

HPL

EXXON COMPANY, U.S.A.

POST OFFICE BOX 15 12 • HOUSTON, TEXAS 77001 "STANSHIP HOUSTON"

MARINE DEPARTMENT

J. H. SWARTZ
OPERATIONS MANAGER

A. D. MOOKHOEK
FLEET & BRANCH MANAGER

L. H. EARLE
MARINE ADVISOR

H. J. BORGES
MAINTENANCE & SERVICES MANAGER

October 2, 1978

EXXON BOSTON
Specifications

Newport News Shipbuilding & Drydock Co.
4101 Washington Avenue
Newport News, Virginia 23607

Attention: Mr. G. Guy Via, Jr.

Dear Sir:

Attached are addenda to the subject specifications sent to you previously.

- Item #88, Sperry Speed Log, Page 77
- " #89, Collision Avoidance System, Pages 78, 79, 80
- " #90, Forced Draft Fans, Page 81
- " #91, Main Circulator Controller, Page 82
- " #92, Main Circulating Pump, Page 83

If there are any questions, please advise.

Very truly yours,



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

EJW: bt
Attachments

c: Master
EJW
CTS

88. SPERRY SPEED LOG - BETTERMENT 46

- A. Provide engineering services to produce drawings and obtain approvals from USCG, ABS and Owners as required. See drawing 10569.
- B. Furnish labor and material to install an Owner furnished Sperry SRD-301 speed log seachest in the forepeak tank. Location of seachest to be determined in the field by Owner's Representative. Location to be between frame 142 and 143; however, seachest must be located on flat section of bottom hull.

Necessary to burn one (1) approximately 6" diameter hole in shell plate forward of frame 142 and weld in boss from seachest kit while on dry-dock. Shipham valve then installed.

In order to perform above it was necessary to pull the docking plug from the forepeak tank and reinstall when tank was dry.

- C. Furnish and install Owner and manufacturer approved cable from the fore-castle to the wheelhouse chart room to facilitate later installation of speed log components 350' of TTRSA 16. Cable run should make maximum use of existing cableways where possible and exposed sections of cable should be run in suitable bulkhead penetrations, cable hangers, etc. for installations to allow proper wiring and location of speed log components. Necessary to remove seven (7) bolted cover plates from the forward cat-walk wireway in order to accomplish above. Also removed twelve (12) overhead panels. See Item #279 in connection with wireways.
- D. Fabricate and install the following mounting brackets by bolting to the bulkheads in locations as directed by the Owner's Representative. Total of three (3) brackets.

Electronic Receiver Unit - One (1) 1/4" X 1" X 20" F.B. two (2) 1/4" X 1" X 12" F.B.

Transceiver unit - two (2) 1/4" X 2" X 12" FB.

Display unit - One (1) 1/8" X 1" X 9" FB, one (1) 1/8" X 1" X 6" FB.

- E. Take delivery of the transducer, transceiver, digital display unit and the wiring from the transducer to the transceiver. Install the transducer on the seachest kit 3" valve in the forepeak tank and run the wiring to the transceiver mounted in the foc'sle. All wiring in the forepeak was run in 1-1/4" extra heavy galv. pipe approximately 80' long. Make one (1) deck penetration, with stuffing tube, thru main deck in foc'sle. Connect wiring to the transducer and transceiver in an approved manner. Mount the digital display unit in the bridge and make all electrical connections.
- F. Take delivery of one (1) electronics receiver unit and mount in the gyro room forward bulkhead. Make all necessary electrical connections.

See JSI Drawings #10566
10574
10569

89. COLLISION AVOIDANCE SYSTEM (BETTERMENT ITEM)

Furnish labor and material to make the following preparations for installation of an Owner furnished Sperry Collision Avoidance system to the MK16 Radar.

- A. Provide engineering service to produce drawings and obtain approvals from USCG, ABS and Owners as required. After completion of installation all revisions or modifications are to be obtained and approved in final drawing. See drawing 10569.
- B. Relocate Sperry MK-16 radar display unit and sun screen curtain from the starboard side of the wheelhouse to the port side of the wheelhouse in accordance with Owner furnished location diagram.

Fabricate and install a new foundation for the radar display unit. Necessary to remove deck tile in way of same. Material used for foundation: Two (2) 3/8" X 4" X 3" X 19" angle, one (1) 3/8" X 19" X 25" plate, four (4) 3/8" X 2-1/2" studs. New foundation base of oak was installed after the unit was moved. Used two (2) pieces 3" X 4" X 20" and two (2) pieces 2" X 4" X 26" of oak.

Crop out and scrap the existing radar display unit foundation. Necessary to insert the deck in approximately six (6) places where wiring was removed.

Disconnect all wiring from the radar display unit. Reroute the wiring, install necessary deck penetrations and reconnect to the display unit in the new location. Necessary to make removals of several overhead panels in order to accomplish above.

A total of approximately 20' of 10" wireway and 10' of 6" wireway was run for this item and item No.88 Sperry Speed Log.

Disconnect and scrap the existing sun screen. Fabricate and install one (1) shaped curtain rod from 3/4" X 20' alum pipe to fit around the collision avoidance units. Mounted from the overhead with necessary brackets. Install one (1) 10" X 20' aluminum light shield around the top of the curtain. Necessary to paint the overhead in way of above with flat black paint. Fabricate and install two (2) 10' X 4" section of curtains with eyes and curtain hooks.

- C. Furnish and install Owner and manufacturer approved cable to facilitate wiring hookup of Owner furnished equipment at a later date. Location of equipment components shown on Owner sketch.

Run wiring to the location of the following equipment and dead end as directed.

Sat/Nav	Forward bulkhead in chart room
Loran C	Forward bulkhead in chart room
CAS computer	Aft bulkhead in chart room
CRT display	Forward bulkhead in chart room
CAS display	Port side of wheel house

COLLISION AVOIDANCE SYSTEM (BETTERMENT ITEM) (Continued)

Installed one (1) twenty (20) wire junction box on the chart room forward bulkhead.

The following cable furnished and installed by the shipyard.

65' of TTSA - 10

130' of MSCA - 7

50' of TSGA - 4

- D. Propose an appropriate power source wiring system for collision avoidance equipment and obtain Owner and Regulatory Body approval as required.

Furnish and install approved electrical power wiring for collision avoidance equipment. See drawing #10569.

- E. Investigate and propose structural changes and/or support modifications for Owner furnished equipment. Obtain Owner approval and furnish and install approved foundations and support structures.

The following foundations and shelves installed:

CAS Display - Foundation

Two (2) 3/8" X 4" X 3" 19" angles

One (1) 3/8" X 19" X 25" plate, drilled and tap for studs

Six (6) 3/8" X 2-1/2" studs

Fabricate one (1) 12" X 24" X 24" X 1/2" plywood box to cover above foundation until unit is installed.

CAS Computer - Foundation

Two (2) 3/8" X 4" X 3" X 30" angles, drilled for six (6) 5/8" dia. holes.

Necessary to scribe in to deck so that the foundation is level.

SAT/NAV and Loran C - Shelves

Three (3) shelves, 21" X 16" X 3/16" sheet metal.

Two (2) braces, 1/8" X 2" X 13-3/4"

Four (4) corner posts, 1/4" X 2" X 60" F.B.

Remove the existing shelf for the Loran "A" and relocated on above new shelf.

CRT Display - Shelf

One (1) shelf, 3/16" X 18" X 15"

Two (2) braces, 1/8" X 2" X 12"

One (1) post, 1/8" X 1" X 1" X 36"

COLLISION AVOIDANCE SYSTEM - (BETTERMENT ITEM) (Continued)

See Drawing 10592, sheet 1 and 2

F. Renew all tile removed in way of foundations installation and removal.

PLEASE NOTE:

THE CAS IS NOT TO BE INTEGRATED TO THE RAYTHEON RADAR

90. FORCED DRAFT FANS

DO NOT START UNTIL AUTHORIZED BY OWNERS REPRESENTATIVE

- A. Open for survey port and starboard forced draft fans. Open up, clean and examine four (4) pedestal bearings and renew bearings as required with owner supplied spares. Check casing clearance and examine fan/motor coupling. Close up unit in good order, test and prove in good operating condition. Clean all internal surfaces prior to closing up units. Check amount of float between bearing and housing casing.
- B. Remove fan ashore, clean, check for trueness, balance unit, return to vessel, and reinstall and properly realign.

91. MAIN CIRCULATOR CONTROLLER - 806

DO NOT START UNTIL AUTHORIZED BY OWNERS REPRESENTATIVE

FURNISH NECESSARY LABOR, EQUIPMENT AND MATERIAL REQUIRED TO COMPLETE THE FOLLOWING:

Clean, dress all contacts, adjust, tighten all connections, renew defective contacts and prove in good operating condition. Check out and clean resistor banks and controller for main circulator pump motor.

92. MAIN CIRCULATING PUMP - 211

DO NOT START UNTIL AUTHORIZED BY OWNERS REPRESENTATIVE

Open up main circulating pump for examination and ABS survey. Disconnect and remove impeller assembly from casing, after survey, reinstall renewing casing gasket, test and prove in good working condition. Replace removals in good order.