

TO	SUBJECT	
MR. S. M. ENGLISH	SS "ESSO BALTIMORE"	
FROM	DATE	FILE NO.
J. B. IRELAND	OCTOBER 12, 1965	

The "ESSO BALTIMORE" docked at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, on August 27, 1965 at 2340 and sloop barge was tied up alongside immediately.

All repairs as specified in specifications dated August 20, 1965 including additional items, cancellations, copy of which are enclosed, were carried out.

Repairs consisted mainly of:

Vessel was in dry dock from 0715 September 7, 1965 until 1640 September 10, 1965.

Biennial Coast Guard completed and certificate issued September 17, 1965, ABS Special Survey No. 1 completed September 17, 1965.

Kidde Fire Extinguishing System inspection completed 9-3-65.
Copy left with Master.

Sea valves were examined and repaired as found necessary.

Anchor chains were ranged.

Tailshaft was drawn, renewed rubber rings of forward and aft seals.

Heated and faired bent sections on four propeller blades, also dressed all trailing edges and old welds.

Changed 2 anodes in fore peak tank and 2 anodes in forward cofferdam, installed and connected one 200 amp power supply and one transformer in midship air condition compressor room. Repaired 7 capacitive shields and increased dia. of 6 capacitive shields. Renewed 2 anodes aft cofferdam, for Impressed Current Cathodic Protection System.

The hull was painted using Baltimore Copper Paint, from keel to bottom of turn of bilge. Light load line to deep load line was painted with one full coat of Hubble Modified Epoxy 6591. Deep load line to rail - the rusty area in way of aft anchor stowage was wire brushed, two coats of Hubble primer 6566 applied and one full coat of Hubble 6597 applied.

The area from light load line to the bottom of turn of bilge previously coated with Hubble Vinyl, was found coated with a green moss like substance which would not wash off with high pressure water hose, also the entire area had many blisters in the coating. The above area was not coated at this time.

Ends of bilge keel were trimmed in three places in way of missing sections.

Hull damage - Fr. 40 to Fr. 44 port side. Due to grounding Miss. River May 30, 1961 was repaired as found necessary.

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MEMORANDUM

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Machinery - The HP turbine was opened for examination and repaired as found necessary.

Removed 3 rubber expansion joints in water piping to main condenser.

The Woodward governor assemblies from the three feed pumps were repaired, tested and adjusted by Diesel Injection Sales & Service of Norfolk.

Main Thrust Bearing clearance = .042.

The Type 10HPN Proportioner/Foam Pump Assembly was repaired by The Hale Fire Pump Company.

Feasibility Control System was installed. System was not tested.

Cargo System - All reported cargo pipe leaks also found during test were repaired and proved tight.

Removed defective parts of Flexibox mechanical seals also bearings only of #2 and #4 cargo pumps.

Overhauled liquid ends of port and starboard stripper pumps. Installed threaded bushing in damaged discharge seat landing port stripper pump.

Installed welded seats in governor throttle valve assemblies of #1, #3 and ballast pump turbines. Same adjusted and proved in good working order.

Enclosed please find copies of Dates and Repair Requirements, Drydocking and Painting Report, Inspector Record, Bilge and Repair Specification Report and miscellaneous reports.

Repairs were completed 1045 and vessel sailed from yard 1114 September 18, 1965.

John B. Ireland Jr.
JOHN B. IRELAND

JB/ab

RECOMMENDATIONS FOR FUTURE REPAIRS

Renew top pass of air heater tubes each boiler.

Material required 1200 tubes size 2" OD X .083" thick X 11 ft. 6 11/16 inches long. 594 tubes required each boiler and 12 for spares.

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Renew mica-plate stoves of pintle bushing.

Mushroom ventilators for machinery spaces, remove, sandblast to white metal and coat with Humble Rust Ban 191 and apply two coats of Humble Modified Epoxy Primer 6566 to inside surface of seven machinery space mushroom ventilators.

Install means of closing the three butterfly valves in case of air failure as required by the ABS.

Forward and aft Cofferdams port and starboard, chip, wirebrush rusty areas, apply one truck up coat of red lead primer to all bare and rusty areas, then apply one full coat of red lead primer to all areas of the cofferdams.

#2 Center Tank Port Side - (Time and Place Unknown) Insurance Claim

Crop and renew bottom shell plate in "C" strake in #2 center tank port side from butt 35 1/2" forward of Fr. 103 for a distance of 10'0", width 6'6" x 48.45# plt. Fair edge of plate in "B" and "D" strake for a distance of 3'0".

Crop & renew web frame 104 in way of damage, size 32" x 20" x 20.4# plate with radius corners. Crop & renew damaged flat bar stiffener size 18" x 5" x 1 1/2".

Flood bottom of tank approx. 12" above long's. Prove repaired plate tight. Apply three (3) coats of primer and one (1) coat of bottom composition to new plate and damaged areas. Necessary dry dock time to carry out above repairs.

#8 Starboard Cargo Tank (Insurance Claim) (Time and Place Unknown)

Crop and renew side shell plate in "E" strake in #8 starboard tank from butt 25 1/2" forward of Fr. 79 for a distance of 20'0", width 7'3" x 35.7# plt. Fair edge of plate in "K" and "M" strake for a distance of 6 ft. each in way damage.

Crop and renew side shell long's #9, 10 and 11 from butt 16" forward of Fr. 79 for a distance of 20'0". Size of long's #9 and #10 = 11" x 4" x 17.85# Plg'd Plt. size of long's #11 = 12" x 4" x 17.85# Plg'd Plt.

Staging required inside and outside of tank.

Base test shell in way of repairs and prove tight.

Sand blast outside of new shell plate also damaged areas to white metal and coat with Humble Rust Ban 191, dry coat finish three to five mils.

Apply one (1) full coat of Humble Modified Epoxy Primer 6566, 1 1/2 mils.

Then apply one (1) full coat of " " " body coat 6567, 2.5 mils.

Then apply one (1) full coat of " " " finish 6591, 1.5 mils.

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The USCG and ABS recommends that we start remodeling the ³/₄ bottom shell butts and seams.

After removing top pass of air heater tubes of each boiler burn out 24" x 30" plate in casing at forward and aft corner, drum side and replace missing fire brick and insulation in forward and aft walls. Weld back plates after completing repairs. A total of two plates each boiler.

Due to the poor condition of the rubber coating, it is recommended that the following sea chests be sandblasted and coated with approved coating: Main Injection High and Low, port and starboard pumproom, and auxiliary condenser sea chests.

The following gate valves were removed from vessel and shipped to "Henze" Pritchard, Alabama:

Two (2) 16", one (1) 24" gate valves, from high and low injection and main condenser overboard valves.

One (1) 6" gate valve main lube oil cooler cooling water valve.

JBI/sh