

TC 2
12-11-70 I.D.# 600144

REPORT NO. NN8687	NAME OF VESSEL SS "ESSO BOSTON"	PORT OF ISSUE Newport News, Va.
OFFICIAL NO. OR CALL LETTERS 283,784	OWNERS Humble Transportation Co.	PORT OF REGISTRY Wilmington, Del.
		GROSS TONNAGE 30,680

CLASS IN FULL ~~ALD~~ Oil Carrier ~~AMS~~

DRYDOCKING AND REPAIRS
SPECIAL SURVEY NO. 2 OF HULL
ANNUAL SURVEY & LOAD LINE INSPECTION
RENEWAL OF L.L. CERT. BY ABS-NEW YORK
SPECIAL SURVEY OF MACHINERY
TAILSHAFT SURVEY
ANNUAL BOILER SURVEY

ATTENDING: Mr. J. Ireland - Rep. Owners

Lt.Cdr. F. Britton - Rep. USCG

SS (H) \$1162.00 ✓ ~~1162~~
 SS (M) \$ 705.00 ✓
 SS (E) (M) 510
 (E) 195
 Cont S (H)
 Cont S (M) 705
 SS (RMC)
 Int (RMC)
 Cont (RMC)
 Semi-An (RMC)

AS \$110.
 Int S
 Yr of Grace
 ALLI
 LL renewal \$25.00
 Dkg & Rps. \$165.00
 BS \$180.00
 TS \$75.00

SLC
An CG
Quad CG
Damage
Repairs
Conversion
Others

OWNERS/AGENTS 6
ABS NEW YORK 2
ABS FOREIGN HEAD OFFICE
(where applicable)

OTHER COPY (IF ANY)

TANK VESSEL CARGO

SS#2
MS → 9-70

AS
ANMS
BS → 9-70

SPEC. VISIT 30.00 (SUNDAY FEE 8/22 PM) FIRST VISIT 8/11/70 NO. OF VISITS CHARGEABLE

LAST VISIT 9/1/70

TOTAL	\$ 2,492.00
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JAN 4 1978

A. BOURNEUF, JR.

Surveyor
Surveyor
Surveyor

American Bureau of Shipping
45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. NN8687

Newport News, Va., Sept. 1, 1970

SS "ESSO BOSTON"

THIS IS TO CERTIFY, that the undersigned Surveyor to this Bureau did, at the request of the Owner's Representative, attend the SS "ESSO BOSTON", Official No. 283,784 of Wilmington, Delaware, while vessel lay on drydock and afloat at the Newport News Shipbuilding and Dry Dock Company, Newport News, Va. on August 11, 1970 and subsequent dates, in order to examine and report upon vessel relative to Drydocking Survey and Repairs, Tailshaft Survey, Special Survey No. 2 of Hull, Annual Survey and Load Line Inspection, Special Survey of Machinery and Electrical Equipment, Annual Boiler Survey, and has to report as follows:-

Drydocking

1. The vessel was placed on drydock and the keel, sternframe, bulbous bow and shell plating were cleaned, examined and found or placed in satisfactory condition as follows:
 - (a) Plating in "K" and "L" strakes in way of No. 1 port cargo tank was found set in and was repaired by cropping and part renewing plating in "K" strake and fairing as found necessary plating in "L" strake. Internals dealt with as found necessary.
 - (b) Shell plating at turn of bilge in way of No. 8 port cargo tank was found set in slightly. Due to the minor nature of damage no recommendation was made and is to be noted for record only.
 - (c) Entire outside surfaces of the shell plating were recoated.
2. The rudder was examined, pintle clearances checked and found satisfactory. Wasted bleeder plug casting was rewelded. Wasted pintle bushing retaining ring was renewed. Pitted area on forward starboard rudder was blasted to good metal and coated with an epoxy compound.
3. Overboard discharge and suction openings in shell plating were examined and found or placed in satisfactory condition as follows:
 - (a) Wasted spool piece between main condenser overboard discharge valve and shell was renewed.
4. Strainers were removed from sea chest and cleaned and recoated together with chest. Sea valves were opened, cleaned, overhauled, examined, repacked and placed in satisfactory condition by minor repairs.

CONTINUED -

This Report is issued subject to the condition that it is understood and agreed that neither the Bureau nor any of its Committees 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 the Record or other publication of the Bureau or for any error of judgment, default or negligence of its Officers, Surveyors or Agents.

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SS "ESSO BOSTON"

5. The propeller, four bladed solid bronze, was examined and placed in satisfactory condition by heating and fairing tips of blades. Six small cracks in tips were repaired by welding and rough areas on faces of blades were dressed as necessary.
6. Anchor cables, forward and aft, were ranged, cleaned and examined, thickness checked and found satisfactory. Chain lockers were cleaned out, examined, found satisfactory, chains recoated, shots remarked and subsequently restowed.

Tailshaft Survey

7. Clearance of the oil lubricated stern tube bearing was checked and found satisfactory. The after oil seal was found leaking. The tailshaft was disconnected, drawn in and examined including magnetic particle inspection and found satisfactory. The shaft was run out, forward and after oil seals renewed, connected up, propeller wedged on, nut driven up, void spaces filled with rust inhibitor and all left ready for sea. Rope guard was renewed.

Annual Survey

8. Steering gear arrangements and connections were examined and found satisfactory.
9. Watertight doors in bulkheads and closing appliances in the superstructure bulkheads and for air and sounding pipes were examined and found or placed in satisfactory condition as follows:
 - (a) Wooden doors in poop house were removed and steel hinged gasketed six dog doors were fitted and installed. The steel one dog door in deckhouse on bridge deck was made weather tight by installing two additional dogs.
10. Coamings of ventilators to spaces below the freeboard deck and below decks of superstructures examined and found satisfactory.
11. Hatchway coamings, covers, and all their supports and means for closing examined and found satisfactory.
12. Machinery casings, guard rails and all other means of protection provided for openings and for access to crew's quarters were examined and found satisfactory.
13. No material alteration has been made in the hull, superstructure or means of closing openings in the superstructure which would affect the position of the load line.
14. The Load Line Certificate No. 61-20,535 was renewed on September 1, 1970 until September 1, 1975. For particulars see Newport News, Va. report No. LL4801 dated September 1, 1970.

CONTINUED -

EXX-MOR-005749

Special Survey No. 2 of Hull

15. Machinery spaces, forecastle spaces and 'tween decks were examined internally and found satisfactory.
16. The fore and after peak tanks, engine room double bottom tanks and cofferdams, and forward deep tanks were examined internally, tested and found satisfactory. Striking plates in order.
17. The fuel oil settlers were examined externally and internally as considered necessary and found or placed in satisfactory condition as follows:

- (a) Starboard Settler

Several fractures were found in web of horizontal stringers on forward transverse bulkhead in way of cut-outs for bulkhead vertical stiffeners. Fractures were veed out and welded. Cut-outs were reshaped by radiusing corners.

The outboard bottom longitudinal was found fractured at connection to forward bulkhead stiffener; fracture was veed out and welded.

This completes outstanding recommendation of Mobile, Alabama report No. M9237 dated September 12, 1969 and may now be deleted from the record.

18. Port, center, and starboard cargo tanks were examined internally, tested to Rule requirements and found satisfactory.
19. Decks were examined and found satisfactory.
20. Hawse pipes were examined, required complement of anchors verified and found satisfactory.
21. Watertight bulkheads were examined and found satisfactory. Plating in way of airports was examined and found satisfactory.
22. Scupper valves were opened, overhauled as necessary, examined and found satisfactory.

Special Survey of Machinery and Electrical

23. The main H.P. turbine was opened, all parts examined and rotor removed to shop and cleaned, journals polished, dynamically balanced and thrust collar renewed. Rotor reinstalled, clearances checked and adjusted, and all found satisfactory.
24. The main L.P. turbine was opened, all parts examined, clearances checked and adjusted, and all found satisfactory.
25. The main H.P. and L.P. flexible couplings were opened, cleaned, examined and found satisfactory.
26. Main reduction gears were examined, tooth contact checked and all found satisfactory.

CONTINUED -

27. The main thrust was examined, clearances checked and adjusted, and found satisfactory.
28. The main engine ahead and astern throttle valves were opened, overhauled as found necessary, examined and found satisfactory.
29. Line shaft bearings were examined, opened as considered necessary and found satisfactory.
30. Main and auxiliary condensers, lube oil coolers, fuel oil heaters and feed water heaters were examined and found satisfactory.
31. The following pumps and their prime movers were examined, worn parts renewed where necessary, and all found satisfactory:
 - a) Main Circulating Pump.
 - b) Auxiliary Circulating Pump.
 - c) Main Condensate Pumps.
 - d) Auxiliary Condensate Pumps.
 - e) Nos. 1, 2 and 3 Main Feed Pumps.
 - f) Sanitary Pumps.
 - g) Fire and Butterworth Pump.
 - h) Lube Oil Service Pumps.
 - i) Fuel Oil Service Pumps.
 - j) Bilge Pump & Fuel Oil Transfer Pump.
 - k) Bilge & General Service Pump.
 - l) Bilge & Fuel Oil Transfer Pumps in forward Pump Room.
32. The two 750 KW generator turbines and gears were opened, examined, and placed in satisfactory condition by repairing eroded sections of nozzle blocks. Clearances were checked and adjusted, generators run under load, overspeed trip tested and found satisfactory.
33. The forward and after anchor windlasses were opened, all parts examined, worn parts renewed, and placed in satisfactory condition.
34. All parts of the steering machinery were examined, operational test conducted, relief valves operated, and found in order.
35. A general examination of fire extinguishing apparatus was made and all found satisfactory as far as seen.
36. All circuits for power and lighting were megger tested and found satisfactory.
37. Cables were examined so far as practicable and found satisfactory.
38. Fittings and connections in main switchboard and distribution panels were examined and found satisfactory.

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Report No. NN8687

SS "ESSO BOSTON"

Annual Boiler Survey

39. The two main watertube boilers together with their superheaters were opened, cleaned, examined externally and internally on fire and water sides, tested and found or placed in satisfactory condition as follows:
- (a) Two screen tubes were renewed in the starboard boiler.
 - (b) Eighteen tubes were renewed in the second pass of superheater in port boiler.
 - (c) Superheater supports renewed where necessary.
 - (d) Brickwork and refractory renewed and pointed up as necessary.
40. Boiler mountings were opened as considered necessary, examined and found satisfactory.
41. Drum and superheater safety valves were floated under steam to proper pressure satisfactorily.
42. Vessel undocked August 24, 1970.

Summary

Subject to review of the records by our ABS New York Office, the following surveys may be credited:

Drydocking - August 1970.

Tailshaft Survey - August 1970.

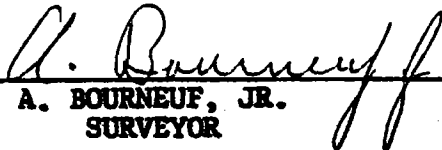
Special Survey No. 2 of Hull - September 1970.

Annual Survey and Load Line Inspection - September 1970.

Special Survey of Machinery & Electrical - September 1970.

Annual Boiler Survey - September 1970.

The undersigned recommends that this vessel be retained as classed with this Bureau.


A. BOURNEUF, JR.
SURVEYOR

AB 153

AMERICAN BUREAU OF SHIPPIY

Tooth Contact Form

Name of Vessel SS "ESSO BOSTON"

Yard Built Newport News SB & DD Hull No. 541

Date of Survey Sept. 1, 1970

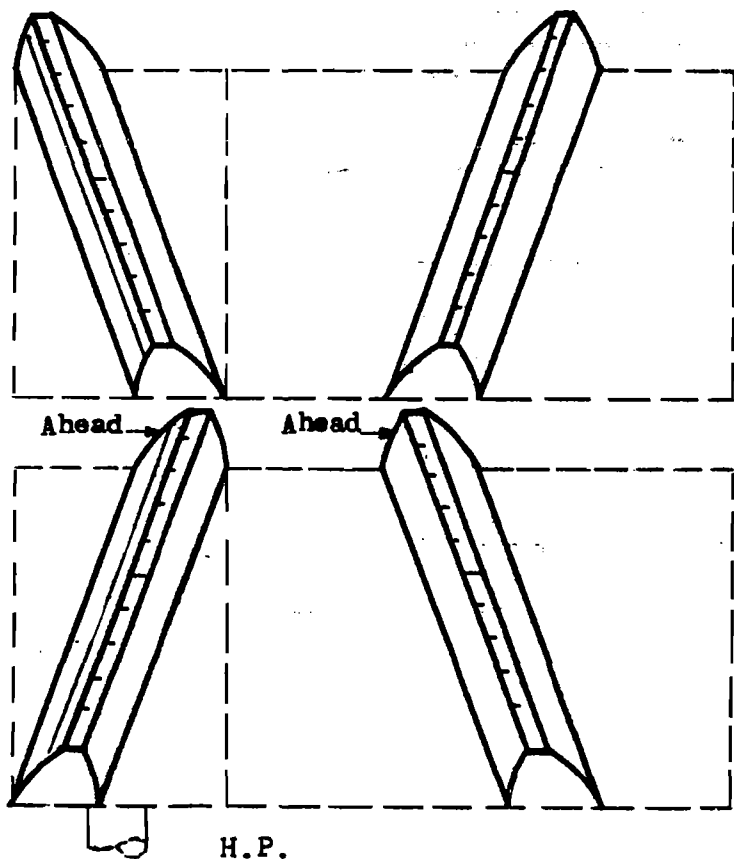
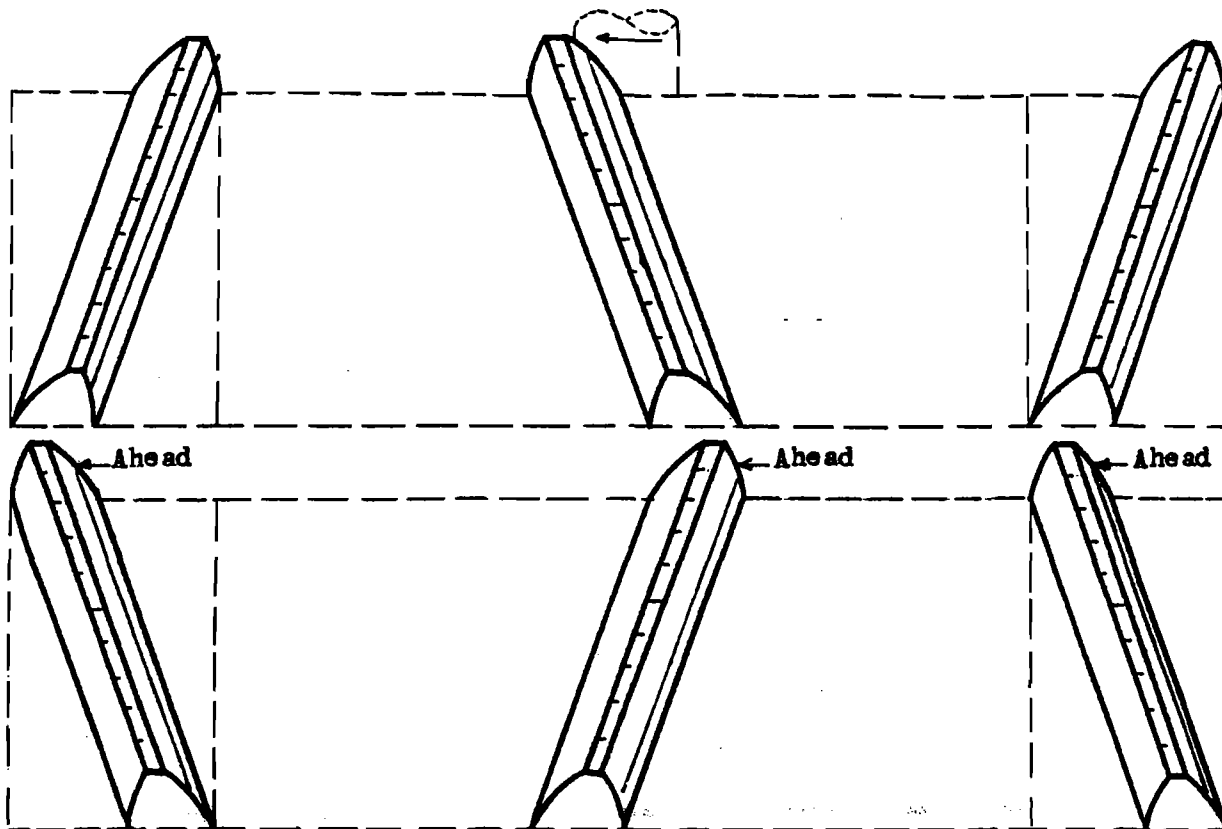
Port of Survey Newport News, Va.

Survey Report No. NN8687

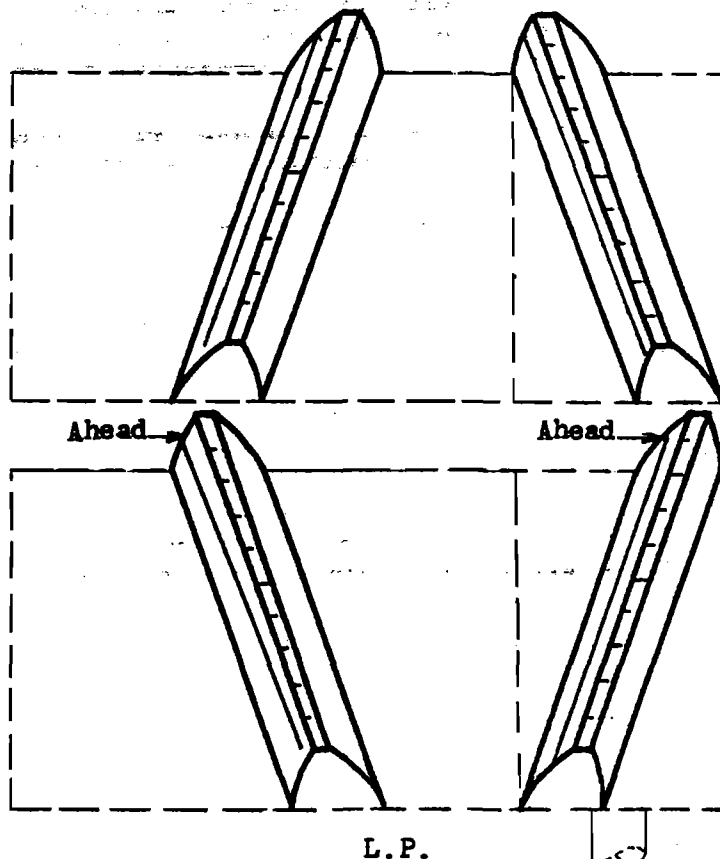
Gear Mfr. General Electric

INDICATE TOOTH CONTACT BY SHADING

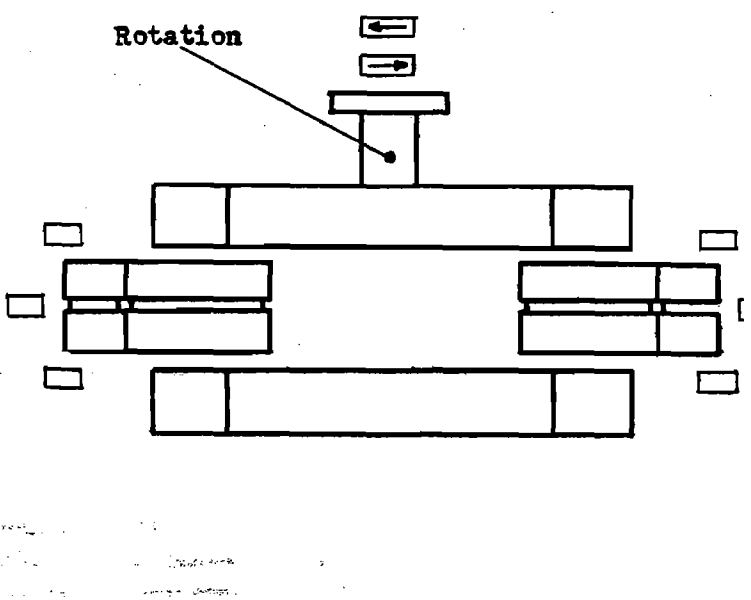
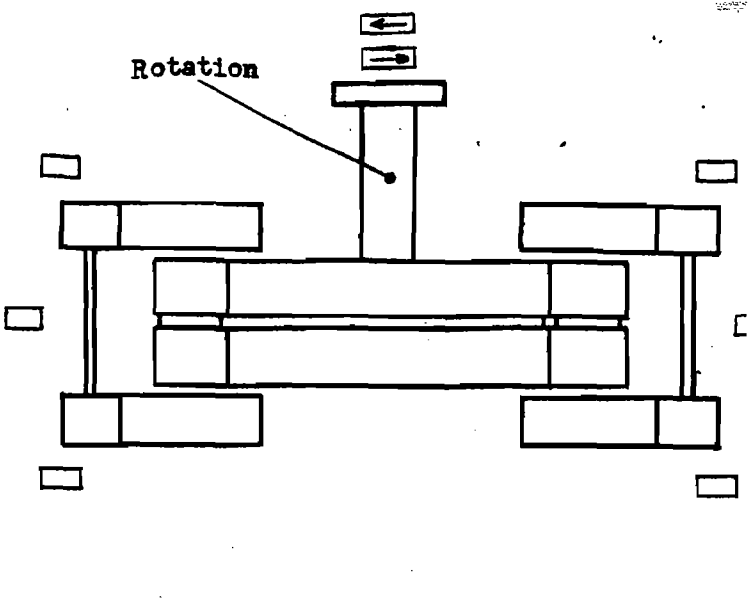
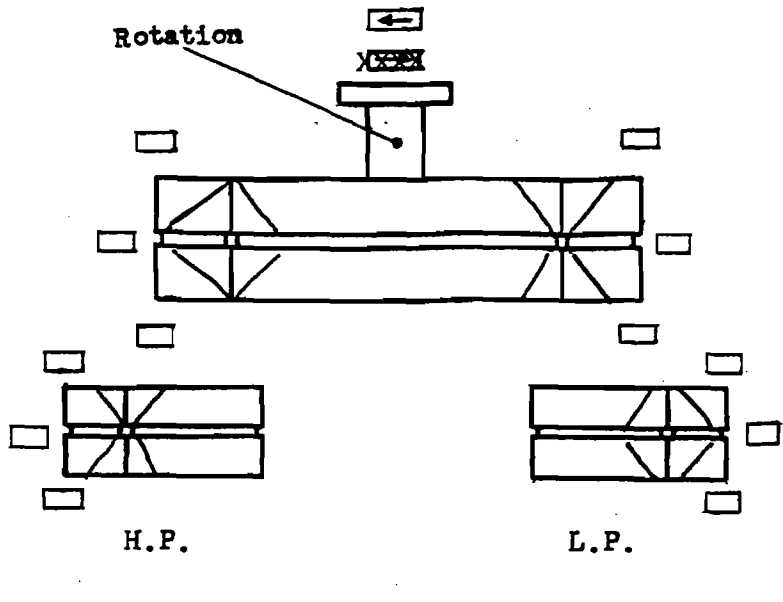
Straight line in teeth
indicates satisfactory contact.



H.P.



L.P.



Show arrangement if not similar to one of above sketches
 Indicate direction of helix angles on appropriate sketch
 Indicate location of driving coupling on pinions by check mark in proper box
 Indicate direction of rotation of low speed shaft, as viewed from above, by circling appropriate arrow

Were teeth coated before survey?
☐ Metal dye (Dykem or equivalent)
☐ Copper sulphate
☐ Not coated

Type of lube oil used _____

How were gears finished?
☐ Lapped
☐ Shaved
☐ Ground
☐ As hobbed

Viscosity _____

Remarks Reduction gears examined thru inspection covers of gear casing.

Surveyor A. Bourneuf, Jr.

American Bureau of Shipping
45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. NN8687

Newport News, Va., Sept. 1, 1970

SS "ESSO BOSTON"

THIS IS TO CERTIFY, that the undersigned Surveyor to this Bureau did, at the request of the Owner's Representative, attend the SS "ESSO BOSTON", Official No. 283,784 of Wilmington, Delaware, while vessel lay on drydock and afloat at the Newport News Shipbuilding and Dry Dock Company, Newport News, Va. on August 11, 1970 and subsequent dates, in order to examine and report upon vessel relative to Drydocking Survey and Repairs, Tailshaft Survey, Special Survey No. 2 of Hull, Annual Survey and Load Line Inspection, Special Survey of Machinery and Electrical Equipment, Annual Boiler Survey, and has to report as follows:-

Drydocking

1. The vessel was placed on drydock and the keel, sternframe, bulbous bow and shell plating were cleaned, examined and found or placed in satisfactory condition as follows:
 - (a) Plating in "K" and "L" strakes in way of No. 1 port cargo tank was found set in and was repaired by cropping and part renewing plating in "K" strake and fairing as found necessary plating in "L" strake. Internals dealt with as found necessary.
 - (b) Shell plating at turn of bilge in way of No. 8 port cargo tank was found set in slightly. Due to the minor nature of damage no recommendation was made and is to be noted for record only.
 - (c) Entire outside surfaces of the shell plating were recoated.
2. The rudder was examined, pintle clearances checked and found satisfactory. Wasted bleeder plug casting was rewelded. Wasted pintle bushing retaining ring was renewed. Pitted area on forward starboard rudder was blasted to good metal and coated with an epoxy compound.
3. Overboard discharge and suction openings in shell plating were examined and found or placed in satisfactory condition as follows:
 - (a) Wasted spool piece between main condenser overboard discharge valve and shell was renewed.
4. Strainers were removed from sea chest and cleaned and recoated together with chest. Sea valves were opened, cleaned, overhauled, examined, repacked and placed in satisfactory condition by minor repairs.

CONTINUED -

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5. The propeller, four bladed solid bronze, was examined and placed in satisfactory condition by heating and fairing tips of blades. Six small cracks in tips were repaired by welding and rough areas on faces of blades were dressed as necessary.
6. Anchor cables, forward and aft, were ranged, cleaned and examined, thickness checked and found satisfactory. Chain lockers were cleaned out, examined, found satisfactory, chains recoated, shots remarked and subsequently restowed.

Tailshaft Survey

7. Clearance of the oil lubricated stern tube bearing was checked and found satisfactory. The after oil seal was found leaking. The tailshaft was disconnected, drawn in and examined including magnetic particle inspection and found satisfactory. The shaft was run out, forward and after oil seals renewed, connected up, propeller wedged on, nut driven up, void spaces filled with rust inhibitor and all left ready for sea. Rope guard was renewed.

Annual Survey

8. Steering gear arrangements and connections were examined and found satisfactory.
9. Watertight doors in bulkheads and closing appliances in the superstructure bulkheads and for air and sounding pipes were examined and found or placed in satisfactory condition as follows:
 - (a) Wooden doors in poop house were removed and steel hinged gasketed six dog doors were fitted and installed. The steel one dog door in deckhouse on bridge deck was made weather tight by installing two additional dogs.
10. Coamings of ventilators to spaces below the freeboard deck and below decks of superstructures examined and found satisfactory.
11. Hatchway coamings, covers, and all their supports and means for closing examined and found satisfactory.
12. Machinery casings, guard rails and all other means of protection provided for openings and for access to crew's quarters were examined and found satisfactory.
13. No material alteration has been made in the hull, superstructure or means of closing openings in the superstructure which would affect the position of the load line.
14. The Load Line Certificate No. 61-20,535 was renewed on September 1, 1970 until September 1, 1975. For particulars see Newport News, Va. report No. LL4801 dated September 1, 1970.

CONTINUED -

Report No. NN8687

SS "ESSO BOSTON"

Special Survey No. 2 of Hull

15. Machinery spaces, forecastle spaces and 'tween decks were examined internally and found satisfactory.
16. The fore and after peak tanks, engine room double bottom tanks and cofferdams, and forward deep tanks were examined internally, tested and found satisfactory. Striking plates in order.
17. The fuel oil settlers were examined externally and internally as considered necessary and found or placed in satisfactory condition as follows:

- (a) Starboard Settler

Several fractures were found in web of horizontal stringers on forward transverse bulkhead in way of cut-outs for bulkhead vertical stiffeners. Fractures were veed out and welded. Cut-outs were reshaped by radiusing corners.

The outboard bottom longitudinal was found fractured at connection to forward bulkhead stiffener; fracture was veed out and welded.

This completes outstanding recommendation of Mobile, Alabama report No. M9237 dated September 12, 1969 and may now be deleted from the record.

18. Port, center, and starboard cargo tanks were examined internally, tested to Rule requirements and found satisfactory.
19. Decks were examined and found satisfactory.
20. Hawse pipes were examined, required complement of anchors verified and found satisfactory.
21. Watertight bulkheads were examined and found satisfactory. Plating in way of airports was examined and found satisfactory.
22. Scupper valves were opened, overhauled as necessary, examined and found satisfactory.

Special Survey of Machinery and Electrical

23. The main H.P. turbine was opened, all parts examined and rotor removed to shop and cleaned, journals polished, dynamically balanced and thrust collar renewed. Rotor reinstalled, clearances checked and adjusted, and all found satisfactory.
24. The main L.P. turbine was opened, all parts examined, clearances checked and adjusted, and all found satisfactory.
25. The main H.P. and L.P. flexible couplings were opened, cleaned, examined and found satisfactory.
26. Main reduction gears were examined, tooth contact checked and all found satisfactory.

CONTINUED -

27. The main thrust was examined, clearances checked and adjusted, and found satisfactory.
28. The main engine ahead and astern throttle valves were opened, overhauled as found necessary, examined and found satisfactory.
29. Line shaft bearings were examined, opened as considered necessary and found satisfactory.
30. Main and auxiliary condensers, lube oil coolers, fuel oil heaters and feed water heaters were examined and found satisfactory.
31. The following pumps and their prime movers were examined, worn parts renewed where necessary, and all found satisfactory:
 - a) Main Circulating Pump.
 - b) Auxiliary Circulating Pump.
 - c) Main Condensate Pumps.
 - d) Auxiliary Condensate Pumps.
 - e) Nos. 1, 2 and 3 Main Feed Pumps.
 - f) Sanitary Pumps.
 - g) Fire and Butterworth Pump.
 - h) Lube Oil Service Pumps.
 - i) Fuel Oil Service Pumps.
 - j) Bilge Pump & Fuel Oil Transfer Pump.
 - k) Bilge & General Service Pump.
 - l) Bilge & Fuel Oil Transfer Pumps in forward Pump Room.
32. The two 750 KW generator turbines and gears were opened, examined, and placed in satisfactory condition by repairing eroded sections of nozzle blocks. Clearances were checked and adjusted, generators run under load, overspeed trip tested and found satisfactory.
33. The forward and after anchor windlasses were opened, all parts examined, worn parts renewed, and placed in satisfactory condition.
34. All parts of the steering machinery were examined, operational test conducted, relief valves operated, and found in order.
35. A general examination of fire extinguishing apparatus was made and all found satisfactory as far as seen.
36. All circuits for power and lighting were megger tested and found satisfactory.
37. Cables were examined so far as practicable and found satisfactory.
38. Fittings and connections in main switchboard and distribution panels were examined and found satisfactory.

CONTINUED -

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Report No. NN8687

SS "ESSO BOSTON"

Annual Boiler Survey

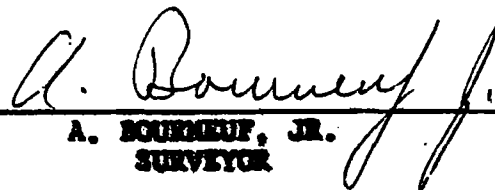
39. The two main watertube boilers together with their superheaters were opened, cleaned, examined externally and internally on fire and water sides, tested and found or placed in satisfactory condition as follows:
- (a) Two screen tubes were renewed in the starboard boiler.
 - (b) Eighteen tubes were renewed in the second pass of superheater in port boiler.
 - (c) Superheater supports renewed where necessary.
 - (d) Brickwork and refractory renewed and pointed up as necessary.
40. Boiler mountings were opened as considered necessary, examined and found satisfactory.
41. Drum and superheater safety valves were floated under steam to proper pressure satisfactorily.
42. Vessel undocked August 24, 1970.

Summary

Subject to review of the records by our ABS New York Office, the following surveys may be credited:

Drydocking - August 1970.
Tailshaft Survey - August 1970.
Special Survey No. 2 of Hull - September 1970.
Annual Survey and Load Line Inspection - September 1970.
Special Survey of Machinery & Electrical - September 1970.
Annual Boiler Survey - September 1970.

The undersigned recommends that this vessel be retained as classed with this Bureau.


A. BOURNEUF, JR.
SURVEYOR

AMERICAN BUREAU OF SHIPPING

REPORT OF ANNUAL LOAD LINE INSPECTION

FILE

REPORT NO. LL-4801	NAME OF SHIP SS "ESSEX BOSTON"		DATE September 1, 1970
GROSS TONNAGE 30,680	OFFICIAL NUMBER 283,784	PORT OF REGISTRY Wilmington, Del.	PORT OF SURVEY Newport News, Va.
OWNERS Humble Transportation Co.			
ITEM EXAMINED	CONDITION	RECOMMENDATIONS — REPAIRS EFFECTED	
1. HATCHWAYS Coamings, stiffeners, stays, beams, fore and afters, carriers, covers, tarpaulins, cleats, battens, wedges and lashings	Satisfactory		
2. MACHINERY CASINGS Fiddley openings, casings, doors, sills, skylights	Satisfactory	Wooden door in Pump House removed and steel hinged dogged and gasketed W.T. doors installed. The steel one dog door on Bridge Deck was made W.T. by installing two more dogs.	
3. FLUSH BUNKER SCUTTLES Attachments	---		
4. COMPANIONWAYS Doors, sills, fastenings	Satisfactory		
5. VENTILATORS Coamings, supports, deck connections, closing arrangements	Satisfactory		
6. AIRPIPES Closing arrangements	Satisfactory		
7. GANGWAY, CARGO AND COALING PORTS In ship's sides and superstructures	Satisfactory		
8. SCUPPERS AND SANITARY DISCHARGES Valves	Satisfactory		

ITEM EXAMINED	CONDITION	RECOMMENDATIONS — REPAIRS EFFECTED
9. AIRPORTS Deadcovers	Satisfactory	
10. GUARD RAILS OR BULWARKS	Satisfactory	
11. FREEING PORTS Shutters, bars	---	
12. PROTECTION AND ACCESS TO CREW'S QUARTERS Gangways	Satisfactory	
13. LIFE LINES	---	
14. END BULKHEADS OF SUPERSTRUCTURES Closing appliances and fastenings	Satisfactory	
15. TIMBER, TANKER AND SPECIAL TYPE Supplementary fittings	---	
16. LOAD LINE MARKS	Satisfactory	Repainted

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 number _____ as follows:—

----- Signature ----- Place ----- Date -----

RENEWAL:—

I have renewed the load line certificate number **61-20,535** as follows:—

A. Bournanf, Jr.

Newport News, Va.

September 1, 1970

----- Signature -----

----- Place -----

----- Date -----

NXT SS 9-74

Renewed until **September 1, 1975**

A. Bournanf, Jr.
Surveyor, American Bureau of Shipping
A. Bournanf, Jr.

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Fee **CHGD \$ 25.00**
Expenses -

Total **\$ 25.00**

This vessel is classed **ABS - Oil Carrier**

Has this survey been carried out at the same time as a corresponding survey required for maintenance of class and for which a fee has been charged? **yes**

If so, give report number **20007**

This survey was requested by: **MR. J. Ireland - Rep. Owners**

*Fee for renewal of L.L. Certificate
by ABS-New York

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