

MEMORANDUM

(LA-568)

TO	SUBJECT	
Mr. S. M. English	REPAIRS - SS "ESSO FLORENCE"	
FROM	DATE	FILE NO.
E. J. Porus	March 14, 1970	02-415-9 (P)

The SS "ESSO FLORENCE" arrived at Newport News Shipbuilding & Dry Dock Company on February 27, 1970, at 08:00 and went immediately into drydock.

Vessel completed drydock inspection, U.S.C.G. Biennial inspection, tailshaft survey and annual ABS requirements. New dates are listed on attached form.

Vessel was refloated March 6, 1970.

New Waukesha seals and liners were installed on existing tailshaft. Sea valves were opened, overhauled or renewed as necessary. Anchor chains were ranged. Boilers were overhauled and repaired as required. All waterwall header plug landings were rewelded and resurfaced in both boilers.

Brickwork was repaired or renewed as seen necessary. All new air heater tubes were installed in both boilers. Boiler casing and insulation was repaired or renewed as necessary. New internal desuperheaters were installed in each boiler.

All cargo pipelines were tested and made tight. Renewals were as detailed in completed specifications. Twenty-eight various cargo valves were removed, repaired or exchanged and reinstalled.

#1 and #2 Port and Stbd deep tanks, forward, were converted at this time to carry lube oil cargo.

A new 6" discharge line was run from loading manifold amidships (with new crossover) to a point aft of the fwd pumproom. New loading drops 6" diameter were installed in after #2 deeps.

Fwd 4" drops remained as original. New heating coils, 1½" diameter ex.hv. steel approx. 150 lineal ft., were installed in each tank.

A new return line, 2" diameter from heating coils, was installed under catwalk thru CO2 room bulkhead.

Stbd side fwd vertical reciprocating pump was connected thru a Hamar blind valve to fwd deeps and to #1 wings. (Temporary spool installed when vessel departed yard.)

Portside vertical reciprocating pump was connected to #1 deep tanks.

New loading drops were installed into #7 wings with a new loading crossover. This crossover tied into stbd stripper line on deck. Suction from #7 wings thru stripper (6") line was blocked off from fwd with two (2) 6" block valves (Stbd stripper line).

A new Carrier bearing was installed and steady bearing was remounted and rebored to suit stock in way of rudder post. Several pins and bushings were refitted in way of linkages from pump control arms to help remove lost motion.

All repairs were completed at 12:00 on March 14, 1970, and vessel departed contractor's pier at 13:00 on that day bound for Baytown, Texas.

Sincerely yours,

E. J. PORUS

EJP:lro