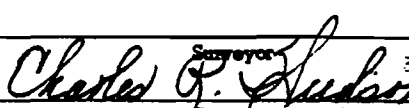
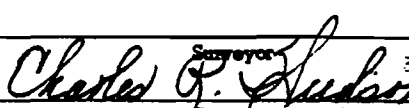
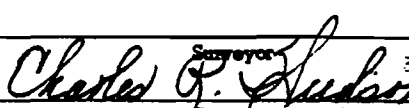


AMEF CAN BUREAU OF SHIPPING

REPORT NO. NN5539	SURVEY REPORT	PORT OF SURVEY Newport News, Va.
NO. IN RECORD 4061	NAME OF VESSEL S/S "ESSO BOSTON"	PORT OF REGISTRY Wilmington, Del.
OFFICIAL NO. 283,784	OWNERS Humble Oil & Refining Co.	GROSS TONNAGE 30680
HULL BUILT BY Newport News Shipbuilding & Dry Dock Co. HULL NO. 541 DATE 11-1960		
CLASS IN FULL SA1② AMS		
DESCRIPTION OF SURVEY DRYDOCKING SURVEY FABRICATION & INSTALLATION OF BULBOUS BOW COMM. OF SPECIAL SURVEY NO. 1 - HULL COMM. OF SPECIAL SURVEY - MACHINERY ANNUAL BOILER SURVEY		
OUTSTANDING FROM THIS REPORT: ITEM NO. 2		
INVOICE NO. NN7545	DATE 7-15-64	ATTENDING:
TO: Humble Oil & Refining Co. Marine Division P. O. Box 1512 Houston 1, Texas		Mr. E. Poros, Rep. Owners
		Lt. Cdr. E. Schmidt, Rep. U.S.C.G.
		Lt. R. LaRose, Rep. U.S.C.G.
FEES CHARGED SS (H) \$45.00 DD \$90. AS SE ALL SS (RMC) CONT. (RMC)		REPORT DISTRIBUTION: OWNERS/AGENTS 6 ABS NEW YORK 2 COPY (IF ANY)
SS (M) \$45.00 TS CONVERSION SR RLL INT (RMC) WT	SS (E) BS \$145.00 ACG QCG DAMAGE SEMI-AN (RMC) OTHER \$220.00	
APPROXIMATE COST OF REPAIRS	TANK VESSEL CARGO:	
FOR ENTRIES BY REPORT DEPT. ONLY		

FEES \$ 545.00 EXPENSES 13.50 TOTAL \$ 558.50 Billed -	<table style="width: 100%;"> <tr> <td style="width: 50%;"> FIRST VISIT June 15, 1964 NO. OF VISITS CHARGEABLE 6 </td> <td style="width: 50%;"> LAST VISIT June 30, 1964  Charles R. Hudson Surveyor </td> </tr> </table>	FIRST VISIT June 15, 1964 NO. OF VISITS CHARGEABLE 6	LAST VISIT June 30, 1964  Charles R. Hudson Surveyor
FIRST VISIT June 15, 1964 NO. OF VISITS CHARGEABLE 6	LAST VISIT June 30, 1964  Charles R. Hudson Surveyor		

American Bureau of Shipping

45 BROAD STREET, NEW YORK, N. Y. - 10004

Report No. NN5539

Newport News, Va., June 30, 1964

S/S "ESSO BOSTON"

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau did, at the request of the Owner's Representative, attend the steel screw S/S "ESSO BOSTON", Official Number 283,784 of Wilmington, Delaware on June 19, 1964 and subsequent dates as vessel lay afloat and on drydock at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia in order to examine and report upon the vessel relative to Drydocking, Installation of Bulbous Bow, Annual Boiler Survey, Commencement of Special Survey No. 1 on Hull and Commencement of Special Survey on Machinery and has to report as follows:

DRYDOCKING

1. The vessel was placed on drydock and the sternframe, keel and shell plating cleaned, examined and placed in satisfactory condition.
 - (a) Scattered slightly leaking shell rivets and caulking edges of riveted seams were caulked and made tight. Bilge keel rivets caulked and made tight as necessary and where fractured in way of welded increments, chipped out and rewelded.
 - (b) Shell plating from light load line to rail was sandblasted and entire outside surfaces recoated.
2. Outstanding recommendation of Boston report number B25196 dated November 17, 1963 was not dealt with at this time and remains outstanding.
3. The rudder was examined and found satisfactory.
4. Overboard discharge and suction openings in shell plating were examined and found satisfactory.
5. Strainers were removed from sea chests and cleaned and recoated together with chests. Sea valves opened, cleaned, overhauled, ground in or machined and resealed as required, examined, repacked and placed in satisfactory condition by minor repairs.
6. Bow and stern anchors and cables were ranged, cleaned, examined and found satisfactory.
7. The propeller, 4 blade solid bronze, was examined and found satisfactory.
8. Clearance in oil lubricated stern bearing was checked and found to be .030".

INSTALLATION OF NEW BULBOUS BOW

9. The existing bow plating and framing was cut away in an arc extending from the

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.

Printed in U.S.A.

EXX-MOR-005804

Report No. NN5539

S/S "ESSO BOSTON"

Item number 9 continued -

37'-8" water line at stem to frame # 136 1/2 at keel and removed in its entirety. A new previously prefabricated bulbous bow of all welded construction was fitted and welded in place as a unit. Bow consisting of plating, framing, floors, stringers, breasthooks, swash bulkhead and all other internal members was built in accordance with approved drawings as follows: Newport News Shipbuilding and Dry Dock Co. drawings - No. 226413, Shell Plating in way of Bulbous Bow and No. 226411, Bow Framing in way of Bulbous Bow, approved April 15, 1964.

Bow examined during construction and after installation and found satisfactory. Upon completion of work, fore peak tank tested hydrostatically, examined and found tight.

COMMENCEMENT OF SPECIAL SURVEY NO. 1 - HULL

10. The fore peak tank was examined internally, tested hydrostatically and found satisfactory.
11. Machinery spaces and forecastle spaces were examined internally and found satisfactory.
12. Decks were examined including deck composition where fitted and found satisfactory.
13. Masts, rigging, hawse pipes and equipment were examined and found satisfactory.
14. Special Survey No. 1 on Hull is not complete.

COMMENCEMENT OF SPECIAL SURVEY - MACHINERY

15. The main H.P. turbine was opened, all parts examined, clearances checked and all found satisfactory. The H.P. rotor was removed to shop, fly ashed, dynamically balanced and journals polished. Rotor reinstalled satisfactorily in vessel. The flexible coupling was opened, cleaned, examined, and found satisfactory.
16. The main L.P. turbine flexible coupling was opened, cleaned, examined, found satisfactory and reinstalled.
17. The main turbine ahead throttle valve was opened, examined and placed in satisfactory condition. A new valve seat with stellite face was fabricated, seal welded in position and disc lapped in. Valve closed up with new gaskets.
18. The No. 1 main feed pump was opened, steam and liquid ends examined, overhauled under the supervision of the manufacturers' representative and found in satisfactory condition.
19. The deaerating feed water tank was opened, cleaned, examined and found satisfactory.
20. Item # 5 of this report may be credited to this survey.
21. Special Survey on Machinery is not complete.

ANNUAL BOILER SURVEY

22. The two main watertube boilers together with their superheaters were opened,

CONTINUED -

Report No. NN5539

S/S "ESSO BOSTON"

Item number 22 continued -

cleaned, examined externally and internally, including water sides, tested hydrostatically including main steam lines and found in satisfactory condition. Brickwork and refractory part renewed and pointed up as necessary.

23. Main mountings of both boilers were opened, overhauled, ground in or machined and resealed as required, examined, repacked and found satisfactory.
24. On completion of repairs, drum safety valves and superheater relief valves were set and floated under steam to allowed working pressure.
25. In the opinion of the undersigned, the vessel is considered eligible for the year of grace in which to complete the Special Survey.
26. Vessel undocked June 26, 1964.

SUMMARY

27. Drydocked 6-64
Annual Boiler Survey complete 6-64
Special Survey #1 on Hull commenced 6-64
Special Survey on Machinery commenced 6-64

It is recommended that vessel be retained in present class with this Bureau.

OUTSTANDING: Item #2


Charles R. Hudson .. Surveyor

American Bureau of Shipping

45 BROAD STREET, NEW YORK, N. Y. - 10004

Report No. NN5539

Newport News, Va., June 30, 1964

S/S "ESSO BOSTON"

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau did, at the request of the Owner's Representative, attend the steel screw S/S "ESSO BOSTON", Official Number 283,784 of Wilmington, Delaware on June 19, 1964 and subsequent dates as vessel lay afloat and on drydock at Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia in order to examine and report upon the vessel relative to Drydocking, Installation of Bulbous Bow, Annual Boiler Survey, Commencement of Special Survey No. 1 on Hull and Commencement of Special Survey on Machinery and has to report as follows:

DRYDOCKING

1. The vessel was placed on drydock and the sternframe, keel and shell plating cleaned, examined and placed in satisfactory condition.
 - (a) Scattered slightly leaking shell rivets and caulking edges of riveted seams were caulked and made tight. Bilge keel rivets caulked and made tight as necessary and where fractured in way of welded increments, chipped out and rewelded.
 - (b) Shell plating from light load line to rail was sandblasted and entire outside surfaces recoated.
2. Outstanding recommendation of Boston report number B25196 dated November 17, 1963 was not dealt with at this time and remains outstanding.
3. The rudder was examined and found satisfactory.
4. Overboard discharge and suction openings in shell plating were examined and found satisfactory.
5. Strainers were removed from sea chests and cleaned and recoated together with chests. Sea valves opened, cleaned, overhauled, ground in or machined and resealed as required, examined, repacked and placed in satisfactory condition by minor repairs.
6. Bow and stern anchors and cables were ranged, cleaned, examined and found satisfactory.
7. The propeller, 4 blade solid bronze, was examined and found satisfactory.
8. Clearance in oil lubricated stern bearing was checked and found to be .030".

INSTALLATION OF NEW BULBOUS BOW

9. The existing bow plating and framing was cut away in an arc extending from the

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.

Printed in U.S.A.

EXX-MOR-005807

Report No. MM5539S/S "ESSO BOSTON"

Item number 9 continued -

37'-8" water line at stem to frame # 136 1/2 at keel and removed in its entirety. A new previously prefabricated bulbous bow of all welded construction was fitted and welded in place as a unit. Bow consisting of plating, framing, floors, stringers, breasthooks, swash bulkhead and all other internal members was built in accordance with approved drawings as follows: Newport News Shipbuilding and Dry Dock Co. drawings - No. 226413, Shell Plating in way of Bulbous Bow and No. 226411, Bow Framing in way of Bulbous Bow, approved April 15, 1964.

Bow examined during construction and after installation and found satisfactory. Upon completion of work, fore peak tank tested hydrostatically, examined and found tight.

COMMENCEMENT OF SPECIAL SURVEY NO. 1 - HULL

10. The fore peak tank was examined internally, tested hydrostatically and found satisfactory.
11. Machinery spaces and forecastle spaces were examined internally and found satisfactory.
12. Decks were examined including deck composition where fitted and found satisfactory.
13. Masts, rigging, hawse pipes and equipment were examined and found satisfactory.
14. Special Survey No. 1 on Hull is not complete.

COMMENCEMENT OF SPECIAL SURVEY - MACHINERY

15. The main H.P. turbine was opened, all parts examined, clearances checked and all found satisfactory. The H.P. rotor was removed to shop, fly ashed, dynamically balanced and journals polished. Rotor reinstalled satisfactorily in vessel. The flexible coupling was opened, cleaned, examined, and found satisfactory.
16. The main L.P. turbine flexible coupling was opened, cleaned, examined, found satisfactory and reinstalled.
17. The main turbine ahead throttle valve was opened, examined and placed in satisfactory condition. A new valve seat with stellite face was fabricated, seal welded in position and disc lapped in. Valve closed up with new gaskets.
18. The No. 1 main feed pump was opened, steam and liquid ends examined, overhauled under the supervision of the manufacturers' representative and found in satisfactory condition.
19. The deaerating feed water tank was opened, cleaned, examined and found satisfactory.
20. Item # 5 of this report may be credited to this survey.
21. Special Survey on Machinery is not complete.

ANNUAL BOILER SURVEY

22. The two main watertube boilers together with their superheaters were opened,

CONTINUED -

Report No. NW5539

S/S "ESSO BOSTON"

Item number 22 continued -

cleaned, examined externally and internally, including water sides, tested hydrostatically including main steam lines and found in satisfactory condition. Brickwork and refractory part renewed and pointed up as necessary.

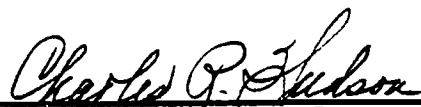
23. Main mountings of both boilers were opened, overhauled, ground in or machined and resealed as required, examined, repacked and found satisfactory.
24. On completion of repairs, drum safety valves and superheater relief valves were set and floated under steam to allowed working pressure.
25. In the opinion of the undersigned, the vessel is considered eligible for the year of grace in which to complete the Special Survey.
26. Vessel undocked June 26, 1964.

SUMMARY

27. Drydocked 6-64
Annual Boiler Survey complete 6-64
Special Survey #1 on Hull commenced 6-64
Special Survey on Machinery commenced 6-64

It is recommended that vessel be retained in present class with this Bureau.

OUTSTANDING: Item #2


Charles R. Hudson .. Surveyor

REPORT NO. NN5253	SURVEY REPORT		PORT OF SURVEY Newport News
NO. IN RECORD 3936	NAME OF VESSEL S/S "ESSO BOSTON"		PORT OF REGISTRY Wilmington, Del.
OFFICIAL NO. 283784	OWNERS Humble Oil & Refining Co		GROSS TONNAGE 30680
HULL BUILT BY Newport News S. B. & D. D. Co = HULL NO. 541 DATE 11 - 1960			
CLASS IN FULL SALE AMS			
DESCRIPTION OF SURVEY - GROUNDING DAMAGE SURVEY AND REPAIRS -			
INVOICE NO. NN7250 TO: Humble Oil & Refining Co Marine Department P. O. Box 1512 Houston 1, Texas DATE 12-3-63 ATTENDING: Mr. F. Newton - Rep. Owners Mr. T. Hushion - " U.S.C.G. Mr. P. Bannister " U.S.C.C.			
FEES CHARGED SS (H) SS (M) DD TS AS CONVERSION SE SR ALL RLL SS (RMC) INT (RMC) CONT. (RMC) WT		REPORT DISTRIBUTION: OWNERS/AGENTS 6 ABS NEW YORK 2 COPY (IF ANY) DAMAGE \$200. SEMI-AN (RMC) OTHER	
APPROXIMATE COST OF REPAIRS \$26,000.		TANK VESSEL CARGO:	
FOR ENTRIES BY REPORT DEPT. ONLY			

FEES	\$200.00	FIRST VISIT	11-25-63	LAST VISIT	11-26-63
EXPENSES	3.00 \$203.00	NO. OF VISITS CHARGEABLE	2		
TOTAL	Billed	JAN 6 1964 Charles R. Hudson Surveyor			

American Bureau of Shipping

45 BROAD STREET, NEW YORK 4, N. Y.

Report No. NN5253

Newport News, Va. Nov. 26, 1963

S/S "ESSO BOSTON"

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau did, at the request of the Owner's Representative, attend the steel screw S/S "ESSO BOSTON", Official Number 283,784 of Wilmington, Del. on November 25, 1963 and subsequent date as vessel lay on dry dock at Newport News Shipbuilding and Dry Dock Co., Newport News, Va. in order to examine and report upon damage alleged to have been sustained when vessel grounded in the Southwest Pass, Mississippi River, November 10, 1963 while enroute from Baton Rouge, La. to Everett, Mass. in laden condition. For further particulars see log book and report as follows -

UPON EXAMINATION FOUND:

BOTTOM SHELL PLATING - PORT

1. Approximately 460 rivets and 325 linear feet of seam and riveted bilge keel started and leaking.
2. Bilge keel distorted and approximately 60 linear feet of welded attachment fractured.

BOTTOM SHELL PLATING - STARBOARD

3. Approximately 175 rivets and 333 linear feet of seam and riveted bilge keel started and leaking.
4. Bilge keel distorted and approximately 57 linear feet of welded attachment fractured.

RUDDER

5. Pintle inspection plate, port side of rudder, missing.

PROPELLER

6. Tips of 4 blades of solid bronze propeller slightly bent and nicked.

TAILSHAFT AND STERN BEARING

7. Oil lubricated stern bearing reported to be leaking and losing oil.

RECOMMENDED:

Rivets and seam to be caulked and/or welded as necessary to make tight.

Damaged bilge keel to be faired or cropped off. Fractured welding to be chipped out and rewelded.

Rivets and seam to be caulked and/or welded as necessary to make tight.

Damaged bilge keel to be faired or cropped off. Fractured welding to be chipped out and rewelded.

To be renewed.

Blade tips to be heated, faired, and dressed smooth.

Stern bearing to be tested with head of oil to determine source of leakage if possible.

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.

Printed in U.S.A.

EXX-MOR-005811

8. Bearing tight under head test.

Tailshaft to be disconnected and drawn in for examination including magnetic particle test. Inner and outer bearing seals to be removed for examination and bearings examined.

9. Tailshaft satisfactory. Outer bearing seal found fractured in several locations with evidence of some overheating in way of inner lip. Some foreign matter present in seal and bearing. Condition of inner seal suspect.

Inner and outer bearing seals to be renewed. Bearings to be cleaned. Tailshaft to be reinstalled and all connected as before. Assembly to be tested and proven tight. Propeller to be wedged on, nut driven up and void spaces filled with rust inhibitor.

MAIN CONDENSER

10. Condenser subjected to fouling by mud and foreign matter during grounding.

To be opened, examined, cleaned and tested as necessary to prove satisfactory.

11.

Necessary removals and replacements to effect repairs.

12.

Necessary staging.

13.

New and disturbed work to be coated as before.

14.

Necessary dry docking.

The foregoing recommendations were satisfactorily carried out at this time and it is further recommended that vessel be retained in present class with this Bureau, being on November 26, 1963 in the opinion of the undersigned in seaworthy condition.


Charles R. Hudson - Surveyor.

American Bureau of Shipping

45 BROAD STREET, NEW YORK 4, N. Y.

Report No. NN5253

Newport News, Va. Nov. 26, 1963

S/S "ESSO BOSTON"

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau did, at the request of the Owner's Representative, attend the steel screw S/S "ESSO BOSTON", Official Number 283,784 of Wilmington, Del. on November 25, 1963 and subsequent date as vessel lay on dry dock at Newport News Shipbuilding and Dry Dock Co., Newport News, Va. in order to examine and report upon damage alleged to have been sustained when vessel grounded in the Southwest Pass, Mississippi River, November 10, 1963 while enroute from Baton Rouge, La. to Everett, Mass. in laden condition. For further particulars see log book and report as follows -

UPON EXAMINATION FOUND:

BOTTOM SHELL PLATING - PORT

1. Approximately 460 rivets and 325 linear feet of seam and riveted bilge keel started and leaking.
2. Bilge keel distorted and approximately 60 linear feet of welded attachment fractured.

BOTTOM SHELL PLATING - STARBOARD

3. Approximately 175 rivets and 333 linear feet of seam and riveted bilge keel started and leaking.
4. Bilge keel distorted and approximately 57 linear feet of welded attachment fractured.

RUDDER

5. Pintle inspection plate, port side of rudder, missing.

PROPELLER

6. Tips of 4 blades of solid bronze propeller slightly bent and nicked.

TAILSHAFT AND STERN BEARING

7. Oil lubricated stern bearing reported to be leaking and losing oil.

RECOMMENDED:

Rivets and seam to be caulked and/or welded as necessary to make tight.

Damaged bilge keel to be faired or cropped off. Fractured welding to be chipped out and rewelded.

Rivets and seam to be caulked and/or welded as necessary to make tight.

Damaged bilge keel to be faired or cropped off. Fractured welding to be chipped out and rewelded.

To be renewed.

Blade tips to be heated, faired, and dressed smooth.

Stern bearing to be tested with head of oil to determine source of leakage if possible.

CONTINUED

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Printed in U.S.A.

EXX-MOR-005813

8. Bearing tight under head test.

Tailshaft to be disconnected and drawn in for examination including magnetic particle test. Inner and outer bearing seals to be removed for examination and bearings examined.

9. Tailshaft satisfactory. Outer bearing seal found fractured in several locations with evidence of some overheating in way of inner lip. Some foreign matter present in seal and bearing. Condition of inner seal suspect.

Inner and outer bearing seals to be renewed. Bearings to be cleaned. Tailshaft to be reinstalled and all connected as before. Assembly to be tested and proven tight. Propeller to be wedged on, nut driven up and void spaces filled with rust inhibitor

MAIN CONDENSER

10. Condenser subjected to fouling by mud and foreign matter during grounding.

To be opened, examined, cleaned and tested as necessary to prove satisfactory.

11.

Necessary removals and replacements to effect repairs.

12.

Necessary staging.

13.

New and disturbed work to be coated as before.

14.

Necessary dry docking.

The foregoing recommendations were satisfactorily carried out at this time and it is further recommended that vessel be retained in present class with this Bureau, being on November 26, 1963 in the opinion of the undersigned in seaworthy condition.


Charles R. Hydson - Surveyor.

AME CAN BUREAU OF SHIPPING

REPORT NO. NN5252	SURVEY REPORT		PORT OF SURVEY Newport News
NO. IN RECORD 3936	NAME OF VESSEL S/S "ESSO BOSTON"		PORT OF REGISTRY Wilmington, De.
OFFICIAL NO. 283784	OWNERS Humble Oil & Refining Co		GROSS TONNAGE 30680
HULL BUILT BY Newport News S. B. & D. D. Co	HULL NO. 541	DATE 11 - 1960	
CLASS IN FULL *A13 *AMS	SHP. 19000		
DESCRIPTION OF SURVEY - DRY DOCKING AND REPAIRS - ANNUAL SURVEY - ANNUAL LOAD LINE SURVEY - COASTWISE LOAD LINE CERTIFICATE - TAILSHAFT SURVEY -			
INVOICE NO. NN7249 DATE 12-3-63 ATTENDING: Mr. F. Newton - Rep. Owners Mr. T. Hushion - " U.S.C.G. Mr. P. Bannister " U.S.C.G.			
TO: Humble Oil & Refining Co Marine Department P. O. Box 1512 Houston 1, Texas			
FEES CHARGED SS (H) SS (M) DD \$ 90. TS \$65. AS 90. CONVERSION SE SR ALL 35. RLL SS (RMC) INT (RMC) CONT. (RMC) WT		REPORT DISTRIBUTION: OWNERS/AGENTS 6 ABS NEW YORK 2 COPY (IF ANY)	
APPROXIMATE COST OF REPAIRS		TANK VESSEL CARGO:	
FOR ENTRIES BY REPORT DEPT. ONLY Yledcon 11/63 AS 11/63 ANMS 11/63 11/63			

FEES \$380.00	FIRST VISIT 11-25-63	LAST VISIT 11-26-63
EXPENSES 3.50	NO. OF VISITS CHARGEABLE 2	Surveyor
TOTAL \$383.50	JAN 6 1964	Charles R. Hudson Surveyor
Billed -		

American Bureau of Shipping

45 BROAD STREET, NEW YORK 4, N. Y.

Report No. NN5252

Newport News, Va. Nov. 26, 1963

S/S "ESSO BOSTON"

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau did, at the request of the Owner's Representative, attend the steel screw S/S "ESSO BOSTON", Official Number 283,784 of Wilmington, Del., on November 25, 1963 and subsequent date as vessel lay on dry dock at Newport News Shipbuilding and Dry Dock Company, Newport News, Va. in order to examine and report upon the condition of the vessel relative to Dry Docking, Hull Repairs, Annual Classification Survey and Tailshaft Survey and has to report as follows -

DRY DOCKING:

1. The vessel was placed on dry dock and the keel, stem, stern frame and shell plating cleaned, examined and placed in satisfactory condition as follows -
 - (a) Scattered leaking rivets and riveted seam on flat of bottom, port and starboard sides were caulked and made tight.
 - (b) Fractured shell attachments of port and starboard bilge keels were chipped out and rewelded.
 - (c) For further particulars of above repairs see report of Newport News, Va. NN5253 dated November 26th, 1963.
2. The rudder was examined including pintle clearance and found satisfactory. Missing pintle inspection plate, port side, was renewed.
3. The propeller, 4 blade solid bronze, was examined and placed in satisfactory condition. Tips of all blades were heated, faired, and dressed smooth.
4. Overboard discharge and suction openings in shell plating were examined and found satisfactory.
5. Strainers were removed from sea chests and cleaned and recoated together with chests. Sea valves opened, cleaned, overhauled, ground in or machined and resealed as required, examined, repacked and placed in satisfactory condition by minor repairs. The following valves were dealt with:

Main low injection

Sanitary pump sea suction and overboard discharge

Brine pump sea suction and overboard discharge

Aux. fire pump sea suction and overboard discharge

One sea suction, after pump room

One sea suction, forward pump room

Feed pump cooling water overboard discharge

Generator cooling water overboard discharge

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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EXX-MOR-005816

6. Anchor cables were ranged, cleaned, examined, found satisfactory, and restowed.

TAILSHAFT SURVEY:

7. Tailshaft clearance in oil seal type stern bearing taken by gauge and found to be same as originally, approximately .032". In connection with grounding and reported oil leakage, tailshaft was disconnected, drawn in, examined including magnetic particle inspection and tailshaft found satisfactory. Prior to drawing shaft, the stern bearing was tested hydrostatically with head of oil and no apparent leakage found. Subsequent to drawing shaft and after removal of oil seals, the outboard seal was found fractured in several locations in way of inner lip with evidence of some overheating and presence of foreign matter apparently due to grounding and subsequent refloating efforts. The inner and outer seals were renewed after installation of tailshaft, tailshaft reconnected, propeller wedged on, void spaces filled with rust inhibitor and all left ready for sea.
Tailshaft drawn 11-63. For further particulars see report of Newport News, Va. NN5253 dated Nov. 26, 1963.

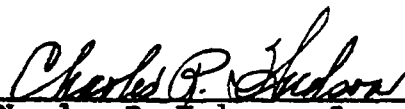
ANNUAL CLASSIFICATION SURVEY:

8. Steering gear arrangements, crosshead, hydraulic pumps, motors and connections examined, telemotor rams and visible piping examined and found in order.
9. Watertight doors in bulkheads and vessel's sides, closing appliances in the superstructure bulkheads and for air and sounding pipes examined and found satisfactory.
10. Coamings of ventilators to spaces below the freeboard deck and below decks of superstructure examined and found satisfactory.
11. Hatchway coamings, covers, expansion trunks, 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, superstructures, or means of closing openings in the superstructures which affect the position of the load line.
14. A general examination of engines, boilers, windlass and fire extinguishing apparatus was made and all found satisfactory so far as seen.
15. The Annual Load Line Inspection was carried out at this time. In accordance with instructions from New York Office, new load line marks for International and Coastwise certificates were cut in and verified and Provisional Load Line Certificates valid until May 25, 1964 were issued to the vessel.
16. Vessel undocked November 26, 1963.

17. SUMMARY

Dry docked 11-63
Annual Class Survey complete 11-63
Annual Load Line Inspection complete 11-63
Tailshaft Survey 11-63.

It is recommended that the vessel be retained in present class with this Bureau.


Charles R. Hudson - Surveyor.

American Bureau of Shipping

45 BROAD STREET, NEW YORK 4, N. Y.

Report No. NN5252

Newport News, Va. Nov. 26, 1963

S/S "ESSO BOSTON"

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau did, at the request of the Owner's Representative, attend the steel screw S/S "ESSO BOSTON", Official Number 283,784 of Wilmington, Del., on November 25, 1963 and subsequent date as vessel lay on dry dock at Newport News Shipbuilding and Dry Dock Company, Newport News, Va. in order to examine and report upon the condition of the vessel relative to Dry Docking, Hull Repairs, Annual Classification Survey and Tailshaft Survey and has to report as follows -

DRY DOCKING:

1. The vessel was placed on dry dock and the keel, stem, stern frame and shell plating cleaned, examined and placed in satisfactory condition as follows -
 - (a) Scattered leaking rivets and riveted seam on flat of bottom, port and starboard sides were caulked and made tight.
 - (b) Fractured shell attachments of port and starboard bilge keels were chipped out and rewelded.
 - (c) For further particulars of above repairs see report of Newport News, Va. NN5253 dated November 26th, 1963.
2. The rudder was examined including pintle clearance and found satisfactory. Missing pintle inspection plate, port side, was renewed.
3. The propeller, 4 blade solid bronze, was examined and placed in satisfactory condition. Tips of all blades were heated, faired, and dressed smooth.
4. Overboard discharge and suction openings in shell plating were examined and found satisfactory.
5. Strainers were removed from sea chests and cleaned and recoated together with chests. Sea valves opened, cleaned, overhauled, ground in or machined and resealed as required, examined, repacked and placed in satisfactory condition by minor repairs. The following valves were dealt with:

Main low injection

Sanitary pump sea suction and overboard discharge
 Brine pump sea suction and overboard discharge
 Aux. fire pump sea suction and overboard discharge
 One sea suction, after pump room
 One sea suction, forward pump room
 Feed pump cooling water overboard discharge
 Generator cooling water overboard discharge

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.

6. Anchor cables were ranged, cleaned, examined, found satisfactory, and restowed.

TAILSHAFT SURVEY:

7. Tailshaft clearance in oil seal type stern bearing taken by gauge and found to be same as originally, approximately .032". In connection with grounding and reported oil leakage, tailshaft was disconnected, drawn in, examined including magnetic particle inspection and tailshaft found satisfactory. Prior to drawing shaft, the stern bearing was tested hydrostatically with head of oil and no apparent leakage found. Subsequent to drawing shaft and after removal of oil seals, the outboard seal was found fractured in several locations in way of inner lip with evidence of some overheating and presence of foreign matter apparently due to grounding and subsequent refloating efforts. The inner and outer seals were renewed after installation of tailshaft, tailshaft reconnected, propeller wedged on, void spaces filled with rust inhibitor and all left ready for sea.
Tailshaft drawn 11-63. For further particulars see report of Newport News, Va. NN5253 dated Nov. 26, 1963.

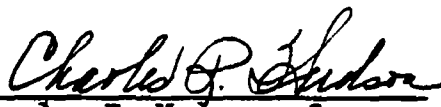
ANNUAL CLASSIFICATION SURVEY:

8. Steering gear arrangements, crosshead, hydraulic pumps, motors and connections examined, telemotor rams and visible piping examined and found in order.
9. Watertight doors in bulkheads and vessel's sides, closing appliances in the superstructure bulkheads and for air and sounding pipes examined and found satisfactory.
10. Coamings of ventilators to spaces below the freeboard deck and below decks of superstructure examined and found satisfactory.
11. Hatchway coamings, covers, expansion trunks, 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, superstructures, or means of closing openings in the superstructures which affect the position of the load line.
14. A general examination of engines, boilers, windlass and fire extinguishing apparatus was made and all found satisfactory so far as seen.
15. The Annual Load Line Inspection was carried out at this time. In accordance with instructions from New York Office, new load line marks for International and Coastwise certificates were cut in and verified and Provisional Load Line Certificates valid until May 25, 1964 were issued to the vessel.
16. Vessel undocked November 26, 1963.

17. SUMMARY

Dry docked 11-63
Annual Class Survey complete 11-63
Annual Load Line Inspection complete 11-63
Tailshaft Survey 11-63.

It is recommended that the vessel be retained in present class with this Bureau.


Charles E. Hudson - Surveyor.

AMERICAN BUREAU OF SHIPPING

APPOINTED BY THE COMMANDANT, U. S. COAST GUARD, TO INSPECT LOAD LINES UNDER THE PROVISIONS OF THE ACT
OF MARCH 2, 1923, AND COASTWISE LOAD LINE ACT, 1933, AMENDED JUNE 2, 1935

REPORT OF ANNUAL LOAD LINE INSPECTION

REPORT NO. LL 3526	NAME OF SHIP S/S "ESSO BOSTON"		DATE November 26, 1963
GROSS TONNAGE 30680	OFFICIAL NUMBER 283,784	PORT OF REGISTRY Wilmington, Del.	PORT OF SURVEY Newport News, Va.
OWNERS Humble Oil & Refining Company			
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		
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		

Prov to 5/25/64

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	New International and Coast- wise marks cut in and verified

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 _____ as follows:—

New International and Coastwise marks
cut in and verified and Provisional
Load Line Certificates valid until
May 25, 1964 issued to the vessel on
November 25, 1963.

Place _____

Date _____

Renewed until _____

Charles R. Hudson

Surveyor, American Bureau of Shipping

Charles R. Hudson

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Fee
Expenses

NAD
1-6-64

Total

This vessel is classed American Bureau of Shipping

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 5252

This survey was requested by Mr. F. Newton - Rep. Owners