

DOCKING REPORT

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NAVSHIPS 223-1 (REV. 2-51)

Information on this page is to be submitted by all Yards and Stations for all Classes of Vessels.

FROM:

YARD OR STATION San Francisco, Calif.

TO: THE CHIEF OF THE BUREAU OF SHIPS

REPORTING DATE December 14, 1953

PLACE DOCKED		DAY		MONTH	YEAR
Beth. Pac. Coast Steel Corp., San Francisco, Calif.		LAST UNDOCKED		6	2 1953
REASON FOR DOCKING		THIS DOCKING		7	12 1953
Routine Drydocking & Voyage Repairs		UNDOCKING		9	12 1953
DOCK NO.	POSITION NO.				
1	2				
DRAFT READINGS		FWD	AFT		
AT DOCKING		17'0"	21'6"		
UNDOCKING		17'0"	23'2"		
NUMBER OF DAYS		State the number of days since last undocking.			
UNDERWAY		NOT UNDERWAY		WATERBORNE	
123		181		304	

PAINT REPORT

PAINT HISTORY	APPLIED AT	DATE			FORMULAS	
		DAY	MONTH	YEAR	UNDERCOATS	A.F. COATS
LAST COMPLETE BOTTOM PAINTING	Beth. Steel. S.F.	6	2	1953	1468	1338
LAST TOUCHUP PAINTING	" "	6	2	1953	1468	1338

		ADHESION	CORROSION	FOULING	Method of surface preparation at this docking:
Estimate of performance of the Paint Coatings applied at last complete painting. (INSERT "X")	EXCELLENT				
	GOOD	X	X	X	Sand Washing
	FAIR				Temperature at this docking
	POOR				MAX. 60° MIN. 48°

BOTTOM PAINTS APPLIED AT THIS DOCKING

	UNDERCOATS	ANTI FOULING	BOOTTOP
FORMULA	1468	1338	1216
NO. OF COATS	Spot up Two	One	Two
QUANTITY	678-G	263-G	149-G
SPRAY OR BRUSH	Spray	Spray	Spray
% OF AREA COVERED			

BOOTTOP LIMITS

	EDGE	FWD	AFT
UPPER		27'	28'
LOWER		19'	21'

REMARKS

USNS GENERAL JOHN POPE (T-AP 110)
Name, Class and Number of Vessel

51-41903

This page is to be filled in by those activities specifically directed by the Bureau of Ships.

DOCKING DATE **December 7, 1953**

PAINT PERFORMANCE REPORT

Insert code letter under percentage of area fouled								See code to right	CODE TO FOULING
FOULING ON	0	5	15	25	50	75	100		
HULL	AF INTACT			A					A - ALGAE
	AF MISSING		B						B - BARNACLES
PROPELLERS		B							W - WORM TUBES
									F -
									G -
									(Insert name for other forms)

DATE PROPELLERS LAST CLEARED **December 8, 1953**

PERCENTAGE OF TOTAL AREA EXPOSED

DUE TO	BARE METAL (M)	UNDERCOATS (UC)			AF COATS		
		1	2	3	1	2	
ABRASION	4 %	%	%	%	%	%	4%
OTHER CAUSES	6 %	%	%	%	3 %	87 %	96%
TOTALS *	M = 10	UC =			AF = 90		100%

*M+UC+AF=100%

STATE "OTHER CAUSES" : **Keel Blocks**

CONDITION OF INTACT PAINT FILM (Insert X)

	NONE	SLIGHT	MODERATE	EXTENSIVE
BLISTERING	X			
CHECKING	X			
CRACKING	X			
SAGGING	X			
PEELING	X			

NAMES OF OBSERVERS (Below)

W. W. Hemerway

J. J. Marshall

USNS GENERAL JOHN POPE (T-AP 110)

Name, Class and Number of Vessel.

This page is to be filled in by all activities when new coats are applied over the entire bottom

Docking date **December 7, 1953**

PAINT APPLICATION REPORT

PREPARATION OF BOTTOM (Insert "X")			CHEMICAL WASHES		
	HAND BRUSH	POWER BRUSH		MATERIAL USED	STRENGTH
Either alone			In sand blast		
Scraped and			First wash	Fresh water	100%
Scaled and			Second wash		

Sand washing

Indicate other methods of preparing the bottom:

Sand blast: ☐ Wet ☐ Dry

	FILM THICKNESS	HOURS	TEMPERATURE		HUMIDITY		WEATHER*
			MAXIMUM	MINIMUM	MAXIMUM	MINIMUM	
Cleaning and washing	x x x x x	x x x x x x	64	49	87	53	Clear
Interval between	x x x x x	8					
First UC			63	51	89	51	Clear
Interval between	x x x x x	8					
Second UC			60	50	87	52	Clear
Interval between	x x x x x	8					
Third UC			62	48	89	54	Clear
Interval between	x x x x x	8					
First AF			63	49	89	51	Clear
Interval between	x x x x x						
Second AF							
Interval before undocking	x x x x x	8					

* Under "Weather" indicate: Clear, Overcast, Mist, Rain, or Snow.
NOTE.—Special conditions affecting quality of cleaning and painting job.

USNS GENERAL JOHN POPE (T-AP 110)

(Name, class, and number of vessel)

DOCKING REPORT

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SHAFT CLEARANCES

SHAFT DIAMETER	DESIGN CLEARANCE	MAXIMUM ALLOWED CLEARANCE
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SHAFT CLEARANCES WHEN DOCKED

SHAFT	STERN TUBE		INTERMEDIATE STRUT		MAIN STRUT	
	FORWARD	AFT	FORWARD	AFT	FORWARD	AFT
No. 1 Starboard inboard	.130"	.145"			.214"	.159"
No. 2 Starboard inboard						
No. 3 Port inboard	.128"	.131"			.190"	.147"
No. 4 Port outboard						

REMARKS AND WORK DONE (If renewed, indicate clearance when undocked)

Renewed stern gland packing, P&S shafts.

New packing six (6) turns $1\frac{1}{2}$ " long fiber square flax packing, ends served and butted.

Water service lines blown, and proved clear with air pressure.

PROPELLERS

Size of propeller nut wrench 22 3/4" Location of wrench Port side of aft deck
(FORM NBS 426 IS TO BE SUBMITTED WHEN PROPELLERS ARE INSPECTED, REPAIRED, OR REPLACED) house.

STRUTS

CONDITION AND WORK DONE Pumped wrapper with red lead.
Renewed wrapper plates on P&S struts.

FAIRWATERS AND ROPE GUARDS

CONDITION AND WORK DONE Renewed port & star. rope guards.
Removed, cleaned, painted & replaced P&S fairwaters.
Cemented four (4) fairwaters and two (2) propeller cones.

USNS GENERAL JOHN POPE (T-AP 110)

(Name, class, and number of vessel)

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SEA VALVES, SCOOPS

REMARKS AND WORK DONE: Opened up, cleaned, inspected, ground, painted, repacked & closed up fifty nine (59) sea valves.
Renewed four (4) studs on each of two (2) steam out valves, fire pump suction and bilge pump suction fwd. engine room.
Repaired three (3) sea valves, bilge overboard bonnet, evap. overboard new seat and port cooling water overboard; skin cut disc on bilge injection aft engine room;
Renewed ~~two~~ 2" angle valve for contaminated evap. OB fwd. eng room. Renewed (6) steel pieces. Cleaned & painted (13) ZINCS AND PROTECTOR RINGS strainers.

PER CENT (%) OF TOTAL NUMBER OF ZINCS RENEWED: 100% 32-5/8" x 6" x 12", painted shell before installing.
Zinc plated embedded in zinc oxide. Renewed necessary brass studs & washers.
CONDITION AND WORK DONE: Old zinc plates deteriorated.

RUDDER

RUDDER POST DIAMETERS: 23 1/2"

BEARING CLEARANCES: Steady bearing .020" Pintle .030"

PITTED AREAS, WORK DONE: Removed & replaced inspection plates. Tested palm bolts, repacked rudder carrier gland with 4 turns 1 1/4" long fiber square flax packing.

HULL REPAIRS, WELDING, CAULKING OF RIVETS, SEAMS, ETC.

Surveyed underwater shell for damage: Shell indentations FK 11 between frames 128 to 131 - 1/2" to 5/8" between centerline & inboard edge of A strake.
Ranged P&S anchor chains, renewed crown pin star anchor. Overhauled bitter end chain releases.

OTHER UNDERWATER WORK ON SOUND GEAR, ETC.

No work

Copies to:

Commanding Officer

USNS GENERAL JOHN POPE (T-AP 110)

Name, Class and Number of Vessel