

USNS GEN. JOHN POPE (T-AP 110)

C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

4770

9 September 1968

Subj: RRS-90-120

1. On 9 September 1968 at 1100 a meeting was held on board USNS POPE for the purpose of planning a schedule for transition from RRS-12 to RRS- 90-120 for both USNS POPE AND USNS WEIGEL.

Present:

G. Catron	M&R
Captain Heins	POPE
Captain Wilkinson	WEIGEL
Ch Engr M.S. Chamberlain	POPE
Ch Engr O. Bantz	WEIGEL
Purser F.L. Smith	POPE

2. Various subjects were discussed, in approximately the following order:

a. Shore power.

Public Works at Hunter's Point has anticipated our needs but the power has not yet been ordered. (At 1300 Mr. Catron contacted PW, Mr. Stuydevant Tel: 2091, ordered shore power.)

Both AC power and DC power needed on board the two ships.

b. Batteries.

The non-essential batteries will be removed from the ship. All wet batteries will be turned in the M&R (NSC Battery Locker). All dry batteries, those not activated will be returned to supply for stock.

All Radio batteries, Gyro batteries, Motor Lifeboat batteries, and spares, not need for use will be removed.

For the time being, Fire Pump, IC, Kidde, and ship's emergency batteries will remain on board.

USNS WEIGEL will palletize and remove batteries to the dock. Transportation will be coordinated through Mr. Catron. TAG all batteries. Those going to stock must have standard forms. Those turned in to NSC Battery Locker will be tagged for VOLTS and AMP HOURS only.

c. Top Side Equipment.

(1) Winches. Will not be stripped at the time. They will be active and rigged but the breakers will be open, and tagged. Later they will be stripped on a progressive basis.

"Think Safety—Talk Safety—and Sell Safety"

4. Lifeboats.

a. ~~Motor lifeboats will be removed from the ship.~~ Remove batteries, drain gasoline, leave gasoline tanks open for airing. It was suggested that the ship contact the Motor Pool at Hunter's Point concerning this item. Drain carburetor, pull spark plugs pour in lube oil, replace plugs, hand-tight. Remove radio batteries. Portable lifeboat radios to be removed, fixed radio installations will remain in the boats until further notice.

b. Hand propelled boats remain on board, stowed below. Pyrotechnics go ashore, all pyrotechnics from the ship will be removed. There is a special problem getting permission, an approved truck, a bridge permit, liaison with Concord Depot. There is a possibility of transferring some pyrotechnics to active ships. This is under advisement. Provisions remain in the boats.

5. Medical.

a. Narcotics. All narcotics must be sent ashore, coordinated through, MSTSFAC Medical Office.

b. Perishable items must also go ashore. All items with a limited shelf life must go ashore. All to be coordinated with Medical Office, as above.

6. Guns and Ammunition. All guns and ammunition must go ashore to be coordinated through Security (Mr. Howard) and Administrative (Mr. Keating). The Purser on Pope will retain one handgun and ammunition so long as he is disbursing aboard. This fact should be mentioned in preliminary coordination.

7. Publications. Coordinate with Administrative (Mr. Keating) Cover all items of Confidential material and Secret, dispose of nothing until contacting Admin for details.

8. Fuel.

a. Fuel Oil. Need report of quantity on hand. Fuel oil remains on board temporarily, will be removed on orders from H&R.

b. Lube Oil. Diesel Oil. Report quantity on hand, remove as directed.

c. Greases and other inflammables must come off. Coordinate through Mr. Catron.

9. Gasses. All gasses (other than CO₂) must come off. New Freon-11 not opened may go back to supply for stock. Gasses in the system will taken out later. It was suggested that Weigel store drums for this purpose in the lower Engine Room.

10. Paint. Remove from the ship. All thinners, cleaners, inflammables, must go. Coordinate with Supply. Everything will be removed from the Weigel first as a patrol will be on board but Pope will be "mother-ship".

11. Sea Clean. Keep on board for use. Boiler chemicals remove. There

11. Chemicals. Remove boiler chemicals try to send them to an active ship, no credit can be given for these items.

12. Evaporators.

Open, drain, and dry LP and HP, swing the doors open, all stages, this includes piping, pumps, and controls. Use wooden wedges to hold the doors back.

13. Refrigeration Plant.

Leave intact at the time. Pump down. Eventually the refrigeration plant will be secured but not now.

The Refrigeration boxes will be opened, doors opened and braced with wood blocks and wedges to take the strain from the hinges, Secure the salt water side and drain, pull the heads.

14. Sea Valves. Secure and wire shut, secure and wire shut Secondary Valves.

15. Condensers. Drain and open condensers, pull the access plates and hang alongside. Wire closed overboard discharge and suction valves.

16. Tanks.

a. Empty forepeak and afterpeak. Lift the manhole, wedge open. Leave it loose, open for air. No lights in the area so don't leave it off. Same with all other water tanks. Feed water stays for the time being. Dump #3, dump #5, as above.

17. USCG Certificate. Will be picked up by the Port Captain for USCG. Coordinate with Capt. von Wein.

All other ship's papers will be removed (Confidential, Secret, etc.)

Coordinate with Mr. Keating.

Machinery History will be left on board.

18. Inventories. Keep inventories accurate and current. Custody items are to be locked in security type storerooms.

19. Fuel Oil Tanks. Sound all tanks. Break steam heating lines and drain, get all the water out of the system. Progressive item.

20. Stern Gland. Harden up on the stern gland to a "No Leak" position. Make sure the locking devices are on board but do not install at this time.

21. Deck Vents. Lift the brushes on all vents not in use, mark and secure.

22. Scuttle butts. Drain and clean.

23. Stack Covers. Will be put on board. Some discussion about fitting the covers.

24. Summary. Mr. Catron said this is a preliminary outline for action in moving to RRS-90-120. Many of the items covered actually belong to other sections, who will give detailed instructions. A run down on some of the main points;

Stow the lifeboats, rafts, take batteries out of water lights.

Life preservers ashore.

CO2 remains active at present.

Prepare boilers.

Magnetic Compasses stowed on board face down on cardboard in a security locker.

Sperry Gyro Compasses will be taken off on a service order.

Navigation running lights will remain on board.

Secure Air Compressors, open, secure, oil in top cylinders for preservation.

Fire Mains remain active at the moment.

Steam Exhaust and drains, clean and drain dry.

Emergency Fire Stations, active at the moment.

Turbines will be prepared at a latter time.

Sanitary system, drain. Secure as many sanitary facilities as possible.

Secure Troop areas. Break the lines on sinks and drain.

Drain Condensers dry.

Main Feed Pumps, drain.

Main Steam Throttle, back open.

Machine Tools, deactivate and preserve, stow in locked compartments, the auxilliary tools, bits, chucks, should be in the shop, locked up.

Damage Control Lockers, turn in all gear.

Pumps, drain and dry.

Galley and Laundry, deactivate, and preserve.

Cargo Holds, clean

Fire Hoses, remain on board at the moment.

Electronics - consult and coordinate with Mr. Treadway.

Off load schedules will be set up with transportation available.

Drain all systems.

Keys must be tagged

Office machines not in use will be locked up. Gradually these machines will be released by Supply.

Rudder, secure amidships, prepare with rust preservative, close valves (Rust preservative must be requisitioned)

Break all lines at the low points in the machinery spaces, remove water.

At the break of lines paint arrows in bright colors, YELLOW preferred, RED acceptable. Show system and direction of flow.

Mr. Catron gave a proposed schedule of bids and moves to yard on the ships involved for the week of 16-20 September.

The meeting was concluded at 1230.