED STATES.

Port....Newport News., Virginia....

Date....June 3, 1963.....

This is to Certify *that the Load Line markings, assigned under Paragraph 43.15-87(b); 43.15-90(b) and/or 43.30-75(a) of the Load Line Regulations, for the ...S/S "ESSO GETTYSBURG"....., Official No. 273,362....and which have been recommended to the Committee of this Bureau to approve, are as follows:*

Center of Disc below top of Steel upper deck11' - 9 3/4".....

Maximum Load Line in tropical fresh water, above center of disc ...2' - 1 3/4"...

" " " " fresh water, " " " " ...1' - 4 1/2".....

" " " " tropical zones, " " " " ...1' - 3 1/2".....

" " " " Summer, " " " " - 6 1/4".....

" " " " Winter, Below " " " " - 3".....

This certificate is granted pending issuance of the permanent load line certificate, and is valid until. December 3, 1963.

.....
J. F. Cox - Surveyor.

Vessel may load to Tropical Line when in extension of Tropical Zone defined in Paragraph 43.15-87(b), and to Summer Line during winter season when in the area defined in Paragraph 43.15-90(b).

AMERICAN BUREAU OF SHIPPING

APPOINTED BY THE COMMANDANT, U. S. COAST GUARD TO ASSIGN LOAD LINES UNDER THE PROVISIONS OF THE ACT OF MARCH 2, 1929, AND COASTWISE LOAD LINE ACT, 1935, AMENDED JUNE 2, 1936

REPORT OF ANNUAL LOAD LINE INSPECTION

REPORT NO. LL 3486	NAME OF SHIP S/S "ESSO GETTYSBURG"		DATE June 3, 1963
GROSS TONNAGE 24548	OFFICIAL NUMBER 273,362	PORT OF REGISTRY Wilmington, Del.	PORT OF SURVEY Newport News, Va.
OWNERS Humble Oil & Refining Co			
ITEM EXAMINED	CONDITION	RECOMMENDATIONS — REPAIRS EFFECTED	
1. HATCHWAYS Coamings, stiffeners, stays, beams, fore and afters, carriers, covers, tarpaulins, cleats, battens, wedges and lashings	Satisfactory		
2. MACHINERY CASINGS Fiddle openings, casings, doors, sills, skylights	Satisfactory		
3. FLUSH BUNKER SCUTTLES Attachments	-----		
4. COMPANIONWAYS Doors, sills, fastenings	Satisfactory		
5. VENTILATORS Coamings, supports, deck connections, closing arrangements	Satisfactory		
6. AIRPIPES Closing arrangements	Satisfactory		
7. GANGWAY, CARGO AND COALING PORTS In ship's sides and superstructures	-----		
8. SCUPPERS AND SANITARY DISCHARGES Valves	Satisfactory		

American Bureau of Shipping

45 BROAD STREET, NEW YORK 4, N. Y.

Report No. NN5074

Newport News, Va. June 3, 1963

S/S "ESSO GETTYSBURG"

THIS IS TO CERTIFY that the undersigned Surveyors to this Bureau did, at the request of the Owner's Representative, attend the S/S "ESSO GETTYSBURG" of Wilmington, Delaware, Official Number 273,362 while vessel was on dry dock and afloat at the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia on the 24th day of May 1963 and subsequent dates, relative to Dry Docking and Repairs, Annual Classification Survey, Tailshaft Survey and Installation of Oil Lubricated Stern Tube Bearing, Machinery Repairs, Annual Boiler Survey and report as follows -

1. Vessel was placed on dry dock, cleaned and the bow, keel, bottom and side plating together with stern frame, rudder, gudgeon, bushing and pintle pin were examined and placed in satisfactory condition as follows -
 - (a) Scattered rivets in seam wasted on their points were built up by welding.
 - (b) Scattered areas of riveted seam were caulked and/or welded satisfactorily.
 - (c) Scattered welding in seams and butts wasted slightly and appears to have been arrested, no repairs considered necessary.
 - (d) Approximately 8 lineal feet of wasted welding on rudder was chipped out and rewelded. Also welding in way of drain plug was built up by welding.
 - (e) Transverse frame in way of No. 1 port wing tank reported to be damaged was cropped over an area 54" x 92" x 24.4# plate and part renewed. Also two flat bar stiffeners 5" x 4'6" x 7/16" thick in way of same were renewed.
2. The hull was recoated.
3. The main and auxiliary sea chests and strainers were cleaned, examined, found satisfactory and were recoated.
4. The main and auxiliary sea valves including emergency bilge injection valve were opened up, examined and placed in satisfactory condition as follows -

Air conditioning cooling water overboard discharge valve renewed.

Ice machine cooling water overboard valve renewed.

Bilge pump overboard valve renewed.

Cooling water from feed pumps and cargo pumps overboard valve renewed.

Cooling water from auxiliary generators overboard valve renewed.

Fire pump recirculating discharge valve and overboard from drain cooler from cargo heating coils - both valves built up by welding.

5. The port, starboard and stern anchors and chains were ranged, examined and

This Report is issued subject to the condition that it is understood and agreed that neither the Bureau nor any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by this Bureau or its Surveyors or in any entry in the Record or other publication of the Bureau or for any error of judgment, default or negligence of its Officers, Surveyors or Agents.

CONTINUED -

Item 5 continued -

and found in satisfactory condition. Outstanding: Item 7 of report No. NN4499 relative to connecting up 2 shots of chain and anchor (previously lost and retrieved) on stern end carried out prior to this survey, verified at this time and outstanding to be removed from records.

6. Steering gear arrangements, cross head and connections examined, telemotor rams and visible piping examined and found in order.
7. Watertight doors in bulkheads and closing appliances in the superstructure bulkheads and for air and sounding pipes examined and found satisfactory.
8. Coamings of ventilators to spaces below the freeboard deck and below decks of superstructures examined and found satisfactory.
9. Hatchway coamings, covers, and all their supports and means for closing examined and found satisfactory.
10. Machinery casings, guard rails and all other means of protection provided for openings and for access to crew's quarters were examined and found satisfactory.
11. No material alteration has been made in the hull, superstructures or means of closing openings in superstructures which affect the position of the load line.
12. Load line marks in accordance with freeboard assignment dated January 18, 1963 were placed on sides of vessel, verified and found in order. Also load line marks in accordance with freeboard assignment (Coastwise) dated January 18, 1963 were verified and found in order. Provisional Load Line Certificates for each were issued, valid till December 3, 1963 and were placed aboard vessel.
13. A general examination was made of the fire extinguishing equipment and found satisfactory.
14. The tailshaft was drawn, liner removed, shaft subjected to a magnetic particle test at each end beyond fit of liner and found satisfactory. Shaft was lightly machined and polished as found necessary in connection with removing the existing stern tube bushings and fitting new oil lubricated bearings and found satisfactory. The existing stern tube bushings were removed from tube, tube was cleaned, examined and found satisfactory. The tube was rebored and ends faced off as necessary to suit dimensions of new oil lubricated bearing. The new bearings manufactured by Waukesha Bearing Co were pressed in stern tube.

The solid nialite propeller was removed to shop and tip of one blade was curled over and cracked for length of approximately 2 feet. Blade was faired and the crack was chipped out and rewelded, examined and found satisfactory.

The shaft was run out. The propeller and oil seals were connected up in good order with suitable sealing material in hub and counterbore.

Necessary sump tank, gravity tank and piping for oil supply to the bearing were installed and system provided with high and low oil alarms, also small electric driven pump provided in system, all tested out after installation,

Item 14 continued -

found tight and in order. Since the stern tube bushings were removed the outstanding of item 8 of report Number NN4271 may be deleted from the record.

Tailshaft Survey completed June 1, 1963.

15. Outstanding of item 33 of Report No. NN4499 dated November 7, 1961 was completed satisfactorily at this time by renewing the top and bottom half of casings on feed pump turbine. Also bearings and seals were renewed during course of repair. Upon completion of repairs the unit was tried out, governor mechanism and overspeed checked and in order. Also under normal operating condition and found satisfactory.

Casings manufactured by General Electric Co and stamped as follows -

101B1491-1

413347

Hyd test 150 lbs.

16. The main circulating pump and motor were opened up, examined and placed in satisfactory condition as follows -
- (a) Coupling and broken shaft was removed from electric motor. Coupling bore found slightly distorted. Bore was built up by welding and was rebored and refaced as necessary to true up and was satisfactorily fitted and keyed to a new shaft furnished by General Electric Co. The impeller and shaft together with seals and bearings were renewed. Pump and electric motor tried out under working conditions upon completion of repairs and operated satisfactorily.
17. The No. 1 and 2 port and starboard wing cargo tanks were converted by carrying solvents as follows -
- The 8" and 12" suction pipes were removed from the 4 tanks and inserts fitted and welded in bulkheads and pipe lines blanked off as necessary.
- The two existing ballast and cargo pumps were opened up, cleaned and overhauled and piping to same from the deep tanks disconnected.
- The No. 1 and 2 port and starboard wing cargo tanks provided with necessary 8" diameter suction pipes to the 2 pumps and are cross connected with necessary valves and reach rods, discharge pipes from pumps provided to loading station with necessary valves.
- A 6" diameter filling line provided to wing tanks with necessary valves.
- Heating coils were removed from tanks and openings blanked off as necessary.
- The No. 1 and 2 port and starboard wing tanks were cleaned and coated with Humble rust ban 191.

18. The outboard auxiliary generator unit reported damaged in Boston, Mass. Report No. B-25091 dated April 26, 1963 was examined and reconditioned as follows at this time.

- (a) Connection of high pressure end of casing to low pressure end of casing (vertical bolted joint) and 2 dowell pins sheared and 2 pins bent. Casing sections were refitted satisfactorily and edge of joint at faces of flange were seal welded and faced off at the horizontal joint.
- (b) Casing top and bottom half in way of last diaphragm and exhaust scored but considered satisfactory.
- (c) Spindle of control valve bent and was renewed.
- (d) Last stage diaphragm top and bottom halves and all inner stage seals, gland seals, bearings, thrust bearing and bracket housing renewed.
- (e) Turbine rotor was renewed.
- (f) Reduction gear, pinion and bearings examined and found satisfactory. Coupling between pinion and turbine renewed. Couplings and hubs covered by Philadelphia Report No. 63PA35593-43 dated 5-20-63.
- (g) Generator end of unit was reconditioned by General Electric Co.
- (h) The aforementioned parts used to recondition this unit were taken from a new unit of similar design which was found stamped as follows -

Turbine - Mfg Delaval Steam Turbine Co
Serial No. 651639 - Type frame GJ.
K.W. output 640 RPM 9300
Steam Press. 570 psi at 825° F
Trip speed 10,230

- (i) Rotor - Stamped as follows -

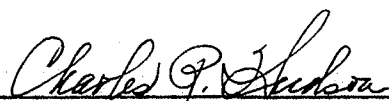
Ht. D223
Pc D 223 - IB
A * B J.S.
43
11-28-58

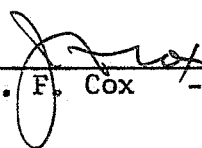
- (j) Unit was replaced on vessel and connected up on foundation with proper alignment.
- (k) Unit tried out and all governor mechanism including over speed operated satisfactorily. When unit was under load the reduction gears made excessive noise. The Chief Engineer stated that gears ran quiet prior to damage. Due to this condition it is recommended that the gears be reconditioned or renewed at the owner's first convenient opportunity.

19. A general examination was made of all other machinery including steering gear machinery and found satisfactory.

20. The port and starboard water tube boilers together with their superheaters were opened up, examined internally and externally and found in satisfactory condition.
21. Boiler valves including safety valves were examined and found satisfactory.
22. Safety valves on drums and superheaters were floated under steam to 960-65 and 890 psi and operated satisfactorily.
23. Annual Survey completed June 1963
Tailshaft Survey completed June 1963
Annual Boiler Survey completed June 1963
Vessel undocked June 1, 1963
Outstanding this report Item 18 K

This vessel being considered in a seaworthy condition, it is recommended that she be retained in her present class with this Bureau.


Charles R. Hudson - Surveyor.


J. F. Cox - Surveyor.

HOUSTON TEXAS
NAVY DIVISION

JUN 10 1963

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