

Ser: **PAEL/2733**

FROM: **Commander, Military Sea Transportation Service, Pacific** DATE **6 OCT 1969**

TO: ~~XXXXXXXXXXXXXXXXXXXX~~ **Commander, Military Sea Transportation Service**

PLACE DOCKED **Bethlehem Steel Co., S. F.** DATE DOCKED **9/22/69** DATE UNDOCKED **10/2/69** POSITION NUMBER THIS DOCKING **See attached sketch**
DIST. S.R.P. TO AFTMOST KEEL BLOCK

DOCKING PLAN NUMBER **AP 175-S-0700-214831** PLAN NUMBERS FOR ZINCS OR CATHODIC PROTECTION **NETS S-1906-PAC-E-138** REASON FOR DOCKING **Annual drydocking**

SHAFTS	SHAFT DIAMETER	DESIGN CLEARANCE	MAXIMUM ALLOWANCE CLEARANCE				READINGS TAKEN BY NETSPAC		
2	22.250	0.69"	0.375"				Inspac. Bonchat & yard		
BEARING CLEARANCES WHEN DOCKED		STERN TUBE		INTERMEDIATE STRUT		MAIN STRUT		SERIAL NO.	NO. BL.
		FORWARD	AFT	FORWARD	AFT	FORWARD	AFT		
NO. 1 OR STBD. OUTBD.		.308"	.161"			.178"	.360"	24809	4
NO. 2 OR STBD. INBD.									
NO. 3 OR PORT INBD.		.211"	.167"			.201"	.193"	16860	4
NO. 4 OR PORT OUTBD.									
BEARING MATERIAL		W	W			W	W	MATERIAL	INBD. M OUTBD. M

CONDITION OF SHAFTING AND MATERIAL
stbd - steel with rubber cover - good
port - no covering - poor condition

INBD PLAN NO. AND REVISION
 OUTBD **MC 668-S4400-405706**

BUDDER AND DIVING PLANES POST DIAMETER	PORT	STARBOARD	CENTER LINE	Top	SONAR REMOVED THIS DOCKING
	14.950 IN.		.067 IN.		DOME TYPE SERIAL
BEARING CLEARANCE	PORT	STARBOARD	CENTER LINE	Bot	
			.050 IN.		
SONAR EXISTING AT UNDOCKING	SERIAL		WORK DONE—INCLUDE PAINTING		
DOME TYPE					

COATING APPLICATIONS ACCOMPLISHED THIS DOCKING

BOTTOM	1 coat wash primer, 2 coats AC 401, 1 coat AF #1607
BOOT TOPPING	1 coat wash primer, 1 coat gloss black, 2 coats AC 401, 1 coat flat black
RUDDERS AND STRUTS	1 coat wash primer, 2 coats Apexior #3, 1 coat AF 1607
SHAFTING	
Remarks	Port tail shaft removed, undercut between liners, fiberglassed and re-installed. Two coupling bolts installed (new). Stbd shaft: Found existing shaft with forward loose liner and hair line crack in way of spooned keyway area. Replaced with government-furnished shaft that required a spacer installed on nut end between coupling of muff and make-up shaft, replaced with new coupling bolts.
REMARKS:	Found stbd propeller with crack on aft end of hub. Replaced with government-furnished propeller. Rewooded port and starboard stern tube and strut bearings 0.070 in. clearance

SIGNATURE
Geo. H. HARLAN

NAME, CLASS AND NUMBER OF SHIP
USS GENERAL JOHN POPE (T-AP 110)

DOCKING REPORT

INSTRUCTIONS

GENERAL:

1. **From:** Enter reporting activity.
2. **Date:** Enter date of report.
3. **Place Docked:** Naval Shipyard, station, industrial activity drydock number.
4. **Docking Date:** Enter date ship drydocked.
5. **Undocking Date:** Enter date ship is undocked.
6. **Position No.:** Enter position number employed when ship is drydocked.
7. **Dist. S.R.P. to aftmost keel block:** Enter distance from Stern Reference Point.
8. **Docking Plan No.:** List docking plan number and revision employed to drydock the ship.
9. **Plan Numbers for Zinc or Cathodic Protection:** Indicate applicable plan number for installation.
10. **Reason for Docking:** State major reason for drydocking, i.e., propeller repairs, sonar dome and hoist replacement, hull damage, regular overhaul, etc.

SHAFTS:

1. Enter shaft diameter, design clearance and maximum allowed clearance from information provided by ship, manufacturers instructions and Bureau of Ships Manual.
2. **Bearing Clearances:** Enter existing bearing clearances determined upon docking for stern tubes, intermediate struts and main struts as applicable.
3. **Readings Taken By:** Enter name of supervisor taking readings and ship number.
4. **Bearing Material:** Enter appropriate symbol for type of bearing material in each box.
W—Wood
PP—Phenolic plastic
R—Rubber
O—Other (specify type)
5. Inspect shafting covering for completeness and adherence. Inspect exposed metal surfaces of all outboard shafting. Report condition, i.e., good condition, cracks, scored, corroded, etc.

PROPELLERS: Enter propeller data for each propeller as determined by examination of hub stamping.

List the propeller material as follows:

- M—Manganese Bronze
- N—Nickel Aluminum Bronze
- A—Manganese Nickel Aluminum Bronze
- S—Stainless Steel
- P—Special (If special materials other than above are used, note under remarks.)

RUDDER AND DIVING PLANE DATA: Enter Post Diameter and Bearing Clearance for each rudder and diving plane as determined by measurement at time of

docking. Take such rudder bearing clearances as are practicable without unshipping the rudder. Use R for rudder and D for diving planes. Use F and A to designate forward and aft where necessary. Divide port and starboard columns where necessary. Check rudder nut lock.

SONAR: Report dome type and serial number. The serial appears on the skirt and in the shipping orders.
COATING APPLICATION: Identify paints, sequence and number of coats, and indicate whether touch-up or complete repainting is accomplished. Identify tanks where repainting is accomplished and indicate coating system applied.

REMARKS: Note when extensive repair or replacement of plates, seams, rivets, etc., is accomplished, including data concerning locations, actions and description of conditions which necessitated actions. Include any other information considered desirable for reference purposes, such as special block heights or other departures from docking plan. Attach additional sheets if required.

SUPPLEMENTARY FORMS:

1. **Propellers:** Submit a supplementary form NAVSHIPS 223-4 PROPELLER REPORT and/or NAVSHIPS 223-4A PROPELLER REPORT—DETACHABLE BLADE DATA, ONLY if repairs are accomplished or, propellers or blades are replaced.
2. **Shafts, Bearings, Fairwaters, Ropeguards and Stern Tube Seals:** Submit supplementary form NAVSHIPS 223-6, ONLY when repairs or replacements are made or when corrosion or wear is extensive or severe.
 - a. The sketch should be modified by crossing out excess bearings for systems with fewer bearings than sketched.
 - b. Use one form sheet for each line of shafting.
 - c. Clearance readings; identification of material; condition of material; and work accomplished on Bearings, Fairwaters, Ropeguards, Journals, Shaft Covering, Packing, and Stern Tube Seals should be indicated in each applicable box provided for the recording of the condition and work accomplished by entering the proper symbols. If the symbol "O" (Other) is used to indicate information, an arabic numeral may be used, such as "2," to refer to an explanatory footnote "2."
3. **Wooden Hull Data:** Submit supplementary form NAVSHIPS 223-8 for all wood-hulled Naval vessels and service craft, ONLY if major structural repairs are required.