American Bureau of Shipping

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

Report No. NN2281 Newport News, Virginia, 18 June, 1977

SS "EXXON NEW ORLEANS"

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau, did, at the request of the Owner's Representative, attend the SS "EXXON NEW ORLEANS", of Wilmington, Delaware, Official Number 298,216 as the vessel lay afloat and on drydock at the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia on the 25th. day of April, 1977 and subsequent dates in order to examine and report upon items relative to Drydocking and Repairs, Annual Classification Survey and Load Line Inspection, Completion of Special Periodical Survey of Hull No. 3, Repairs, Modifications, Audiogaugings, Completion of Special Periodical Survey of Machinery and Electrical Equipment, Boiler Survey, and has to report as follows:-

DRYDOCKING SURVEY AND REPAIRS

1. The vessel was placed on dry dock and cleaned. The bow plating, bottom and side plating together with their welded butts and welded and riveted seams and stern frame were examined and placed in satisfactory condition as follows:-

   (a) Wasted and deteriorated welding in seams and butts of bottom shell plating were chipped to sound material and rewelded.

   (b) Riveted seam on port and starboard sides were caulked where found weeping and riveted strakes both sides was coated with "Matcote", an epoxy coating.

   (c) Vessel's underwater body was examined for damage due to grounding as recommended in Galveston Report No. G25109 dated 14 December, 1975, no apparent damage noted, and this recommendation may be deleted from the vessel's record.

   (d) The underwater body was blasted clean and recoated.

2. The rudder horn and gudgeon, rudder, its gudgeon, pintle pin and bushing and rudder plating were examined and placed in satisfactory condition as follows:

   (a) The pintle bushing was found worn and was renewed. Pintle was removed, high hat cleaned by taking a skim cut. Pintle taper checked by M.T. inspection and a new suitable bushing was machined to suit; bushing clearance 0.075". Pintle pin reinstalled in good order.

   (b) Several feet of low welding on rudder plating was chipped out and rewelded.

CONT.

This Certificate is granted subject to the condition that it is understood and agreed that neither the Bureau nor any of its Committees nor any of its Officers, Surveyors, Agents or Employees 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 Record or other publication of the Bureau or for any of its or their errors of judgment default or negligence.

3. Sea strainer plates were removed and sea chests were cleaned, examined, considered satisfactory and recoated. Strainer plates were resecured in good order.

4. All sea valves were opened, overhauled, ground in, repairs carried out as required and valves examined including their fastenings and considered satisfactory.

5. The non-metallic expansion joints in the main seawater circulating system were examined and considered satisfactory.

6. All overboard discharges including sanitary discharges and other openings in the hull were examined and found satisfactory. Sanitary discharge valves were opened, cleaned, examined and considered in satisfactory condition.

7. A 12" main cooling water by-pass line was installed between the main condenser overboard discharge and the low sea suction sea valve and circulator. A 12" rubber flexible expansion joint and 12" butterfly valve installed in line. By-pass piping fabricated of welded copper nickel pipe with S.B. flanges. Piping examined, hydrostatically tested and considered satisfactory.

8. A chloropac system designed to prevent marine growth in the engine room sea chest was installed. The following sea chests were inspected and a suitable 2" extra heavy pipe flanged spool was welded in place along with suitable steel hull valves:-

   (a) High sea suction.
   (b) Low sea suction.
   (c) Port seawater service seachest.

9. The four bladed solid bronze propeller was examined, blades polished, and considered satisfactory.

10. Leakage was noted at the after Waukesha stern bearing and seals, and the propeller was subsequently jumped to allow the renewal of the after oil seals and worn after shaft liner. The after seals were renewed along with the liner. The propeller was refitted, secured and properly sealed.

11. The weardown readings of the oil lubricated stern tube bearing were taken and recorded as follows:-

Upon Arrival -	Top -	111.6 MM
	Bottom -	110.1 MM
Final -	Top -	110.5 MM
	Bottom -	109.6 MM

CONT.

ANNUAL CLASSIFICATION SURVEY

12. Steering gear arrangements, cross head, hydraulic rams and visible piping examined and considered in order, steering gear operated from local and bridge control and operated satisfactorily.

13. Watertight doors in bulkheads and closing appliances in superstructure bulkheads were examined and considered in satisfactory condition. Repairs carried out to various watertight doors, gaskets or closing appliances placing them in good order.

14. Closing appliances for air vents and sounding pipes, cargo tank pressure/vacuum relief valves and air vent flame screens were examined and considered placed in satisfactory condition. At this time all cargo tank relief valves (15) were renewed with new waukesha 8" high velocity vent valves. All valves were tested and operated satisfactorily. Valve data as follows:-

Pres-Vac
U.S.C.G. Approval No. 162.017/118.1
Type: H S 8M
Pressure - 1.5 psi
Vacuum - 0.5 psi

15. Coamings of ventilators to spaces below the freeboard deck and below decks of superstructures examined and found satisfactory.

16. Hatchway coamings, covers, and all their supports and means for closing examined and found satisfactory.

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

18. Load line marks were verified and found in order, and repainted.

19. 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.

20. The vessel's capacity plans and trim and stability booklet were revised to reflect the vessel's new tank and segregated ballast tanks arrangement and New York approval letter dated 13 July, 1977 considered the above satisfactory.

21. A Load Line Inspection was carried out at this time and a Provisional International Load Line Certificate dated 18 June, 1977 valid untill 18 November, 1977 was placed aboard the vessel pending satisfactory review of the vessel's records and issuance of a full term Certificate.

Please refer to Newport News, Va., Load Line Inspection Report No. NN5790 dated 18 June, 1977.

CONT.

22. A general examination was made of the fire extinguishing apparatus and machinery not otherwise opened in connection with Special Survey and all considered satisfactory.

SPECIAL SURVEY OF HULL NO. 3

23. The forepeak, after peak and superstructure dry spaces were examined and considered satisfactory. End-space pumping arrangements examined and proven in good order.

24. The machinery space tank tops and bilges were cleaned, surfaces of framing and plating examined and considered in satisfactory condition.

25. All watertight bulkheads were examined and considered in satisfactory condition.

26. The decks were examined, deck coatings adhering and considered satisfactory.

27. The outside and inside surfaces of the shell plating were examined and considered in satisfactory condition, and in connection with this and the above examinations, audio gauge readings of the thickness of the plating was taken at this time in the following locations and results forwarded the Bureau's New York Office for their review:-

(a) Two girth belts of shell and deck plating at Frs. 86-1/2 and Frs. 78-1/2 in way of Nos. 2 and 3 cargo tanks.

(b) Transverse web frames Nos. 86 and 78.

(c) Side shell and bottom longitudinals in way of Nos. 2, and 3 port and starboard wing tanks.

New York Office gauging review letter dated 5 July, 1977 advises that the above gaugings are satisfactory and complete the requirements incident to the Special Survey of Hull No. 3.

28. The bow and stern anchors and their chain cables were ranged, cleaned, examined, chain gauged, recoated, shots marked and restowed. The bow anchor and chain were restowed with 12 shots on the port side and 12 shots on the starboard side; average minimum diameter of chain - 3-1/4".

29. The forward and after chain lockers were cleaned out, examined, bilge line proven clear and recoated. The forward chain locker plating was placed in satisfactory condition as follows:-

(a) A 12" x 12" doubler was fitted over an area of local wastage on the outboard side of the starboard chain locker.

(b) A section of the outboard side of the port chain locker plating was satisfactorily cropped and renewed.

CONT.

30. The hawse pipes were examined and considered satisfactory.

31. At this time the following wing tanks, previously cargo tanks, were converted to segregated ballast tanks. The existing "E" and "F" cargo specialty pumps were used as segregated ballast pumps. Existing cargo piping removed and suitably blanked off from cargo system and separate ballast lines installed. Installation as per approved N.N.S & D.D. CO. Drawing No. 260-1399, "Diagram of Cargo Oil Piping", dated 24 June, 1977. Segregated ballast tanks as follows:-

(a) No. 2 port forward wing tank (Frs. 88-92).
(b) No. 2 starboard forward wing tank (Frs. 88-92).
(c) No. 4 port forward and middle wing tanks - transverse bulkhead between tanks at Fr. 74 was modified to swash bulkhead (Frs. 72-76).
(d) No. 4 starboard forward and middle wing tanks - transverse bulkhead between tanks at Frame 74 modified to swash bulkhead. (Frs. 72-76).

Seachests were installed in No. 2 port/starboard wing tanks and No. 4 port/starboard forward wing tanks as per approved N.N.S. & D.D. Co. Drawing No. 600-2310 -, Rev. "B" - Seachest and Draft Gauge Locations and Details - dated 6 May, 1977.
Required valves and reach rods installed. Upon completion of modification system was satisfactorily tested in operation.

32. The forward port and starboard ballast deep tanks, Frames 100 thru 120, were at this time made common by cutting swash openings in the longitudinal bulkhead between these tanks as per approved N.N.S. & D.D. CO. Drawing No. 600-2311, Rev. "B" - Miscellaneous Structural Additions, dated 6 May, 1977.
Various scattered fractures in both tanks were satisfactorily repaired at this time. Fractures were chipped out and welded. Wasted members were cropped and renewed as necessary and additional stiffener installed in several locations as considered necessary.

33. Following necessary repairs to No. 6 port wing ballast tank placing it in satisfactory condition: the forward section of the tank was converted to a fuel oil storage tank by modifying web frame No. 54 to an oiltight bulkhead as per approved N.N.S. & D.D. CO. Drawing No. 600-2312, Rev. A - Modification to Frm 54-P-wing transverse web change to O.T. bulkhead dated 31 May, 1977. New F.O. storage tank connected to existing system as per N.N.S. & D.D. CO. Drawing No. 695-3282, Rev. S. A 6" suction and a 4" fill and by-pass line along with necessary stop valves, reach rods and remote shut offs were installed. Existing No. 6 port expansion trunk and vent line were utalized. Remaining after section of No. 6 port remains a ballast tank. A new expansion trunk, ladder and vent line was installed. Tanks and piping were examined, hydro tested upon completion of modification.

CONT.

34. As reported in outstanding New Orleans, La., report NO4826 dated 5 March, 1977 fractures in cargo tanks Nos. 1, 2, 3 and 4 were satisfactorily dealt with at this time. In addition to the previously reported upon tanks all cargo and S.W. ballast tanks were cleaned, opened, lighting installed, staging erected as necessary and tanks searched out at this time. All fractures or damage found was satisfactorily dealt with. Repairs carried out in general as follows:-

(a) Various short straight fractures were veed out and rewelded.
(b) Wasted, thinned or damaged members were inserted satisfactorily.
(c) Additional stiffeners, collars, filler plates or brackets were fitted to webs Nos. 77, 78, 79, 80, 81, 82, 83 as per Exxon Sketch at locations 2-9, 10, 11, 14, 15 thru 27, 29, 32, 34, 35, and 37 along with closing up lower lightning holes.
(d) Additional stiffeners were installed to horizontal shelfs at bulkheads 76 and 84.

The undersigned considers the aforementioned report NO4826 complied with and recommends it be deleted from the record.

35. The following tanks were cleaned, examined internally and externally and were considered satisfactory, following repairs as previously noted:-

(a) Forepeak tank.
(b) Forward deep ballast tank.
(c) All cargo tanks No. 1 thru 5 - port/center/starboard.
(d) No. 6 port wing F.O. tank.
(e) F.O. bunker tanks port and starboard sides.
(f) Engine room double bottoms - port/starboard.
(g) Engine room voids.
(h) After peak tank.
(i) No. 6 port/starboard S.W. ballast tank.
(j) No. 7 port/starboard S.W. ballast tank.

36. The following tanks were hydrostatically tested and considered satisfactory:-

(a) Fore peak.
(b) Forward deep S.W. ballast tank.
(c) Nos. 1 and 5 port/center/starboard cargo tanks.
(d) No. 6 port F.O. storage tank.
(e) No. 6 inboard port/starboard F.O. tanks
(f) No. 6 port and starboard ballast tank.
(g) No. 7 port and starboard ballast tank.
(h) Engine room double bottom tanks.
(i) After peak tank.

37. The bulkheads at the end of the cargo tank spaces were hydrostatically tested as noted above, remaining cargo tank bulkheads examined for tightness, necessary repairs carried out where fractures found, repairs tested and considered satisfactory.

CONT.

38. Three fabricated steel breakwaters were installed on the main deck as per N.N.S. & D.D.CO. Approved Drawing No. 600-2311 - Misc. Structural Additions - dated 6 May, 1977 as follows:-

(a) Port side - one breakwater approximately 38' in length at Frames Nos. 88-1/2 - 91.
(b) Starboard side - one breakwater approximately 20' in length at approximately frames Nos. 83-82-1/2.
Starboard side - One breakwater approximately 30' in length at frames Nos. 82-81.

39. At this time the existing 5 ton steel cargo booms located outboard on the starboard side at frame 76 was removed and a Nautilus 4000- Serial No. 7362-2, 10 ton hydraulic crane was placed in the same general location on the starboard side. Crane foundations welded in place, hydraulic lines connected and electrical installation to be completed at a later date.

40. Various cargo pipe modifications and repairs to existing system were carried out as per N.N.S. & D.D. CO. Dwg. No. 260-1399, Rev. H,"Diagram of Cargo Oil Piping", approval dated 24 June, 1977.

Cargo Piping generally examined and tested as considered necessary, and considered satisfactory.

41. A cargo control system designed by Rucker Control Systems to monitor and control cargo operations was installed at this time. A forward poop deck stateroom was converted to the control room and two (2) 20" x 26" fixed portlights with steel covers were installed in the control room forward bulkhead (Fr. 59). System console designed to carry out the following functions:-

(a) Central console control and indication of fifteen cargo valves.
(b) Central console control and indications of four hull ballast valves.
(c) Full scale level indication of fifteen cargo tanks and seven ballast tanks on the control console.
(d) Top-off level indication of fifteen cargo tanks on the control console.
(e) Draft gauge level indication on the control console from four draft gauges.
(f) Hydraulic system power plant control and indication on the control console.
(g) Four separate cargo tank high level alarms on each tank. Two alarms on each independent tank level gauging system.
(h) Shore telephone communications in the central cargo control room.
(i) Actuation of the ship's General Alarm from the central cargo control room.

CONT.

Item No. 41 continued:

Electrical installation as per Rucker Control System Drawings 4100-2773, 4100-2774 and 566-22701. Systems ondeck components are of intrinsically safe design or components of explosive proof construction.
Existing hydraulic valve actuating system modified to suit as per Rucker Drawing No. 562-22697.
Draft gauge modifications as per N.N.S. & D.D. Co. Drawing No. 600-2310 approval date 6 May, 1977.
System installed in a good workmanship line manner, various system components tested and total operation reported satisfactory.

42. A sewage holding tank of approximately 5,000 gallons, approximate size 8' x 8' x 10' was fabricated and installed as per approved N.N.S. & D.D. CO. Drawing No. 600-2311 - Misc. Structural Addition - dated 6 May, 1977, on the port side of the upper engine flat. The installation including vents, piping, valves, accessories and its supports were examined and system operation reported satisfactory.

43. Based on the above examination, the undersigned recommends that the Special Periodical Survey of Hull No. 3 is now satisfactorily complete.

SPECIAL SURVEY OF MACHINERY

44. The high pressure (H.P) and low pressure (L.P.) main propulsion turbines were opened out, and examined including the rotor, stationary bla ing, packing, journal bearings, thrust bearings and flexible couplings; clearances checked, and all considered in satisfactory condition.

45. The main reduction gears were examined through the inspection plates and tooth contact checked and considered satisfactory.

46. The main thrust bearing was examined, clearance checked, found to be 0.038" and considered satisfactory.

47. The line shafting and lineshaft bearings were examined and considered satisfactory.

48. The main steam piping was parted in opening up the main propulsion machinery and was examined internally as far as practicable and considered satisfactory. The main steam lines were subsequently subjected to a 940 psi hydrostatic and proven tight.

49. The maneuvering valves and turbine extraction valves were examined and considered satisfactory.

50. The main condenser was opened, cleaned, examined, hydrostatically tested and disturbed or broken internal coating repaired and condenser considered satisfactory.

51. The main and auxiliary machinery and boiler foundations were examined and considered satisfactory.

CONT.

52. The following pumps together with their prime movers were opened as considered necessary, cleaned, examined and placed in satisfactory condition by renewing worn or broken parts:-

(a) Main circulating pump.
(b) Auxiliary circulating pump.
(c) Main condensate pumps No. 1 and No. 2.
(d) Fuel oil service.
(e) Lube oil service.
(f) Fuel oil transfer.
(g) Fire and butterworth pump.
(h) Emergency fire pump.
(i) Salt water service.
(j) Sanitary service pump.
(k) Feed water pumps No. 1, 2.
(l) Cargo pumps "A", "B", "C" and "D" and pump turbines "A", "B" and "D".

53. The following heat exchangers were opened as considered necessary, examined, relief valves checked and found or placed in satisfactory condition:-

(a) D.C. heater.
(b) Feed water heaters.
(c) Fuel oil heaters.
(d) Lube oil heaters.
(e) Air ejecter condensers.
(f) L.P. flash evaporator.

54. The following items of auxiliary machinery and equipment were opened up as considered necessary, examined and found or placed in satisfactory condition:-

(a) Ship's service air compressors.
(b) Air receiver.

55. The pumping arrangement including valves, piping and strainers were examined and considered satisfactory. The bilge system was operationally tested, and found in good order. Other systems were examined and tested as considered necessary and considered satisfactory.

56. The forward and after anchor windlasses were part opened out, examined, placed in good order, tried out and considered satisfactory.

57. The dual electro-hydraulic steering machinery was examined, operationally tested, relief valves lifted and considered satisfactory. At this time the Owners elected to modify the system as per Hyde Products Drawing No. 5-23492, 4-23501, 4-23505 as carried out on similar Exxon vessels. The modification included the addition of one additional differential control unit, the independent control of the the two Sperry controls to their individual differentials. An additional follow up mechanism to provide separate follow up to each differential control and a cross connect link. The modification was tested and operated satisfactorily.

CONT.

ELECTRICAL INSTALLATION

58. The 650 KW ship's service generator turbine prime-mover was opened out, cleaned, examined including the rotor, stationary blading, packing, reduction gears, journal bearings, thrust bearing, flexible coupling and lubrication system and placed in satisfactory condition as noted:-

(a) The rotor was rigged ashore, fly ashed, and dynamically balanced.
(b) All stationary blade diaphragms were removed and cleaned.
(c) All clearances adjusted as necessary.

59. The 650 KW ship's service generator together with its air cooler and lubricating oil cooler were opened as considered necessary, examined, insulation resistance checked and all placed in satisfactory condition.

60. Upon reassembly, the governing, overspeed and lube-oil failure protective devices were tried out as necessary and found in good order.

61. The 350 KW auxiliary ship's service generator and its diesel prime mover were generally examined, previously carried out maintenance reviewed with the vessel's Chief Engineer along with the manufacturer's recommended maintenance schedule. Generator insulation resistance checked and unit considered in satisfactory condition.

62. The emergency generator and switchboard were examined, tried out and considered satisfactory.

63. Upon reassembly, all generators were run under load, circuit breakers and electrical protective devices tested and considered satisfactory.

64. Fittings and connections on the main and auxiliary switchboards and distribution panels were examined and found in good order.

65. All vital service electric motors and circuits were megger tested, cleaned as considered necessary and found or placed in satisfactory condition.

66. Electric cables, their supports and connections, were examined as far as practicable and considered satisfactory.

67. Upon the completion of all the aforementioned examinations and repairs, the affected machinery and equipment was tried out under normal operating conditions and operated satisfactorily.

68. Based upon the above the undersigned recommends the Special Periodical Survey of Machinery and Electrical Equipment is considered complete.

CONT.

BOILER SURVEY

69. The single main watertube boiler was completely opened out together with its superheater and economizer and cleaned, examined externally (fireside) and internally (steam/water side) and placed in satisfactory condition;brickwork and boiler refractory part renewed as found necessary.

70/ Principal boiler valves and mountings were opened, overhauled, ground in and reseated as required, examined, repacked and considered satisfactory.

71. Boiler, superheater and main steam lines were subjected to a hydrostatic test of 940 psi and proven tight.

72. Upon completion of repairs, boiler safety valves on drum and superheater were floated under steam to their maximum working pressure and operated satisfactorily.

SUMMARY

Drydocking Survey - complete -	June 1977
Annual Classification Survey and Annual Load Line Inspection - complete -	June 1977
Special Survey No. 3 of Hull complete -	June 1977
Special Survey of Machinery and Electrical Equipment - complete -	June 1977
Boiler Survey - complete -	June 1977

Outstanding recommendations contained in the following reports may be considered complied with by items in this report:-

Galveston, Texas Report No. G25109 dated 14 December, 1975.
New Orleans, La., Report No. NO48264 dated 5 March, 1977.

The undersigned recommends that this vessel be retained in its present Class with this Bureau.

George A. Seirmarco

GEORGE A. SEIRMARCO - SURVEYOR

American Bureau of Shipping

REPORT OF ANNUAL LOAD LINE INSPECTION

REPORT NO.	NAME OF SHIP		DATE
NN5790	SS "EXXON NEW ORLEANS"		18 JUNE, 1977
GROSS TONNAGE	OFFICIAL NUMBER	PORT OF REGISTRY	PORT OF ISSUE
34,847	298216	Wilmington, DE	Newport News, Va.
OWNERS			
Exxon Transportation Co.			

ITEM EXAMINED	CONDITION	REMARKS
1. HATCHWAYS & COVERS Coamings, stiffeners, stays, beams, fore and afters, carriers, covers, tarpaulins, cleats, battens, wedges, lashings, gaskets and dogs	Satisfactory	
2. MACHINERY CASINGS Fiddley openings, casings, doors, sills, skylights	Satisfactory	
3. FLUSH SCUTTLES Attachments	Satisfactory	
4. COMPANIONWAYS Doors, sills, fastenings	Satisfactory	
5. VENTILATORS Coamings, supports, deck connections, closing arrangements	Satisfactory	
6. AIR PIPES Closing arrangements	Satisfactory	
7. GANGWAY, CARGO AND OTHER PORTS IN SHIP'S SIDES Closing arrangements	Satisfactory	
8. SCUPPERS AND SANITARY DISCHARGES Valves	Satisfactory	
9. SIDE SCUTTLES Deadcovers	Satisfactory	
10. GUARD RAILS OR BULWARKS	Satisfactory	

Form LL 90 Rev. 3-75

ITEM EXAMINED	CONDITION	REMARKS
11. FREEING PORTS Shutters, bars	---	
12. PROTECTION AND ACCESS TO CREW'S QUARTERS Gangways, Lifelines	Satisfactory	
13. END BULKHEADS OF SUPERSTRUCTURES Closing appliances and fastenings	Satisfactory	
14. TIMBER, TANKER AND SPECIAL TYPE Supplementary fittings	---	
15. LOAD LINE MARKS	Verified	
16. LOADING MANUAL	Verified Aboard	* Loading Manual revised as per Dwg. 10-5155, Rev. 3 - Bureau approval letter dated 13 July, 1977
LOADING INSTRUMENT	Loadmaster Computer Verified Aboard - LMC 1266	
17. STABILITY DATA	Verified Aboard	

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 No. ..... as follows:-

Signature	Place	Date
.....	.....	.....

EXTENSION:—

I have extended the Load Line Certificate No. ..... until: .....

Signature	Place	Date
.....	.....	.....

PROVISIONAL LOAD LINE CERTIFICATE ISSUED:—valid until: 18 November, 1977
pending review of records and issuance of a full term Certificate.

GEORGE A. SEIRMARCO
Surveyor, American Bureau of Shipping

This Certificate is granted subject to the condition that it is understood and agreed that neither the Bureau nor any of its Committees nor any of its Officers, Surveyors, Agents or Employees 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 Record or other publication of the Bureau or for any of its or their errors of judgment, default or negligence.

Fee Expenses Total	Is vessel classed ABS or Unclassed? ABS Has this survey been carried out at the same time as an Annual Survey? Yes Report No. NN2281 This survey was requested by: Owner's Representative

Printed in U.S.A.

PROVISIONAL LOAD LINE CERTIFICATE

Certificate No. _____

by the American Bureau of Shipping

Port Newport News, Virginia Date 18 June, 1977

This is to Certify *that the Load Line markings, assigned under the provisions of the Load Line Regulations, for the* SS "EXXON NEW ORLEANS" *, Official No.* 298,216 *, and which have been recommended to the Committee of this Bureau to approve, are as follows:*

Center of Ring below top of steel upper Deck 12' - 8-3/4"

Tropical Fresh Water Load Line, above center of ring 1' - 10"

Fresh Water Load Line, above center of ring - - 11-1/2"

Tropical Load Line, above center of ring - - 10 - 1/2"

Summer Load Line, at center of ring _____

Winter Load Line, below center of ring - - 10-1/2"

Winter North Atlantic Load Line, below center of ring - - -

NOTE: The upper edge of the reference Deck Line from which these freeboards are measured is opposite the top of the steel upper deck at side.

This certificate is valid until 18 November, 1977
pending review of records and issuance of a full term certificate.

George A. Seirmarco

GEORGE A. SEIRMARCO - *Surveyor.*

American Bureau of Shipping

Form LL 5D 3-75 Printed in U.S.A.