

MEMORANDUM

TO Mr. S. M. English	SUBJECT REPAIRS - SS ESSO GETTYSBURG	
FROM John B. Ireland	DATE October 5, 1970	FILE NO. 02-416-9(P)

The following repairs were carried out on subject vessel at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

Bottom shell plate, Port A-5, was part renewed Fr. 122 to Fr. 116.
 Bottom shell plates, Port B-3, was part renewed Fr. 122 to Fr. 114.
 Bottom shell plates port C-5, C-6, C-7, C-8, C-9, C-10, C-11, C-12, C-13; Frame 79 to Fr. 122, were either partially or completely renewed.
 Bottom shell plates port D-6, D-7, Frame 104 to Frame 107; D-10, Frame 93-97; and D-12, D-13, D-14, Frame 77 to Frame 87 were either partially or completely renewed.
 Bottom shell plate starboard B-6 was partially renewed, Frame 105 to Frame 109.
 Bottom shell plates starboard C-6, C-7, C-8, C-9, C-10, C-11, C-12, C-13, C-14; Frame 73 to Frame 109 were either partially or completely renewed.
 Bottom shell plates starboard D-6, D-7, D-8, Frame 101 to Frame 109; D-10, D-11, D-12, D-13, D-14, D-15, Frame 73 to Frame 94, were either partially or completely renewed.
 Bottom shell plates starboard E-8, E-9, E-10, E-11, E-12, E-13, E-14, E-15, Frame 74 to Frame 105 were either partially or completely renewed.
 Bottom shell plates starboard F-3, F-4, F-5, F-6, F-7, F-8, F-9, F-10, F-11, F-12, F-13, F-14, F-15, F-15-1/2, F-16, were partially renewed from Frame 77 to Frame 105.

Internal damage found in way of bottom shell in deep Frame tanks No. 2 port, Nos. 1 and 2 starboard, forward port and starboard cofferdam, forward pumproom; Nos. 1, 2, 3, 4, 5, 6, 7, 8, port, center, starboard, also No. 9 port and starboard cargo tanks were repaired by either fairing, partially or completely renewing.

The following Cargo Wing tanks port and starboard were searched, fractures and leaks reported to repair inspector and repaired as directed. All repaired areas were needle gummed and coated with R.B. 191. Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10. A total of 18 tanks.

The bottom shell plating was tested. All cargo tank bulkheads were tested and proved tight.

WELD PAINTING

Sandswept clean all rusty and base areas from keel to light load line and stern frame. Applied one (1) full coat of #6045 red to all bare spots, one (1) full coat of #6042 green and one (1) full coat of #6045 red except in way of new plates. In way of new plates applied one (1) coat of 6666 primer to new coated plates. Sandblasted in way of welded seams, butts and rivet laps. Applied one full coat of #6692 coal tar epoxy to new plates.

The rudder and rudder horn were sandblasted to white metal approximately 1,200 sq. ft. and coated with the following Enjay Special coatings:

1st coat: 2 mils Epoxy Phenolic #6841 (six hours minimum dry time) thinned with one (1) pint per gallon 6868 thinner.

2nd coat: 4 mils Epoxy Phenolic #6841 applied without thinner (minimum dry time 24 hours).

3rd coat: 4 mils Epoxy Phenolic 6841 applied without thinner for a total of 10 mils thickness.

CATHODIC HULL PROTECTION SYSTEM

The defective areas of the two (2) forward anode shields were sandblasted and caspastic coating troweled on a 16'0" x 8'0" area and coal tar epoxy, applied to an area 30'0" x 22'0" of each shield.

STERN TUBE BEARING SEALS

Renewed forward and aft Waukesha stern tube rubber seals. Piped the oil tank for the forward seal as recommended by Waukesha.

PROPELLER

Heated and faired edges of four propeller blades, welded and dressed all fractures, drilled stopper holes at ends of fractures. Cleaned and applied "Devcon" to cavitation areas of each blade and finished areas to a smooth surface. Also coated propeller nut cone with Enjay #6692 coal tar epoxy.

ULLAGE COVER COAMINGS

Renewed the following cargo tank 6" coamings, size of each, 6" ID x 9" long with welded retaining ring, #1 center, #3 port, #3 center, #3 starboard, #4 center, #5 center, #6 center, #6 starboard, #7 center, #10 center and renewed the following 10" coamings, #4 port, #4 center tanks.

Cleaned and cement washed aft port portable water tank.

MIDSHIP PORT AND STARBOARD KINGPOST STAYS

Renewed the following stays:

Two (2) cargo boom steel topping wires, each size 1-1/4" dia. 6 x 19 steel wire, length, 56'8".

One (1) top cross wire size 1" dia. x 38'1".

Two (2) aft port stays size 1-5/8" dia. x 54'9" and 51'8".

Two (2) aft starboard stays size 1-5/8" dia. x 54'8" and 51'9".

Two (2) inside crosswires size 1-5/8" dia. x 54'1" and 53'9".

Used old sockets and turnbuckles, renew ground cables.

FIRE LINE

Installed four sections of 8" owner furnished pipe.

MOORING WINCHES

#2 winch installed welded plates in way of corroded winch support for port steam cylinder.

#1 winch starboard cylinder, same as #2 winch.

#3 winch forward cylinder in way of winch flange installed one plate 9-1/2" x 9-1/2" x 1/2".

#5 winch forward cylinder, installed one plate, size 11" x 10" x 3/8" with 1" flange.

#6 winch forward cylinder, installed one plate, same as #5 winch.

#7 winch forward cylinder in way of winch flange and crosshead guide installed two plates.

Renewed exhaust valve #3 winch (valve furnished by vessel).

Freed up bearing renewed bracket part of brake lever for #3 and #1 winch.

Renewed one 3" double elbow fitting, furnished by vessel.

CARGO SYSTEM

Renewed one section 8" dia. x 6' long pipe in aft pumproom, also one 16" dia. x 2' long, flange spool discharge #2 main cargo pump.

No. 3 center, renewed one 12" dia. pipe x 12" long fitted into 16" mainline.

No. 7 center, renewed one 8" dia. x 3' x 3" long, pipe one welded flange, one dresser coupling.

Cargo valves - renewed one (1) 12" gate valve cut off to #4 port tank.
renewed one (1) 12" gate valve cut off to #4 center

The following cargo valves were overhauled:

- #4 center - one (1) 12" angle (cargo).
- #5 port - one (1) 8" stripper (cargo).
- #6 starboard - one (1) 8" stripper (cargo).
- #7 center - one (1) 12" angle (ballast).
- #7 starboard - one (1) 12" angle (cargo).
 one (1) 8" stripper (cargo).
- #8 starboard - one (1) 8" stripper (cargo).

CARGO TANK VENT PIPING

Renewed the following cargo tank vent piping:

- #3 center - one section 6" dia. x approximately 25'0" long.
- #7 port - one section 6" dia. x approximately 15'0" and one section 6" dia. x 25'6" long.
- #7 starboard - one section 6" dia. x approximately 32'0" long.
- #8 center - one section 6" dia. x approximately 12'0" long.
- #8 starboard - one section 6" dia. x approximately 42'0" long.
- #9 port - one section 6" dia. x approximately 30'0" long.
- #9 center - one section 6" dia. x approximately 3'0" long.

Aft midshiphouse, starboard side of walkway, one section 10" dia. x approximately 30'0" long located near kingpost.

Cargo valve reach rod bearings - defective reach rod bearings were renewed in the following tanks: #2 center, #3 port, #3 center, #4 port, #4 center, #5 port, #5 center, #6 center, #7 starboard.

NO. 14 VENTILATION FAN - FIREROOM EXHAUST (AFT PORT)

Removed assembly to shop, opened up, rewound motor, renewed bearings, closed up, cleaned and painted pin housing. Reinstalled on vessel. Repaired two fractures in hull of fan impeller.

NO. 4 SYSTEM ENGINE ROOM AIR SUPPLY VENTILATING DUCT

Renew one (1) section size 37" x 38" x approximately 10'0" long with two 20" dia. outlets with bellmouths. Same insulated and covered with canvas.

EMERGENCY SWITCHBOARD

Renewed two (2) switches, one for aft quarters and engine room emergency lights, the other as a spare circuit.

The vessel arrived and entered drydock 0852, July 12, 1970. Out of drydock 1227, August 17, 1970. Vessel sailed from yard 0615, August 19, 1970.

JOHN B. IRELAND

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