

**EXXON** COMPANY, U.S.A.

POST OFFICE BOX 1512 • HOUSTON, TEXAS 77001 "EUSAMARINE HOUSTON"

MARINE DEPARTMENT

J. H. SWARTZ  
OPERATIONS MANAGER

A. D. MOCHNER  
FLEET & BRANCH MANAGER

L. H. SAPP  
MARINE ACCOUNTS

R. J. BROWN  
MAINTENANCE & SERVICES MANAGER

December 14, 1979

American Bureau of Shipping  
Sixty-Five Broadway  
New York, New York 10006

Attention: Mr. Louis V. Minett  
Vice President  
Operations Division

Dear Mr. Minett:

The EXXON WASHINGTON (I.D. No. 5701710) completed the Special Hull Survey No. 5 at Newport News, Virginia during October/November, 1978 NN report #3021.

The Special Machinery Survey No. 5 was due November, 1979. It is our intent to do part of the special survey during the next few months and complete the survey at the regular shipyard period in November, 1980.

Based on the above, it is respectfully requested that a grace period of one (1) year be granted to complete the Special Machinery Survey.

Very truly yours,

*E. J. Worrel, Jr.*

E. J. Worrel, Jr.  
Asst. Repair Superintendent

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OPERATIONS MANAGER

A. D. MOOREHEAD  
FLEET & SHIP MANAGER

L. E. SMITH  
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D. W. BROWN  
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W. L. LAM  
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\*\* 5701710 VESSEL EXXON WASHINGTON

PAGE

JUN 12 1978

AMERICAN BUREAU OF SHIPPING 45 BROAD ST. NY NY 10004

TYPE OF REPORT = FULL

PORT = SF DATE 07JUN78

5701710 VESSEL EXXON WASHINGTON

HULL NO 520

BUILDER NEWPORT NEWS SHIPBUILDING & DRY DOCK CO.

FLAG U.S.A.

PORT OF REG WILMINGTON, DE

GROSS TONS 23762

TYPE TANKER

LENGTH 685.00 BREADTH 93.00 DEPTH 48.58

AUX KW 1500.0 BLR HS 25020 HP 26500

CLASS +A1 E OIL CARRIER

+AMS

Y=YES \*=COMMENCED

X=PREVIOUS SOCIETY SURVEY

#### HULL SURVEYS

ALL SURVEY DATES ARE DUE DATES UNLESS OTHERWISE INDICATED

SSH NO 05 0978 INTERVAL 4 YRS

INT DONE 1076

AHS 1078 ALLI 0978 DD 1078 INTERVAL 2 YRS

LOADLINE CERT EXP 30SEP79

#### MACHINERY SURVEYS SSM 1179

AMS 1078

##### BOILERS

TAILSHAFT/S TUBESHAFT/S

LOC TYPE DATE INT

TS LINER OB

LOC TYP DATE EXT

P WTB 1078 2 YRS

INTERVAL 4 YRS

TS 0978

S WTB 1078 2 YRS

#### SURVEY REPORTS NOT RECEIVED

PP RPT 1ST VS LAST VS

SF 26MAY78 26MAY78

#### SURVEYS

STEERING GEAR RPRS-

NO OUTSTANDING RECOMMENDATIONS

\*\*\*\*\* E N D O F R E P O R T \*\*\*\*\*

1978 - No ABS Hull for class done

1979 - No minimum ABS Machinery for class + take grace period. Complete in 1980

1978 Get 2 year extension on tail shaft. done

# American Bureau of Shipping

~~15 BROAD STREET, NEW YORK, N. Y. 10004~~  
65 Broadway, New York, N. Y. 10006

Report No. NN3021

Newport News, Va., 22 November, 1978

## SS "EXXON WASHINGTON"

THIS IS TO CERTIFY, that the undersigned Surveyor to this Bureau, did, at the request of the Owner's Representative, attend the SS "EXXON WASHINGTON" of Wilmington, Delaware, Record Number 5701710 and of 25,762 Gross Tons,, while the vessel lay afloat and on drydock at Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia on 19 October, 1978 and subsequent dates, in order to examine and report upon items relative to the vessel's Drydocking Survey, Hull Repairs, Annual Classification Survey and Annual Load Line Inspection, Completion of Special Periodical Survey of Hull No. 5, Audiogauging Survey, Miscellaneous Repairs, Boiler Survey, and reports as follows:

### DRYDOCKING SURVEY

1. The vessel was placed on drydock and cleaned. The bulbous bow, keel, stern, stern frame, outside shell plating, riveted seams, welded seams, butts and connections were examined and considered in satisfactory condition as follows:
  - (a) Approximately 60 feet of eroded bottom seams welds were rewelded satisfactorily.
  - (b) The underwater hull was blasted clean and recoated.
  - (c) The vessel was audiogauged incident to Special Survey of Hull No. 5 and the results submitted to the New York Office. Audio gaugings were taken in the following locations:
    1. Flat keel plating for full length
    2. Extensive bottom plating
    3. Two wind and water strake, full length
    4. Three girth belts at Frame Nos. 94, 83, and 84 including principle internals in way.
    5. Entire exposed main and superstructure decks
    6. Support areas

The gauging requirements incident to Special Survey of Hull No. 5 as advised by the New York Office gauging review letter dated 22 December, 1978 are considered satisfactorily complete.

### CONTINUED

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.

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SS "ECONOM WASHINGTON"

2. Sea strainer plates were removed and sea chests were cleaned, examined, considered satisfactory and recoated. Strainer plates were resoured in good order.
3. All sea suction valves were opened, cleaned, examined and found or placed in good order with minor repairs or renewals as considered necessary.
4. All overboard discharges, sanitary discharge and other openings in the hull were examined and found or placed in satisfactory condition.
5. The non-metallic expansion pieces in the main and auxiliary circulating systems were examined and found in satisfactory condition.
6. The rudder horn, rudder and stock were examined and considered satisfactory. Small areas of local pitting and erosion were pad welded and coated with epoxy.
7. The rudder gudgeons and pintle pin were examined and considered satisfactory.
8. Pintle pin and bushing clearances were checked and considered satisfactory.  
Pintle clearance - F/A - 0.027"                      P/A - 0.060
9. Wear-down of the oil lubricated white metal Waukesha stern tube bearing was checked by use of the ship's depth gauge, found as follows and considered satisfactory:  
TOP - 115.4MM                      BOTTOM - 113.6MM

The Owners elected to renew the inner and outer stern tube seals, with the shaft in place, at this time. The stern seal assemblies were serviced by a manufacturer's service representative. The bearing clearance was measured by use of feeler gauge and considered satisfactory. New seal rings were vulcanized and seal assemblies were reassembled in good order. System was refilled with fresh oil and tested tight. Upon reassembly, the wear-down was re-measured and found as follows:

TOP - 115.4MM                      BOTTOM - 113.6MM

10. The Owners have requested a two (2) year extension of the Tailshaft Survey. Based upon the satisfactory examination at this time, the undersigned recommends that a two-year extension of the tailshaft drawing be granted.
11. The four (4) bladed solid bronze propeller was examined and considered satisfactory.

ANNUAL SURVEY AND LOAD LINE INSPECTION

12. Steering gear arrangements, connections, telemotor runs and visible piping were examined, tested and considered satisfactory.
13. Watertight doors in bulkheads and closing appliances in superstructure bulkheads and for air and sounding pipes were examined, overhauled as required and considered satisfactory.

CONTINUED

14. All accessible parts of the vessel particularly liable to rapid deterioration were examined and considered satisfactory.
15. Coverings of ventilators to spaces below the freeboard deck and below decks of superstructures were examined, minor repairs carried out to place all in a satisfactory condition.
16. Hatchway coverings and expansion trunks, their covers and supports were examined, new gaskets and dogs installed where required to place all in a satisfactory condition.
17. Machinery casing, guard rails and all other means of protection provided for openings and for access to crew's quarters were examined, repaired as found necessary and considered satisfactory.
18. No material alterations have been made in the hull, superstructures or means of closing openings which would affect the calculations determining the position of the load line.
19. Load line marks were examined, verified, repainted and considered satisfactory.
20. The International Load Line Certificate No. 61-20,595-3 was endorsed on 18 November, 1978. For further details see Newport News, Va. Report No. NM5995 dated 18 November, 1978.
21. Subject to the satisfactory review, by the New York Office, of the completion of Special Periodical Survey of Hull No. 5, the undersigned recommends that the load line certificate be renewed full term by the New York Office.
22. A general inspection of all vital machinery, boilers, windlass and fire extinguishing apparatus was made and all considered in satisfactory condition.
23. The Annual Classification Survey of Hull and Machinery is considered complete.

#### SPECIAL PERIODICAL SURVEY OF HULL NO. 5

24. The following tanks and spaces were internally examined and found or were placed in satisfactory condition. Minor repairs carried out in way of cargo tank internal members as required:
  - (a) Forecastle spaces and boatswain's storeroom
  - (b) Fore and after peak tanks
  - (c) No. 1 deep and "O" tanks
  - (d) Forecastle and 'tween deck dry cargo spaces
  - (e) Forward and after pumprooms
  - (f) Forward port and starboard cofferdams
  - (g) Nos. 1 thru 10 port, center and starboard cargo oil tanks
  - (h) Midshiphouse at upper deck
  - (i) After port and starboard cofferdams
  - (j) Engine and boiler rooms
  - (k) Double bottom cofferdams
  - (l) Nos. 1, 2 and 3 port and starboard double bottoms
  - (m) Steering gear space, void space below, and rudder stock trunk
  - (n) Poop quarters space

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SS "DOCK WASHINGTON"

25. Sounding pipe striking plates were examined in all tanks and spaces where fitted and found or placed in satisfactory condition.
26. The following tanks were hydrostatically tested to Rule requirements and found satisfactory:
  - (a) Fore and after peak tanks
  - (b) Nos. 1 and 10 port, center and starboard cargo oil tank bulkheads
  - (c) Nos. 1, 2 and 3 double bottom fresh water tanks
  - (d) Forward cofferdam - check of No. 1 port and starboard cargo tank forward bulkheads
  - (e) After cofferdam - check of No. 10 port and starboard cargo tank after bulkheads
27. No. 1 port and starboard fuel oil deep tanks and the port and starboard fuel oil settlers were examined internally, examined, placed in satisfactory condition with minor repairs to the starboard F.O. settler, all F.O. tanks hydrotested to Rule requirements and F.O. tanks considered satisfactory.
28. All watertight bulkheads were examined and found or placed in satisfactory condition. The after peak bulkhead at FR 18 was found to be holed in several locations and was audiotgauged to determine the extent of the wastage. The after peak bulkhead was renewed full width from the top of the tank level down for approximately 20 ft.
29. The bulkheads at the ends of the cargo tank spaces were hydrostatically tested to Rule requirements as noted above, remaining cargo tank bulkheads examined for tightness and considered satisfactory.
30. The outside and inside surfaces of the shell plating were examined and considered in satisfactory condition.
31. The main deck plating was examined and considered in a satisfactory condition.
32. The poop deck, forecastle and superstructure decks were examined and all considered in a satisfactory condition.
33. All overboard scupper and discharge valves were opened, overhauled as required and closed up in good order.
34. Repairs as found necessary were satisfactorily carried out to the main deck and pump room cargo piping systems, following repairs the entire cargo piping system was hydrostatically tested and proven tight.
35. Mast, kingposts and their stays were examined and considered satisfactory.
36. The port and starboard bower anchors and chain were ranged on deck, sand-blasted, cleaned, gauged, coated and restowed and considered in a satisfactory condition.

Minimum average diameter - 2-3/4".

CONTINUED

37. The chain was restowed with 11 shots on the port side and 11 shots on the starboard side.
38. The chain lockers were opened, cleaned and examined, including plating and hold-fasts and considered satisfactory. Bilge line proven clear and tested.
39. The hawse pipes were examined and considered satisfactory.
40. The stern anchor and chain was ranged, examined, found satisfactory, recoated and restowed.
41. The stern anchor chain locker was examined following cleaning, including bilge wells and hold-fast, found satisfactory and recoated.
42. The required complements of anchors was verified aboard.
43. Cargo pump rooms, cargo and stripping pumps, and associated valves and piping and cargo piping on deck were examined and considered placed in satisfactory condition following renewals as required. Cargo piping was subjected to a hydrostatic test and considered satisfactory. Cargo vent piping examined and considered satisfactory. Pressure-vacuum valves on all tanks were overhauled, examined, flame screen removed and considered satisfactory.
44. Based upon the aforementioned examinations, and subject to satisfactory review by the New York Office, the Special Periodical Survey of Hull No. 5 is considered complete.

#### REPAIRS/MODIFICATIONS

45. The external desuperheater on the main steam line was opened out for examination and numerous surface fractures were found in the body of the desuperheater casting. The desuperheater casting was removed to the shop, fracture indications removed by grinding, prepared for welding, rewelded, stress relieved, flange faces were re-machined, examined by magnetic particle testing, and hydro-tested to 1600 PSI. Repairs were examined and considered satisfactory permanent repairs.
46. An amidship sewage holding system and sewage treatment plant located aft were installed as per approved Newport News Shipbuilding & Dry Dock Company's Drawing No. 283258 dated 3 August, 1978 and Drawing No. 283287 dated 31 October, 1978. Work was examined and considered satisfactory.
47. The existing dining rooms and galley were converted at this time to cafeteria type system. All structural removals and additions were examined and considered satisfactory. Newly installed electrical installations examined and considered satisfactory.
48. The vessel's Owners elected to modify the hydro-electric steering gear to include the capability to start/stop the main steering pumps and to switch over the six-way valve to the running steering pump from a bridge control panel. The installation was carried out as per Hyde Drawings No. 230550 and 4300-2820. Upon completion of installation, the proper operation of the steering gear was tried and proven operational.

CONTINUED

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SS "EXXON WASHINGTON"

BOILER SURVEY

49. The port and starboard boiler together with their superheaters were opened out, cleaned both fire and water sides and examined internally (water/steam side) and externally (fire side), and placed in a satisfactory condition as follows:
  - (a) Boiler furnace refractory renewed or repaired as necessary.
  - (b) The internal desuperheaters of both boilers were hydro-tested and considered tight.
  - (c) Hand hole gaskets on both boilers were renewed in good order.
50. The boilers were hydrostatically tested to 1-1/4 their working pressure and considered tight. The main steam lines were also hydro-tested at this time along with each boiler.
51. Principle boiler valves and mountings were opened up, examined and placed in satisfactory condition. All valves were examined, boiler safety valves were removed to shop, overhauled and reinstalled. Subsequently, all drum and superheater safety valves were floated under steam to their allowable pressure and proven satisfactory.
52. Port and starboard boiler surveys are considered complete.
53. Upon completion of all work, a dock trial was held and all machinery operated satisfactorily.

SUMMARY

|                                          |                |
|------------------------------------------|----------------|
| Drydocking Survey - complete             | November 1978  |
| Annual Classification Survey - complete  | November, 1978 |
| Annual Load Line Inspection - complete   | November, 1978 |
| Boiler Survey, Port/Starboard - complete | November, 1978 |

Tailshaft drawing survey extension for two-years is recommended

Special Periodical Survey of Hull No. 5 is considered complete.

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

*George A. Selmarco*  
GEORGE A. SELMARCO, SURVEYOR