

DOCKING REPORT

NAVSHIPS 223-1 (REV. 2-51)

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

FROM:

YARD OR STATION **Puget Sound Bridge & Dredging Co.**

TO: THE CHIEF OF THE BUREAU OF SHIPS

REPORTING DATE **31 August 1955**

PLACE DOCKED Puget Sound Bridge & Dredging Co., Seattle		DAY	MONTH	YEAR
REASON FOR DOCKING Annual Drydocking & Inspection		LAST UNDOCKED	19	Aug 1954
DOCK NO. "Huff Dock"	POSITION NO. #3	THIS DOCKING	19	Aug 1955
		UNDOCKING	26	Aug 1955
DRAFT READINGS		NUMBER OF DAYS <i>State the number of days since last undocking.</i>		
	FWD	AFT	UNDERWAY	NOT UNDERWAY
AT DOCKING	21'-0"	23'-0"	220	145
UNDOCKING	22'-0"	20'-0"		365

PAINT REPORT

PAINT HISTORY	APPLIED AT	DATE			FORMULAS	
		DAY	MONTH	YEAR	UNDERCOATS	A.F. COATS
LAST COMPLETE BOTTOM PAINTING	Todd Shipyard Seattle Division	19	Aug	1954	Touch-up 2 full coats	1 full coat
LAST TOUCHUP PAINTING	unknown	--	---	--	unknown	unknown

Estimate of performance of the Paint Coatings applied at last complete painting. (INSERT "X")		ADHESION	CORROSION	FOULING	Method of surface preparation at this docking:
	EXCELLENT				
	GOOD				Sand Sweep
	FAIR	XXX	XXX	XXX	
	POOR				Temperature at this docking
					MAX. 72 MIN. 48

BOTTOM PAINTS APPLIED AT THIS DOCKING

	UNDERCOATS	ANTIFOULING	BOOTTOP
FORMULA	52-MC-401	52-MC-403	Commercial Black
NO. OF COATS	1 spot 2 full	one	two
QUANTITY	650 gals.	250 gals.	100 gals.
SPRAY OR BRUSH	Spray	Spray	Spray
% OF AREA COVERED	100%	100%	100%

BOOTTOP LIMITS

	EDGE	FWD	AFT
UPPER		27'-0"	28'-0"
LOWER		19'-0"	21'-0"

REMARKS

Sherwin & Williams paint.

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

51-41903

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 **19 August 1955**

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	A - ALGAE B - BARNACLES W - WORM TUBES F - G - (Insert name for other forms)
HULL	AF INTACT					AB			
	AF MISSING							AB	
PROPELLERS									
DATE PROPELLERS LAST CLEANED <u>unknown</u>									

PERCENTAGE OF TOTAL AREA EXPOSED

DUE TO	BARE METAL (M)	UNDERCOATS (UC)			AF COATS		
		1	2	3	1	2	
ABRASION	15 %	10 %	10 %	5 %	10 %	%	
OTHER CAUSES	20 %	10 %	10 %	5 %	5 %	%	
TOTALS *	M = 35%	UC = 50%			AF = 15%		100%

*M+UC+AF=100%

STATE "OTHER CAUSES" :

CONDITION OF INTACT PAINT FILM (insert X)

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

NAMES OF OBSERVERS (Below)

H. A. Saity, MSTIS RepresentativeWm. H. Minkner, PSB&D DockmasterUSNS 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 **19 August 1955**

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		
Scaled and			Second wash		

Indicate other methods of preparing the bottom:

Sand blast: ☐ Wet ☒ Dry

Sand Sweep

	FILM THICKNESS	HOURS	TEMPERATURE		HUMIDITY		WEATHER*
			MAXIMUM	MINIMUM	MAXIMUM	MINIMUM	
Cleaning and washing	xxxxx	xxxxxx	67	53			Overcast
Interval between	xxxxx	8	67	53			Overcast
First UC	2.5 mils		67	53			Overcast
Interval between	xxxxx	8	65	54			Clear
Second UC	2.5 mils		65	54			Clear
Interval between	xxxxx	8	65	54			Clear
Third UC	3 mils		64	54			Clear
Interval between	xxxxx	8	64	54			Clear
First AF	4 mils		70	48			Clear
Interval between	xxxxx						
Second AF							
Interval before undocking	xxxxx	24	70	48			Clear

* 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 date 19 August 1955

SHAFT CLEARANCES

SHAFT DIAMETER	DESIGN CLEARANCE	MAXIMUM ALLOWED CLEARANCE
22.250"	.087"	.286"

SHAFT CLEARANCES WHEN DOCKED

SHAFT	STERN TUBE		INTERMEDIATE STRUT		MAIN STRUT	
	FORWARD	AFT	FORWARD	AFT	FORWARD	AFT
No. 1—Starboard outboard						
No. 2—Starboard inboard						
No. 3—Port inboard						
No. 4—Port outboard						

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

Pulled port and starboard propeller shafts for examination and rewooded strut and stern tube bearings using lignum vitae bored to a designed clearance of .087" for each journal. Magnafluxed shafts in way of propeller fit and keyways. Cleaned interior of stern tubes and applied 2 coats of Bituminous Emulsion Spec. MIL-15203, to voids in stern tubes. Reinstall bearings, 1 Government furnished tailshaft starboard side, wheels and all other parts removed during rewooding operations, renewing defective bolts, nuts and washers. Repacked stern tube stuffing boxes with long fiber flax packing Federal Spec. HH-P-106A.

PROPELLERS

Size of propeller nut wrench 22½" Location of wrench onboard vessel aft
 (FORM NBS 426 IS TO BE SUBMITTED WHEN PROPELLERS ARE INSPECTED, REPAIRED, OR REPLACED)

STRUTS

CONDITION AND WORK DONE Examined port and starboard strut bearings, cleaned and applied two (2) coats of Bituminous Emulsion Spec. MIL-15203 to voids. Removed strut bearings to shop, rewooded to a designed clearance of .087", and reinstall as original. Renew zinc protector rings on ends of both struts.

FAIRWATERS AND ROPE GUARDS

CONDITION AND WORK DONE Removed fairwaters and rope guards, cleaned and applied two (2) coats of Apexior #3 and replaced renewing one (1) fairwater for forward end of starboard strut.

USNS GENERAL JOHN POPE (T-AP 110)

(Name, class, and number of vessel)

NAVSHIPS 223-4 (REV. 2-51)

DOCKING DATE 19 August 1955

SEA VALVES, SCOOPS

REMARKS AND WORK DONE: Removed bonnets, stems, discs and/or gates from fifty-five (55) valves. Straightened and polished stems, ground in and coated seats, discs, gates and stems with waterproof grease. Applied 2 coats of cold plastic ND Formula 143-E. Renewed gaskets, defective bolts, studs and nuts. Renewed one (1) 1" globe valve overboard discharge, one (1) 8" gate valve ballast injection, one (1) 4" angle stop check valve and one (1) 1 1/2" 600# stop check valve.

ZINCS AND PROTECTOR RINGS

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

CONDITION AND WORK DONE: Renewed fifty-eight (58) 3/4" x 8" x 12" zinc plates. Installed eight (8) new zincs on struts - 26" ID, 32" OD. Renewed threaded type stainless steel studs with nut and washers for zinc plates (232 stud sets).

RUDDER

	Top	Center	Bottom
RUDDER POST DIAMETERS:			
	Fwd .002	Fwd .065	Fwd .000
	Aft .028	Aft .065	Aft 3/32"
BEARING CLEARANCES:			
	Port .015	Port .070	Port 5/32"
	Stbd .015	Stbd .060	Stbd .000
PITTED AREAS, WORK DONE:			

Drained water and examined for leaks, corrosion and cracks. Applied air pressure test of 3 PSI. Checked pintles, gudgeons and bearing bushings for wear and tightness. Filled rudder with Government furnished thin film rust preventative compound ND 52-C-18 Grade 1, then drained. Welded five (5) small leaks in rudder. Inspected & repacked stock gland.

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

Rewelded twenty (20) lineal feet of wasted seam in hull and rudder. Fabricated and installed thirty (30) foot section of bilge keel. Tightened and sealed 102 hull rivets by caulking and ring welding. Built up thirty-five (35) hull rivets by welding. Caulked six (6) feet of seam. Renew twenty (20) feet of half round plug weld in rudder plating.

OTHER UNDERWATER WORK ON SOUND GEAR, ETC.

Inspected, tested and cleaned the two (2) fathometer projectors - Submarine Signal Type 896. Sealed and painted projector cofferdams. Measured insulation resistance of the oscillator coils using 500-volt megger. Renewed the diaphragms in both transducers. Renewed one (1) transducer head.

Copies to:

Commanding Officer

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

Emergency-13NDP&PO Brem.