

ENGINE ROOM LOG

GEARED TURBINE DRIVE



E.R. #1

USNS GEN. JOHN POPE TAP-110

FROM 11-22-65 19 65 TO 19 65

INSTRUCTIONS

1. The entries in this book will be made neatly and legibly by the engineer or other person directly in charge of the machinery of the ship, and with pen and ink or idelible pencil. No erasures nor the removal of any pages will be permitted. Incorrect entries may be changed by drawing a single line through same with ink or idelible pencil and writing in the correct data, followed by the initials of the person making the change. The greatest care shall be used in keeping the log book to insure absolute accuracy in all particulars.
2. All entries of time shall be made on the 24-hour basis, noon-to-noon.
3. Under the heading "REMARKS" a careful, detailed record of the events occurring daily in the engine department shall be entered in the log book, including violations of orders or regulations. Entries should be preceded by the time when pertaining to important tests, casualties, injuries, etc.
4. Entries regarding the following shall also be made when occurring:
 - (a) Repairs accomplished during watches.
 - (b) Faulty or erratic operation or failure of machinery.
 - (c) Any important changes in machinery of any nature or additions thereto.
 - (d) Remetalling of bearings; fitting new piston rings; reboring cylinders; renewing pump parts, metallic packing, important valves, propeller, shafting, stern bearing, zinc protection bars and rings outboard, strainers, etc.; details to be recorded in Machinery History.
 - (e) Pumping of bilges.
 - (f) Blowing of tubes (*not applicable to Diesel and Diesel Electric*).
 - (g) Examining holding down bolts.
 - (h) Fuel and water taken aboard. The fuel account shall be carefully kept and the quantity consumed each day accurately ascertained.
 - (i) Record of special tests, i.e., running idle pumps, reach rods to valves, hydrostatic.
 - (j) Derelictions or deficiencies developed on the part of any member of the engine department.
 - (k) Filtering and cleaning elements installed in fuel and lube oil lines.
5. In twin screw ships when the machinery for each propeller is in separate Engine rooms, two books shall be utilized and each book shall be properly marked to indicate to which Engine room machinery it applies. When both Engines of a twin screw ship are in the same Engine space, proper identification of operating machinery will be pre-printed on each page or hand written on each page prior to daily operations.
6. The log books shall be retained on board unless required temporarily by the administrative commander and destroyed when three years old.

USNS		VOYAGE NO.		FROM		TO		TYPE OF VESSEL		DATE															
GEN. POPE TAP 110										11-22/23-65															
		WATCH						WATCH																	
		1200 TO 1600		1600 TO 2000		2000 TO 2400		2400 TO 0400		0400 TO 0800		0800 TO 1200													
RUNNING TIME																									
DETENTION TIME																									
REVOLUTION COUNTER (END OF WATCH)																									
TOTAL REVOLUTIONS (FOR WATCH)																									
AVERAGE RPM																									
F.O. METER (END OF WATCH)		8499		4450		4910		5320		25960		29420													
F.O. CONSUMED		560		460		460		590				5690													
THROTTLE																									
H.P. AHEAD																									
L.P. AHEAD																									
VACUUM		28"				28.5"				28.5"															
L.O. TO TURBINES																									
AUX. STEAM		150		150		150		150		150															
BACK PRESSURE		8		8		8		5		10															
GLAND STEAM																									
H.P. BLEEDER																									
I.P. BLEEDER																									
L.P. BLEEDER																									
STEAM AT THROTTLE																									
L. P. EXHAUST																									
CONDENSATE		86																							
CIRC. WATER IN		64		68		68		62		62															
CIRC. WATER OUT		74		86		80		72		72															
L.O. TO COOLERS																									
L.O. FROM COOLERS																									
TEMPERATURE THRUST BEARING																									
FORWARD H.P. ROTOR BEARING																									
AFT. H.P. ROTOR BEARING																									
FORWARD L.P. ROTOR BEARING																									
AFT. L.P. ROTOR BEARING																									
HOTTEST GEAR BEARING FORWARD																									
HOTTEST GEAR BEARING AFT																									
AUX. COND. CONDENSATE		86		86		80		88		88															
1ST STAGE FEED WATER HEATER																									
D. C. FEED WATER HEATER		240		238		242		230		240															
3RD STAGE FEED WATER HEATER																									
SUPER HEAT		P																							
F.O. TO BURNERS		200		200		200		185		200															
AIR TO FURNACE		P		108		108		108		110		110													
F.O. TEMP. IN SETTLING TANKS		P																							
PORT BOILER UPTAKE																									
STBD. BOILER UPTAKE																									
F. O. BACK PRESSURE																									
MAIN STEAM		450		450		450		450		430															
F.O. TO BURNERS		175		175		175		135		135															
MAIN COND. SALINITY																									
ENGINE ROOM TEMPERATURE																									
FIRE ROOM TEMPERATURE																									
NOZZLES IN USE																									
NO. OF BURNERS IN USE		P		2		2		2		2		2													
BURNER TIP SIZE		P		60-60		60-60		60-60		53-60		53-60													
CO ₂ % PORT BOILER																									
CO ₂ % STBD. BOILER																									
OIL LEVEL MAIN SUMP		NORM		NORM		NORM		NORM																	
GENERATORS																									
WATCH		GENERATOR NUMBER		R.P.M.		STEAM PRESSURE		STEAM TEMP.		L.O. PRESSURE		L.O. TO COOLER		L.O. FROM COOLER		TEMP. OF HOTTEST BEARING		L.O. GOVERNOR PRESSURE		AMPS POSITIVE		AMPS NEGATIVE		VOLTS	
1200 TO 16																									

1200-1600 WATCH

SANITARY PUMP BACK IN SERVICE @ 1300.

NO. 2 BOILER ON LINE. NO. 1-2 D.C. GEHS. ON LINE.

WATCH ENGR'S SIGNATURE

Roger C. Dyer

1600-2000 WATCH

CLEANED L.O. PURIFIER

POT. CONTAMINATED EVAP ON THE LINE FEED ON AUTO CONTROL FROM CONTAM DR TK. ALSO EX FEED ON SAME FROM F.W. SYSTEM.

POT M.V.F. EVAP ON THE LINE FEED ON HAND CONTROL FROM F.W. SYSTEM

WATCH ENGR'S SIGNATURE

W.C. Dyer

2000-2400 WATCH

Machinery AS BEFORE

BIASES AT SAFE LEVEL

OILY HURD FWT MASSEY IN LING.

WATCH ENGR'S SIGNATURE

W.C. Dyer

2400-0400 WATCH

Tried to adjust make up feed evaporator feed range is set within too narrow limits. Secured M.V.F. Evap @ 0350

0400-0800 WATCH

Jr. Eng. Duncum Oiler Johnson & W.T. Nuckols

WATCH ENGR'S SIGNATURE

W.C. Dyer

Routine port watch

0800-1200 WATCH

CHANGED OVER SETTS @ 0815.

SECURED L.O. PURIF. @ 1130.

WATCH ENGR'S SIGNATURE

W.C. Dyer

CHIEF ENGINEER

WATCH ENGR'S SIGNATURE

Roger C. Dyer

CHIEF ENGR'S SIGNATURE

USNS		VOYAGE NO.		FROM		TO		TYPE OF VESSEL		DATE			
		WATCH						WATCH					
		1200 TO 1600		1600 TO 2000		2000 TO 2400		2400 TO 0400		0400 TO 0800		0800 TO 1200	
RUNNING TIME													
DETENTION TIME													
REVOLUTION COUNTER (END OF WATCH)													
TOTAL REVOLUTIONS (FOR WATCH)													
AVERAGE RPM													
F.O. METER (END OF WATCH)													
F.O. CONSUMED													
PRESSURES													
THROTTLE													
H.P. AHEAD													
L.P. AHEAD													
VACUUM		28"				28.5"				28.5"			
L.O. TO TURBINES													
AUX. STEAM		150		150		150		140				130	
BACK PRESSURE		10		12		12		10				10	
GLAND STEAM		4		4		4		4				4	
H.P. BLEEDER													
I.P. BLEEDER													
L.P. BLEEDER													
TEMPERATURES													
STEAM AT THROTTLE													
L. P. EXHAUST													
CONDENSATE		86		90									
CIRC. WATER IN		64		68		68		62				62	
CIRC. WATER OUT		74		87		88		72				72	
L.O. TO COOLERS													
L.O. FROM COOLERS													
TEMPERATURE THRUST BEARING													
FORWARD H.P. ROTOR BEARING													
AFT. H.P. ROTOR BEARING													
FORWARD L.P. ROTOR BEARING													
AFT. L.P. ROTOR BEARING													
MACH. PARTICULARS (CONT'D)													
HOTTEST GEAR BEARING FORWARD													
HOTTEST GEAR BEARING AFT													
AUX. COND. CONDENSATE		86		90		88		84				84	
1ST STAGE FEED WATER HEATER													
D. C. FEED WATER HEATER		240		245		242		244				240	
3RD STAGE FEED WATER HEATER													
TEMPERATURES													
SUPER HEAT													
F.O. TO BURNERS		200		200		200		200				200	
AIR TO FURNACE													
F.O. TEMP. IN SETTLING TANKS													
PORT BOILER UPTAKE													
STBD. BOILER UPTAKE													
PRESSURES													
F. O. BACK PRESSURE													
MAIN STEAM				450		450		450				430	
F.O. TO BURNERS				250		250		140				180	
MAIN COND. SALINITY													
ENGINE ROOM TEMPERATURE													
FIRE ROOM TEMPERATURE													
NOZZLES IN USE													
NO. OF BURNERS IN USE													
BURNER TIP SIZE		60-60		60		60		53-60		53-60		53-60	
CO ₂ % PORT BOILER													
CO ₂ % STBD. BOILER													
OIL LEVEL MAIN SUMP													
GENERATORS													
WATCH													
GENERATOR NUMBER													
R.P.M.													
STEAM PRESSURE													
STEAM TEMP.													
L.O. PRESSURE													
L.O. TO COOLER													
L.O. FROM COOLER													
TEMP. OF HOTTEST BEARING													
L.O. GOVERNOR PRESSURE													
AMPS POSITIVE													
AMPS NEGATIVE													
VOLTS													
FUEL OIL													
METER AT NOON													
METER PREVIOUS NOON													
CONSUMED BY METER													
ON HAND AT START OF DAY													
RECEIVED DURING DAY													
EXPENDED DURING DAY													
REMAINING ON BOARD													
DOMESTIC WATER													
ON HAND AT START OF DAY													
EVAPORATED OR RECEIVED													
ON HAND													
CONSUMED													
LUBE OIL													
ON HAND AT START OF DAY													
RECEIVED													
ON HAND													
CONSUMED													
DIESEL OIL													
ON HAND													
RECEIVED													
CONSUMED													
LOW PRESS. EVAPORATORS (No. of hrs. operated) (Fresh water made gals.)													
L.O. CENTRIFUGE - HOURS OPERATED													
1200 TO 1600													
1600 TO 2000													
2000 TO 2400													
2400 TO 0400													
0400 TO 0800													
0800 TO 1200													
SUMMARY													
RUNNING TIME													
DETENTION TIME													
TOTAL REVOLUTIONS													
AVERAGE R.P.M.													
TOTAL MILES BY ENGINE													
TOTAL MILES BY OBSERVATION													

1200-1600 WATCH

ADDITIONAL COMPOUND TO STBD. BOILER.

SHORESIDE WORKERS WORKING ON BRICKWORK IN STBD. BOILER.

NO. 2 BOILER ON LINE. NO. 1-2 D.C. GENS ON LINE.

WATCH ENGR'S SIGNATURE-

Rogers C. Johnson

1600-2000 WATCH

ROUTINE PORT WATCH STARTED M.V. EVAP WORKING FINE

DEE ENGINEERING CONTINUED TO WORK ON BOILER (S) CONES

70th STATION (HEATING STEAM TO AFT ENG ROOM CLOSED 1645

TO 2000 3RD ASST. WALKER JR. WORKING ON SEA HEAT LINE

2000-2400 WATCH

OILER HERBERT PUT MARSHY J. LYN

WATCH ENGR'S SIGNATURE-

W. J. Johnson

START TO LIGHT OFF #1 LP EVAP AT 2230

START TO LIGHT OFF #1 BOILER AT 2300

MR. HERBERT ASSISTED BY ABOVE 3RD ASST + JR. ENGR PUT REGISTER IN #1 BOILER.

2400-0400 WATCH

WATCH AS BEFORE.

WATCH ENGR'S SIGNATURE-

W. J. Johnson

Baking out brickwork, Stbd. boiler. Cleaned purifier and restarted sump to sump.

0400-0800 WATCH

Jr. Eng. Duncan Oiler Johnson Tatt. Nichols

WATCH ENGR'S SIGNATURE-

D. Oiler

Bringing up Stbd boiler to line pressure per night orders. Changed over F.W. section from #32 to 3 Stbd. tanks

0800-1200 WATCH

Watch as before

WATCH ENGR'S SIGNATURE-

D. Oiler

BLEW DOWN GULGE GLASSES AND CUT IN NO. 1 BOILER @ 0800. NO. 2 BOILER CUT OUT. CUT OUT NO. 1 BOILER @ 0815. NO. 2 BOILER ON LINE.

CHIEF ENGINEER

WATCH ENGR'S SIGNATURE-

Rogers C. Johnson

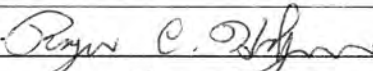
CHIEF ENGR'S SIGNATURE-

REMARKS

1200-1600 WATCH

BLEW DOWN NO. 1 BOILER. NO 2 BOILER ON LINE. NO. 1-2 D.C. GEN. ON LINE. BLEW DOWN N.V. EVAP. SECURED NO. 2 D.C. GEN. @ 1540.

WATCH ENGR'S SIGNATURE-



1600-2000 WATCH

2ND ASST PUT #1 BOILER ON THE LINE AT 1740 SEC. #2 @ 1800
PUMPED BILGES TO SAFE LEVEL.
HAVE TO KEEP BOILER PRESS BELOW 420^{PSI} OR ELSE SUPERHEATER
SAFETY BLOWS.

WATCH ENGR'S SIGNATURE-

CHIEF HAZEL FOST MASLEY JR LYNX

2000-2400 WATCH

ROUTINE PORT WATCH.

BILGES AT SAFE LEVEL. ADDN FEED AS NEEDED TO #2 BOILER SEC. SECTION FM
FW, SECTION ON #3 & DEEP.

WATCH + MYSELF PUT IN NEW GRATINGS ON THROTTLE PLATFORM
ASSISTED AFT ENG ROOM 2100 TO 2200 VACUUM TROUBLE
ADDED 20 GAL. LUBE OIL TO #1 FEED PUMP

WATCH ENGR'S SIGNATURE-

WATCH AS BEFORE.

2400-0400 WATCH

ROUTINE PORT WATCH

WATCH ENGR'S SIGNATURE-

0400-0800 WATCH

SE. ENG. DUNCAN OILER JOHNSON, DWT. BOWMAN

ROUTINE PORT WATCH

WATCH ENGR'S SIGNATURE-

0800-1200 WATCH

WATCH AS BEFORE

CHANGED OVER SETTLERS INBOARD TO OUTBOARD @ 0800

WATCH ENGR'S SIGNATURE-

CHIEF ENGINEER

SE. ENG. MELHORN OILER CLEMENS DWT MCKEE

CHIEF ENGR'S SIGNATURE-

USNS <i>POPE</i>	VOYAGE NO.	FROM <i>AT OAKLAND</i> <i>DOCK & WHARFHOUSE</i>	TO	TYPE OF VESSEL	DATE <i>25/26 Nov</i>
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	WATCH						WATCH					
	1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200	1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200
RUNNING TIME												
DETENTION TIME												
REVOLUTION COUNTER (END OF WATCH)												
TOTAL REVOLUTIONS (FOR WATCH)												
AVERAGE RPM												
F.O. METER (END OF WATCH)	<i>PORT 493 - 2820</i>	<i>2820</i>	<i>2820</i>	<i>2820</i>	<i>2820</i>	<i>16074</i>						
F.O. CONSUMED	<i>5.18</i>	<i>1605420</i>	<i>5830</i>	<i>6250</i>	<i>6500</i>	<i>20</i>						
		<i>410</i>	<i>420</i>	<i>250</i>								
THROTTLE												
H.P. AHEAD												
L.P. AHEAD												
VACUUM												
L.O. TO TURBINES		<i>12.5</i>	<i>12.5</i>	<i>12.5</i>		<i>12.5</i>						
AUX. STEAM	<i>150</i>	<i>120</i>	<i>150</i>	<i>140</i>		<i>150</i>						
BACK PRESSURE	<i>10+</i>	<i>10+</i>	<i>10+</i>	<i>9</i>		<i>12</i>						
GLAND STEAM												
H.P. BLEEDER												
I.P. BLEEDER												
L.P. BLEEDER												
STEAM AT THROTTLE												
L. P. EXHAUST						<i>175</i>						
CONDENSATE												
CIRC. WATER IN	<i>62</i>	<i>62</i>	<i>60</i>	<i>60</i>		<i>60</i>						
CIRC. WATER OUT	<i>72</i>	<i>72</i>	<i>70</i>	<i>72</i>		<i>72</i>						
L.O. TO COOLERS		<i>83</i>	<i>94</i>	<i>106</i>		<i>108</i>						
L.O. FROM COOLERS		<i>93</i>	<i>94</i>	<i>102</i>	<i>105</i>	<i>105</i>						
TEMPERATURE THRUST BEARING												
FORWARD H.P. ROTOR BEARING												
AFT. H.P. ROTOR BEARING												
FORWARD L.P. ROTOR BEARING												
AFT. L.P. ROTOR BEARING												
HOTTEST GEAR BEARING FORWARD												
HOTTEST GEAR BEARING AFT												
AUX. COND. CONDENSATE												
1ST STAGE FEED WATER HEATER												
D. C. FEED WATER HEATER		<i>239</i>	<i>270</i>	<i>225</i>	<i>238</i>	<i>240</i>	<i>240</i>					
3RD STAGE FEED WATER HEATER												
SUPER HEAT												
F.O. TO BURNERS		<i>200</i>	<i>200</i>	<i>200</i>	<i>195</i>		<i>190</i>					
AIR TO FURNACE												
F.O. TEMP. IN SETTLING TANKS		<i>110</i>	<i>108</i>	<i>100</i>	<i>106</i>		<i>106</i>					
PORT BOILER UPTAKE												
STBD. BOILER UPTAKE												
F. O. BACK PRESSURE												
MAIN STEAM		<i>420</i>	<i>420</i>	<i>420</i>	<i>410</i>		<i>420</i>					
F.O. TO BURNERS		<i>150</i>	<i>300</i>	<i>190</i>	<i>190</i>		<i>160</i>					
MAIN COND. SALINITY												
ENGINE ROOM TEMPERATURE												
FIRE ROOM TEMPERATURE												
NOZZLES IN USE												
NO. OF BURNERS IN USE		<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>		<i>1</i>					
BURNER TIP SIZE		<i>60</i>	<i>60</i>	<i>60</i>	<i>60</i>		<i>60</i>					
CO ₂ % PORT BOILER												
CO ₂ % STBD. BOILER												
OIL LEVEL MAIN SUMP												

WATCH		GENERATORS											FUEL - WATER AND LUBE OIL							
		GENERATOR NUMBER	R.P.M.	STEAM PRESSURE	STEAM TEMP.	L.O. PRESSURE	L.O. TO COOLER	L.O. FROM COOLER	TEMP. OF HOTTEST BEARING	L.O. GOVERNOR PRESSURE	AMPS POSITIVE	AMPS NEGATIVE	VOLTS	METER AT NOON	METER PRE- VIOUS NOON	CONSUMED BY METER	ON HAND AT START OF DAY	ON HAND AT START OF DAY		
1200 TO 1600		1	1340	420		9	126	110		62	1100	1100	240							
1600 TO 2000		1	1340	420		9	120	105		62	1050	1050	29							
2000 TO 2400		1	1340	420		9	129	104		62	1030	1030	280							
2400 TO 0400		1	1340	420		9	122	112		62	1050	1050	240							
0400 TO 0800		1																		
0800 TO 1200		1	1200	420		9	125	108		62	1050	1050	240							
		2											240							
LOW PRESS. EVAPORATORS (No. of hrs. operated) (Fresh water made gals.)																				
L.O. CENTRIFUGE - HOURS OPERATED																				
		1200 TO 1600	1600 TO 2000		2000 TO 2400		2400 TO 0400		0400 TO 0800		0800 TO 1200									
		4	4		4		4				4									
SUMMARY																				
RUNNING TIME													PROPELLER SLIP (%)							
DETENTION TIME													BBL FUEL/MI							
TOTAL REVOLUTIONS													WIND DIRECTION							
AVERAGE R.P.M.													STATE OF SEA							
TOTAL MILES BY ENGINE													STATE OF WEATHER							
TOTAL MILES BY OBSERVATION																				

1200-1600 WATCH

Following Machinery on the line #1 Boiler, #1 F.O. Fan #1 F.O. Svc Pump, Main Air Comp
L.O. Purifier, #1 MN Cond Pump, Aux Circ #1 Sanitary Pump #1 F.W. Pump
#1 Main Feed Pump. Routine inspections of Aux Mach Spaces made.

Oiler Clements Jr. Milhorn. FWT McGee.

WATCH ENGR'S SIGNATURE.

1600-2000 WATCH

Put #1 MAIN L.O. PUMP ON THE LINE @ 1630

PERMISSION TO ROLL MAIN UNIT WITH JACKING GEAR AT 1800
FROM MR McGEE 3RD OFFICER. JACKING GEAR IN & ON AT 1805
Put WICKS IN SPRING BEARINGS.

Oiler HEPEL FWT Massey Jr. Lyng

WATCH ENGR'S SIGNATURE.

2000-2400 WATCH

PUMPED DOWN MAIN CONDENSER. MIGHTY FULL.

#1 EVAP SECURED ABOUT 2300

BILGES AT SAFE LEVEL.

WATCH PERSONNEL AS BEFORE

WATCH ENGR'S SIGNATURE.

2400-0400 WATCH

Started raising vacuum main unit @ 0100

JR. Eng Duncan Oiler Johnson FWT Bowman

WATCH ENGR'S SIGNATURE.

0400-0800 WATCH

Received screw clearance from bridge 0435. Clock synchro with
Bridge @ 0529. Teletested 0531. Jacking gear disengaged & Polling Unit @ 0532.
STBY @ 0635 Bells as per bell Book FWE @ 0812. BERTH BRAVO N.S.C.

WATCH ENGR'S SIGNATURE.

0800-1200 WATCH

MOORED @ NSC @ 0812 FWE. 0830 BROKE VACUUM ON M/UNIT. #1 GEN. IN SERVICE. #2
Jacking gear changed to H&L SECTION ON OUTBOARD SETTER. 0917 FIRE DRILL. 0918 STBY. 0926 FWE.
0928 SECURED ~~BOAT~~ ^{FIRE} DRILL. 0932 BOAT DRILL. SECURED FROM BOAT DRILL @ 1130
Jacking gear on M/UNIT @ 0815

JR. Eng. Milhorn Oiler - Clements FWT - McGee

WATCH ENGR'S SIGNATURE.

CHIEF ENGINEER

	PORT	STBD
P.A.		250
T.A.		430
CH.		64
PH		10
STW 4RS		

CHIEF ENGR'S SIGNATURE.

WATCH							WATCH						
	1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200		1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200
RUNNING TIME													
DETENTION TIME													
REVOLUTION COUNTER (END OF WATCH)													
TOTAL REVOLUTIONS (FOR WATCH)													
AVERAGE RPM													
F.O. METER (END OF WATCH)	1607 440	3180				161 0060							
F.O. CONSUMED		440											
PRESSURES	THROTTLE												
	H.P. AHEAD												
	L.P. AHEAD												
	VACUUM	28.5	28.5	29.5	28	28							
	L.O. TO TURBINES	12.5	12.5	12.5	12.5	12.5							
	AUX. STEAM	150	150	160	150	150							
	BACK PRESSURE	10	10	10	10	10							
	GLAND STEAM	4	4	4	4	4							
	H.P. BLEEDER												
	I.P. BLEEDER												
	L.P. BLEEDER												
TEMPERATURES	STEAM AT THROTTLE												
	L. P. EXHAUST												
	CONDENSATE	86											
	CIRC. WATER IN	64	60	60	60	60							
	CIRC. WATER OUT	74	72	72	72	72							
	L.O. TO COOLERS	110		110	110	110							
	L.O. FROM COOLERS	110		110	110	110							
	TEMPERATURE THRUST BEARING												
	FORWARD H.P. ROTOR BEARING												
	AFT. H.P. ROTOR BEARING												
TEMPERATURES	FORWARD L.P. ROTOR BEARING												
	AFT. L.P. ROTOR BEARING												
	HOTTEST GEAR BEARING FORWARD												
	HOTTEST GEAR BEARING AFT												
	AUX. COND. CONDENSATE	86	86		82	82							
	1ST STAGE FEED WATER HEATER												
	D. C. FEED WATER HEATER	240	242	243	244	244							
	3RD STAGE FEED WATER HEATER												
	SUPER HEAT												
	F.O. TO BURNERS	200	200	200	200	200							
PRESSURES	AIR TO FURNACE	108	108	104	104	104							
	F.O. TEMP. IN SETTLING TANKS												
	PORT BOILER UPTAKE												
	STBD. BOILER UPTAKE												
	F. O. BACK PRESSURE												
	MAIN STEAM												
	F.O. TO BURNERS	140	220	240	260	260							
	MAIN COND. SALINITY												
	ENGINE ROOM TEMPERATURE												
	FIRE ROOM TEMPERATURE												
TEMPERATURES	NOZZLES IN USE												
	NO. OF BURNERS IN USE												
	BURNER TIP SIZE	53-60	53-60	53-60	53-60	53-60							
	CO ₂ % PORT BOILER	60-60	60-60										
	CO ₂ % STBD. BOILER												
	OIL LEVEL MAIN SUMP												

WATCH	GENERATORS												FUEL - WATER AND LUBE OIL							
	GENERATOR NUMBER	R.P.M.	STEAM PRESSURE	STEAM TEMP.	L.O. PRESSURE	L.O. TO COOLER	L.O. FROM COOLER	TEMP. OF HOTTEST BEARING	L.O. GOVERNOR PRESSURE	AMPS POSITIVE	AMPS NEGATIVE	VOLTS	FUEL OIL		BOILER WATER		LUBE OIL		DIESEL OIL	
1200 TO 1600	1	1340	430		9	125	100		62	1000	1000	240	METER AT NOON		ON HAND AT START OF DAY		EVAPORATED OR RECEIVED			
	2	1340	430	N.C.H.								240	METER PREVIOUS NOON		ON HAND					
1600 TO 2000	1	1340	430		9	125	115		62	1150	1150	200	CONSUMED BY METER		ON HAND					
													ON HAND AT START OF DAY		CONSUMED					
2000 TO 2400	1	1340	430		9	125	115		62	1100	1100	240	RECEIVED DURING DAY		ON HAND AT START OF DAY					
	2												EXPENDED DURING DAY		RECEIVED					
2400 TO 0400	1	1200	420		9	125	115		62	1100	1100	240	REMAINING ON BOARD		ON HAND					
													ON HAND AT START OF DAY		CONSUMED					
0400 TO 0800													EVAPORATED OR RECEIVED		ON HAND					
													ON HAND		RECEIVED					
0800 TO 1200													CONSUMED		CONSUMED					
LOW PRESS. EVAPORATORS (No. of hrs. operated) (Fresh water made gals.)																				
L.O. CENTRIFUGE - HOURS OPERATED																				
	1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200														
	3	4	4	4	4															
SUMMARY																				
RUNNING TIME												PROPELLER SLIP (%)								
DETENTION TIME												BBL FUEL/MI								
TOTAL REVOLUTIONS												WIND DIRECTION								
AVERAGE R.P.M.												STATE OF SEA								
TOTAL MILES BY ENGINE												STATE OF WEATHER								
TOTAL MILES BY OBSERVATION																				

REMARKS

1200-1600 WATCH

Docked @ NSD Port Side to - MACH'Y IN OPERATION #1 BOILER - #1 F.D. FAN -
 #1 F.O. SERVICE PUMP - #1 & #2 GENERATORS - M.V. COND. PUMP - L.O. PURIFIER ON SUMP
 TO SUMP - ELEC. L.O. SERVICE PUMP - #1 FRESH WATER PUMP - #1 SANITARY PUMP - M.V.
 EVAP. - CONTAMINATED EVAP. / CLEANED L.O. PURIFIER - BACK ON SUMP TO SUMP - AUX.
 COND. PUMP IN SERVICE @ 1330 - XFD. FROM D.B. DISTILLED TIC. - AUX COND. PUMP ^{OVERLOAD} KICKED OUT
 @ 1513 - #1 FIRE PUMP TACHOMETERED & ON LINE @ 1515 - ROUTINE TESTS & INSPECTIONS OF MACH'Y & SPACES.

J.R. MILLER - F.W. INGER - OILER - CLEMENTS

WATCH ENGR'S SIGNATURE

Ray C. Wilson

1600-2000 WATCH

ROUTINE PORT WATCH I SET M.V. F.D. EVAP. REGULATOR
 BILGES AT SAFE LEVEL. MTR PUT GAUGE LINE ON FIRE PUMP.
 W. GATCH SET + ADJUSTED 10" DUMP VALVE WORKS FINE.
 STARTED #1 LP EVAP ABOUT 1920.

2000-2400 WATCH

DICKER HAPER F.W. MASSEY JR. LYONS

WATCH ENGR'S SIGNATURE

W. J. Lyons

ROUTINE PORT WATCH
 BILGES AT SAFE LEVEL.

2400-0400 WATCH

WATCH PERSONNEL AT BREAK

WATCH ENGR'S SIGNATURE

W. J. Lyons

Secured jacking gear & lube oil pump @ 0130. Baking out port
 boiler brickwork.

0400-0800 WATCH

J.R. MILLER - F.W. INGER - OILER PERKINS

WATCH ENGR'S SIGNATURE

D. Laro

ROUTINE PORT WATCH Baking out port boiler brickwork

0800-1200 WATCH

WATCH AS BEFORE

WATCH ENGR'S SIGNATURE

D. Laro

Secured #2 generator and broke vacuum @ 0820. #4 generator
 on line & secured #1. Plant operating 10 psi & 150 psi lines
 for evaporator flat. Auxiliary condensers secured. Baking
 out port boiler brickwork.

CHIEF ENGINEER

WATCH ENGR'S SIGNATURE

D. Laro

	PORT	STBD
PA	470	390
TA		470
CA		471
PH		10
SUM AVE		

CHIEF ENGR'S SIGNATURE

USNS		VOYAGE NO.		FROM		TO		TYPE OF VESSEL		DATE 11/27-28/65			
		WATCH						WATCH					
		1200 TO 1600		1600 TO 2000		2000 TO 2400		2400 TO 0400		0400 TO 0800		0800 TO 1200	
RUNNING TIME													
DETENTION TIME													
REVOLUTION COUNTER (END OF WATCH)													
TOTAL REVOLUTIONS (FOR WATCH)													
AVERAGE RPM		493		5010		5110		6160		6260		6230	
F.O. METER (END OF WATCH)		161		0490		1150		1810		2370		2630	
F.O. CONSUMED		430		660		760		660		460		560	
PRESSURES													
THROTTLE													
H.P. AHEAD													
L.P. AHEAD													
VACUUM													
L.O. TO TURBINES													
AUX. STEAM		150		150		150		150		150			
BACK PRESSURE				10.5		10		10		10			
GLAND STEAM				3		3		3		3			
H.P. BLEEDER													
I.P. BLEEDER													
L.P. BLEEDER													
TEMPERATURES													
STEAM AT THROTTLE													
L. P. EXHAUST													
CONDENSATE													
CIRC. WATER IN				60		60		60		60			
CIRC. WATER OUT				66		65		65		65			
L.O. TO COOLERS													
L.O. FROM COOLERS													
TEMPERATURE THRUST BEARING													
FORWARD H.P. ROTOR BEARING													
AFT. H.P. ROTOR BEARING													
FORWARD L.P. ROTOR BEARING													
AFT. L.P. ROTOR BEARING													
MACH. PARTICULARS (CONT'D)													
HOTTEST GEAR BEARING FORWARD													
HOTTEST GEAR BEARING AFT													
AUX. COND. CONDENSATE				74		76		76		76			
1ST STAGE FEED WATER HEATER				24									
D. C. FEED WATER HEATER				242		244		240		240			
3RD STAGE FEED WATER HEATER													
TEMPERATURES (CONT'D)													
SUPER HEAT													
F.O. TO BURNERS													
AIR TO FURNACE													
F.O. TEMP. IN SETTLING TANKS													
PORT BOILER UPTAKE													
STBD. BOILER UPTAKE													
PRESSURES													
F. O. BACK PRESSURE													
MAIN STEAM				430		430		430		430		430	
F.O. TO BURNERS				140		180		175		180		180	
MAIN COND. SALINITY													
ENGINE ROOM TEMPERATURE				57		85		83		83		83	
FIRE ROOM TEMPERATURE				87		85		83		83		83	
NOZZLES IN USE													
NO. OF BURNERS IN USE				1		1		1		1		1	
BURNER TIP SIZE				60-53		60 53		60 53		60/53		60/53	
CO ₂ % PORT BOILER													
CO ₂ % STBD. BOILER													
OIL LEVEL MAIN SUMP													
GENERATORS													
WATCH													
GENERATOR NUMBER													
R.P.M.													
STEAM PRESSURE													
STEAM TEMP.													
L.O. PRESSURE													
L.O. TO COOLER													
L.O. FROM COOLER													
TEMP. OF HOTTEST BEARING													
L.O. GOVERNOR PRESSURE													
AMPS POSITIVE													
AMPS NEGATIVE													
VOLTS													
1200 TO 1600													
1600 TO 2000		1		1340		490		116		106		64	
2000 TO 2400		2		1340		430		128		118		68	
2400 TO 0400		1		1240		430		128		108		64	
0400 TO 0800		2		1340		430		128		118		68	
0800 TO 1200		1		1000		9							
FUEL OIL													
METER AT NOON													
METER PREVIOUS NOON													
CONSUMED BY METER													
ON HAND AT START OF DAY													
RECEIVED DURING DAY													
EXPENDED DURING DAY													
REMAINING ON BOARD													
ON HAND AT START OF DAY													
EVAPORATED OR RECEIVED													
ON HAND													
CONSUMED													
LUBE OIL													
ON HAND AT START OF DAY													
RECEIVED													
ON HAND													
CONSUMED													
DIESEL OIL													
ON HAND													
RECEIVED													
CONSUMED													
LOW PRESS. EVAPORATORS (No. of hrs. operated) (Fresh water made gals.)													
L.O. CENTRIFUGE - HOURS OPERATED													
1200 TO 1600													
1600 TO 2000													
2000 TO 2400													
2400 TO 0400													
0400 TO 0800													
0800 TO 1200													
SUMMARY													
RUNNING TIME													
DETENTION TIME													
TOTAL REVOLUTIONS													
AVERAGE R.P.M.													
TOTAL MILES BY ENGINE													
TOTAL MILES BY OBSERVATION													
PROPELLER SLIP (%)													
BBL FUEL/MI													
WIND DIRECTION													
STATE OF SEA													
STATE OF WEATHER													

REMARKS

1200-1600 WATCH

M & R WORKED ON ALX + MAIN LINE SW X OVER FROM FIRE PUMP
 FINISHED AT 1430 BROUGHT UP VALVE ON #1 + 2 ALX LEAK START GEN
 PUT SAME ON THE LINE #2 THAT IS #12 DILINS.

#1 FIRE PUMP OPENED RELIEF VALVE BETWEEN 125th + 130
 MR PATRON & MY SELF WITNESSED SAME.

CONTRACTORS WORKED ON 10th LINE SEEMS TO WORK FINE.

OILER HERE FOT MASSEY JR LYNX.

WATCH ENGR'S SIGNATURE-

1600-2000 WATCH

ROUTINE PORT WATCH

BILGES AT SAFE LEVEL

ROUTINE INSPECTIONS OF AXR MACH. SPACES MADE.

INTERMITTANT FIRES IN #2 BOILER B/D BY 2ND VESSEL OILER

DUNCAN PUT STBD BOILER ON CONSTANT BLOW TO BILGE

OILER JOHNSON FOT BOWMAN JR DUNCAN.

WATCH ENGR'S SIGNATURE-

2000-2400 WATCH

ROUTINE PORT WATCH

BILGES AT SAFE LEVEL

INTERMITTANT FIRES IN #2 BOILER B/D BY 2ND

WATCH PERSONNEL AS BEFORE.

WATCH ENGR'S SIGNATURE-

2400-0400 WATCH

EVAP UTILITY MAN SCHEDULED TO WORK 0000 TO 0800 WATCH

WAS CALLED TWICE 2ND TIME ANSWERED & HEARD CONVERSATION WITH

1600-2400 EVAP UTILITY & DID NOT GET UP. AT 0001 TOLD

1600-2400 EVAP MAN TO START WATCH WITH 0500-1600 EVAP MAN WHO
 IS ABOARD. W R/C

OILER MULLHORN OILER PERKINS PORT - M'GEE

WATCH ENGR'S SIGNATURE-

0400-0800 WATCH

ROUTINE PORT WATCH

LINE AS BEFORE

WATCH ENGR'S SIGNATURE-

0800-1200 WATCH

MR. LONG OILER LEMPEL FOT MASSEY

WATCH ENGR'S SIGNATURE-

CHIEF ENGINEER

27	PORT	STBD
P.A.	420	390
T.A.	480	470
CH	50	1071
PH	10	10
STW HRS		12

CHIEF ENGR'S SIGNATURE-

USNS	VOYAGE NO.	FROM	TO	TYPE OF VESSEL	DATE
					11-27-29-05

WATCH							WATCH						
	1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200		1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200
RUNNING TIME							MACH. PARTICULARS (CONT'D)						
DETENTION TIME													
REVOLUTION COUNTER (END OF WATCH)													
TOTAL REVOLUTIONS (FOR WATCH)						4937470 1616200							
AVERAGE RPM													
F.O. METER (END OF WATCH)	161	3990					MACH. PARTICULARS (CONT'D)						
F.O. CONSUMED		700											
PRESSURES	THROTTLE												
	H.P. AHEAD												
	L.P. AHEAD												
	VACUUM	28.5	28.5	28.5		28.5							
	L.O. TO TURBINES												
	AUX. STEAM	150	130	130		150							
	BACK PRESSURE	9	9	9		10							
	GLAND STEAM	4	9	4		4							
	H.P. BLEEDER			RCH									
	I.P. BLEEDER												
TEMPERATURES	L.P. BLEEDER												
	STEAM AT THROTTLE						TEMPERATURES						
	L. P. EXHAUST												
	CONDENSATE												
	CIRC. WATER IN												
	CIRC. WATER OUT												
	L.O. TO COOLERS												
	L.O. FROM COOLERS												
	TEMPERATURE THRUST BEARING												
	FORWARD H.P. ROTOR BEARING												
	AFT. H.P. ROTOR BEARING												
TEMPERATURES	FORWARD L.P. ROTOR BEARING						TEMPERATURES						
	AFT. L.P. ROTOR BEARING												
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						
TEMPERATURES							TEMPERATURES						

REMARKS

1200-1600 WATCH

MACHINERY ON THE LINE #2 GEN #1 MAN COND #1 MAN AIR COMP #1 E.O. SVC
PUMP #1 GEN IDLING W/ SANITARY + #1 F.W. PUMP AUX CIRC.
PUT STENG TO INBD + OUTBD PORT SETTLERS

1600-2000 WATCH

OILER HURD FWT MASON JR LYNG.
Put L.O. SVC. PUMP CTD DO TO MAN UNIT @ 1830 SEATED DO
PUMPER OPENED HI SUC M/CIRC PUMP + OVRD STARTED SAME. MR WALLEY
NIGHT RELIEF OFFICER OK'D TURNING OF PROP WITH TALKING GEAR AT 1858
DUNCAN START BRINGING UP VACUUM @ 1900

WATCH ENGR'S SIGNATURE-

2000-2400 WATCH

OILER JHONSON FWT BOWMAN JR DUNCAN.
No changes made in operating machinery

WATCH ENGR'S SIGNATURE-

2400-0400 WATCH

No changes made in operating machinery, except P/T #2 BOILER, F.O. SERVICE
PUMP AND #2 FEED PUMP ON LINE @ 0315. Desuperheater Pressure FLUXUATING FROM
BOILER Pressure down to 75 PSI. 35# Line THROTTLED. FAILED TO LOCATE AIR LEAK IN VACUUM SIDE
OF M/UNIT. Bilges AT SAFE LEVEL. CLEARED L.O. STRAINERS ON #1 & 2 GEN. ALSO M/UNIT.
JR. Eng - McHorne AND FWT - McGee FAILED TO REPORT FOR WATCH

WATCH ENGR'S SIGNATURE-

0400-0800 WATCH

JR. Eng - DUNCAN OILER - PERKINS FWT - BOWMAN
Mach as before except XTRA FD FROM D.W. D/BT. TANK. THRU
MAN COND. : #1 BOILER ON CONTINUOUS BLOW TO EVAP. (DO NOT SECURE IT):

WATCH ENGR'S SIGNATURE-

0800-1200 WATCH

NO. 2 D.C. GEN TRIPPED ON OVERLOAD @ 1045. NO. 1-2 D.C. GENS BRCK. ON LINE @ 1050.
PUMPED NO. 1 HOLD P-S. BLEW DOWN PORT BOILER.
PORT BOILED ON CONTINUOUS BLOW DOWN TO EVAP.

WATCH ENGR'S SIGNATURE-

CHIEF ENGINEER

WATCH ENGR'S SIGNATURE-

	PORT	STBD
PA.	420	380
TA.	480	440
CH.	50	71
PH	10	10
STM/HRS.		36

CHIEF ENGR'S SIGNATURE-

USNS	VOYAGE NO.	FROM	TO	TYPE OF VESSEL	DATE
GEN- JOHN POPE TARIU	1	OAKLAND		P2	11-29/30-65

		WATCH								WATCH								
		1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200			1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200			
RUNNING TIME			30 Min	240	240	240	240	MACH. PARTICULARS (CONT'D)	TEMPERATURES (CONT'D)				140	142	140	140		
DETENTION TIME														130	128	130	135	
35708 2000 2250 REVOLUTION COUNTER (END OF WATCH)		722	80740	7230	7232	723	7236							86	78	80	82	
TOTAL REVOLUTIONS (FOR WATCH)				22220	22220	23530	22640										22640	
AVERAGE RPM				90.2	90.0	90.8	94.3					248	244	240	245	244	240	
F.O. METER (END OF WATCH)		1616450	7030	8230	19300	70390	21640											
F.O. CONSUMED		550	1120	2440	2200	2230	2540											
PRESSURES	THROTTLE			410	420	420	420			TEMPERATURES								
	H.P. AHEAD			405	410	410	410						200	190	190	190	190	190
	L.P. AHEAD			0	0									112	118		118	118
	VACUUM	28.5	28.5	28.5	28.5	28.5	28.5					104	113		110	108		
	L.O. TO TURBINES	12	12	12	12	12	11.5											
	AUX. STEAM	150	140	140	140	140	140											
	BACK PRESSURE	11	12	12	12	12	12											
	GLAND STEAM	3.5	3.0	4	4	3.0	3.0											
	H.P. BLEEDER																	
	I.P. BLEEDER																	
L.P. BLEEDER																		
TEMPERATURES	STEAM AT THROTTLE			710	670	685	710	MISCELLANEOUS										
	L. P. EXHAUST											0.83	0.2	0.1	0.41	0.2		
	CONDENSATE			86	78	80	82				76	72	76	76	76	77		
	CIRC. WATER IN	60		62	62	60	60				76	72	76	76	76	77		
	CIRC. WATER/OUT	70		72	72	72	72					14			14	14		
	L.O. TO COOLERS			132	124	126	126											
	L.O. FROM COOLERS			112	110	110	110											
	TEMPERATURE THRUST BEARING			120	116	115	115											
	FORWARD H.P. ROTOR BEARING			140	117	118	140											
	AFT. H.P. ROTOR BEARING			140	134	134	140											
FORWARD L.P. ROTOR BEARING			125	119	118	135												
AFT. L.P. ROTOR BEARING			130	126	125	135												

ROTOR BEARING													GENERATORS													FUEL - WATER AND LUBE OIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
WATCH	GENERATOR NUMBER	R.P.M.	STEAM PRESSURE	STEAM TEMP.	L.O. PRESSURE	L.O. TO COOLER	L.O. FROM COOLER	TEMP. OF HOTTEST BEARING	L.O. GOVERNOR PRESSURE	AMPS POSITIVE	AMPS NEGATIVE	VOLTS	FUEL OIL				BOILER WATER		LUBE OIL		DIESEL OIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
													METER AT NOON	METER PREVIOUS NOON	CONSUMED BY METER	ON HAND AT START OF DAY	RECEIVED DURING DAY	EXPENDED DURING DAY	REMAINING ON BOARD	ON HAND AT START OF DAY	EVAPORATED OR RECEIVED	ON HAND	CONSUMED	ON HAND AT START OF DAY	RECEIVED	ON HAND	CONSUMED	ON HAND	RECEIVED	ON HAND	CONSUMED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
1200 TO 1600	1	1300	430		9	132	118		68	1400	1400	240																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

LOW PRESS. EVAPORATORS (No. of hrs. operated)(Fresh water made gals.)

L.O. CENTRIFUGE - HOURS OPERATED

1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200
3	4	4	3	4	4

SUMMARY

RUNNING TIME	PROPELLER SLIP (%)
DETENTION TIME	BBL FUEL/MI
TOTAL REVOLUTIONS	WIND DIRECTION
AVERAGE R.P.M.	STATE OF SEA
TOTAL MILES BY ENGINE	STATE OF WEATHER
TOTAL MILES BY OBSERVATION	

REMARKS

1200-1600 WATCH

DOCKED N.S.D. PORT SIDE TO - MACH'Y IN OPERATION - #1 & #2 BOILERS - #1 & #2 F.D. FANS - #1 & #2 AUX. STM. BENS. - #1 & #2 F.O. SERVICE PUMPS - M.H. & CONTAMINATED EVAPS - #1 ELEC. L.O. SERVICE PUMP - L.O. PURIFIER ON SUMP TO SUMP - #1 F.W. PUMP - #1 SANITARY PUMP / ~~PORT~~ ^{STBD} BLR ON CONSTANT BLOW THRU M.V. EVAP - BOTTOM BLOW DOWN STBD BOILER THREE (3) TIMES - TESTED TELEGRAPH W/BRIDGE @ 1203 - BILGES AT SAFE LEVEL

Jr. Eng. - McElhorne Oiler - Perkins FWT - Massey

WATCH ENGR'S SIGNATURE.

1600-2000 WATCH

Mach as above except STBD Boiler on constant blow: Pitching gear disengaged & main unit rolling @ 12:00 clock synchro w/bridge @ 1657 steering gear tested & OK by bridge: STBY @ 1745 Bells 25 for bell back: #3 F.O. 1664 set in service: XTDA FD from #1 S Res TH: DEPT @ 1930 R.F.O. METER 4938310 STBD F.O. METER 1617030: #1 SHUTT COUNTER 72285720 12/16, 70/16, 1st stage bleeders OPEN BLEW DOWN M.U. & CONT EVAP'S.

WATCH ENGR'S SIGNATURE.

2000-2400 WATCH

CHANGED AND CLEANED F.O. SUCTION AND DISCH. STRAINERS. CHANGED AND CLEANED L.O. STRAINERS NO. 1-2 D.C. GEHS. ADDED 9 GALS. L.O. TO NO. 2 D.C. GEN. CHANGED OVER F.O. SETTS @ 2400, HIGH SUCTION OUTBOARD.

F.O.M. P-4939530 S-1618230 C-72302940

WATCH ENGR'S SIGNATURE.

2400-0400 WATCH

MACHINERY AS BEFORE - CLEANED L.O. PURIFIER, BACK ON SUMP TO SUMP - @ 0030 CLOSED DRAINS ON H.P. TURBINE - @ 0130 LAST M.H. FD. SUCTION ON #1 STBD DEEP TANK CHANGED TO BW. DB. TK. - PUMPED BILGES - COMPLIED WITH NIGHT & STANDING ORDERS - ROUTINE ROUNDS & INSPECTIONS - 40" STATION THROTTLED - STM. RETURN LINE @ 3-34-0 LEAKING - BLOW CONT. EVAP AND M.U. EVAP DOWN

FOM P-4940680 S-1618300 C-72324630

WATCH ENGR'S SIGNATURE.

0400-0800 WATCH

UNDERWAY AS BEFORE. M.U.F. SUCTION #1 Res STBD. Reg routine watch carried out complied w/dep't orders

WATCH ENGR'S SIGNATURE.

0800-1200 WATCH

BLEW TUBES P-S BOILERS. TESTED DIESEL FIRE PUMPS @ 0900 ADDED 20 GALS. L.O. TO P.H.M. FD. PUMP. F.O. SUCTION AND DISCH. CHANGED AND CLEANED. CHANGED OVER SETTS @ 1200 HI SUCT. INBOARD.

WATCH ENGR'S SIGNATURE.

CHIEF ENGINEER

PA	1000	370
TA	320	1100
CH	156	71
PH	70	0
S.HRS.	9	60

CHIEF ENGR'S SIGNATURE.