

1200-1600 WATCH

UNDERWAY ON 16 NOZZ. MACH IN OPERATION #1 & 2 BOILERS 1 & 2 F.W. BLOWERS 1 & 2 F.O.S. P.M.P. 1 & 2 MAIN FUEL P.M.P. STBY FLOATING. M.N. AIR COMPRESSOR. 1 L.O.S P.M. L.O. PURIFIER. 1 M.N. CIRC & #2 M.N. CONDENSATE P.M.P. M.N. AIR EJECTOR. FIRE & SAN P.M. A.C. UNIT. 1 & 2 AUX GENERATORS. AUX AIR EJECTOR. CIRC. P.M. & AUX COND. ^X OVER to MAIN. PORT STEERING GEAR. TESTED OVERSPEED TRIP. LOW L.O. ALARM. & M.N. THRST ON TURBINE. PUMPED BILGES. CHECKED STEERING E.R. GEAR. TAPPED OFF SETTLERS FROM #6 P% OUTBD TKS. BLOW TUBES. MADE ROUTINE INSPECTION OF MACH & E.R. SPACES.

COND. .41 GPG

1600-2000 WATCH

Steaming as before on 16 nozzles. Changed and cleaned center burner on #1 & 2 boilers. Shifted and cleaned main L.O. strainer. Pumped cargo hold bilges. Carried out routine watch.

WATCH ENGR'S SIGNATURE: *Henry Bunn*

CONDENSATE .41 GPG. (1) one drop.

2000-2400 WATCH

UNDERWAY AS BEFORE 16 NOZZLES, MACHINERY IN USE AS BEFORE. CHANGED AND CLEANED FUEL OIL BURNER ALUMINIZERS, CHANGED AND CLEANED FUEL OIL PUMP DISCH STRAINER PORT SIDE, CHECKED ALL MACHINERY IN USE INCLUDING AFT STEERING ENGINE, RETARDED CLOCK 20 MIN @ 2300 HOURS.

WATCH ENGR'S SIGNATURE: *Jim Jones*

COND. .41 GPG

2400-0400 WATCH

UNDERWAY ON 16 NOZZ MACH AS BEFORE. CHANGED & CLEANED TOP F.O. BURNERS & DISCH STRAINER. RETARDED CLOCKS 20 MINS. @ 0100 INSPECTED & CLEANED L.O. STRAINERS ON #1 & 2 AUX GENERATORS. TAPPED OFF PORT SETTLERS FROM #6 P% OUTBD TKS. CHECKED STEERING E.R. GEAR. PUMPED BILGES. MADE ROUTINE INSPECTIONS OF MACH & E.R. SPACES.

WATCH ENGR'S SIGNATURE: *Clemson*

CONDENSATE .41 GPG.

0400-0800 WATCH

Steaming as before on 16 nozzles. At 0500 retarded clocks (20 min) 0445 #1 main fuel pump blew a gasket on water chest to #3 piston, secured pump. started aux. feed pump. renewed gasket on main feed pump. at 0500 started main feed pump back in operation. Shifted and cleaned F.O. suction strainer. Added (1) one gallon of oil in #1 main feed pump. Carried out standing and night orders. Pumped cargo hold & Eng. room bilges.

WATCH ENGR'S SIGNATURE: *Henry Bunn*

COND. test. (1) drop .4 GPG.

0800-1200 WATCH

UNDERWAY ON 16 NOZZLES. MACHINERY IN OPERATION AS BEFORE. CHANGED BURNERS & PORT FUEL OIL STRAINER. PUMP BILGES. BLEW TUBES ON #1 & 2 BOILERS COBIT. ROUTINE INSPECTION OF ALL OPERATING MACH & SPACES. NORMAL STEAMING WATCH. STAGG UNLIC JR ENGR WENT TO HOSPITAL @ 0830 & FAILED TO RETURN.

WATCH ENGR'S SIGNATURE: *Jim Jones*

COND. .41 GPG

CHIEF ENGINEER

WATCH ENGR'S SIGNATURE: *Clemson*

- BOILER TEST -

(WS) BTBQ(ES) PORT. (WS) (FS)

5477 HRS. 3888 HRS. 3502 - 384

P.AKL. P.AKL.

T.AKL. T.AKL.

SAL. SAL.

PD4 PD4

503 503

Cooler line out. No test on water.

CHIEF ENGR'S SIGNATURE: *Clemson*

REMARKS

1200-1600 WATCH

UNDERWAY ON 16 NOZZ. MACH. IN OPERATION. #1 & 2 BOILERS. 1 & 2 F.D. BLOWERS. 1 & 2 F.O.S. P.M.P.s. 1 & 2 MAIN F.W. P.M.P.s. STBY. FLUENTING. MAIN AIR EJECTOR. 1 MN CIRC. & 2 MN COND. P.M.P.s. L.O. PURIFIER. 1 L.O.S. P.M.P. MN AIR COMPRESSOR. A.C. UNIT. FIRE & SAN. P.M.P. PORT STEERING GEAR. 1 & 2 AUX. GENERATORS. AUX. CIRC. CONDENSATE & AUX. AIR EJECTOR ~~OVER~~ TO MAIN. TESTED OVERSPEED TRIP LOW L.O. ALARM & MN. THROTT. ON MN TURBINE. PUMPED BILGES. TOPPED OFF PORT S.H. TANK #6 & PUMPED BILGES. CHECKED STEERING ER. BEAR. BLEW TUBES. MADE ROUTINE INSPECTIONS OF MACH. & ER SPACES. CH. ENGR. IN E.R. 1200-1230 COND. .41 GPG. WATCH ENGR'S SIGNATURE. *George Bunn*

1600-2000 WATCH

STEAMING AS BEFORE ON 16 NOZZLES. CHANGED AND CLEANED CENTER BURNER ON #1 & 2 BOILER. SHIFTED AND CLEANED MAIN L.O. STRAINER. AT 1820 CLOSED WT. DOORS. PUMPED CARGO HOLES & ENG. ROOM BILGES. CARRIED OUT ROUTINE WATCH & INSPECTIONS.

COND. .41 GPG.

2000-2400 WATCH

REDUCED SPEED TO 14 NOZZLES @ 2000 HOURS B/O BRIDGE. CLEANED BUTTERS & F.O. STRAINERS. PUMPED BILGES. ROUTINE INSPECTION OF ALL MACHINERY & STEERING ENG ROOM. NORMAL STEAMING WATCH.

COND. .41 GPG.

2400-0400 WATCH

UNDERWAY ON 14 NOZZ MACH AS BEFORE 18 NOZZ B/O BRIDGE @ 2006. CHANGED & CLEANED ^{TOP} F.O. BURNERS & DISH. STRAINER. REDUCED SPEED TO 14 NOZZ B/O BRIDGE @ 2049. INSPECTED & CLEANED L.O. STRAINERS ON #1 & 2 AUX. GENERATORS. TOPPED OFF PORT S.H. TANK #6. PORT TANK #4. CHECKED STEERING ER. BEAR. PUMPED BILGES. MADE ROUTINE INSPECTIONS OF MACHINERY & ENG. SPACES.

CONDENSATE .41 GPG

0400-0800 WATCH

STEAMING AS BEFORE ON 14 NOZZLES. SHIFTED AND CLEANED F.O. SECTION STRAINER. ADDED TWO GALLONS OF OIL IN PORT MAIN FUEL PUMP. PUMPED OUT CARGO HOLES & ENG. ROOM BILGES. ROUTINE WATCH & INSPECTION OF MACHINERY & SPACES.

CONDENSATE TEST. .41 GPG.

0800-1200 WATCH

UNDERWAY ON 14 NOZZLES, MACHINERY IN USE AS BEFORE. CHECKED ALL MACHINERY IN USE INCLUDING STEERING ENG ROOM, 0800 TO 0830 BLEW TUBES IN P.T.S. BLAS, CLEANED ATOMIZERS OF BOTTOM BURNERS. CLEANED PORT FUEL OIL PUMP DISCH. STRAINER, #1 FUEL OIL TRANSFER PUMP DOWN FOR REPAIRS, LASHED DOWN LOOS GEAR FOR HEAVY SEAS.

COND. .41 GPG.

CHIEF ENGINEER

WATCH ENGR'S SIGNATURE. *Clemens*

BOILER TEST

(W5) STD. (F5) - PORT (W5) - (F5)

5501 HRS. 2912 HRS. 5526 - 408

P.AKL. 8.76 P.AKL. 7.01

T.AKL. 12.85 T.AKL. 12.26

SAL. 2.49 SAL. 4.14

PHOS. 38 PHOS. 40

SD³. 55 SD³. 55CHIEF ENGR'S SIGNATURE. *George Bunn*

		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		240	240	240	240	240	240			AFT. H. P. ROTOR BEARING	135	135	133	132	125	135
DETENTION TIME										FORWARD L. P. ROTOR BEARING	150	130	130	129	122	130
REVOLUTION COUNTER (END OF WATCH)		1151 1350	1153 1420	1153 410	1157 2020	1158 4120	1161 2030			AFT. L.P. ROTOR BEARING	150	128	129	128	125	135
TOTAL REVOLUTIONS (FOR WATCH)		20580	20260	20290	20110	17100	22910			HOTTEST GEAR BEARING FORWARD	149	148	150	149	130	150
AVERAGE RPM		85.8	84.4	84.5	81.8	71.3	88.1			HOTTEST GEAR BEARING AFT	147	147	144	147	133	145
F.O. METER (END OF WATCH)		9579 310	9581 870	9584 450	9586 960	9588 910	9591 660			AUX. COND. CONDENSATE	109	114	106	106	108	106
F.O. CONSUMED		2530	2560	2580	2510	1950	2250			1ST STAGE FEED WATER HEATER	162	162	160	160	150	160
										D. C. FEED WATER HEATER	240	240	140	240	240	238
										REPAIRS 4.0	1050					
										F.O. TO BURNERS	180	200	170	165	205	200
										F. O. BACK PRESSURE	15	15	15	15	15	15
										AIR TO FURNACE	5.8 5.0	5.2 5.0	5.0 5.0	5.0 5.0	4.0 2.6	6.0 7.0
										UPTAKE		-	-	-	-	-
										MAIN STEAM	460	460	460	460	460	460
										SUPER HEAT	740	740	730	730		670
										F.O. TO BURNERS	210	210	210	210	210	210
										F.O. TEMP. IN SETTLING TANKS	105	108/12	106/101	106/107	107/105	110/108
										PORT BOILER UPTAKE	295	295	295	305	305	295
										STBD. BOILER UPTAKE	285	285	280	295	290	280
										ENGINE ROOM TEMPERATURE	95	94	91	91	90	90
										FIRE ROOM TEMPERATURE	95	94	91	91	90	90
										NOZZLES IN USE	14	14	14	14	14	16
										NO. OF BURNERS IN USE	6	6	6	4	4	6
										BURNER TIP SIZE	53/70	53/70	53/70	53/70	53/70	53/70
										CO2 % PORT BOILER					84%	
										CO2 % STBD. BOILER					84%	
										OIL LEVEL MAIN SUMP	1'	1'	1'	1'	1'	1'

REMARKS

1200-1600 WATCH

UNDERWAY ON 14 NOZZ MACH. IN OPERATION #1 & 2 BOILERS 1 & 2 F.W. BLOWERS 1 & 2 F.O.S. P.M.P.S. 1 & 2 M.N. F.W. P.M.P.S. M.N. AIR COMPRESSOR. I.C.I.R. & 2 M.N. COND P.M.P.S. 1 L.O.S. P.M.P. L.O. PURIFIER. FIRE & SAN P.M.P. M.N. AIR EJECTOR. A.C. UNIT. PORT STEERING GEAR. 1 & 2 AUX GENERATORS. AUX AIR EJECTOR CIRC P.M.P. & AUX CONDENSATE. OVER to MAIN. Tested overspeed trip LAMP L.O. A.H.A.R.M. & M.N. THROT ON M.N. UNIT. PUMPED BILGES. TAPPED off PORT S&H. FROM #7-S. CHECKED STEERING E.R. GEAR. BLOW TUBES. MADE ROUTINE INSPECTIONS OF MACH & E.R. SPACES.

COND. 41 GPG

WATCH ENGR'S SIGNATURE

George Beames

1600-2000 WATCH

STEAMING AS BEFORE ON 14 NOZZLES. CHANGED AND CLEANED CENTER BURNERS ON #1 & 2 BOILERS. SHIFTED AND CLEANED MAIN L.O. STRAINER. PUMPED CARGO BILGES & ENG. ROOM BILGES. CHECKED ALL MACHINERY AND MACH. SPACES. ADDED 1 1/2 GALS. OF OIL IN #1 MAIN FEED PUMP. ROUTINE WATCH.

COND. 41 GPG

WATCH ENGR'S SIGNATURE

Jim Jones

2000-2400 WATCH

UNDERWAY AS BEFORE USING 14 NOZZLES. MACHINERY IN USE AS BEFORE. CHECKED ALL MACHINERY IN USE. CHECKED STEERING ENGINE. PUMPED BILGES. ROUTINE STEAMING WATCH. #1 F.O. TRANSFER PUMP DOWN FOR REPAIRS

COND. 41 GPG

WATCH ENGR'S SIGNATURE

Clemens

2400-0400 WATCH

UNDERWAY ON 14 NOZZ MACH. AS BEFORE. CHANGED & CLEANED TOP F.O. BURNER & DISCH STRAINER. CHECKED STEERING E.R. GEAR. PUMPED BILGES. HELD ENG'S CASUALTY DRILL E-S HIGH SALINITY IN BOILER FEED WATER. WATCH INST & BRIDGE NOTIFIED 0200-0230. REDUCED SPEED 75 RPM BY BRIDGE @ 0315. TAPPED OFF PORT S&H FROM #7-S. MADE ROUTINE INSPECTIONS OF MACH & E.R. SPACES.

COND. 41 GPG

WATCH ENGR'S SIGNATURE

George Beames

0400-0800 WATCH

UNDERWAY AT 75 RPM. SHIFTED AND CLEANED F.O. SECTION STRAINER. 0500 TO 0530 HELD CASUALTY DRILL E-S HIGH SALINITY IN THE BOILER FEED WATER. FOUR MEN PRESENT. PUMPED CARGO BILGES & ENG. ROOM BILGES. CHECKED ALL MACH. & SPACES. CARRIED OUT STANDING AND NIGHT ORDERS. 0725 INCREASED SPEED TO 14 NOZZLES TO THE BRIDGE. ADDED 3 GALS. OIL IN #2 MAIN FEED PUMP.

COND. 41 GPG

WATCH ENGR'S SIGNATURE

Jim Jones

0800-1200 WATCH

UNDERWAY AS BEFORE 16 NOZZLES AT 1038. CHECKED ALL MACHINERY IN USE INCLUDING STEERING ENG. MACHINERY IN USE AS BEFORE. LIT OFF AUX AIR EJECT. AUX CIRC PUMP, AUX CONDENSATE PUMP, SPLIT AUX & MAIN CONDENSATE SYSTEM AT 1100. BLOW TUBES ON 1 & 2 BLRS. 0900 SHIFTED TO OUTBD F.O. SETTLING TANK. 1600 E-S ENG CASUALTY DRILL NOTIFIED BRIDGE. 0930 #1 F.O. TRANSFER PUMP BACK IN COMMISSION. 1038 WENT TO 16 NOZZLES. CLEANED BOTTOM BURNER ATOMIZERS.

COND. 41 GPG

WATCH ENGR'S SIGNATURE

Clemens

CHIEF ENGINEER

BOILER TEST.

5325 - HBS. 2936 HRS. 5250 - 432

P.AKL. 8.76 P.AKL. 7.01

T.AKL. 13.43 T.AKL. 11.68

PHOS. 38 SAL. 3.73

503.55 PHOS. 35

SAL. 3.31 503. - 55

CHIEF ENGR'S SIGNATURE

Clemens

							WATCH						
							1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200	
RUNNING TIME								240	-				
DETENTION TIME													
REVOLUTION COUNTER (END OF WATCH)													
TOTAL REVOLUTIONS (FOR WATCH)													
AVERAGE RPM													
F.O. METER (END OF WATCH)							9593 550	9594 680	4595 590	1596 390	9597 190	9597 890	
F.O. CONSUMED							1890	1130	910	800	800	700	
MACHINERY PARTICULARS	PRESSURES	THROTTLE	450	450	455	450	450	-					
		H.P. AHEAD	-	-	-	-	-	-					
		L.P. AHEAD	-	-	-	-	-	-					
		VACUUM	25.2	21.2	22	27.8	28	28					
		L.O. TO TURBINES	12	12	12	12	12	12					
		AUX. STEAM	140	140	140	140	140	140					
		BACK PRESSURE	9	9	9	9	9	9					
		GLAND STEAM	5	5	8	8	8	8					
		H.P. BLEEDER	-	-	-	-	-	-					
		I.P. BLEEDER	-	-	-	-	-	-					
L.P. BLEEDER	-	-	21	-	-	-							
MACHINERY PARTICULARS	TEMPERATURES	STEAM AT THROTTLE	-	-	-	-	-						
		L.P. EXHAUST	205	200	270	232	212	158					
		CONDENSATE	91	95	92	87	88	90					
		CIRC. WATER IN	83	83	83	82	82	83					
		CIRC. WATER OUT	87	92	86	84	85	86					
		L.O. TO COOLERS	110	106	106	109	112	110					
		L.O. FROM COOLERS	106	104	103	105	109	106					
		TEMPERATURE THRUST BEARING	109	105	105	108	110	108					
		FORWARD H.P. ROTOR BEARING	123	125	119	120	120	115					
		MACHINERY PARTICULARS (CONT'D)	TEMPERATURES (CONT'D)	AFT. H. P. ROTOR BEARING	117	115	116	115	116	123			
FORWARD L. P. ROTOR BEARING	113			115	115	117	115	116					
AFT. L. P. ROTOR BEARING	129			110	138	125	128	124					
HOTTEST GEAR BEARING FORWARD	112			110	108	112	112	109					
HOTTEST GEAR BEARING AFT	112			118	105	108	110	106					
AUX. COND. CONDENSATE	91			106	92	87	104	90					
1ST STAGE FEED WATER HEATER	-			-	-	-	-	-					
O. C. FEED WATER HEATER	240			240	240	240	240	240					
3RD STAGE FEED WATER HEATER	240			240	240	240	240	240					
BOILER PARTICULARS	PRESSURES			F.O. TO BURNERS	110	185	200	150	165	180			
		F.O. BACK PRESSURE	12	12	12	12	12	20					
		AIR TO FURNACE	4.0 4.5	4.0	2.0 2.0	4.0	4.0	3.0					
		UPTAKE	-	-	-	-	-	-					
		MAIN STEAM	460	460	460	460	460	450					
		SUPER HEAT	700	695	640	695	-	670					
		F.O. TO BURNERS	210	210	210	210	210	210					
		F.O. TEMP. IN SETTLING TANKS	108 110	110 108	108 106	113 110	112 110	108					
		PORT BOILER UPTAKE	320	315	325	325	325	315					
		STBO. BOILER UPTAKE	275	290	245	245	245	-					
MISCELLANEOUS		ENGINE ROOM TEMPERATURE	70	88	88	87	87	89					
		FIRE ROOM TEMPERATURE	90	88	88	87	87	89					
		NOZZLES IN USE	TR017	-	-	-	-	-					
		NO. OF BURNERS IN USE	2	4	2	2	2	2					
		BURNER TIP SIZE	53/70	53/70	53/70	53/70	53/70	53/70					
		CO2 % PORT BOILER	-	-	-	-	84%	-					
		CO2 % STBO. BOILER	-	-	-	-	84%	-					
		OIL LEVEL MAIN SUMP	1'	1'	1'	1'	1'	1'					

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							
													METER AT NOON	ON HAND AT START OF DAY	METER PREVIOUS NOON	EVAPORATED OR RECEIVED	CONSUMED BY METER	ON HAND	ON HAND AT START OF DAY	CONSUMED	ON HAND AT START OF DAY	RECEIVED	ON HAND	CONSUMED
1200 TO 1600	1	1200	450	700	9	121	111		62	700	700	235		9597890		311		-0-	276	35	2300	-0-	2280	20
	2	1200	450	700	7	146	131		54	700	700	235		9591660										
1600 TO 2000	1	1200	450	695	9	120	110		62	600	600	235		6230										
	2	1200	450	695	7	144	126		54	600	600	235		4663										
2000 TO 2400	1	1200	450	695	9	120	110		62	650	650	235		-0-										
	2	1200	450	695	7	144	128		54	650	650	235		297										
2400 TO 0400	1	1200	450	695	9	120	110		62	650	650	235		4366										
	2	1200	450	695	7	144	128		54	650	650	235		809										
0400 TO 0800	1	1200	450	695	9	118	110		62	600	600	235		736										
	2	1200	450	695	7	144	128		54	600	600	235		906										
0800 TO 1200	1	1200	450	680	9	120	109		62	700	700	240		200										
	2	1200	450	680	7	140	108		54	700	700	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	4						
													SUMMARY											
													RUNNING TIME				PERCENT OF 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

Underway ARR: @ 1200 & Reduced speed to 60 RPM B/A Bridge CTR 11612030 FOM 9542490. MACH IN OPERATION #1+2 BLRS. 1+2 FD BLOWERS 1+2 FCS. PMP. 1+2 MN. 1+2 PMP. MN. CIRC. #2 MNCND PMP. LO. S PMP. LO. PURIFIER. FIRE + SDN PMP. MN. AIR. EJECTOR. MN. AIR COMPRESSOR. 1+2 AUX GENERATORS. AUX CIRC + AUX COND. PMP. AUX AIR EJECTOR. AL. UNIT PORT STEERING GEAR. MANEUVERING BELLS AS PER BELL BOOK. Shifted MN. Sea Injection to high. Shifted FO. Suet to Port Inbd STH @ 1530. Rolling MN. UNIT 5 RPM AHEAD B/A Bridge. MADE ROUTINE INSPECTIONS OF MACH & E.R. SPACES.

WATCH ENGR'S SIGNATURE.

1600-2000 WATCH

Anchored in Buckner Bay Okinawa. Main and aux. Plant lit off spinning main Eng. at 5 RPM. Added 3 gals. oil to Port fuel Pump and 2 gal. to stbd fuel pump. Checked all mach. & spaces.

Jr. Eng. Puckett ailer Duille F/W Pck. Cond. .41 GPG.

WATCH ENGR'S SIGNATURE.

2000-2400 WATCH

ANCHORED IN BUCKNER BAY OKINAWA, MAIN AND AUX PLANT LIT OFF SPINNING MAIN ENGINE AT 5 RPM. CHECKED ALL MACHINERY IN OPERATION INCLUDING STEERING ENGINE ROOM, CLEANED ALL ATOMIZERS IN USE, CLEANED PORT FUEL OIL STRAINER,

Cond. .41 GPG.

WATCH ENGR'S SIGNATURE.

2400-0400 WATCH

ANCHOR IN BUCKNER BAY OKINAWA MACH IN OPERATION AS BEFORE ROLLING MAIN UNIT 5 RPM AHEAD. TOPPED OFF PORT OUTBD SETTLER FROM #7 & shifted FO. Suet to port outbd STH @ 0200 PUMPED CARGO holds RIGGS. CHECKED STEERING E.R. GEAR. CLEANED STBD FO. DISCH STRAINER. MADE ROUTINE INSPECTIONS OF MACH. & ENGS SPACES.

WATCH ENGR'S SIGNATURE.

0400-0800 WATCH

at 5 RPM. MACH. IN OPERATION AS BEFORE. shifted and cleaned FO. suction strainer. Checked all mach. and mach. spaces, at 0635 lifted Emergency Engine order telegraph. at 0649 stby. bells as per bell book. aux. fuel pump and up & down LO. Pump on stby. at 0740 F.W.E. 0754 Engaged J.J.

Jr. Eng. Puckett ailer Duille, F/W Pck. Cond. .41 GPG.

WATCH ENGR'S SIGNATURE.

0800-1200 WATCH

ALONG FUEL DOCK, BUCKNER BAY OKINAWA, SECURED #1 BOILER @ 0800 hrs MAIN UNIT ON JACKING GEAR. STARTED FUELING SHIP @ 0831 & POTABLE WATER @ 0840. ROUTINE INSPECTION OF MACHINERY & SPACES. PUMPED bilges, NORMAL PORT WATCH.

OILER, Goodnough. FWT. LANG

Cond. .41 GPG.

WATCH ENGR'S SIGNATURE.

CHIEF ENGINEER

WATER READINGS

SUBD FS PORT WS FS
INCHES 29.66 INCHES 25.74 - 4.56

REL 7.58 REL 8.18

T-ANG 12.26 T-AXL 13.43

SAL. 2.90 SAL. 3.31

PHOS. 3.35 PHOS. 3.35

R. ph R. ph

50° 51 50° 50

CHIEF ENGR'S SIGNATURE.

REMARKS

1200-1600 WATCH

Port Watch Along Side Fuel Dock BUCKNER BAY OKINAWA. MACH IN OPERATION. #2 Boiler. 2 F.W. Blower. 2 F.W. P.M.P. 2 M.N. Feed P.M.P. M.N. Air Ejector. M.N. Circ. P.M.P. 2 M.N. Cond. P.M.P. 1 L.O. S. P.M.P. L.O. Purifier. M.N. Air Compressor. F.W. & S.W. P.M.P. A.C. UNIT. 1 & 2 AUX GENERATORS. AUX Air Ejector. AUX Circ & Cond. P.M.P.s. M.N. UNIT AND TACKLING GEAR. CHANGED & CLEANED F.O. BURNERS & STBD DISCH STRAINER. Bilges at safe level. Secured Fueling Ship @ 1250. Made Routine Inspections of ALL MACH & ENG'S SPACES.

BILGE-WIERS. 1-ANT-HINDS.

WATCH ENGR'S SIGNATURE.

Henry Ramsey

1600-2000 WATCH

Main Plant lit off with L.O. system in operation, #2 boiler on the line, main & aux plant split. at 1800 lit fire on #1 boiler 1916 cut #1 boiler in on aux. line. 1915 disengaged J.G. 1920 opened main stop. 1923 opened latched stop. 1924 Permission granted from bridge to spin main Eng. 1930 secured Taking on fresh water brought back aboard. 1938 aft. steering manet.

Jr Eng Duckett, ailer ~~Dembridge~~ DIERS.

WATCH ENGR'S SIGNATURE.

Am Jones

2000-2400 WATCH

UNDERWAY 16 NOZZLES @ 2130 B/O bridge. MACHINERY IN OPERATION AS BEFORE. PUMPED bilges. ROUTINE INSPECTION OF MACH & SPACES. NORMAL STEAMING WATCH.

Cond. 41 GPG

WATCH ENGR'S SIGNATURE.

Clemens

2400-0400 WATCH

UNDERWAY ON 16 NOZZ MACH IN OPERATION AS BEFORE. CHANGED & CLEANED TOP F.O. BURNERS & STBD DISCH STRAINER. TOPPED OFF PORT SELLERS FROM 24 DEEP TKS P.S. PUMPED Bilges. INSPECTED & CLEANED L.O. STRAINERS ON #1 & 2 AUX GENERATORS. Made Routine Inspections of MACH & E.R. SPACES.

Weininger Jr. ENGR. Relieved the Watch @ 0045 Left ENGINE ROOM AT 0150 TO MAKE OUTSIDE ROUND TRIP TO RETURN

WATCH ENGR'S SIGNATURE.

Henry Ramsey

0400-0800 WATCH

Steaming as before on 16 nozzles. Spilted and Cleaned F.O. section strainers. Pumped up out board settling from #3 P.S.C. to stop over flow from Vent on 01 level. Pumped Cargo below. Carried out routine watches and inspections.

Cond. 46 GPG.

WATCH ENGR'S SIGNATURE.

Am Jones

0800-1200 WATCH

STEAMING AS BEFORE 16 NOZZLES, CHECKED ALL MACHINERY IN USE, INCLUDING STEERING ENG ROOM, CLEANED BOTTOM ATOMIZERS. CLEANED PORT F.O. STRAINERS, BLEW TUBES ON 1 & 2 BARS, REDUCED SPEED TO 14 NOZZLES @ 0840 hrs B/O bridge.

Cond. 41 GPG.

WATCH ENGR'S SIGNATURE.

Clemens

CHIEF ENGINEER

Received 12,917 Net H.S.F.O. BARS BUCKNER BAY OKINAWA

BOILER WATER READINGS

WS) STEAD (FS) PORT (WS) (FS)

563 HOURS 2974 HOURS 2598 - 4480

AKL 7.01 AKL 7.61

T-AKL 12.85 T-AKL 12.26

SAL. 3.73 SAL. 3.73

PHOS. 3.0 PHOS. 3.5

R.ph R.ph

503-55 503-50

CHIEF ENGR'S SIGNATURE.

Clemens

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							MACHINERY PARTICULARS (CONT'D)	TEMPERATURES (CONT'D)	AFT. H. P. ROTOR BEARING	133	134	134	134	132	135
DETENTION TIME									FORWARD L. P. ROTOR BEARING	130	128	130	129	128	130
REVOLUTION COUNTER (END OF WATCH)									AFT. L.P. ROTOR BEARING	131	136	130	131	130	130
TOTAL REVOLUTIONS (FOR WATCH)									HOTTEST GEAR BEARING FORWARD	150	150	149	150	150	150
AVERAGE RPM									HOTTEST GEAR BEARING AFT	149	149	143	148	148	144
F.O. METER (END OF WATCH)									AUX. CONO. CONDENSATE	109	112	107	109	114	108
F.O. CONSUMED									1ST STAGE FEED WATER HEATER	163	164	164	163	162	164
PRESSURES	THROTTLE	450	450	450	450	450			D. C. FEED WATER HEATER	240	240	242	240	240	141
	H.P. AHEAD	450	450	450	450	450			3RD STAGE FEED WATER HEATER	1050	-	-	-	-	-
	L.P. AHEAD	19	20	19	19	19			F.O. TO BURNERS	180	190	150	150	155	178
	VACUUM	28	28	27.8	28	28			F. O. BACK PRESSURE	15	15	15	15	15	15
	L.O. TO TURBINES	12	12	12	12	12			AIR TO FURNACE	5.5	5.5	5.5	5.5	5.4	5.5
	AUX. STEAM	140	140	140	140	140			UPTAKE	-	-	-	-	-	-
	BACK PRESSURE	9	9	9	9	9			MAIN STEAM	460	460	460	460	460	460
	GLAND STEAM	3	3	3	3	3			SUPER HEAT	745	745	745	750	750	745
	H.P. BLEEDER	76	75	75	75	75			F.O. TO BURNERS	190	180	180	180	180	200
	I.P. BLEEDER	-	-	-	-	-			F.O. TEMP. IN SETTLING TANKS	92	102/100	102/104	94/100	107/110	103/104
L.P. BLEEDER	9	9	9	9	9	PORT BOILER UPTAKE	290	300	295	305	305	295			
TEMPERATURES	STEAM AT THROTTLE	690	690	685	690	700	STBD. BOILER UPTAKE	290	290	290	290	290	285		
	L.P. EXHAUST	111	112	110	110	110	ENGINE ROOM TEMPERATURE	92	92	91	91	92	93		
	CONDENSATE	109	110	107	109	106	FIRE ROOM TEMPERATURE	92	92	91	91	92	93		
	CIRC. WATER IN	85	85	85	85	85	NOZZLES IN USE	14	14	14	14	14	18		
	CIRC. WATER OUT	95	95	95	95	95	NO. OF BURNERS IN USE	6	6	6	6	6	6		
	L.O. TO COOLERS	124	124	123	123	122	BURNER TIP SIZE	53/0	53/76	53/70	53/0	53/70	53/70		
	L.O. FROM COOLERS	108	108	108	107	107	CO2 % PORT BOILER					84%			
	TEMPERATURE THRUST BEARING	116	115	115	115	115	CO2 % STBD. BOILER					84%			
	FORWARD H.P. ROTOR BEARING	128	128	129	128	126	OIL LEVEL MAIN SUMP	1'	1'	1"	1'	1'	1'		

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	METER AT NOON	METER PREVIOUS NOON	CONSUMED BY METER	ON HAND AT START OF DAY
1200 TO 1600	1	1200	450	690	9	125	115		62	850	850	9626040	9610080	15960	246
	2	1200	450	690	7	150	132		54	850	850				40
1600 TO 2000	1	1200	450	690	9	122	114		62	750	750	16713	16713	15960	276
	2	1200	450	690	7	148	132		54	800	800				10
2000 TO 2400	1	1200	450	690	9	122	114		62	750	750	-0-	-0-	15963	2265
	2	1200	450	690	7	148	132		54	750	750	750	750		-0-
2400 TO 0400	1	1200	450	690	9	123	114		62	750	750	15963	15963		2250
	2	1200	450	690	7	150	132		54	750	750				15
0400 TO 0800	1	1200	450	700	9	122	112		62	700	700	1127	1127		
	2	1200	450	700	7	148	130		54	700	700	177	177		
0800 TO 1200	1	1200	450	730	9	124	113		62	750	750	1089	1089		
	2	1200	450	730	7	148	130		54	750	750	216	216		
LOW PRESS. EVAPORATORS (No. of hrs. operated) (Fresh water made gals.)															
L.O. CENTRIFUGE - HOURS OPERATED															
SUMMARY															
RUNNING TIME												PERCENT OF 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

UNDERWAY ON 14 NOZZ MACH INOPERATION. #1+2 Boilers 1+2 F.O. Blowers 1+2 F.O.S. PMPs 1+2 M.H.A. PMPs. MAIN M.H. Ejector. L.O.S. PMP. L.O. Purifier M.H. CIRC & 2 Cond PMP. M.H. AIR COMPRESSOR. A.C. UNIT. AUX CIRC. AUX COND PMP. AUX AIR Ejector 1+2 AUX GENERATORS. FIRE & SAN PMP. Stbd Steering Gear. Tested overboard trip LOW L.O. ALARM ON TURBINE & M.H. THROTTLE. Shifted F.O. Suct to port outbd @ 1245. Topped Port tank sett FROM #4 DEEP TH. Pumped Bilges. Checked steering E.R. Gear. FIRE DRILL @ 1515 SEC. @ 1525 Boat DRILL @ 1536 SEC. @ 1535 S.R. @ 1545 L.H. @ 1555 BLEW TUBES. Made Routine Inspections of MACH & ENGR. SPACES.

WATCH ENGR'S SIGNATURE.

1600-2000 WATCH

Steaming as before on 14 nozzles. Shifted and cleaned main L.O. strainer. Changed center burner on #1+2 boilers. Checked all machinery @ 1840 closed W.P. Draw. Routine watch & inspections. Pumped out Cargo Holes.

Cont. (1) over nap.

2000-2400 WATCH

UNDERWAY ON 14 NOZZLES, MACHINERY IN USE AS BEFORE. CHECKED ALL MACHINERY IN USE INCLUDING STEERING ENG, SHIFTED TO INBD FO SETTLER 2100, CLEANED BOTTOM ATOMIZERS, CLEANED PORT FO DISCHARGE STRAINER, WASHED AND PUMPED BILGES, 2300 RETARDED CLOCKS 20 MIN, CARRIED OUT UNDERWAY WATCH ROUTINE.

WATCH ENGR'S SIGNATURE.

Cond .41 GPG.

2400-0400 WATCH

UNDERWAY ON 14 NOZZ MACH INOPERATION AS BEFORE. CHANGED & CLEANED TOP F.O. BURNERS & STBD DISCH STRAINER. Retarded Clocks 20 mins. @ 0100 INSPECTED & CLEANED L.O. STRAINERS ON #1+2 AUX GENERATORS. Held ENGR CASUALTY DRILL E-6 OIL FIRE IN ENGINE ROOM Bilge. Watch ENGR & Bridge notified 0100-0130. Pumped Bilges. Topped off PORT SETT. FROM #4 DEEP TH. Checked Steering E.R. Gear. Made Routine Inspections of MACH AND ENGRS SPACES.

WATCH ENGR'S SIGNATURE.

Cond .41 GPG.

0400-0800 WATCH

Steaming as before on 14 nozzles, shifted and cleaned F.O. SWT. strainer. Pumped Cargo Holes. Checked machinery & steering Eng. room. @ 0500 retarded Clocks (20 min) 0500 to 0530 held Casualty drill E-6 oil fire in Eng room bilge. 4 min Pleasant. Routine watch and inspection of machinery.

WATCH ENGR'S SIGNATURE.

Cont. (1) over nap.

0800-1200 WATCH

UNDERWAY AS BEFORE 14 NOZZLES, MACHINERY IN USE AS BEFORE, CHECKED ALL MACHINERY IN USE INCLUDING STEERING ENG, BLEW TUBES IN 1+2 BLRS, CLEANED BOTTOM ATOMIZERS, CLEANED PORT FO STRAINER, PUMPED BILGES & 3+4 HOLDS, 1105 SHIFTED TO 18 NOZZLES, CARRIED OUT UNDERWAY WATCH ROUTINE.

WATCH ENGR'S SIGNATURE.

Cond .41 GPG

CHIEF ENGINEER

BOILER WATER READINGS

STB'D (FS) PORT (WS) (FS)

HOURS 2998 HOURS 2622 - 504

AKL 9.34 AKL 6.42

T-AKL 14.60 T-AKL 8.76

SAL. 3.73 SAL. 3.31

PHOS. 38 PHOS. 30

R.ph R.ph

50°50 - 50°42

CHIEF ENGR'S SIGNATURE.

USNS		VOYAGE NO.		FROM		TO		TYPE OF VESSEL		DATE					
GEN John Pope TPR-111		5-13		OKINAWA		SUBIC BAY P.I.		P-252-R2		9-27-28					
		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		240	240	240	240	155	205			137	135	137	137	135	139
DETENTION TIME						85	35								
REVOLUTION COUNTER (END OF WATCH)		1185 6450	1187 9180	1190 2160	1192 4920	1193 7070	1195 970								
TOTAL REVOLUTIONS (FOR WATCH)		22890	23730	22980	22760	12150	16250								
AVERAGE RPM		95.4	98.8	95.4	94.8	77.9	79.2								
F.O. METER (END OF WATCH)		96.29 130	96.32 030	96.35 070	96.38 070	96.40 210	96.43 060								
F.O. CONSUMED		3090	2920	3020	3000	2140	2850								
								MACHINERY PARTICULARS (CONT'D)							
								TEMPERATURES (CONT'D)							
								AFT. H. P. ROTOR BEARING		137	135	137	137	135	139
								FORWARD L. P. ROTOR BEARING		134	132	135	133	132	135
								AFT. L. P. ROTOR BEARING		134	134	135	135	135	141
								HOTTEST GEAR BEARING FORWARD		154	155	155	155	155	156
								HOTTEST GEAR BEARING AFT		153	152	149	153	152	150
								AUX. COND. CONDENSATE		114	115	116	116	116	118
								1ST STAGE FEED WATER HEATER		168	168	170	169	168	168
								D. C. FEED WATER HEATER		240	240	240	240	240	240
								3RD STAGE FEED HP WATER HEATER 2A		1050 140	-	-	-	-	-
								F.O. TO BURNERS		210	210	210	210	200	210
								F. O. BACK PRESSURE		15	15	15	15	15	15
								AIR TO FURNACE		8.0 6.5	6.8 9.0	6.8 9.0	6.5 8.5	4.8 3.0	7.0 7.0
								UPTAKE			-	-	-	-	
								MAIN STEAM		460	460	460	460	460	460
								SUPER HEAT		750	750	750	735	735	730
								F.O. TO BURNERS		150	175	145	150	175	145
								F.O. TEMP. IN SETTLING TANKS		102 92	104/98	104/96	104/93	104/94	104/96
								PORT BOILER UPTAKE		300	300	325	325	325	280
								STBD. BOILER UPTAKE		315	315	320	320	320	300
								ENGINE ROOM TEMPERATURE		93	94	94	92	90	96
								FIRE ROOM TEMPERATURE		95	94	94	92	90	96
								NOZZLES IN USE		18	18	18	18	-	18
								NO. OF BURNERS IN USE		6	6	6	5	4	6
								BURNER TIP SIZE		53/70	53/70	53/70	53/70	53/70	53/70
								CO ₂ % PORT BOILER						84.5%	
								CO ₂ % STBD. BOILER					85	83.5%	
								OIL LEVEL MAIN SUMP		1'	1'	1'	1'	1'	1'

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			
1200 TO 1600	1	1200	450	685	9	125	115		62	900	900	235	METER AT NOON	9643060	ON HAND AT START OF DAY	276		
	2	1200	450	685	7	150	132		54	900	900	235	METER PREVIOUS NOON	9626040	EVAPORATED OR RECEIVED	40		
1600 TO 2000	1	1200	450	685	9	125	115		62	750	750	235	CONSUMED BY METER	17020	ON HAND	278		
	2	1200	450	685	7	148	130		54	750	750	235	ON HAND AT START OF DAY	15963	CONSUMED	38		
2000 TO 2400	1	1200	450	685	9	125	115		62	750	750	235	RECEIVED DURING DAY	-0-	ON HAND AT START OF DAY	2250		
	2	1200	450	685	7	148	130		54	750	750	235	EXPENDED DURING DAY	700	RECEIVED	-0-		
2400 TO 0400	1	1200	450	685	9	125	115		62	750	750	235	REMAINING ON BOARD	15263	ON HAND	2240		
	2	1200	450	685	7	148	130		54	750	750	235	ON HAND AT START OF DAY	1089	CONSUMED	10		
0400 TO 0800	1	1200	450	570	9	125	115		62	700	700	235	EVAPORATED OR RECEIVED	169				
	2	1200	450	570	7	150	132		54	700	700	235	ON HAND	1100				
0800 TO 1200	1	1200	450	730	9	125	115		62	750	750	235	CONSUMED	158				
	2	1200	450	730	7	150	132		54	750	750	235	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		4								
SUMMARY																		
RUNNING TIME			1320			PERCENT OF SLIP			Pcs. 14.3									
DETENTION TIME			120			BBL FUEL/MI			1.59 1.85									
TOTAL REVOLUTIONS			117,920			WIND DIRECTION			120									
AVERAGE R. P. M.			88.4			STATE OF SEA			SLight									
TOTAL MILES BY ENGINE			440			STATE OF WEATHER			82'									
TOTAL MILES BY OBSERVATION			377															

REMARKS

1200-1600 WATCH

UNDERWAY ON 18 NOZZ. MACH IN OPERATION. #1+2 Boilers 1+2 F.H. Blowers 1+2
 Stbd Flaring
 F.O. P.M.P. 1+2 MN F.O. P.M.P. MN Air Compressor. L.O. Purifier. L.H.S. P.M.P. MN. Circ & #2 Cond P.M.P.
 MN. Air Ejector. A.C. Unit 1+2 Aux Generators. Aux Air Ejector. Aux Circ & Cond. P.M.P. Stbd
 Steering Gear. FIRE & SAN P.M.P. Tested overspeed trip Low L.O. ALARM ON MN. TURBINE &
 MN throttle. Tapped off Port Set From #4 Deep P & Q. Pumped Bilge. Checked Steering ER Gear
 Collision Drill @ 1515 Sounded @ 1518 S.B. @ 1518 H.T. @ 1518 Blaw Tubes Made Routine Inspections
 of Mach & ER Spaces Cond. H.G.P.G.
 WATCH ENGR'S SIGNATURE - *George Bunney*

1600-2000 WATCH

Steaming as before on 18 Nozzles. Changed Center burners in #1+2
 boilers. shifted and cleaned main L.O. strainer. 1500 Closed MT. Doors. Checked all
 Machinery. Pumped Cargo holds. Routine watch and inspection of
 Mach. and Spaces.

Cond. (1) one drop.

WATCH ENGR'S SIGNATURE - *Jim Jones*

2000-2400 WATCH

UNDERWAY ON 18 NOZZLES, CHANGED BURNERS, F.O. STRAINERS,
 ROUTINE INSPECTION OF MACHINERY & SPACES, NORMAL STEAMING WATCH

Cond. .41 G.P.G.

WATCH ENGR'S SIGNATURE - *Clem*

2400-0400 WATCH

UNDERWAY ON 18 NOZZ MACH AS BEFORE CHANGED & CLEANED TO F.O. BURNERS &
 Stbd disch strainer. Tapped off Port Settlers From #4 & Deep TK. Pumped Cargo holds
 Bilge. Inspected & CLEANED L.O. STRAINERS ON #1+2 AUX GENERATORS. Checked Steering ER GEAR
 Made Routine Inspections of Mach & ER Spaces.

Cond. .41 G.P.G.

WATCH ENGR'S SIGNATURE - *George Bunney*

0400-0800 WATCH

Steaming as before on 18 Nozzles. shifted and cleaned F.O. section strainer
 @ 0500 slowed to 60 RPM. All other bells as per bell book. 0525 opened High
 Sea section & closed low section. Carried out regular watch procedure.
 Coming into Port.

Cond. (1) one drop.

WATCH ENGR'S SIGNATURE - *Jim Jones*

0800-1200 WATCH

0835 UNDERWAY FROM SUBIC BAY, 18 NOZZLES, MACHINERY IN USE AS BEFORE.
 CHECKED ALL MACHINERY IN USE INCLUDING STEERING ENG. CLEANED ALL
 BURNER ATOMIZERS IN USE, CLEANED PORT F.O DISCH STRAINER, ADDED 1 GAL
 LUBE OIL TO PORT MAIN FEED PUMP, STUCK DOWN APPROX 50 GAL LUBE OIL TO
 MN SUMP FROM SETTLING TANK

Cond. .41 G.P.G.

WATCH ENGR'S SIGNATURE - *Clem*

CHIEF ENGINEER

BOILER WATER READINGS

SP'D F5 PORT (WS) (FS)

HOURS 3022 HOURS 2646-528

AKL 8.75 AKL 9.53

T-AKL 12.26 T-AKL 13.43

SAL. 4.14 SAL. 3.73

PHOS. 4.5 PHOS. 5.5

R.ph R.ph

50350-503-54

CHIEF ENGR'S SIGNATURE - *George Bunney*

WATCH										WATCH									
1200 TO 1600							1200 TO 1600												
1600 TO 2000							1600 TO 2000												
2000 TO 2400							2000 TO 2400												
2400 TO 0400							2400 TO 0400												
0400 TO 0800							0400 TO 0800												
0800 TO 1200							0800 TO 1200												
RUNNING TIME							AFT. H. P. ROTOR BEARING												
DETENTION TIME							FORWARD L. P. ROTOR BEARING												
REVOLUTION COUNTER (END OF WATCH)							AFT. L.P. ROTOR BEARING												
TOTAL REVOLUTIONS (FOR WATCH)							HOTTEST GEAR BEARING FORWARD												
AVERAGE RPM							HOTTEST GEAR BEARING AFT												
F.O. METER (END OF WATCH)							AUX. COND. CONDENSATE												
F.O. CONSUMED							1ST STAGE FEED WATER HEATER												
							D. C. FEED WATER HEATER												
							ROTOR BEARING H.P. WATER HEATER												

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					
													METER AT NOON	METER PREVIOUS NOON	ON HAND AT START OF DAY	EVAPORATED OR RECEIVED	ON HAND	CONSUMED	ON HAND AT START OF DAY	RECEIVED	ON HAND	CONSUMED
1200 TO 1600	1	1200	450	685	9	126	116		62	800	800	235		9661120			278					
	2	1200	450	685	7	151	134		55	800	800	235		9643060			36					
1600 TO 2000	1	1200	450	685	9	125	115		62	800	800	235		18060			284					
	2	1200	450	685	7	150	132		54	800	800	235		15263			30					
2000 TO 2400	1	1200	450	685	9	124	114		62	750	750	235		-0-			2240					
	2	1200	450	685	7	150	130		54	750	750	235		800			-0-					
2400 TO 2800	1	1200	450	685	9	125	115		62	750	750	235		14463			2230					
	2	1200	450	685	7	150	132		54	750	750	235		1100			10					
2800 TO 3200	1	1200	450	685	9	124	114		62	750	750	235		175								
	2	1200	450	685	7	150	130		54	750	750	235		1070								
3200 TO 3600	1	1200	450	685	9	124	114		62	750	750	235		205								
	2	1200	450	685	7	150	130		54	750	750	235										
3600 TO 4000	1	1200	450	685	9	125	115		62	750	750	235										
	2	1200	450	685	7	150	132		54	750	750	235										
4000 TO 4400	1	1200	450	685	9	125	115		62	750	750	235										
	2	1200	450	685	7	148	132		54	750	750	235										
4400 TO 4800	1	1200	450	685	9	124	114		62	750	750	235										
	2	1200	450	685	7	150	130		54	750	750	235										
4800 TO 5200	1	1200	450	685	9	124	114		62	750	750	235										
	2	1200	450	685	7	150	130		54	750	750	235										
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 2800	2800 TO 3200	3200 TO 3600	3600 TO 4000	4000 TO 4400	4400 TO 4800	4800 TO 5200
													4	4	4	4	4	4	4	4	4	4
SUMMARY																						
RUNNING TIME													1440	PERCENT OF SLIP						12.6		
DETENTION TIME													-	BBL FUEL/MI						1.60		
TOTAL REVOLUTIONS													133920	WIND DIRECTION						045		
AVERAGE R.P.M.													93.0	STATE OF SEA						Mod.		
TOTAL MILES BY ENGINE													500	STATE OF WEATHER						85°		
TOTAL MILES BY OBSERVATION													437									

REMARKS

1200-1600 WATCH

UNDERWAY ON 18 NOZZ MACH INOPERATION #1+2 BOILERS 1+2 F.D. BLOWERS 1+2
 FOS. PIMPS. 1+2 MN. FD PIMPS. STBY. Flooting. MN AIR COMPRESSOR. MN AIR EJECTOR. L.O. PURIFIER 1 LO SERV. PMP
 MN CIRC. + 2 MN. COND PIMPS. RC. UNIT. FIRE + SAN PMP. 1+2 AUX GENERATORS. AUX AIR EJECTOR. AUX CIRC
 AUX COND PIMPS. 8thd STEERING GEAR. Tested overspeed trip. Low L.O. ALARM ON MN TURBINE AND
 MN. THRST. Topped off port S&H FROM #4 & DEEP TK. PUMPED Bilges. Checked steering ER
 GEAR. Blew Tubes. MADE ROUTINE INSPECTIONS OF MACH + ER SPACES. added 1 GAL L.O. to each
 MN Feed PUMP 1+2 COND. #1 GPG

WATCH ENGR'S SIGNATURE-

George Bunnag

1600-2000 WATCH

underway as before on 18 nozzles. shifted and cleaned main L.O. strainer.
 Changed Center burner on #1+2 boilers. Checked all machinery for proper
 operation. Visually @ 1812 Closed W.T. down from bridge. Carried out routine
 Watch + inspections. Pumped Cargo hold.

Cond. (1) one drop.

WATCH ENGR'S SIGNATURE-

Jim Jones

2000-2400 WATCH

UNDER WAY AS BEFORE 18 NOZZLES, MACHINERY IN USE SAME AS BEFORE,
 CHECKED ALL MACHINERY IN USE, CHECKED STEERING ENG, CLEANED BOTTOM
 ATOMIZERS BOTH BLAS, CLEANED PORT FO DISCH STRAINER, 2157 FIRE ALARM Sounded
 NOTIFIED BRIDGE OF SAME, CARRIED OUT UNDERWAY WATCH ROUTINE, SHIFTED TO
 OUTBOARD SETTLER, NORMAL STEERING WATCH,

Cond. #1 GPG

WATCH ENGR'S SIGNATURE-

Clemson

2400-0400 WATCH

UNDERWAY ON 18 NOZZ MACH INOPERATION AS BEFORE. Changed + cleaned FO
 Top BURNERS + 8thd disch. STRAINER. Topped off port S&H FROM #4 & DEEP TK. PUMPED Bilges.
 Added L.O. to day tks. FROM settling tk. Started 1"10" FINISH 1"5" Shifted F.O. Suet to
 Port INbd S&H @ 0230. Added 1 GAL L.O. to #1 MN Feed PUMP. Checked steering E.R. GEAR.
 MADE ROUTINE INSPECTIONS OF MACH + ERG SPACES.

Cond. #4 GPG.

WATCH ENGR'S SIGNATURE-

George Bunnag

0400-0800 WATCH

Steaming as before on 18 nozzles. shifted and cleaned F.O.
 section strainer. Pumped out Cargo hold. Carried out standing and
 night rounds.

Cond. #41 GPG.

WATCH ENGR'S SIGNATURE-

Jim Jones

0800-1200 WATCH

UNDERWAY AS BEFORE 18 NOZZLES, MACHINERY IN USE AS BEFORE, CHECKED ALL
 MACHINERY IN USE, BLEW TUBES, CLEANED BOTTOM ATOMIZERS, CLEANED BILGE PUMP
 S&H STRAINER, CLEANED FO DISCH STRAINER PORT, STBY BELL AT 1011. NBC DRILL 1011,
 FULL BELL 1024 SECURED FROM NBC DRILL 1049, CARRIED OUT UNDERWAY WATCH
 ROUTINE, PUMPED #1 P&S HOLDS,

Cond. #41 GPG.

WATCH ENGR'S SIGNATURE-

Clemson

CHIEF ENGINEER

BOILER WATER READINGS

US) STB'D (FS) PORT (WS) (FS)
 735 HOURS 3046 HOURS 2670-552

AKL 7.01 AKL 9.34
 T-AKL 13.43 T-AKL 14.02
 SAL. 4.14 SAL. 3.73
 PHOS. 35 PHOS. 38
 R.ph R.ph

50³ 48- 50³ 48

CHIEF ENGR'S SIGNATURE-

Clemson

USNS		VOYAGE NO.		FROM		TO		TYPE OF VESSEL		DATE																	
Gen John Pope Tar-110		S-B		Bubie Bay P.I.		Vietnam		P2-S2 R2		9-29-66																	
		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		240	240	40 ⁺²⁰		240		MACHINERY PARTICULARS (CONT'D)	TEMPERATURES (CONT'D)	AFT. H. P. ROTOR BEARING						136	135	120	118		120						
DETENTION TIME										FORWARD L. P. ROTOR BEARING						133	132	120	119		118						
REVOLUTION COUNTER (END OF WATCH)		1211 5240	1213 8050	1214 5900						AFT. L. P. ROTOR BEARING						138	136	118	133		130						
TOTAL REVOLUTIONS (FOR WATCH)		22700	22790	7870						HOTTEST GEAR BEARING FORWARD						155	155	130	113		110						
AVERAGE RPM		94.6	94.9	98.3						HOTTEST GEAR BEARING AFT						152	150	110	111		110						
F.O. METER (END OF WATCH)		9664 190	9667 170	9669 150	9669 660	9670 600	9671 370	MACHINERY PARTICULARS (CONT'D)	TEMPERATURES (CONT'D)	AUX. COND. CONDENSATE						117	115	110	89		89						
F.O. CONSUMED		3070	2980	1980	510	946	770			1ST STAGE FEED WATER HEATER						168	168	89	102		100						
										D. C. FEED WATER HEATER						240	240	240	240	240	230						
										2ND STAGE FEED HP WATER HEATER HP 1050 AP 100																	
		PRESSURES						BOILER PARTICULARS	TEMPERATURES	F.O. TO BURNERS						215	215	200	180	200	240						
		THROTTLE								440	440	440	450	450	450	F. O. BACK PRESSURE						15	15	15	15	12	15
		H.P. AHEAD								440	440	-	20	20	20	AIR TO FURNACE						6.5 8.5	6.5 8.3	20	3.0	2.3	2.0
		L.P. AHEAD								28	28	-	-	-	-	UPTAKE						-	-	-	-	-	-
		VACUUM								27	27"	27.4"	28.5	28"	27.0	MAIN STEAM						460	460	460	460	460	450
		L.O. TO TURBINES						12	12	12	12	12	12	MISCELLANEOUS	SUPER HEAT						745	745	740	630	578	600	
		AUX. STEAM						140	140	140	140	135	140		F.O. TO BURNERS						150	150	150	150	155	150	
		BACK PRESSURE						9	9	9	9	9	9		F.O. TEMP. IN SETTLING TANKS						101 95	104 96	102	101 92	104 92	100	
		GLAND STEAM						4	4	8	8	8	8		PORT BOILER UPTAKE						280	285	315	-	-	-	
		H.P. BLEEDER						75	75	0	-	-	-		STBD. BOILER UPTAKE						320	320	315	260	260	315	
		I.P. BLEEDER						-	-	-	-	-	-	ENGINE ROOM TEMPERATURE						96	94	92	90	88	92		
		L.P. BLEEDER						9	9	-	-	-	-	FIRE ROOM TEMPERATURE						96	94	92	90	88	92		
		STEAM AT THROTTLE						685	685	670	630	480	-	NOZZLES IN USE						18	18	-	-	-	-		
		L.P. EXHAUST						119	120	190	200	220	190	NO. OF BURNERS IN USE						6	6	2	2	2	2		
		CONDENSATE						117	116	89	89	92	89	BURNER TIP SIZE						53 70	53/70	53-70	53-70	53-60	53-60		
		CIRC. WATER IN						86	86	85	85	82	85	CO ₂ % PORT BOILER													
		CIRC. WATER OUT						100	108	84	86	85	86	CO ₂ % STBD. BOILER										84%			
		L.O. TO COOLERS						125	125	110	111	112	110	OIL LEVEL MAIN SUMP						1"	1"	1"	1"	1"	1"		
		L.O. FROM COOLERS						108	108	107	107	108	107														
		TEMPERATURE THRUST BEARING						116	116	110	110	110	110														
		FORWARD H.P. ROTOR BEARING						131	128	120	120	118	120														

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	1	1200	450	685	9	126	116		62	750	750	235
	2	1200	450	685	7	151	134		54	750	750	235
1600 TO 2000	1	1200	450	685	9	124	112		62	750	750	235
	2	1200	450	685	7	148	132		54	750	750	235
2000 TO 2400	1	1200	450	680	9	124	114		62	700	700	230
	2	1200	450	680	7	148	130		53	700	700	235
2400 TO 0400	1	1200	450	630	9	123	113		62	600	600	235
	2	1200	450	630	7	148	131		54	600	600	235
0400 TO 0800	1	1200	450	480	9	120	110		62	500	500	235
	2	1200	450	480	7	146	128		54	500	500	235
0800 TO 1200	1	1200	450	500	9	127	111		62	500	500	240
	2	1200	450	500	7	148	128		54	500	500	240

FUEL - WATER AND LUBE OIL					
FUEL OIL		WATER		LUBE OIL	
METER AT NOON	9671370	ON HAND AT START OF DAY	284		
METER PREVIOUS NOON	9661120	EVAPORATED OR RECEIVED	44		
CONSUMED BY METER	10250	ON HAND	290		
ON HAND AT START OF DAY	14463	CONSUMED	38		
RECEIVED DURING DAY	-0-	ON HAND AT START OF DAY	2230		
EXPENDED DURING DAY	463	RECEIVED	-0-		
REMAINING ON BOARD	14000	ON HAND	2210		
ON HAND AT START OF DAY	1070	CONSUMED	20		
EVAPORATED OR RECEIVED	168				
ON HAND	1040				
CONSUMED	198				
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	2 1/2	4	4
SUMMARY					
RUNNING TIME		540	PERCENT OF SLIP		
DETENTION TIME		-0-	BBL FUEL/MI		1.68
TOTAL REVOLUTIONS		52,530	WIND DIRECTION		
AVERAGE R.P.M.		93.8	STATE OF SEA		
TOTAL MILES BY ENGINE		196	STATE OF WEATHER		
TOTAL MILES BY OBSERVATION					

REMARKS

1200-1600 WATCH

Underway on 18 No 22 Mach. IN OPERATION. #1+2 Boilers. 1+2 I/D. Blowers. 1+2 F.O.S. PUMPS. 1+2 M.H.P. PUMPS. 8th Flt. M.H. Air Compressor. A.G. Unit. L.O. Purifier. 1 L.O.S. P.M.P. M.H. B.P.C. 2 M.H. Cond. P.M.P. M.H. Air Ejector. 1+2 Aux Generators. Aux Air Ejector. Aux Circ. & Cond. P.M.P. Fire & SAN P.M.P. 8th Steering Gear. Tested overspeed trip Low L.O. Alarm on M.H. Turbine & Thrust. Topped off Port Settling Tank #4 & Deep Tank. Pumped Bilges. Checked Steering Gear. Cleaned Tubes. Made Routine Inspections of Machinery & Engine Spaces. Inspected & Cleaned 8th Strainer on F.O. Transfer Pump. Cond. 41 GPG.

1600-2000 WATCH

Steaming as before on 18 Nozzles. Changed Center burner on #1+2 boilers. Shifted and Cleaned main L.O. strainer. #16 closed W.T. down. Routine watch and inspections of Machinery and spaces.

WATCH ENGR'S SIGNATURE

Cond. 41 GPG.

2000-2400 WATCH

AT ANCHOR. ROLLING MAIN ENGINE 5 RPM. SB C 2214 Secured #2 Boiler C 2235. Shifted to high sea suet. Pumped bilges. Regular insp of mach spaces. BELLS AS PER BELL BOOK

WATCH ENGR'S SIGNATURE

Cond. 41 GPG.

2400-0400 WATCH

AT ANCHOR ROLLING MAIN ENGINE 5 RPM. Secured L.O. Purifier & coals. Cleaned same & back in service 0130. Shifted F.O. suet to Port outboard settling tank. Inspected & Cleaned L.O. strainers on #1+2 Aux Generators. Pumped Bilges. Topped off Port Inboard settling Tank #4 & Deep Tank. Checked steering Gear. Cleaned 8th F.O. Disch. strainer. Made Routine Inspections of Machinery & E.R. Spaces.

WATCH ENGR'S SIGNATURE

0400-0800 WATCH

AT ANCHOR. Rolling Main Engine at 5 RPM. #2 boiler secured. Shifted and Cleaned F.O. suction strainer. Carried out night and standing orders. Checked all Machinery & spaces.

WATCH ENGR'S SIGNATURE

Eng. Buckett. Ailer Mueller, F/W Pick.
Condensate test (1) one bad.

0800-1200 WATCH

AT ANCHOR. TURNING MAIN ENGINE 5 RPM. #2 Boiler Secured. Changed & Cleaned F.O. burners & strainers. Pumped bilges & fluid holds. Inspection of Machinery spaces. & STEERING ENGINE ROOM. NORMAL PORT WATCH.

WATCH ENGR'S SIGNATURE

Cond. 41 GPG.

CHIEF ENGINEER

WATCH ENGR'S SIGNATURE

BOILER WATER READINGS

STBD (FS) PORT (WS) (FS)

HOURS 3070 HOURS 2678 - 560

AKL 8.76 AKL 9.93

T-AKL 12.85 T-AKL 15.77

SAL. 3.73 SAL. 3.51

PHOS. 50 PHOS. 50

R.ph R.ph

50° 55' - 50° 50'

CHIEF ENGR'S SIGNATURE

USNS		VOYAGE NO.	FROM	TO	TYPE OF VESSEL	DATE
Gen John Pope TAP-110		S-13	Qui Nhon VIETNAM		P2-S2-R2	9-30
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)	9672 000	9672 830	9673 580	9674 200		
F.O. CONSUMED	630	830	750	620		
WATCH						
	1200 TO 1600	1600 TO 2000	2000 TO 2400	2400 TO 0400	0400 TO 0800	0800 TO 1200
MACHINERY PARTICULARS (CONT'D)						
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	94	166	88			
1ST STAGE FEED WATER HEATER	105	166	102			
D. C. FEED WATER HEATER	240	240	241			
3RD STAGE FEED WATER HEATER	240	240	241			
F.O. TO BURNERS	200	200	200			
F. O. BACK PRESSURE	10	10	10			
AIR TO FURNACE	3	2.8	1.3			
UPTAKE		26				
MAIN STEAM	460	460	460			
SUPER HEAT	565	565	560			
F.O. TO BURNERS	150	155	150			
F.O. TEMP. IN SETTLING TANKS	98	107/96	98/96			
PORT BOILER UPTAKE	-	-				
STBD. BOILER UPTAKE	265	265	250			
ENGINE ROOM TEMPERATURE	94	98	90			
FIRE ROOM TEMPERATURE	94	90	90			
NOZZLES IN USE	-	-				
NO. OF BURNERS IN USE	2	2	2			
BURNER TIP SIZE		60 70	63/60			
CO ₂ % PORT BOILER						
CO ₂ % STBD. BOILER			12.0			
OIL LEVEL MAIN SUMP	1'	1'	1'			

REMARKS

1200-1600 WATCH

At Anchor ON Stby Rolling 17N. Engine 5 RPM Mach Inoperation #1 Boiler 1 EA Blower. 1 F.O.S. 1 M.H. PUMP 17N AIR COMPRESSOR. M.H. & AUX AIR EJECTORS. 1 L.O.S. P.M.P. L.O. PURIFIER. M.H. CIRC. & 2 COND P.M.P.s. A.C. UNIT. FIRE & SAN P.M.P. 1 & 2 AUX GENERATORS. AUX CIRC. & COND. P.M.P.s. 9th Steering Gear. Secured M.S. & B.S. Put MAIN ENGINE ON TRACKING By ^{the} Master @ 1339 Tested CO2 ALARM. Topped Port outboard 80H. From #2 1/2 BR F.O. TKS. Polished Pilot VALVE ON Stby L.O. PUMP. Bilges AT SAFE Level. Fireman making repairs ON #2 Boiler Southwestern STM. Supply VALVE. Checked Steering K.R. Gen. made Routine

INSPECTION OF MACH & P.R. SPACES

1600-2000 WATCH

WATCH ENGR'S SIGNATURE-

Steaming as before on #1 boiler. at 1600 lit fires under #2 boiler at 1725 #2 boiler up to pressure in brought in on the aux Turbo Generator line. at 1747 secured #2 boiler Carried out routine in Port watch.

In Eng. Puckett. oiler Neville, F/W Deck.
Cond. Test. 41 G.P.G.

WATCH ENGR'S SIGNATURE-

2000-2400 WATCH

Anchored IN Port Starting #1 Boiler JACKING GEAR ENGAGED. 15 MIN Stby TO GET UNDERWAY. Lit OFF #2 BLR TO BOOST STEAM AT 2230. SECURED #2 BLR AT 2315. CLEANED ALL ATOMIZERS IN USE, CHECKED ALL MACHINERY IN USE, PUMPED BILGES DOWN TO SAFE LEVEL, PUMPED 1 & 2 P & S HOLDS,

Cond 41 G.P.G

WATCH ENGR'S SIGNATURE-

2400-0400 WATCH

INVENTORY OF GSK STORES CLASSES 29 & 34 COMPLETED
THIS DATE. 1500 HOURS 9-30-66

WATCH ENGR'S SIGNATURE-

0400-0800 WATCH

WATCH ENGR'S SIGNATURE-

0800-1200 WATCH

WATCH ENGR'S SIGNATURE-

CHIEF ENGINEER

BOILER WATER READINGS

STP'D	TEMP
HOURS	HOURS
AKL	AKL
T-AKL	T-AKL
SAL.	SAL.
PHOS.	PHOS.
R.ph	R.ph

CHIEF ENGR'S SIGNATURE-

CENTRIFUGAL AIR CONDITIONING COMPRESSOR LOG

DATE

REMARKS

TIME	STEAM TO THROTTLE	STEAM TO NOZZLE	STEAM TO EXHAUST	STEAM & LUBE OIL	PURGE UNIT	PRESSURE				LUBE TEMP	TEMPERATURE				FREFN IN COOLER	FREFN IN CONDENSER	TEMPERATURE				BEARING		ROOM	DAMPER SETTING	SPEED RPM	REMARKS
						COMPRESSOR LUBE OIL	SUCTION	DISCHARGE	COND WATER		CHILLED WATER		COND WATER	CHILLED WATER			LINE	THRUST								
									IN		OUT	IN		OUT					IN	OUT	IN	OUT				
1200	450	315	12	11		9.5	18	10	118		14	6	26	46	104		82	86	48	45	132	81			3700	1200-1600
0100	450	315	12	11		14	18	10	118		14	6	26	46	104		82	86	50	45	134	81			3700	Knapp
0200	450	320	13	11		14	18	10	118		14	6	26	46	104		82	86	50	45	134	81			3700	
0300	440	330	12	11		14	18	10	118		14	6	26	46	104		82	86	50	45	134	81			3700	Marin
0400	450	350	13	11		14	18	10	120		14	6	26	46	105		84	88	50	45	135	80			3700	2000-2400
0500	450	350	13	11		14	18	10	120		14	6	26	46	105		84	88	50	45	135	80			3700	
0600	450	330	12	11		14	18	10	120		14	6	26	46	105		84	88	50	45	135	80			3700	
0700	450	330	12	11		14	18	10	120		14	6	26	46	105		84	88	50	45	135	80			3700	Blen
0800	450	330	12	11		14.5	18	10	120		14	6	26	46	104		84	89	50	45	136	82			3700	0000-0400
0900	450	330	12	11		14	18	10	119		14	6	26	46	104		83	88	50	45	136	81			3700	
1000	440	310	10	11		14	18	10	119		14	5	26	46	104		83	88	49	45	136	81			3650	Knapp
1100	440	310	12	11		14	18	10	120		14	5	26	46	103		83	88	49	44	136	81			3650	
1200	450	310	13	11		14	18	10	120		14	5	25	45	104		84	88	49	44	136	81			3650	
1300	450	310	13	11		14.5	18	10	118		14	5	25	45	104		84	88	49	44	136	81			3650	
1400	450	300	12	11		14	18	9	120		14	5	25	45	104		84	88	48	44	136	81			3600	Marin
1500	450	300	12.5	11		14	18	9	120		14	5	25	45	102		82	86	48	44	136	81			3600	
1600	450	300	12	11		14	18	10	120		14	6	26	46	103		84	88	49	45	138	82			3650	5-12
1700	450	300	12	11		14	18	10	120		14	6	26	46	103		84	88	49	45	138	82			3650	
1800	450	330	13	11		14	18	10	120		14	6	26	46	103		84	88	49	45	138	82			3700	
1900	450	310	12	11		14	18	10	120		14	6	26	46	103		84	88	49	45	138	82			3700	Blen
2000	440	320	12	11		14	18	10	120		14	6	26	46	105		84	88	49	45	138	82			3650	
2100	440	320	13	11		14	18	10	120		14	6	26	46	104		84	89	50	45	138	82			3650	
2200	440	320	12	11		14	18	10	119		14	6	26	46	103		83	88	49	45	138	82			3650	
2300	450	330	13	11		14	18	10	120		14	6	25	45	105		84	88	51	46	138	82			3700	

1200

CENTRIFUGAL AIR CONDITIONING COMPRESSOR LOG

9-14-73 DATE

TIME	STEAM TO THROTTLE	STEAM TO NOZZLE	STEAM TO EXHAUST	STEAM & LUBE OIL	PURGE UNIT	PRESSURE				LUBE OIL TEMP	TEMPERATURE				BEARING		ROOM	DAMPER SETTING	SPEED RPM	REMARKS						
						COMPRESSOR LUBE OIL	SUCTION	DISCHARGE	COND WATER		CHILLED WATER	FREON IN COOLER	FREON IN CONDENSER	COND WATER	CHILLED WATER	LINE					THRUST					
																						IN	OUT	IN	OUT	IN
1200	450	230	11	11		12.5	22	6	112		14	5.5	26	47		94	80	86	45	42	130	80			3330	retorted checks 1 hr at 0100
1300	450	230	12	11		12.5	22	6	112		14	5.5	26	47		90	82	86	45	42	130	80			3330	Krupp
1400	450	230	12	11		12.5	22	6	112		14	5.5	26	47		94	82	86	46	44	130	80			3330	0400-0800
1500	450	230	12	11		13	18	6	113		14	6	26	48		94	80	84	46	43	130	80			3450	Marin
1600	450	230	12	11		13	18	6	113		14	6	26	48		94	80	84	46	43	130	80			3450	0800-1200
1700	450	240	12	11		13	18	6	114		14	6	26	46		95	80	84	47	43	130	80			3500	
1800	450	240	12	11		13	18	6	114		14	6	26	46		95	80	84	47	43	130	80			3500	
1900	440	240	12	11		13	18	6.5	114		14	6	26	46		96	80	85	47	43	130	79			3425	Bean
2000	450	260	13	11		13.5	18	7	115		14	6	26	46		97	80	85	47	43	131	79			3475	
2100	450	270	12.5	11		13.5	18	7	115		14	6	26	46		97	80	85	48	44	131	79			3500	
2200	450	270	12	11		14	18	7.5	115		14	6	26	46		98	80	85	48	44	130	79			3550	
2300	450	290	12	11		13.5	18	7.5	115		14	6	26	46		96	80	86	42	44	130	79			3550	Krupp
2400	450	290	11	11		14	18	8	112		14	6	26	46		100	82	86	48	44	130	79			3550	12-16
0100	450	350	13	12		14	18	9	100		13	6	25	45		100	78	82	48	44	118	82			3700	1330 lit off unit.
0200	450	300	12	11		18	18	8	100		14	6	45	42		98	80	84	45	44	130	78			3700	
0300	450	280	13	11		13	18	7	114		14	5	26	46		97	78	83	47	43	130	77			3500	Krupp
0400	450	270	12	11		13	18	7	114		15	6	25	46		97	78	83	47	43	130	78			3500	1600-2000
0500	450	260	12	11		13	18	7	114		15	6	25	46		97	78	83	47	43	130	78			3500	
0600	450	260	12	11		13	18	7	114		15	6	25	46		97	78	83	47	43	130	78			3500	
0700	440	260	12	11		13	18	7	114		15	6	25	46		98	78	84	47	43	130	78			3500	Marin
0800	450	250	11	11		12.5	18	6.5	114		14	6	25	46		97	78	84	47	43	130	18			3425	2000-2400
0900	450	260	12	11		12.5	18	6.5	114		14	6	25	46		97	79	84	47	43	130	78			3475	
1000	440	260	12	11		12.5	18	6.5	114		14	6	25	46		96	79	84	47	43	130	78			3475	
1100	450	250	12	11		13	18	6.5	114		14	6	26	46		94	80	86	47	42	130	79			3425	Bean
2400	430	230	12	11		12.5	16.5	6.0	112		14	5	26	46		94	80	86	45	42	130	79			3350	

CENTRIFUGAL AIR CONDITIONING COMPRESSOR LOG

DATE 9-17

TIME	PRESSURE										TEMPERATURE										REMARKS					
	STEAM TO THROTTLE	STEAM TO NOZZLE	STEAM TO EXHAUST	STEAM & LUBE OIL	PURGE UNIT	COMPRESSOR LUBE OIL	SUCTION	DISCHARGE	LUBE TEMP		COND WATER		CHILLED WATER		FREON IN COOLER	FREON IN CONDENSER	COND WATER		CHILLED WATER		BEARING		ROOM	DAMPER SETTING	SPEED RPM	
											IN	OUT	IN	OUT			IN	OUT	IN	OUT	IN	OUT				
1200	450	320	11	11		14	18	9	116		14	6	26	46		102	82	87	49	45	134	80			3650	Krupp
1300	450	320	12	11		14	18	8	115		14	6	26	46		100	82	87	49	45	134	80			3600	
1400	450	320	12	11		14	18	9.5	115		14	6	26	46		102	82	87	49	45	134	80			3650	
1500	450	320	11	11		14	18	9	116		14	6	26	46		102	84	88	49	45	136	80			3650	Marin
1600	450	320	12	11		14	18	9	119		14	6	26	46		103	84	88	50	45	136	80			2900	2000-2400
1700	450	320	12	11		14	18	9	119		14	6	26	46		103	84	88	50	45	136	80			2900	
1800	450	320	12	11		14	18	9	119		14	6	26	46		103	84	88	50	45	136	80			2950	
1900	450	330	12	11		14	18	9	119		14	6	26	46		103	84	88	50	45	136	80			3100	Bean
2000	450	320	11	11		14.5	18	9.5	118		14	6	26	46		103	82	88	50	45	134	80			3650	0000-0400
2100	460	320	11	11		14	18	9	118		14	6	26	46		103	82	88	49	45	134	80			3650	retarded clocks 1hr
2200	450	310	12	11		14	18	9	117		14	6	26	46		102	81	87	49	45	134	80			3650	at 0100 Krupp
2300	450	320	12	11		14	18	9	117		14	6	26	46		102	81	87	49	45	134	80			3600	
2400	450	300	12	11		14	18	9	115		14	6	26	46		102	82	86	48	44	135	80			2950	4-3
2500	450	310	12	11		14	18	9	115		14	6	26	46		101	82	86	48	44	135	80			3000	
2600	450	310	12	11		14	18	9	115		14	6	26	46		102	82	86	48	44	134	80			3150	
2700	450	310	13	11		14	18	9	115		14	6	26	46		102	84	88	48	44	134	80			3650	Marin
2800	450	310	12	11		14	18	9	115		14	6	26	46		102	84	88	48	45	134	80			3650	5-12
2900	450	320	13	11		14	18	9	117		14	6	25	46		103	83	85	49	45	135	80			3500	
3000	450	320	13	11		14	18	9	117		14	6	25	46		103	83	85	49	45	135	80			3500	
3100	450	310	12	11		14	18	9	117		14	6	25	46		104	84	88	49	45	135	80			3600	Bean
3200	450	330	13	11		14	18	9	117		14	6	26	46		104	84	88	49	45	135	80			3650	
3300	440	330	13	11		14	18	9.5	117		14	6	26	46		104	83	88	50	45	134	80			3650	
3400	440	330	13	11		14	18	10	118		14	6	26	46		104	83	88	50	45	134	80			3700	
3500	440	320	13	11		14	18	10	118		14	6	26	46		104	83	88	50	45	134	80			3650	
3600	440	330	13	11		14	18	10	118		14	6	26	46		104	83	88	50	45	135	81			3700	

MAIN REEFER LOG: USNS GEN JOHN POPE (T-AP110)

DATE 9-24-25-66

COLD STORAGE BOX TEMPERATURES												REMARKS	
	ICE CLEAN	DAIRY	MEAT	FROZ FOOD	THAW	MEAT	THAW	MEAT	VEG.	BUTT. EGGS	FRUIT		
TIME	1	2	3	4	5	6	7	8	9	10	11		
1200	4	35	3	0	24	-1	34	8	35	35	40	1200-1600	
1400	4	36	2	0	22	2	33	12	35	36	40	Krupp	
1600	4	36	1	0	29	4	33	10	34	35	40	1600-2000 1630 Commenced to defrost #	
1800	5	36	2	2	29	5	34	7	35	36	40	10 & 11 boxes.	
2000	4	36	2	1	26	2	34	8	35	33	39	1815, # 10 & 11 back on line.	
2200	3	36	2	0	21	0	34	5	35	34	39	Marina	
2400	2	35	2	0	20	1	33	8	35	34	40	2000-2400	
1000	2	36	2	0	20	3	34	9	35	36	40	Beans	
1200	2	37	3	0	29	9	35	8	35	35	39	1200-1400	
1400	2	37	2	0	20	1	35	6	37	34	40	Krupp	
1600	3	36	1	-1	19	0	34	10	35	34	40	1600-1800	
1800	3	34	3	1	23	0	33	9	35	34	39	Marina	
												1800-2000	
												Beans	


 CHIEF ENGINEER

TIME	CIRC WATER	COMPRESSOR 1			COMPRESSOR 2			COMPRESSOR 3			COMPRESSOR 4			COMPRESSOR 5		
	INLET TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP
12:00	82	0	115	95	0	115	92							0	105	90
14:00	80	0	120	86	0	120	94							5	105	93
16:00	82	0	115	92	0	120	94							0	100	94
18:00	81	0	120	99	0	115	94							20	115	98
20:00	81	0	120	98	0	120	93							15	110	96
22:00	81	0	120	96	0	115	90							8	115	96
24:00	80	0	115	95	0	120	92							11	110	96
02:00	80	0	115	85	0	120	96							18	115	96
04:00	81	0	120	90	0	120	93							5	110	98
06:00	81	0	120	100	0	120	92							5	115	97
08:00	83	0	—	—	0	120	93							22	115	97
10:00	86	0	125	102	0	120	94							17	115	98

MAIN REEFER LOG: USNS GEN JOHN POPE (T-AP110)

DATE 9-23-66

COLD STORAGE BOX TEMPERATURES												REMARKS
	ICE CREAM	DAIRY	MEAT	FROZ FOOD	THAW	MEAT	THAW	MEAT	VEG.	BUTT. EGGS	FRUIT	
TIME	1	2	3	4	5	6	7	8	9	10	11	
1200	2	35	4	0	20	1	34	9	36	35	40	Krupp
1400	3	35	4	2	27	1	33	12	35	36	40	
1600	5	40	3	1	27	0	33	8	35	34	40	Martin
1800	10	37	2	4	19	0	33	10	35	35	40	
2000	4	36	2	1	16	-1	33	9	35	34	39	Beans
2200	3	36	2	1	25	1	34	8	35	33	39	
2400	2	35	3	0	24	3	23	8	35	34	40	Krupp
1000	2	34	3	1	23	3	33	8	35	36	40	
1200	5	35	1	1	21	0	33	8	35	34	40	Martin
1400	4	34	1	0	27	0	35	8	34	34	40	
1600	5	34	2	1	26	2	34	8	36	35	39	Beans
1800	5	34	2	1	31	2	35	11	34	34	39	
2000	5	34	2	1	31	2	35	11	34	34	39	


 CHIEF ENGINEER

TIME	CIRC WATER	COMPRESSOR 1			COMPRESSOR 2			COMPRESSOR 3			COMPRESSOR 4			COMPRESSOR 5		
	INLET TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP
1200	82	0	125	100	0	120	92							10	115	98
1400	82	0	120	100	0	120	93							18	115	98
1600	83	0	120	100	0	120	94							15	115	98
1800	83	0	120	100	0	115	93							10	115	98
2000	83	0	115	97	—	—	—							18	115	98
2200	82	—	—	—	0	120	93							10	115	97
2400	80	0	115	95	0	120	92							4	105	92
2600	80	0	120	95	0	120	92							10	115	92
2800	80	0	120	96	0	120	93							15	120	98
3000	81	0	120	96	0	120	94							0	105	98
3200	81	0	120	97	0	120	92							5	115	96
3400	81	0	115	97	0	120	92							18	120	98

MAIN REEFER LOG: USNS GEN JOHN POPE (T-AP110)

DATE

22 Sept 76

COLD STORAGE BOX TEMPERATURES												REMARKS
	ICE CREAM	DAIRY	MEAT	FROZ FOOD	THAW	MEAT	THAW	MEAT	VEG.	BUTT. EGGS	FRUIT	
TIME	1	2	3	4	5	6	7	8	9	10	11	
1200	6	35	3	2	28	1	33	8	35	36	40	Krupp
1400	5	35	4	0	25	0	38	5	35	36	39	
1600	11	35	4	6	28	0	34	5	35	36	39	Marion
1800	5	37	2	4	21	3	34	6	35	36	40	
2000	5	36	2	4	20	3	34	5	35	—	40	2000 hrs defrosting #10 walk in 2200 #10 walk in back on line
2200	4	36	2	4	20	4	34	5	35	—	40	
2400	4	35	3	4	20	0	33	5	35	35	40	Blair
1000	4	34	3	5	20	-1	33	5	35	36	39	
1200	3	36	1	6	19	1	33	5	36	35	40	Krupp
1400	3	36	2	4	30	6	38	10	36	36	41	
1600	7	35	2	1	23	1	37	7	35	35	39	Marion
1800	7	36	3	1	43	0	39	8	35	35	39	
												1800-2000

TIME	CIRC WATER	COMPRESSOR 1			COMPRESSOR 2			COMPRESSOR 3			COMPRESSOR 4			COMPRESSOR 5		
	INLET TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP
12:00	82	0	125	100	0	120	94							22	115	96
14:00	87	0	120	100	0	120	92							10	115	98
16:00	84	0	120	100	0	115	92							15	120	98
18:00	84	0	120	95	0	120	93							10	115	98
20:00	83	0	120	96	0	120	92							—	—	—
22:00	83	0	120	99	—	—	—							20	115	97
24:00	80	0	120	97	0	115	92							10	115	92
26:00	82	0	120	96	0	120	92							10	115	98
28:00	83	—	—	—	0	120	93							20	115	97
30:00	83	0	120	101	0	120	93							15	115	97
32:00	83	0	125	100	0	120	93							17	120	99
34:00	83	0	120	95	—	—	—							10	115	98

MAIN REEFER LOG: USNS GEN JOHN POPE (T-AP110)

DATE 9-21

COLD STORAGE BOX TEMPERATURES												REMARKS
	ICE CREAM	DAIRY	MEAT	FROZ FOOD	THAW	MEAT	THAW	MEAT	VEG.	BUTT. EGGS	FRUIT	
TIME	1	2	3	4	5	6	7	8	9	10	11	
1200	5	35	4	14	40	-1	34	8	35	36	39	Krupp
1400	9	34	3	4	27	0	35	10	35	35	39	
1600	13	34	2	2	24	-2	34	7	35	35	40	Marin
1800	4	34	2	1	22	-2	34	6	35	35	40	
2000	6	36	2	1	21	2	34	5	35	34	40	Blair
2200	5	35	2	0	20	3	34	8	35	34	40	
2400	5	35	4	0	20	4	34	7	35	35	40	Krupp
2600	4	35	4	0	20	2	34	6	35	35	40	
2800	4	34	3	0	19	0	34	6	35	34	40	Marin
3000	4	37	2	0	19	0	34	5	35	35	40	
3200	5	36	2	1	21	0	34	6	35	35	41	Blair
3400	4	35	2	1	22	1	36	7	35	36	40	
3600	5	36	4	2	31	2	34	8	35	35	40	


CHIEF ENGINEER

retarded clocks 1 hr at 0100

1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	
2000-2400	Blair
2400-2800	
2800-3200	Krupp
3200-3600	
3600-4000	Marin
4000-0400	
0400-0800	Blair
0800-1200	
1200-1600	Krupp
1600-2000	
2000-2400	Marin
2400-2800	
2800-3200	Blair
3200-3600	
3600-4000	Krupp
4000-0400	
0400-0800	Marin
0800-1200	
1200-1600	Blair
1600-2000	
2000-2400	Krupp
2400-2800	
2800-3200	Marin
3200-3600	
3600-4000	Blair
4000-0400	
0400-0800	Krupp
0800-1200	
1200-1600	Marin
1600-2000	


 CHIEF ENGINEER

1200-1600

1600-2000

2000-2400

2400-2800

retarded clocks 1 hr at 0100

2800-3200

3200-3600

TIME	CIRC WATER	COMPRESSOR 1			COMPRESSOR 2			COMPRESSOR 3			COMPRESSOR 4			COMPRESSOR 5		
	INLET TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP
12:00	84	0	120	102	0	120	94							14	115	98
14:00	84	0	125	100	0	120	94							23	115	96
16:00	84	0	120	100	0	120	93							15	115	98
18:00	84	0	120	100	0	120	95							10	115	98
20:00	84	—	—	—	0	120	92							15	115	98
22:00	84	0	120	95	0	120	92							10	115	96
24:00	84	0	125	100	0	120	92							10	115	96
26:00	84	0	120	100	0	120	92							20	115	96
28:00	84	0	120	99	0	120	93							20	115	98
30:00	84	0	120	99	0	120	95							15	115	98
32:00	83	0	125	104	0	120	94							20	115	97
34:00	83	0	125	100	0	120	94							20	115	98

MAIN REEFER LOG: USNS GEN JOHN POPE (T-AP110)

Sept 17 + 20 DATE

COLD STORAGE BOX TEMPERATURES

	ICE CREAM	DAIRY	MEAT	FROZ FOOD	THAW	MEAT	THAW	MEAT	VEG.	BUTT. EGGS	FRUIT
TIME	1	2	3	4	5	6	7	8	9	10	11
1200 0200	1	36	2	1	27	-1	35	5	35	36	39
0400 0400	0	36	2	1	25	-2	36	18	35	36	38
0600 0600	10	35	4	2	22	-2	37	10	36	38	41
0800 0800	4	35	1	1	20	-3	35	5	36	36	40
1000 1000	4	34	2	1	19	-1	34	6	35	35	39
1200 1200	3	34	0	0	18	1	34	5	35	34	39
1400 1400	2	34	2	0	18	3	34	7	34	34	39
1600 1600	2	34	3	0	18	-1	34	6	34	35	40
1800 1800	2	34	1	1	17	-2	33	7	35	34	39
2000 2000	1	35	1	1	27	-2	34	6	34	34	40
2200 2200	3	36	2	0	21	0	40	6	34	34	40
0000 2400	3	35	2	1	29	1	39	7	35	34	39
1000	9	36	3	1	35	3	35	7	39	34	39

CHIEF ENGINEER

REMARKS

~~0000-0400~~
1200-1600

Krupp

~~0400-0800~~

Marin.

~~0800-1200~~

Blair

~~1200-1600~~
0000-0400

reset clocks 1 hr at 0100

Krupp

~~1600-2000~~

Marin

~~2000-2400~~
8-12

Blair

CIRC WATER		COMP #1		COMP #2		COMP #3		COMP #4		COMP #5			
TIME	INLET TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP	SUCT PRESS	DISCH PRESS	WATER OUT TEMP				SUCT PRESS	DISCH PRESS	WATER OUT TEMP
1200	82	0	120	98	0	120	92				15	120	98
1400	84	0	120	100	0	120	92				6	115	97
1600	83	0	120	100	0	120	94				20	120	98
1800	83	0	120	100	0	120	96				15	115	97
2000	83	0	—	—	0	120	94				9	115	96
2200	83	0	115	90	0	120	94				12	115	98
2400	82	0	120	100	0	120	92				12	115	98
0100	84	0	120	98	0	120	94				0	115	94
0200	82	0	120	91	0	120	92				5	110	97
0400	83	0	120	100	0	120	94				15	115	100
0600	84	0	120	100	0	120	96				0	115	100
0800	84	0	125	100	0	120	95				9	115	98
1000	84	0	120	99	0	—	—				17	120	99

MAIN REEFER LOG: USNS GEN JOHN POPE (T-AP110)

DATE 9-20-66

COLD STORAGE BOX TEMPERATURES												REMARKS
	ICE CREAM	DAIRY	MEAT	FROZ FOOD	THAW	MEAT	THAW	MEAT	VEG.	BUTT. EGGS	FRUIT	
TIME	1	2	3	4	5	6	7	8	9	10	11	
1200	20	36	2	1	28	2	34	5	34	34	39	1200-1600 <i>Krupp</i>
1400	5	35	2	0	18	0	37	10	35	34	39	1600-2000 <i>Marin</i>
1600	15	34	0	0	29	-2	34	7	35	35	38	
1800	5	34	0	0	21	-2	34	8	35	35	39	
2000	4	36	1	1	22	-2	34	8	35	34	39	2000-2400 <i>Bean</i>
2200	4	36	1	1	29	-3	34	8	35	34	39	
2400	4	35	2	0	19	-1	34	8	35	36	39	
0200	2	34	2	0	18	0	34	8	34	35	37	0200-0600 <i>Krupp</i>
0400	2	35	2	0	17	1	34	7	35	33	39	
0600	2	36	4	0	27	1	44	10	85	33	39	0600-1000 <i>Marin</i>
0800	3	35	4	1	27	0	34	7	35	33	39	
1000	3	34	4	1	26	3	34	10	36	35	40	1000-1200 <i>Bean</i>


 CHIEF ENGINEER

[illegible]

29-30 SEPT. FWD. ENG. RM.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
29. L.O. PRES #1	9		9		9		9	9		7			9		9		9	9	9	9		9		
28. L.O. PRES #2	7		7		7		7	7		7			7		7		7	7	7	7		7		
31. L.O. TO COOLER #1	123		123		120		120	120		121			126		126		125	124	124	125		124		
34. L.O. TO COOLER #2	149		148		146		146	146		146			152		151		150	148	148	150		148		
33. L.O. FROM COOLER #1	113		113		110		110	110		111			116		116		114	110	112	115		114		
32. L.O. FROM COOLER #2	132		131		128		128	128		128			133		134		132	132	132	131		130		
35. L.O. GOV PRES #1	62		62		62		62	62		62			62		62		62	62	62	62		62		
34. L.O. GOV PRES #2	54		54		54		54	54		54			54		54		54	54	54	54		54		
37. AMPS POS #1	600		550		500		540	550		500			700		750		800	750	750	750		700		
36. AMPS POS #2	600		550		500		500	550		700			700		750		800	750	750	750		700		
39. AMPS NEG #1	600		550		550		500	550		500			700		750		800	750	750	750		700		
38. AMPS NEG #2	600		550		550		500	550		700			700		750		800	750	750	750		700		
41. HP HIGH SPEED PIN. AFT	110		110		108		107	115		112			148		148		148	148	148	147		110		
42. HP INTER SPEED PIN FWD	109		109		109		110	111		114			131		132		135	135	135	134		110		
43. HP INTER SPEED PIN AFT	112		111		110		110	115		120			132		138		135	135	135	137		112		
44. L.P. THRUST BEARING	109		110		110		108	114		118			132		132		132	131	132	132		110		
45. H.P. THRUST BEARING	112		113		110		110	110		120			148		148		145	145	145	148		115		
46. LP HIGH SPEED PIN. FWD	110		110		110		109	115		120			134		135		135	135	135	135		110		
47. LP HIGH SPEED PIN. AFT	109		108		108		109	115		120			129		130		128	126	126	129		109		
48. LP INTER SPEED PIN FWD	111		111		110		110	115		116			153		152		150	150	150	150		110		
49. LP INTER SPEED PIN. AFT	111		110		109		109	115		120			132		131		131	131	131	130		110		
50. MAIN GEAR ROTOR FWD																								
51. MAIN GEAR ROTOR AFT																								
52. LP BLEED	24"		24"		24"		24"	24"		24"			7"		7"		7"	7"	6"	6"		24"		

23×24
 $1120 - 11 - 11$
 $22720 - 12$
 $DWT - 2 - 2$
 $4 - 1$

 8×12
 $1152 - 22$
 $22720 - 12 - 12$
 $DWT - 2 - 2$
 $4 - 4$

#2. ENG.

SEP 28/29/66/ wed - THU.

TIME	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
1. L.P. EXHAUST TEMP	115	115	115	115	114	114	114	114	114	114	116	118	118	118	118	118	118	118	116	116	116	116	114	115
2. MN COND STE TEMP	110	110	110	110	110	110	110	110	110	111	111	112	112	112	112	112	112	112	111	112	111	111	111	110
3. MN INJ TEMP	83	83	83	83	83	83	82	82	82	82	82	83	83	83	83	83	83	83	83	83	83	83	83	83
4. MN OVBD TEMP	96	96	96	96	96	96	94	94	94	94	94	96	96	96	96	96	96	96	96	96	96	96	96	96
5. L.O. TO COOLERS	123	123	123	122	122	122	122	122	122	124	125	126	124	124	124	124	124	124	124	124	124	123	123	123
6. L.O. FROM COOLERS	110	110	110	110	110	110	110	110	110	110	110	112	110	110	110	110	110	110	110	110	110	110	110	110
7. THRUST BNG TEMP	114	114	114	114	112	112	112	112	113	114	114	116	114	114	114	114	114	114	114	113	114	113	113	114
8. FWD H.P. ROTOR BNG	126	126	126	126	126	126	126	125	125	125	126	126	126	126	126	126	126	126	126	125	125	125	125	126
9. AFT H.P. ROTOR BNG	134	134	134	132	132	132	132	132	132	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134
10. FWD L.P. ROTOR BNG	128	128	128	126	126	126	126	127	127	127	127	128	128	128	128	128	128	128	128	127	127	127	128	128
11. AFT L.P. ROTOR BNG																								
12. HOT GEAR BNG FWD	144	144	144	144	144	144	144	143	143	143	144	146	146	146	146	144	144	144	144	144	144	143	144	144
13. HOT GEAR BNG AFT	136	136	136	136	136	136	136	135	135	135	135	138	138	138	138	136	136	136	136	136	135	135	135	136
14. AUX COND STE TEMP	114/114	114/114	114/114	112/112	114/114	114/114	112/112	114/114	114/114	115/115	116/116	114/114	114/114	114/114	114/114	116/116	116/116	116/116	116/116	114/114	114/114	116/116	114/114	114/114
15. 1ST STAGE AIR TEMP	175	175	175	175	175	175	175	171	173	173	173	175	175	175	175	175	175	175	175	174	174	175	175	175
16. D.C. HEATER TEMP	238	238	238	238	238	238	238	240	238	238	240	238	238	238	238	238	238	238	238	238	238	238	238	238
17. SUPRHT TEMP PORT	725	723	723	730	730	730	735	735	732	737	739	720	720	719	719	725	720	720	730	739	735	738	722	725
18. SUPRHT TEMP STBD	725	723	723	730	730	730	735	735	732	737	739	720	720	719	719	725	720	720	730	739	735	738	722	725
19. F.O. SETT TEMP P	106	104	104	104	104	104	106	106	106	107	107	105	105	105	105	105	104	104	104	104	104	105	105	105
20. F.O. SETT TEMP S	97	95	95	95	95	95	95	95	95	94	95	98	98	95	95	95	95	95	95	96	95	96	96	96
21. UPTAKE PORT																								
22. UPTAKE STBD																								
23. F.O. PUMP SUCT TEMP	94	92	92	92	92	92	92	93	94	94	94	94	94	92	92	92	92	92	92	92	92	92	92	92
24. MN FD PMP L.O PORT	31	31	31	31	31	31	31	31	31	31	31	32	32	32	32	31	31	31	31	31	31	31	31	31
25. MN FD PMP L.O STBD	30	30	30	30	30	30	30	28	30	30	30	28	28	28	28	30	30	30	30	30	30	30	30	30
26. L.O. TO GEARS	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
27. AIR CONTR L.O. PRESS	27		27		27		27	27	27	27	27	27			27	27			27		27	27		

SEP 28/29/66/Wed-THU.

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
29. L.O. PRES #1	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
28. L.O. PRES #2	4	9.8	9.8	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.7	9.7	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8
31. L.O. TO COOLER #1	3	142	142	142	140	140	140	140	140	140	140	140	142	142	142	142	142	142	142	142	142	142	142	142	142
34. L.O. TO COOLER #2	4	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147
33. L.O. FROM COOLER #1	3	126	126	126	124	124	124	124	124	124	124	124	126	126	126	126	126	126	126	126	126	126	126	126	127
32. L.O. FROM COOLER #2	4	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132
35. L.O. GOV PRES #1	3	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61
34. L.O. GOV PRES #2	4	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
37. AMPS POS #1	3	1350	1350	1350	1250	1450	1500	1450	1375	1475	1475	1500	1450	1450	1350	1350	1500	1450	1500	1400	1375	1350	1375	1350	1350
36. AMPS POS #2	4	1400	1400	1300	1350	1500	1500	1400	1400	1500	1500	1500	1450	1450	1350	1350	1500	1450	1400	1400	1375	1350	1350	1375	1400
39. AMPS NEG #1	3	1350	1350	1350	1300	1500	1550	1450	1400	1500	1500	1500	1450	1450	1400	1400	1500	1500	1500	1450	1375	1375	1350	1375	1350
38. AMPS NEG #2	4	1400	1400	1300	1350	1500	1500	1400	1400	1500	1500	1500	1450	1450	1400	1400	1500	1450	1400	1450	1375	1350	1350	1375	1400
41. HP HIGH SPEED PIN. AFT		134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134
42. HP INTER SPEED PIN FWD		144	144	144	144	142	142	142	143	143	143	144	142	142	142	142	144	144	144	144	143	143	143	144	144
43. HP INTER SPEED PIN AFT		136	136	136	136	136	136	136	135	135	135	135	136	136	136	136	136	136	136	136	136	135	135	135	135
44. L.P. THRUST BEARING		132	132	132	132	130	130	130	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	134
45. H.P. THRUST BEARING		144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144
46. LP HIGH SPEED PIN. FWD		128	128	128	128	128	128	128	126	126	128	128	130	130	130	130	130	128	128	128	126	126	126	126	126
47. LP HIGH SPEED PIN. AFT		124	124	124	124	124	124	124	122	122	123	123	126	126	126	126	126	124	124	124	121	122	122	122	122
48. LP INTER SPEED PIN FWD		144	144	144	142	142	142	142	141	141	141	141	130	130	130	130	144	144	144	144	142	142	142	142	142
49. LP INTER SPEED PIN. AFT		132	132	132	132	132	132	132	133	133	133	133	126	126	126	126	132	132	132	132	132	132	132	132	132
50. MAIN GEAR ROTOR FWD		112	112	112	112	110	110	110	112	112	113	113	112	112	112	112	112	112	112	112	112	112	112	112	112
51. MAIN GEAR ROTOR AFT		108	108	108	108	106	106	106	110	110	112	112	108	108	108	108	108	108	108	108	110	110	111	112	108
52. LP BLEND		12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12

28-29 SEPT. FWO ENG RM.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
29. L.O. PRES #1	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
28. L.O. PRES #2	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
31. L.O. TO COOLER #1	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125
34. L.O. TO COOLER #2	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
33. L.O. FROM COOLER #1	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115	115
32. L.O. FROM COOLER #2	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132
35. L.O. GOV PRES #1	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
34. L.O. GOV PRES #2	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
37. AMPS POS #1	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
36. AMPS POS #2	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
39. AMPS NEG #1	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
38. AMPS NEG #2	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750
41. HP HIGH SPEED PIN. AFT	147	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148
42. HP INTER SPEED PIN FWD	131	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132
43. HP INTER SPEED PIN AFT	135	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136	136
44. L.P. THRUST BEARING	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132
45. H.P. THRUST BEARING	147	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148	148
46. LP HIGH SPEED PIN. FWD	134	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135
47. LP HIGH SPEED PIN. AFT	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129	129
48. LP INTER SPEED PIN FWD	152	152	152	152	152	152	152	152	152	152	152	152	152	152	152	152	152	152	152	152	152	152	152	152
49. LP INTER SPEED PIN. AFT	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132
50. MAIN GEAR RCTOR FWD																								
51. MAIN GEAR RCTOR AFT																								
52. LP BLEND	8"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"

27422
1100-11-9'
1100-15'
1100-15'
4'-4'
8V12
1100-18-13'
1100-15'
1100-4'-10"
4'-1"

28-29 SEPT. FWD ENG RM.

X X X

TIME	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
1. L.P. EXHAUST TEMP	118	118	118	118	118	118	119			120			120	120	120	120	120	120	120	117		120		
2. MN COND TEMP TEMP	115	117	116	115	114	116				116			118	118			116	116	116	116 116		117		
3. MN INJ TEMP	86	86	86	86	86	86	86			86			86	87			87	87	87	86		86		
4. MN OVBD TEMP	99	100	100	100	100	99				99			100	100			100	100	100	100		100		
5. L.O. TO COOLERS	124	125	124	124	124	124				124			125	125			126	125	126	124		124		
6. L.O. FROM COOLERS	108	108	108	108	108	108				108			108	109			109	109	109	108		108		
7. THRUST BNG TEMP	116	117	116	116	116	116				116			117	118			117	117	117	116		116		
8. FWD H.P. ROTOR BNG	130	128	128	128	128	130				130			131	131			130	130	130	129		130		
9. AFT H.P. ROTOR BNG	136	136	135	135	135	135				135			137	137			135	135	135	135		135		
10. FWD L.P. ROTOR BNG	132	133	130	132	132	134				134			134	134			132	132	132	133		133		
11. AFT L.P. ROTOR BNG	138	139	140	140	138	139				140			140	140			140	140	140	139		139		
12. HOT GEAR BNG FWD	155	155	155	155	155	155				155			155	156			155	155	155	155		155		
13. HOT GEAR BNG AFT	152	152	152	152	152	152				154			151	152			152	152	152	149		149		
14. AUX COND TEMP TEMP	115	117	116	116	116	116				116			118	118			118	116	118	116		117		
15. 1ST STAGE AIR TEMP	168	169	168	168	166	168				169			168	169			166	166	166	166		168		
16. D.C. HEATER TEMP	244	243	245	242	242	242				241			240	242			240	240	240	240		240		
17. SUPRHT TEMP PORT	730	730	730	730	730	730				730			745	745			745	745	745	740		740		
18. SUPRHT TEMP STBD	615	615	615	615	615	620				620			635	635			635	635	635	635		630		
19. F.O. SETT TEMP P	105	101	105	105	105	102				102			106	106			104	104	106	106		106		
20. F.O. SETT TEMP S	100	92	95	100	100	98				98			96	94			94	96	98	96		96		
21. UPTAKE PORT	285	285	285	285	285	285				280			280	290			290	290	290	285		280		
22. UPTAKE STBD	310	325	320	315	315	330				305			315	320			320	320	320	310		300		
23. F.O. PUMP SUCT TEMP	107	93	102	102	102	102				102			108	96			100	102	104	102		102		
24. MN FD PMP L.O PORT	32	31	31	31	31	32				32			31	31			37	32	32	32		32		
25. MN FD PMP L.O STBD	38	38	38	38	38	39				38			40	40			40	40	40	40		40		
26. L.O. TO GEARS	110	110	109	109	109	110				110			110	110			110	110	110	110		110		
27. AIR CONTR L.O. PRESS	25	25	27	27	27	25				25			25	25			27	27	27	25		25		

SEP 27/28/66/Tue/Wed

AFT ENGINE ROOM

TIME	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
1. L.P. EXHAUST TEMP	116	115	115	116	116				118	118	118	110	115	115	115	115	116	116	116	112	115	115	115	116
2. MN COND STE TEMP	112	112	112	112					112	111	112	108	109	109	110	110	110	110	110	110	110	111	112	112
3. MN INJ TEMP	82	82	82	84					83	83	83	80	82	82	82	82	82	82	82	82	82	83	83	82
4. MN OVBD TEMP	96	96	96	96					95	95	95	94	94	94	94	94	94	94	95	95	95	95	96	96
5. L.O. TO COOLERS	125	125	124	124					127	126	125	124	125	125	125	125	124	124	124	124	124	125	125	125
6. L.O. FROM COOLERS	110	110	110	110					112	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
7. THRUST BRG TEMP	114	114	114	114					117	116	116	114	114	114	114	114	114	114	114	113	114	114	114	114
8. FWD H.P. ROTOR BRG	126	126	126	126	126				125	125	125	126	126	126	126	126	126	126	126	125	125	125	125	126
9. AFT H.P. ROTOR BRG	132	132	132	132	130				134	134	134	128	130	130	130	130	130	130	130	132	132	134	133	132
10. FWD L.P. ROTOR BRG	127	127	127	126	122				129	128	128	126	128	128	128	128	126	126	126	127	127	127	127	127
11. AFT L.P. ROTOR BRG																								
12. HOT GEAR BRG FWD	146	146	146	144					146	145	145	148	148	148	148	144	144	144	144	144	144	144	144	144
13. HOT GEAR BRG AFT	136	136	136	136					138	138	138	138	138	138	138	136	136	136	136	135	135	135	136	136
14. AUX COND STE TEMP	114	114	114	116					117	116	116	114	114	114	114	114	116	116	116	116	115	115	116	114
15. 1ST STAGE AIR TEMP	175	175	175	175					170	175	175	172	174	174	173	172	175	175	175	176	173	175	175	175
16. D.C. HEATER TEMP	238	238	238	238	238				236	238	238	238	238	238	238	238	238	238	238	238	236	238	237	238
17. SUPRHT TEMP PORT	725	723	723	715	715				733	723	730	720	712	712	720	735	735	730	735	732	725	727	725	725
18. SUPRHT TEMP STBD	725	723	723	715	715				733	723	730	720	712	712	720	735	735	730	735	732	725	727	725	725
19. F.O. SETT TEMP P	106	106	102	104					104	105	105	106	104	104	104	104	104	104	104	105	106	106	106	106
20. F.O. SETT TEMP S	95	95	95	95					96	96	97	99	93	93	94	95	95	95	95	94	94	94	94	95
21. UPTAKE PORT																								
22. UPTAKE STBD																								
23. F.O. PUMP SUCT TEMP	96	91	92	92					94	94	94	92	92	92	92	92	92	92	92	93	93	93	93	90
24. MN FD PMP L.O PORT	32	30	30	33					33	33	33	32	32	32	32	32	32	32	32	32	32	32	32	32
25. MN FD PMP L.O STBD	29	29	29	29					28	27	27	27	29	29	28	29	30	30	30	30	27	29	28	29
26. L.O. TO GEARS	17	17	17	17					17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
27. AIR CONTR L.O. PRESS	27		27	27					27	27	27	27			27	27		27				27	27	



		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
29. L.O. PRES #1	3	8	8	8	8	8				8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
28. L.O. PRES #2	4	9.8	9.8	9.6	9.6	9.6				9.6	9.6	9.7	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.8	9.6	9.6	9.6	9.7	9.8
31. L.O. TO COOLER #1	3	142	142	142	142	142				142	142	142	141	141	141	141	141	141	141	141	141	141	141	141	142
34. L.O. TO COOLER #2	4	147	147	147	147	147				147	147	147	146	146	146	146	146	146	146	146	147	147	147	147	147
33. L.O. FROM COOLER #1	3	124	124	124	124	124				124	124	124	125	125	125	125	125	125	125	124	124	124	124	124	124
32. L.O. FROM COOLER #2	4	133	133	133	132	132				132	133	133	131	131	131	131	131	131	131	132	132	132	132	132	133
35. L.O. GOV PRES #1	3	61	61	61	61	61				61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61
34. L.O. GOV PRES #2	4	48	48	48	48	48				48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
37. AMPS POS #1	3	1350	1350	1450	1350	1300				1500	1500	1475	1400	1450	1450	1450	1500	1400	1400	1350	1375	1325	1400	1325	1350
36. AMPS POS #2	4	1350	1350	1450	1350	1350				1525	1525	1500	1350	1400	1400	1500	1400	1450	1450	1350	1350	1350	1400	1375	1350
39. AMPS NEG #1	3	1350	1350	1450	1350	1350				1525	1525	1500	1400	1450	1500	1450	1550	1400	1450	1350	1375	1350	1400	1350	1350
38. AMPS NEG #2	4	1350	1350	1450	1350	1350				1550	1525	1500	1350	1400	1400	1500	1400	1450	1450	1350	1350	1350	1400	1375	1350
41. HP HIGH SPEED PIN. AFT		136	136	136	136	130				138	138	138	138	136	136	136	136	136	136	136	134	134	135	136	136
42. HP INTER SPEED PIN FWD		144	144	144	144					146	145	145	140	142	142	142	142	144	144	144	144	144	144	144	144
43. HP INTER SPEED PIN AFT		135	135	135	136					136	135	135	136	135	135	135	135	135	135	135	135	135	135	135	135
44. L.P. THRUST BEARING		134	134	134	132					133	134	134	127	128	128	128	130	132	132	132	133	133	133	133	133
45. H.P. THRUST BEARING		144	144	144	144	140				146	145	145	144	144	144	144	144	144	144	144	144	145	144	145	144
46. LP HIGH SPEED PIN. FWD		128	128	128	128	124				130	130	130	124	126	126	126	126	128	128	130	126	128	127	127	126
47. LP HIGH SPEED PIN. AFT		125	125	125	125	122				125	125	125	128	125	125	125	125	125	125	125	126	123	123	123	125
48. LP INTER SPEED PIN FWD		144	144	144	144					144	144	144	144	144	144	144	144	144	144	144	144	144	144	144	144
49. LP INTER SPEED PIN. AFT		136	136	136	136					134	134	134	138	135	135	135	135	134	134	134	134	134	134	134	136
50. MAIN GEAR RCTOR FWD		112	112	112	112					114	114	114	109	112	112	112	110	110	110	110	112	112	113	114	112
51. MAIN GEAR RCTOR AFT		108	108	108	108					114	113	114	107	107	107	107	107	107	107	108	112	112	112	112	112
52. LP BLEED		12	12	12	12					12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12

SEP. 26/27/66 MON/TUE
25/26/66 SUN/MON

AT

TIME	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
1. L.P. EXHAUST TEMP	116	116	116	112	112	112	110	110	110	110	111	116	116	116	116	116	116	116	116	116	116	116	115	116
2. MN COND STE TEMP	102	102	102	106	104	104	104	104	104	103	104	104	105	105	105	105	105	104	104	119	117	117	117	102
3. MN INJ TEMP	82	82	82	82	82	82	81	81	81	80	81	80	82	82	82	82	82	82	82	82	82	82	82	82
4. MN OVBD TEMP	92	92	92	92	92	92	92	92	92	91	92	93	94	94	94	94	94	92	92	92	92	92	92	92
5. L.O. TO COOLERS	122	122	121	122	120	120	122	121	121	122	124	122	122	122	122	122	122	122	122	122	122	120	122	122
6. L.O. FROM COOLERS	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
7. THRUST BNG TEMP	113	113	113	116	112	112	112	112	112	113	114	113	113	113	113	114	114	114	114	113	113	113	113	113
8. FWD H.P. ROTOR BNG	125	125	125	126	124	124	124	123	124	125	125	125	125	125	126	126	126	126	126	125	125	124	124	124
9. AFT H.P. ROTOR BNG	130	130	130	132	132	132	132	130	130	130	130	128	128	128	128	130	130	130	130	130	130	130	130	130
10. FWD L.P. ROTOR BNG	126	126	126	130	125	125	125	123	123	125	126	125	126	126	126	126	126	126	126	123	123	123	123	126
11. AFT L.P. ROTOR BNG																								
12. HOT GEAR BNG FWD	140	140	140	144	144	144	140	140	140	142	142	140	140	140	140	140	140	140	140	140	140	140	140	140
13. HOT GEAR BNG AFT	136	136	136	136	136	136	136	130	130	135	135	136	136	136	136	136	136	136	136	134	134	134	134	136
14. AUX COND STE TEMP	114	112	112	112	112	112	112	113	114	113	112	110	114	116	116	116	116	116	116	114	114	113	113	114
15. 1ST STAGE AIR TEMP	165	165	165	165	165	165	165	143	165	165	165	165	165	165	165	165	165	165	165	164	164	164	164	165
16. D.C. HEATER TEMP	238	238	238	240	238	238	238	238	238	238	238	238	238	238	238	238	238	238	238	238	238	238	238	238
17. SUPRHT TEMP PORT	718	714	710	725	725	725	725	725	725	725	723	715	720	725	723	720	720	725	725	720	721	720	719	718
18. SUPRHT TEMP STBD	718	714	710	725	725	725	725	725	725	725	723	715	720	725	723	720	720	725	725	720	721	720	719	718
19. F.O. SETT TEMP P	106	106	102	102	102	102	102	103	104	104	105	106	104	104	104	104	104	104	104	105	105	106	106	106
20. F.O. SETT TEMP S	95	95	95	95	95	95	95	94	94	97	98	100	94	94	94	94	94	95	95	95	95	95	95	95
21. UPTAKE PORT																								
22. UPTAKE STBD																								
23. F.O. PUMP SUCT TEMP	90	90	92	92	92	92	94	94	94	94	94	94	94	94	94	94	100	90	94	94	94	94	94	94
24. MN FD PMP L.O PORT	30	30	30	30	30	30	30	31	31	31	31	30	30	30	30	30	30	30	30	30	30	30	30	30
25. MN FD PMP L.O STBD	30	30	29	30	30	30	30	27	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
26. L.O. TO GEARS	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
27. AIR CONTR L.O. PRESS	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	17	27	27	27	27	27	27

SEP- 26/27/66/MON/TUE
SUN/MON

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
29. L.O. PRES #1	3	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
28. L.O. PRES #2	4	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.6	9.8	9.8	9.8	9.8	9.8	9.6	9.6	9.6	9.6	9.6
31. L.O. TO COOLER #1	3	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140
34. L.O. TO COOLER #2	4	145	145	145	145	145	145	145	146	145	145	145	145	145	145	145	145	145	145	145	145	146	146	146	145
33. L.O. FROM COOLER #1	3	124	124	124	124	124	124	123	123	123	123	123	124	124	124	124	124	124	124	124	124	124	124	124	124
32. L.O. FROM COOLER #2	4	132	132	132	132	132	132	130	132	131	129	131	132	132	132	132	132	132	132	132	132	132	132	132	132
35. L.O. GOV PRES #1	3	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61
34. L.O. GOV PRES #2	4	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
37. AMPS POS #1	3	1300	1300	1350	1400	1400	1400	1375	1375	1375	1375	1450	1450	1450	1500	1500	1500	1500	1500	1500	1375	1375	1375	1350	1350
36. AMPS POS #2	4	1350	1350	1400	1300	1400	1400	1350	1375	1400	1400	1400	1350	1450	1500	1500	1500	1500	1500	1500	1350	1400	1350	1350	1300
39. AMPS NEG #1	3	1300	1300	1350	1300	1300	1350	1400	1400	1400	1400	1450	1450	1450	1500	1500	1500	1500	1500	1500	1400	1375	1350	1350	1350
38. AMPS NEG #2	4	1350	1350	1450	1300	1400	1400	1350	1375	1400	1400	1400	1350	1450	1500	1500	1500	1500	1500	1500	1350	1400	1350	1350	1300
41. HP HIGH SPEED PIN. AFT		130	130	130	136	136	136	134	130	130	131	131	134	134	134	134	130	130	130	130	130	130	130	130	130
42. HP INTER SPEED PIN FWD		138	138	138	140	140	140	140	140	140	142	142	126	126	126	126	140	140	140	140	140	140	139	139	139
43. HP INTER SPEED PIN AFT		134	134	134	136	136	136	134	132	132	135	134	134	134	134	134	134	134	134	134	134	134	134	134	134
44. L.P. THRUST BEARING		127	126	126	128	128	128	125	127	127	128	128	127	127	127	127	127	127	126	126	127	127	126	126	127
45. H.P. THRUST BEARING		140	140	140	144	144	144	140	140	140	141	140	140	140	140	140	140	140	140	140	140	140	139	139	140
46. LP HIGH SPEED PIN. FWD		124	124	124	128	128	128	124	124	125	125	125	124	124	124	124	126	126	126	126	124	124	126	126	126
47. LP HIGH SPEED PIN. AFT		126	126	126	130	130	130	123	123	123	123	123	125	125	125	125	126	126	126	126	123	123	123	123	124
48. LP INTER SPEED PIN FWD		135	135	135	142	142	142	135	135	135	135	140	140	140	140	140	135	135	135	135	138	138	138	138	140
49. LP INTER SPEED PIN. AFT		128	128	128	135	135	135	130	130	130	130	136	136	136	136	136	128	128	128	128	130	130	130	130	130
50. MAIN GEAR RCTOR FWD		110	110	109	114	109	110	110	110	112	112	113	108	109	109	109	110	110	110	110	112	112	111	111	110
51. MAIN GEAR RCTOR AFT		107	108	108	112	106	105	110	110	112	113	107	107	107	107	107	107	107	107	107	110	110	110	111	107
52. LP BLEND		16	16	15	15	15	16	16	16	16	16	14	15	16	16	16	16	16	17	17	17	17	17	17	16

9/26/66

A++

TIME	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
1. L.P. EXHAUST TEMP	112	112	112	112	112	112	110	110	114	116	116	135	135							130	135	112	119	112
2. MN COND STE TEMP	106	108		114			112	112	115	118	117	89	89	98	98	98				108	110	114	112	106
3. MN INJ TEMP	80	80		80			80	80	81	81	80	80	80	78	77	77				82	82	80	80	80
4. MN OVBD TEMP	94	94	94	94	94	94	94	90	90	92	92	82	82							114	114	92	90	94
5. L.O. TO COOLERS	120	120		122			120	120	120	122	106	106	108							81		120	118	120
6. L.O. FROM COOLERS	110	110	112	112			110	110	110	110	110	110	108							110	110	112	112	110
7. THRUST BNG TEMP	112	112		112			111	113	114	113	113									103	111	110	112	
8. FWD H.P. ROTOR BNG	136	136	135	135	135	135	124	122	122	124	124									110	138	136	136	
9. AFT H.P. ROTOR BNG	128	128	1	130	130	130	128	128	128	128	129									120	130	128	128	
10. FWD L.P. ROTOR BNG	126	126	124	124	124	124	124	123	124	124	124									1160	127	126	126	
11. AFT L.P. ROTOR BNG																				125				
12. HOT GEAR BNG FWD	136	136		142			140	140	140	140	140									135	138	138	138	
13. HOT GEAR BNG AFT	138	138		142			130	132	132	132	132										136		136	
14. AUX COND STE TEMP	108/110	108/110		110			112	112	112	114	114	114	114	110	110	110				110	110	108/110	108/110	
15. 1ST STAGE AIR TEMP	170	170		165			160	160	160	160	131	110	109	108	108					110	110	110	110	170
16. D.C. HEATER TEMP	238	238		238			238	236	238	238	238	238	238	238	238					235	235	230	235	235
17. SUPRHT TEMP PORT	720	720		735			735	731	737	727	725									745	731	720	720	
18. SUPRHT TEMP STBD	720	720		735			735	731	727	727	725									745	731	720	720	
19. F.O. SETT TEMP P	105	110		105			104	104	104	104	116	116	116	116	116					114	114	114	114	110
20. F.O. SETT TEMP S	104	105		105			99	100	100	100	104	104	105	105	105					105	105	106	106	104
21. UPTAKE PORT														270	270									
22. UPTAKE STBD																								
23. F.O. PUMP SUCT TEMP	106	106		106			96	94	94	94	94	116	116	106	108	108				112	112	96	98	106
24. MN FD PMP L.O PORT	30	30		30			31	30	30	30	31	31	30	30	30					31	31	31	31	30
25. MN FD PMP L.O STBD	30	30		30			30	31	30	31	30									28	28	27	26	30
26. L.O. TO GEARS	17			17	17	17	17	17	17	17	17	17	18	18	18	18				18	18	18	18	
27. AIR CONTR L.O. PRESS				27			27		27											27	27			

9/26/66

Aft

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
29. L.O. PRES #1	#3	8	8		8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
28. L.O. PRES #2	#4	9.7	9.7		9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.5	9.5	9.5	9.5	9.5	9.5	9.6	9.6	9.6	9.6
31. L.O. TO COOLER #1	#3	139	139		136	136	136	136	136	136	136	136	136	136	136	137	138	138	138	138	138	136	137	139	139
34. L.O. TO COOLER #2	#4	143	143		143	143	143	143	143	143	143	143	143	143	143	141	142	142	142	142	142	142	143	143	143
33. L.O. FROM COOLER #1	#3	123	123		122	122	122	122	122	122	124	124	122	122	122	120	121	121	121	121	121	121	123	123	123
32. L.O. FROM COOLER #2	#4	124	124		126	126	126	126	126	126	130	130	128	130	131	126	126	122	122	122	122	122	124	124	124
35. L.O. GOV PRES #1	#3	61	61		61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61
34. L.O. GOV PRES #2	#4	48	48		48	48	48	48	48	48	48	48	48	48	48	49	48	48	48	48	48	48	48	48	48
37. AMPS POS #1	#3	1350	1350		1350	1350	1350	1350	1350	1350	1375	1375	1375	1375	1350	1300	1250	1270	1300	1300	1300	1350	1300	1300	1300
36. AMPS POS #2	#4	1300	1300		1350	1350	1350	1350	1350	1350	1400	1400	1325	1250	1250	1200	1250	1250	1250	1250	1250	1325	1300	1300	1300
39. AMPS NEG #1	#3	1350	1350		1350	1350	1350	1350	1350	1350	1400	1375	1350	1300	1250	1300	1300	1300	1300	1300	1300	1350	1300	1300	1300
38. AMPS NEG #2	#4	1300	1300		1350	1350	1350	1350	1350	1350	1400	1400	1325	1250	1250	1150	1250	1250	1250	1250	1250	1325	1300	1300	1300
41. HP HIGH SPEED PIN. AFT		135	135		142	142	142	142	142	128	128	130	130	130	130							134	134	136	136
42. HP INTER SPEED PIN FWD		126	126		142	142	142	142	142	140	140	140	140	140	140							128	128	124	126
43. HP INTER SPEED PIN AFT		125	125		134	134	134	134	134	132	132	133	133	133	133							123	123	125	126
44. L.P. THRUST BEARING		129	129		128	128	128	128	128	130	127	126	126	126	126							121	121	128	126
45. H.P. THRUST BEARING		142	142		142	142	142	142	142	138	140	140	140	140	140							131	131	138	138
46. LP HIGH SPEED PIN. FWD		136	136		135	135	135	135	135	125	124	124	126	126	126							123	123	136	136
47. LP HIGH SPEED PIN. AFT		134	134		130	130	130	130	130	125	123	123	123	123	123							121	121	135	134
48. LP INTER SPEED PIN FWD		132	132		125	125	125	125	125	135	135	135	135	135	135							121	121	131	131
49. LP INTER SPEED PIN. AFT		135	135		124	124	124	124	124	130	130	130	130	130	130							124	124	135	135
50. MAIN GEAR ROTOR END		110	110		110	110	110	110	110	110	110	111	111	111	111							106	106	110	110
51. MAIN GEAR ROTOR AFT		108	108		116	116	116	116	116	110	110	110	111	111	111							108	108	111	111
52. LP BLEAD		14	14		14	14	14	14	14	17	17	17	17	17	17							23	23	24	24

SEP - 24 - 25 - 66 - SAT - 8NN

Hf

TIME	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400
1. L.P. EXHAUST TEMP				132	150	150	150	155	155	155	135	110	122	137	137	142	152	152	152	155	145	140	145	
2. MN COND STE TEMP				112	100	100	100	92	90	90	89	110	94	94	94	94	94	94	93	93	93	97	99	
3. MN INJ TEMP				80	80	80	80	78	78	78	79	80	79	78	78	77	77	77	77	79	79	79	79	
4. MN OVBD TEMP				84	84	84	84	81	81	81	82	94	85	83	83	83	83	83	83	83	83	86	99	
5. L.O. TO COOLERS	118	116	116	110	106	106	106	107	108	110	100	122	114	110	110	110	118	118	118	108	108	112	114	
6. L.O. FROM COOLERS	118	116	116	110	106	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	118	118
7. THRUST BNG TEMP												112												
8. FWD H.P. ROTOR BNG												118												
9. AFT H.P. ROTOR BNG												122												
10. FWD L.P. ROTOR BNG												124												
11. AFT L.P. ROTOR BNG																								
12. HOT GEAR BNG FWD												136												
13. HOT GEAR BNG AFT												131												
14. AUX COND STE TEMP	108/109	115/118	115/118	112/112	112/112	112/112	112/112	118/118	130/118	110/118	116/110	110/110				106/106	106/106	106/106	110/110	110/110	108/108	110/110	108/108	109/109
15. 1ST STAGE AIR TEMP	120	110	105	105	105	105	105	110	105	115	133	175	105	105	105	105	112	112	105	105	120	120	120	120
16. D.C. HEATER TEMP	239	239	239	240	240	240	240	238	238	238	238	238	238	238	238	238	238	238	238	238	238	238	238	239
17. SUPRHT TEMP PORT				505	525	535	535	535	540	425	—	733	640	565	565	560	555	555	555	540	460	425	—	
18. SUPRHT TEMP STBD				505	525	535	535	535	540	425	—	733	640	565	565	560	555	555	555	540	460	425	—	
19. F.O. SETT TEMP P	114	118	122	122	120	120	120	119	118	118	118	112	112	112	112	112	112	112	112	112	112	112	112	
20. F.O. SETT TEMP S	102	109	108	108	108	108	108	104	104	104	104	100	100	110	110	110	110	110	110	100	100	100	100	
21. UPTAKE PORT																								
22. UPTAKE STBD																								
23. F.O. PUMP SUCT TEMP	100	110	120	120	120	120	120	116	116	116	112	96	95	96	96	96	96	96	96	96	96	96	96	100
24. MN FD PMP L.O PORT	31	31	31	31	31	31	31	30	31	31	31	32	30	30	30	30	30	30	30	30	31	31	31	31
25. MN FD PMP L.O STBD	25	25	25	25	25	25	25	24	—	—	—	28	27	29	29	25	25	25	25	25	25	25	25	25
26. L.O. TO GEARS	18			18	18	18	18	18	18	18	18	17	17	18	18	18	18	18	18	18	18	18	18	18
27. AIR CONTR L.O. PRESS				27		27	27	27	27	27		27			27	27		27		27			27	