

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 | | | DAY | MONTH | YEAR |
|---|--------------------------|--------------------------|----------------|--|------------|
| <u>Puget Sound Bridge & Dredging Co., Seattle</u> | | | | | |
| REASON FOR DOCKING | | | | | |
| <u>Annual Drydocking & Inspection</u> | | | | | |
| DOCK NO. | POSITION NO. | | | | |
| <u>"Huff Dock"</u> | <u>#3</u> | | | | |
| DRAFT READINGS | FWD | AFT | | | |
| AT DOCKING | <u>21¹-0"</u> | <u>23¹-0"</u> | | | |
| UNDOCKING | <u>22¹-0"</u> | <u>20¹-0"</u> | | | |
| | | | NUMBER OF DAYS | State the number of days since last undocking. | |
| | | | UNDERWAY | NOT UNDERWAY | WATERBORNE |
| | | | <u>220</u> | <u>145</u> | <u>365</u> |

PAINT REPORT

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

| 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 | <u>XXXX</u> | <u>XXXX</u> | <u>XXXX</u> | Temperature at this docking |
| | POOR | | | | |
| | | | | | MAX. <u>72</u> MIN. <u>48</u> |

BOTTOM PAINTS APPLIED AT THIS DOCKING

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

REMARKS

Sherwin & Williams paint.

BOOTTOP LIMITS

| EDGE | FWD | AFT |
|-------|--------------------------|--------------------------|
| UPPER | <u>27¹-0"</u> | <u>28¹-0"</u> |
| LOWER | <u>19¹-0"</u> | <u>21¹-0"</u> |

USNS GENERAL JOHN POPE (T-AP 110)

Name, Class and Number of Vessel

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 | | |
| HULL | AF INTACT | | | | AB | | | | A - ALGAE B - BARNACLES W - WORM TUBES F - G - |
| | AF MISSING | | | | | | AB | | |
| PROPELLERS | | | | | | | | | (Insert name for other forms) |

DATE PROPELLERS LAST CLEANED unknown

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 % | 5 % | |
| OTHER CAUSES | 20 % | 10 % | 10 % | 5 % | 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, MSTS RepresentativeWm. H. Minkner, PSB&D Dockmaster

USNS GENERAL JOHN POPE (T-AP 110)

Name, Class and Number of Vessel.

DOCKING REPORT

NAVSHIPS 223-2 (REV. 2-51)

NOTICE.—If ship is painted in sections use a separate page for each section, stating frame numbers

PAGE 2*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)

51-41903

Docking date 19 August 1955

SHAFT CLEARANCES

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

SHAFT CLEARANCES WHEN ROCKED

| 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 22 $\frac{1}{2}$ "

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) fariwater for forward end of starboard strut.

USNS GENERAL JOHN POPE (T-AP 110)

(Name, class, and number of vessel)

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) 1½" 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 zinxs on struts - 26" ID, 32" OD. Renewed threaded type stainless steel studs with nut and washers for zinc plates (232 stud sets).

RUDDER

| RUDDER POST DIAMETERS: | Top | Center | Bottom | | | |
|------------------------|------|--------|--------|------|------|-------|
| | Fwd | .002 | Fwd | .065 | Fwd | .000 |
| BEARING CLEARANCES: | Aft | .028 | Aft | .065 | Aft | 3/32" |
| | 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.