American Bureau of Shipping

45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. NN695 — Newport News, Va., 4 October, 1974

SS "EXXON BOSTON"

THIS IS TO CERTIFY that the undersigned, Surveyor to this Bureau, did, at the request of the Owner's Representative, attend the SS "EXXON BOSTON", of Wilmington, Delaware, Official No. 283,784 while vessel lay on drydock and afloat at the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, on the 16th. day of September, 1974 and subsequent dates in order to examine and report upon the Drydocking Survey,Annual Classification Survey, Annual Load Line Inspection, Hull Repairs, Commencement Special Survey No. 3 of Hull, Year of Grace Survey, Commencement Special Survey of Machinery, Commencement Special Survey, Electrical Equipment, and Boiler Survey. For further particulars see report as follows:-

1. The vessel was placed on drydock and cleaned. The stem, bulbous bow, keel, stern frame, rivet shell seams, welded seams and butts were examined and the following carried out to place the underwater body in a satisfactory condition, afterwards recoated:-

   (A) Galveston, Texas Report G22,349 dated 19 August, 1973 relative to temporary repairs carried out to bulbous bow plating starboard side was satisfactorily dealt with at this time by removing doubler plate, cropping out damaged section of plating and installing new plating approximately 30" x 30" x 7/8" shaped plate. Upon completion all work was examined, tested and found satisfactory.

   (B) Galveston Report G22,517 dated 11 October, 1973 relative to examination of the underwater body in way of the stern area - no damage was noted and recommend that this report be deleted from the vessel's record.

   (C) Approximately 21 feet of bottom shell welded butts were veed out and rewelded, port side aft.

2. The rudder, pintle and gudgeon were examined, inspection plates removed for examination of pintle nut. Pintle bushing clearance measured and all found in a satisfactory condition and inspection plates reinstalled.

3. The four (4) blade solid bronze propeller was examined and found in a satisfactory condition, afterwards polished and tips dressed.

4. The oil lubricated stern bearing weardown was measured by ship's depth gauge, compared with presious readings and considered satisfactory, seals examined and found tight, new rope guard fabricated and fitted.

   NOTE: Tailshaft not drawn.

CONT.

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5. The seachest strainers were removed, seachests cleaned, examined and found in a satisfactory condition, recoated and strainers resecured.

6. All sea suction and overboard discharge valves were opened, cleaned, examined and overhauled as required, repacked and closed up in good order.

7. The non-metallic expansion pieces in the main and auxiliary circulating systems were examined and found in a satisfactory condition.

8. The port and starboard bower anchors and chain were ranged on dock, cleaned, examined and found in a satisfactory condition, coated, shots marked, bitter end pins examined and chain restowed in good order.

   (A) Galveston Report G21,859 dated 28 March, 1973 - Item 2 relative to replacing port anchor, swivel pear link and patent link had been replaced previously and may be deleted from the ship's record. See Report NY610 dated April 8, 1973.

9. The chain lockers were opened, cleaned, examined and found in a satisfactory condition. Pumping arrangements tried out and found satisfactory, lockers recoated.

10. The anchor windlass was opened, cylinders, pistons, liners, bearings and journals were cleaned and examined, minor adjustments carried out, tested in operation and found satisfactory.

11. Relative to gaugings outlined in status letter from New York dated 5 September 1974 and verified by the undersigned - two belts of gaugings were taken in the midship half length in way of the No. 5 and No. 9 cargo tanks and submitted to the American Bureau of Shipping, New York for their review. Reply received dated 10 October, 1974, indicated that the gaugings were satisfactory and no outstanding recommendations incident to granting Year of Grace and Special Survey No. 3 of Hull.

12. Vessel off dock 30 September 1974.

13. Steering arrangements, tiller, telemotor, rams and visible piping were examined and found in a satisfactory condition, steering gear tested in operation.

14. Watertight doors in bulkheads, closing appliances in superstructure bulkheads and for air and sounding pipes were examined, overhauled as required and all placed in a satisfactory condition.

15. Coamings of ventilators together with their covers and fastenings to spaces below the freeboard deck and below deck of superstructures were examined, repairs carried out as found necessary to place all in a satisfactory condition.

CONTINUED:

16. Hatchway coamings, their covers and supports were examined, new gaskets installed where required, dogs freed up to place all in a satisfactory condition.

17. Machinery casings, guard rails, catwalk and all other means of protection provided for openings and for access to crews quarters were examined, repaired as found necessary and considered satisfactory.

18. No material alteration has been made to the hull, superstructure or means of closing which would affect the position of the load line.

19. Load line marks were verified and repainted in.

20. Load Line Certificate No. 61-20,535-2 was endorsed on the 4th. day of October 1974. See Newport News, Va., Report No. LL5399 dated 4 October, 1974.

21. All fire fighting apparatus including portable and fixed systems were examined, overhauled, recharged where necessary to place all in a satisfactory condition.

22. All overboard scupper valves were opened, cleaned, examined and found in a satisfactory condition, coated and closed up.

23. The main deck, forecastle and superstructure decks were examined and found in a satisfactory condition.

24. The forecastle space, hawse pipes, upper and lower bosun's stores flat were examined and found in a satisfactory condition.

25. Midship and aft quarters were examined including plating in way of air ports and found satisfactory.

26. The boiler and machinery spaces, shaft alley, forward and aft pumprooms were examined and considered satisfactory.

27. The fore and aft peak tanks, forward deep tanks port and starboard, pump room cofferdams, fresh water double bottom tanks and cofferdams were opened, cleaned, examined and found in a satisfactory condition, hydrostatic tested and proven tight.

28. All cargo tanks were opened, cleaned and examined internally except as noted below, minor repairs carried out to place all in a satisfactory condition:

    (A) To complete cargo tank survey, No. 1 and No. 3 wing tanks starboard and No. 12 wing tanks port and starboard remain to be examined internally.

29. In the opinion of the undersigned this vessel is eligible for the Year of Grace for completion of the Special Survey.

CONT.

30. The No.2 (IB) generator gear casing was raised, gears, journals, bearings were examined, thrust clearance checked, adjusted and closed up in good order.

(A) Throttle valve opened, cleaned, overhauled andclosed up in good order.

(B) No. 1 and No. 2 air coolers were opened, cleaned and tested.

31. The No. 1 and No. 2 turbo generators were run under load separately and in parallel, overspeed trips and safety devices tested and found to operate satisfactorily.

32. The ahead main throttle valve was opened, examined and found in a satisfactory condition, freed up, adjusted and closed up.

33. The line shaft bearings were opened, bearings and journals examined and found satisfactory.

34. The D.C. heater was opened, cleaned and examined internally along with baffles and spray nozzles and found in a satisfactory condition.

35. The No. 1 and No. 2 salt water evaporators were opened, cleaned and examined, repairs carried out to the tubes of both evaporators, division plate repaired in the outboard evaporators afterwards tested and found satisfactory.

36. The main and auxiliary condensers were opened, cleaned, examined, tested, recoated and closed up.

37. The No. 2 and No. 3 steam turbine feed pumps were opened, liquid and steam ends completely overhauled, tested in operation and found satisfactory.

38. Air compressors, were opened, cleaned, piston, cylinders, rings, journals, bearings and valves examined, overhauled as required, closed up and tested in operation.

39. Air tanks were opened, cleaned, examined and found in a satisfactory condition, afterwards relief valves tested.

40. The auxiliary fire pump (electric) was opened, examined and found in a satisfactory condition and closed up in good order.

41. The following pumps were opened, overhauled as found necessary and closed up in good order:-
(A) Main circulator.
(B) Lube oil pump.
(C) Sanitary pumps (2)

42. The following feed water heaters and coolers were opened, cleaned, repaired as found necessary, tested and closed up in good order:-
(A) Lube oil coolers (2).
(B) Butterworth heaters and drain cooler.
(C) Feed water heaters (2).

CONT.

43. The main switchboard connections were cleaned, terminals tightened, switches and circuit breakers checked along with meters, megger readings taken and all placed in a satisfactory condition.

44. The following motors were removed to shop, cleaned, baked and re-varnished and bearings renewed as required:-
One 40 HP #3 sanitary pump motor.
One 25 HP port fire room supply ventilator motor.
One port forced draft fan.
One 100 HP starboard steering gear motor.
One 25 HP outboard L.O. pump motor.
One 20/10 HP aft F.O. pump motor.
One 50 HP port cond. pump motor.
One 25 HP auxiliary fire pump motor.

45. The port and starboard watertube boilers together with their superheaters and air heaters were opened, cleaned, examined, fire and water sides. The following repairs carried out to place boilers in a satisfactory condition:-

(A) Renewed refractory in front walls of both boilers as required.

(B) Removed slag from boiler flows and renewed one course of fire brick.

(C) Renewed burner arches in both boilers.

(D) Renewed corbels in way of front wall, water wall headers and drums as required.

46. Internal and external desuperheaters were examined, tested and proven tight.

47. Boiler valves and mountings were generally examined and considered satis-- factory.

48. Safety valves were set under steam to the allowable working pressure and reseated properly.

SUMMARY
Drydocking Survey - complete October 1974.
Annual Class and Load Line Inspection - complete October 1974 .
Special Survey No. 3 of Hull - Commenced0 for completion of Special Survey, Hull see Item 28(A).
Year of Grace Survey - complete (see item 29).
Special Survey No. 3 Machinery - Items 30-42 may be credited.
Special Survey, Electrical Equipment - Items 43 and 44 may be credited.
Boiler Survey - complete October, 1974.

CONT.

Galveston Report G22,517 may be deleted from the record, see Item 1(B).

Galveston Report G21,859 may be deleted from the record, see Item 8(A).

The undersigned recommends that this vessel be retained as Classed with this Bureau.

Robert L. Bailey

ROBERT L. BAILEY - SURVEYOR

FORM LL 90

AMERICAN BUREAU OF SHIPPING

FILE

REPORT OF ANNUAL LOAD LINE INSPECTION

REPORT NO.	NAME OF SHIP		DATE
LL5399	SS "EXXON BOSTON"		4 OCTOBER 197[illegible]
GROSS TONNAGE	OFFICIAL NUMBER	PORT OF REGISTRY	PORT OF SURVEY
30680	283,784	WILMINGTON, DEL.	NEWPORT NEWS, VA.
OWNERS			
EXXON TRANSPORT. CO.			

ITEM EXAMINED	CONDITION	RECOMMENDATIONS — REPAIRS EFFECTED
1. HATCHWAYS Coamings. Stiffeners. stays. [illegible]	SATISFACTORY	
2. MACHINERY CASINGS Fiddley 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 [illegible] In ship's sides and superstructures	SATISFACTORY	
8. SCUPPERS AND SANITARY DISCHARGES Valves	SATISFACTORY	

ITEM EXAMINED	CONDITION	RECOMMENDATIONS — REPAIRS EFFECTED
9. AIRPORTS Deadcovers	SATISFACTORY	
10. GUARD RAILS OR BULWARKS	SATISFACTORY	
11. FREEING PORTS Shutters, bars	---	
12. PROTECTION AND ACCESS TO CREW'S QUARTERS Gangways	SATISFACTORY	
13. LIFE LINES	----	
14. END BULKHEADS OF SUPERSTRUCTURES Closing appliances and fastenings	SATISFACTORY	
15. TIMBER, TANKER AND SPECIAL TYPE Supplementary fittings	SATISFACTORY	
16. LOAD LINE MARKS	SATISFACTORY	VERIFIED AND REPAINTED IN.

I have surveyed the above mentioned ship and am satisfied:—

(i) that the fittings and appliances for the protection of openings, the guard rails, the freeing ports, and the means of access to the crew's quarters have been maintained in an effective condition, and

(ii) that no alterations have been made to the hull or superstructures which would affect the calculation determining the position of the load lines.

ANNUAL:—

I have endorsed the load line certificate number 61-20,535-2 as follows:-

Robert L. Bailey — NEWPORT NEWS, VIRGINIA — 4 OCTOBER, 1974

Signature ROBERT L. BAILEY — Place — Date

EXTENSION:—

I have extended the load line certificate number _____ as follows:-

_____ — _____ — _____

Signature — Place — Date

TRIM AND STABILITY BOOK ALONG WITH LOADING MANUAL VERIFIED ABOARD.

Extended until _____

Robert L. Bailey

Surveyor, American Bureau of Shipping

ROBERT L. BAILEY

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Fee Expenses Total	This vessel is classed AMERICAN BUREAU OF SHIPPING Has this survey been carried out at the same time as a corresponding survey required for maintenance of class and for which a fee has been charged? YES If so, give report number 88695 This survey was requested by: MR. A. BURNS, OWNERS REPRESENTATIVE

PRINTED IN U. S. A.

EXX-MOR-005743

12/74

ID NO. 600144

American Bureau of Shipping
SURVEY REPORT

REPORT NO. NN220	NAME OF VESSEL: SS "EXXON BOSTON"	PORT OF ISSUE: Newport News, Va.
OFFICIAL NO. OR CALL LETTERS: 283,784	OWNERS: Exxon Transportation Co.	PORT OF REGISTRY: Wilmington, Del.
		GROSS TONNAGE: 30680

HULL BUILT BY Newport News S.B. & D.D. Co. HULL NO. 541 DATE 11-1960

CLASS IN FULL ~~+A1~~ (E) Oil Carrier ~~+AMS~~

DESCRIPTION OF SURVEY

STRIKING DAMAGE TO PROPELLER AND REPAIRS.

MX+RPR

(M)

INVOICE NO. 263582 DATE 26/11/73

TO: Exxon Company, USA
Marine Department
Box 1512 - Code A 02067
Houston, Texas 77001

ACCT. NO. 204701

ATTENDING:
Mr. T. Koelemeyer - for Owners
Lt. Dubois - for USCG
Mr. Leon Malers - for Waukesha

FEES CHARGED			
SS (H)	AS	SLC	
SS (M)	Int S	An CG-	
SS (E)	Yr of Grace	Quad CG	
Cont $ (H)	ALLI	Damage	
Cont $ (M)	LL renewal	Repairs $ 300.00	
SS (RMC)	Dkg	Conversion	
Int (RMC)	BS	Others	
Cont (RMC)	TS		
Semi-An (RMC)		TANK VESSEL CARGO:	

REPORT DISTRIBUTION:
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TSdtw FSBP → 11-73

FEES $ 300.00

SPEC. VISIT 25.00 - Early Sur. 9/11/73

EXPENSES 25.00

TOTAL $ 350.00

BILLED

FIRST VISIT 7 November 1973 LAST VISIT 9 November 1973

NO. OF VISITS CHARGEABLE 4

JAN 15 1974

Surveyor

ROBERT L. BAILEY - Surveyor

Surveyor

Form A.B. 105-7A Rev. 8/66

EXX-MOR-005744

American Bureau of Shipping

45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. NN220 — Newport News, Va., 9 November 1973

SS "EXXON BOSTON"

THIS IS TO CERTIFY that the undersigned, Surveyor to this Bureau, did, at the request of Owner's Representative, attend the SS "EXXON BOSTON", of Wilmington, Delaware, Official No. 283,784 while vessel lay afloat at the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia on the 7th. day of November 1973 and subsequent dates in order to examine and report upon damage to propeller and repairs. For further particulars see Galveston, Texas report dated 11th. October 1973, and reports as follows:-

1. It is reported that temporary repairs to propeller were carried out at Baytown, Texas on 10th. October, 1973 with the American Bureau of Shipping Surveyor in attendance.

2. The vessel was set down by the head to expose the damaged propeller for examination.

3. It was noted that all four (4) blades were missing at a point approximately 8 feet from hub and two blades fractured at ends with stop holes drilled, one approximately 4" long and one approximately 7" long.

4. The tailshaft run out was checked and found satisfactory. The propeller was removed and tailshaft drawn in, cleaned and magnetic particle examination carried out and found satisfactory.

   (A) Minor water cut found forward of keyway starboard side approximately 7" long was ground out, rechecked, satisfactory.

5. The inboard and outboard oil lubricated stern bearings were cleaned, examined and considered satisfactory.

6. The tailshaft was reinstalled, reconnected to the intermediate shafting, spare reconditioned propeller hardened up. New oil seals installed and assembly tested for tightness.
   Replacement propeller found stamped:
   N.N.S. & D.D. Co.
   Ht. No. 2616
   7-25-59 JFC ✠
   Rec. Bethlehem Steel, Staten Island.

The undersigned recommends that this vessel be retained as Classed with this Bureau.

Robert L. Bailey

ROBERT L. BAILEY - SURVEYOR

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Form A.B. 141 Rev. (1/71)

American Bureau of Shipping

45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. NN220 Newport News, Va., 9 November 1973

SS "EXXON BOSTON"

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Form A.B. 141 Rev. (1-71)