990-0072-1

MEMORANDUM

TO	SUBJECT	
Mr. H. Brogen	Shipyard Repairs - EXXON NEW ORLEANS - 5/6/75	
FROM	DATE	FILE NO.
A. Burns, Jr.	May 29, 1975	

Subject vessel arrived at Newport News Shipbuilding at 1103, April 1, 1975. Shifted to drydock at 1925 on 4-21-75; cleared dock at 0632, 4-25-75, and sailed from yard at 0820, 5-1-75.

The following inspections and surveys were completed during repair period as of 4-30-75:

1. USCG Biennial Inspection.
2. USCG Safety Equipment Certificate.
3. ABS Ship Safety Construction Certificate.
4. ABS Annual Class Survey.
5. ABS Annual Boiler survey.
6. Tailshaft drawn, inspected and seals renewed.
7. Drydocking and sea valve examination.
8. Anchor chains ranged and inspected.
9. CO_2 Certificate (all CO_2 bottles hydrostatic tested).

As you know, the drydocking was scheduled for the latter part of the yard period. This enabled us to complete the tailshaft inspection over the side at the dock, thus saving valuable time while in the drydock.

Our drydock time was at a minimum (one (1) haul and two (2) laydays). We were actually finished drydock repairs at 1100, 4-24-75 and flooding was completed at 1400, but because of weather the vessel was not moved until the following morning.

The condition of the vessels bottom coating was very poor, especially in way of the revited seams. It is suggested by this writer that the seams be blasted to white metal and Glassflake applied to halt any further wasting of the rivets.

The antifoul paint applied to the sea chests two (2) years ago proved to be a good investment. No scraping was required to clean them for inspection. A fire hose was used with excellent results, thus requiring only one (1) day for removal of strainers, cleaning and reinstalling after inspection by ABS and USCG.

The main condenser heads were removed, blasted and coated with Glassflake resin. This job went very well with minimum dust in engineroom. Photographs were taken showing the enclosure used used to contain the blasting grit, etc. It is recommended that the resin be sprayed on when the Houston's condenser is done. Blasting takes approximately two (2) days.

The vessels bow thruster was examined and it was found that one (1) blade was

bent badly and that the rope guard was missing. The blade was cut off below the bend, sent to shop for straightening and then was welded back in place. A ground lead was installed on the blade prior to welding to eliminate internal arcing or damage to the pitch control mechanism.

The vessels #6 port and stbd. ballast tanks were ultra-sonic tested and bulkhead plates that were below standard were doubled. Originally inserts were to be installed, but because of electrical cables and other engineroom equipment that would have to be moved it was decided, after discussions with the USCG and ABS, it would be better to double the bulkheads instead of inserting.

The #7 port and stbd. ballast tank bulkheads were repaired during this yard period and can now be used for ballast as required.

All of the clean ballast tanks were hydrostatically tested upon completion of repairs, and inspected by USCG and ABS to the satisfaction of all concerned.

A definite savings in manhours can be made in the future by having vessel anchor off yard and complete tank cleaning operations into slop barge. Yard personnel would be at a minimum consisting of normal barge personnel, and two (2) pipefitters on deck to assist in hooking up hoses.

When this is done at dock, men are on standby and inactive until tieing up operations are complete and yard gangway is installed. The yard crane is always used to handle hoses from the barge at the dock and is normally tied up handling lines, disconnecting antennaes and installing gangway, etc.

A foam sample should be taken from vessel at last loading port prior to shipyard and sent to manufacturer for analysis. This would enable crew to properly supervise the drawing of the samples, and ample time for corrective actions if liquid samples are not satisfactory.

For the most part, the quality of workmanship was average throughout the yard period. Ship supervisor, Bert Menton, proved to be outstanding coordinating the work done.

My assistant during the yard period, John Lencemeyer, proved to be very helpful in coordinating the inspections and surveys by the USCG and ABS. As repairs were completed, this enabled me to concentrate on expediting the repairs and coordinating the overall job. A lot of time is lost during the course of a day waiting for and following the various inspectors around, especially since the repairs are checked by the repair inspector prior to calling the USCG and ABS anyway.

The vessel's crew left aboard in the shipyard proved to be very helpful in expediting the repairs and return of the vessel to service.

Attached to this report are the following:

1. CO_2 report

2. Rudder clearances.
3. Copy of Shipyards Spec's/with deletions and additions.
4. GE field service report on main generator gears.
5. Foam sample report.
6. Schedule of yard repairs w/corrections.
7. Drydock plan.
8. Tailshaft survey.
9. "F" pump survey (Bingham Pump Co.).
10. #6 P & S ballast tank ultra-sonic thickness survey (World Wide).
11. Photographs of condenser head enclosure.
12. Vibration survey of main generator.

WAI:hl

cc Messrs. E. Worrel, Jr.
H. A. Thompson