

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

FROM:

YARD OR STATION San Francisco

TO: THE CHIEF OF THE BUREAU OF SHIPS

REPORTING DATE February 9, 1953

PLACE DOCKED		California	DAY	MONTH	YEAR
Beth. Pacific Coast Steel Corp., San Francisco,					
REASON FOR DOCKING		LAST UNDOCKED			
Routine Repairs		THIS DOCKING	29	1	1953
DOCK NO.	POSITION NO.	UNDOCKING	6	2	1953
1	3				

DRAFT READINGS	FWD	AFT	NUMBER OF DAYS State the number of days since last undocking.		
AT DOCKING	16° 3"	20° 6"	UNDERWAY	NOT UNDERWAY	WATERBORNE
UNDOCKING	16° 0"	21° 3"			

PAINT REPORT

PAINT HISTORY	APPLIED AT	DATE			FORMULAS	
		DAY	MONTH	YEAR	UNDERCOATS	A.F. COATS
LAST COMPLETE BOTTOM PAINTING						
LAST TOUCHUP PAINTING						

Estimate of performance of the Paint Coatings applied at last complete painting. (INSERT "X")	EXCELLENT	ADHESION	CORROSION	FOULING	Method of surface preparation at this docking: Sand Wash
	GOOD	X		X	
	FAIR		X		
	POOR				Temperature at this docking MAX. 66 MIN. 47

BOTTOM PAINTS APPLIED AT THIS DOCKING

	UNDERCOATS	ANTIFOULING	BOOTTOP
FORMULA	1468	1338	1216
NO. OF COATS	Touch up 2	1	2
QUANTITY	640 gals	255 gals	135 gals
SPRAY OR BRUSH	Spray	Spray	Spray
% OF AREA COVERED	100%	100%	100%

REMARKS

BOOTTOP LIMITS

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

USNS "GENERAL JOHN POPE" (TAP-110)

Name, Class and Number of Vessel

DOCKING REPORT

NAVSHIPS 223-1A (REV. 2-51)

NOTICE: This page to be sent to BOSTON,
N.Y., PHILA., NORFOLK, PUGET
SOUND, MARE ISLAND, PEARL HARBOR

PAGE 1 CONTD.

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

DOCKING DATE

January 29, 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						X		
	AF MISSING				AB				
PROPELLERS									(Insert name for other forms)

DATE PROPELLERS LAST CLEANED _____

PERCENTAGE OF TOTAL AREA EXPOSED

DUE TO	BARE METAL (M)	UNDERCOATS (UC)			AF CCATS		
		1	2	3	1	2	
ABRASION	10 %	2 %	2 %	2 %	%	%	
OTHER CAUSES	4 %	2 %	1 %	2 %	75 %	%	
TOTALS *	M = 14	UC = 4	3	4	AF = 75		100%

*M+UC+AF=100%

STATE "OTHER CAUSES" : Checking

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)

USNS "GENERAL JOHN POPE" (TAP-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 January 29, 1953

PAINT APPLICATION REPORT

PREPARATION OF BOTTOM (Insert "X")		
	HAND BRUSH	POWER BRUSH
Either alone		
Scraped and	Sand Wash	
Scaled and		

CHEMICAL WASHES		
	MATERIAL USED	STRENGTH
In sand blast	Fresh water	
First wash	Fresh water	
Second wash	Fresh water	

Indicate other methods of preparing the bottom:

Sand blast: Wet Dry

	FILM THICKNESS	HOURS	TEMPERATURE		HUMIDITY		WEATHER*
			MAXIMUM	MINIMUM	MAXIMUM	MINIMUM	
Cleaning and washing	xxxxxx	xxxxxx	64	58			Clear
Interval between	xxxxxx	29	66	57			Clear
First UC Spot Coat		8	55	49			Fog
Interval between	xxxxxx	56	59	50			Fog
Second UC		8	61	48			Fog
Interval between	xxxxxx	16	59	54			Fog
Third UC		8	58	52			Overcast
Interval between	xxxxxx	48	60	47			Overcast
First AF		8	62	54			Clear
Interval between	xxxxxx						
Second AF							
Interval before undocking	xxxxxx	12	62	52			Clear

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

USNS "GENERAL JOHN POPE" (TAP-110)

(Name, class, and number of vessel)

Docking date January 29, 1953

SHAFT CLEARANCES

SHAFT DIAMETER	DESIGN CLEARANCE		MAXIMUM ALLOWED CLEARANCE	
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SHAFT CLEARANCES WHEN ROCKED

SHAFT	STERN TUBE		INTERMEDIATE STRUT		MAIN STRUT	
	FORWARD	AFT	FORWARD	AFT	FORWARD	AFT
Starboard outboard	.176	.130			.198	.144
Starboard inboard						
Port outboard	.127	.118			.156	.112
Port inboard						

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

Removed starboard propeller cone to shop - brazed crack in tip and ground smooth. Removed starboard propeller shaft. Check bearing diameters and new shaft clearances to start shaft as follows.

Steam Tube Aft. .115"
 Steam Tube Forward .096"
 Strut Forward .139"
 Strut Aft. .118

Installed new shaft and coupling - bored new holes and installed new coupling bolts and nuts. Repacked port and starboard shaft glands, six (6) turns of $1\frac{1}{2}$ " flax packing to each shaft. Thiakol coating put on new shaft and new sea chest, cemented, port and starboard propeller cones.

PROPELLERS

Size of propeller nut wrench 22-7/8" Location of wrench Poop Deck

(FORM NBS 426 IS TO BE SUBMITTED WHEN PROPELLERS ARE INSPECTED, REPAIRED, OR REPLACED)

STRUTS

CONDITION AND WORK DONE No work on strut bearings - condition good.

FAIRWATERS AND ROPE GUARDS

CONDITION AND WORK DONE Removed and replaced the port and starboard rope guards. Removed and renewed rudder fairwater plate, $\frac{1}{2}$ " x 21" x 23".

Removed fairwaters, port and starboard, forward and aft. Conditions - good. Cleaned, painted and replaced.

USNS "GENERAL JOHN POPE" (TAF-110)

(Name, class, and number of vessel)

DOCKING DATE

January 29, 1953

SEA VALVES, SCOOPS

REMARKS AND WORK DONE: Made up and installed evaporator overboard blow sea stool as per drawing. Installed new sea chest and doubler as per drawing. Sea stool and sea chest were hose tested and all work proven tight - passed by M.S.T.S.P. Inspector. Opened all sea and steaming valves. Total - 55 Valves.

Valves renewed: (1) 4" Steel Globe check to Reefer overboard.

(1) 2" Water service O.B. Starboard shaft alley.

(1) 20" Main Injectors aft. Engine Room.

(1) 1" 150# Globe Air Compressor O.B.

ZINCS AND PROTECTOR RINGS

PER CENT (%) OF TOTAL NUMBER OF ZINCS RENEWED: 100%

CONDITION AND WORK DONE: Renewed all zincks. Total 44.

36 off - 5/8" x 8" x 12" --- 8 off $\frac{1}{2}$ " x 3" x 30" O.D. for sheets for struts.

RUDDER

RUDDER POST DIAMETERS: $23\frac{1}{2}$ ". Removed & replaced two bleeder plugs. Air tested rudder to 5 lbs. pressure - rudder was proven tight and passed by M.S.T.S.P. Inspector.

BEARING CLEARANCES: Bottom pintle - .028".

PITTED AREAS, WORK DONE: Steady bearing - .020". Checked bottom pintle nut for tightness, O.K. Repacked rudder stock four (4) turns, $1\frac{1}{4}$ " Flax.

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

Removed & renewed shell & flat keel plates as follows: FK-3, FK-4, FK-5, A-3 P&S, A-4 P&S & A-5 Port. Fairied in place shell plates B-4 Port, A-5 Stbd. & B-3 Stbd. Cropped & renewed (2) floors at Fr. 39, Stbd. (1) $3\frac{1}{8}$ " x 32" x $5\frac{1}{4}$ " and one (1) $3\frac{1}{8}$ " x 12" x 20". Cropped & renewed $5\frac{1}{4}$ " T bar stiffeners P&S, each were $5\frac{1}{8}$ " x 6" x 30" steel flat bars. Fairied up eleven floors, 6 Stbd. & 5 Port. Renewed complete port bilge keel using $\frac{1}{2}$ " x 4" x 8" x 185' 0" angle welded to shell & plate riveted to angle. Cropped out & renewed section of stbd. bilge keel in way of sea strainer. Renewed 221 - 1" rivets & veed out & welded 8'-0" of fractures in stbd. bilge keel. Veed out & welded 11'-6" of bottom seam, cut in & welded 11 rivets. All work tested & proven tight - passed by M.S.T.S.P. Inspector. Four (4) bleeder plugs removed & replaced in way of repairs.

New Installation: Port Side Fwd. Engine Room - New sea chests for 12" Sea suction and Valves - New sea chests for 10" overboard. - New $\frac{1}{2}$ " steam out valves for sea chest.

OTHER UNDERWATER WORK ON SOUND GEAR, ETC.

Removed & replaced rings for fathometer. Air tested fathometer with 10 lbs. pressure - proven tight & passed by M.S.T.S.P. Inspector.

Removed Echo Sounds - Installed (2) new units. Removed and sent to Shop Main Injection & Aux. circulator suction for renewal of guides. Sent to Shop contaminated blow aft.

Engine Room. Sent to Shop bilge overboard valve. Evaporator Room.

Copies to:

Commanding Officer

USNS "GENERAL JOHN POPE" (TAP-110)

Name, Class and Number of Vessel