AFTER

# ENGINE ROOM LOG

## GEARED TURBINE DRIVE

**USNS** GEN. JOHN POPE (TAP 110)

**FROM** 0000 / MARCH **19** 68 **TO** 8 April 1200 hrs **19** 68

MSTS FORM 9410/1 (REV. 7-65)
S/N 0104-160-5000

# INSTRUCTIONS

1. The entries in this book will be made neatly and legibly by the engineer or other person directly in charge of the machinery of the ship, and with pen and ink or idelible pencil. No erasures nor the removal of any pages will be permitted. Incorrect entries may be changed by drawing a single line through same with ink or idelible pencil and writing in the correct data, followed by the initials of the person making the change. The greatest care shall be used in keeping the log book to insure absolute accuracy in all particulars.

2. All entries of time shall be made on the 24-hour basis, noon-to-noon.

3. Under the heading "REMARKS" a careful, detailed record of the events occurring daily in the engine department shall be entered in the log book, including violations of orders or regulations. Entries should be preceded by the time when pertaining to important tests, casualties, injuries, etc.

4. Entries regarding the following shall also be made when occurring:

(a) Repairs accomplished during watches.

(b) Faulty or erratic operation or failure of machinery.

(c) Any important changes in machinery of any nature or additions thereto.

(d) Remetalling of bearings; fitting new piston rings; reboring cylinders; renewing pump parts, metallic packing, important valves, propeller, shafting, stern bearing, zinc protection bars and rings outboard, strainers, etc.; details to be recorded in Machinery History.

(e) Pumping of bilges.

(f) Blowing of tubes *(not applicable to Diesel and Diesel Electric).*

(g) Examining holding down bolts.

(h) Fuel and water taken aboard. The fuel account shall be carefully kept and the quantity consumed each day accurately ascertained.

(i) Record of special tests, i.e., running idle pumps, reach rods to valves, hydrostatic.

(j) Derelictions or deficiencies developed on the part of any member of the engine department.

(k) Filtering and cleaning elements installed in fuel and lube oil lines.

5. In twin screw ships when the machinery for each propeller is in separate Engine rooms, two books shall be utilized and each book shall be properly marked to indicate to which Engine room machinery it applies. When both Engines of a twin screw ship are in the same Engine space, proper identification of operating machinery will be pre-printed on each page or hand written on each page prior to daily operations.

6. The log books shall be retained on board unless required temporarily by the administrative commander and destroyed when three years old.

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| GEN JOHN POPE | 12 D | AT HSC | OAKLAND | P2 S2 K2 | 3-1-65 |

| | 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) | | | | 5594 410 | 5594 790 | 5595 230 |
| F.O. CONSUMED | | | | 400 | 380 | [illegible] |
| MACHINERY PARTICULARS — PRESSURES — THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | | | | 138 | 135 | 135 |
| BACK PRESSURE | | | | 9 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS — TEMPERATURES — STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | | | | 61 | 61 | 62 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) — TEMPERATURES (CONT'D) — HOTTEST GEAR BEARING FORWARD | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | |
| AUX. COND. CONDENSATE | | | | 80/84 | 80/84 | 84/80 |
| 1ST STAGE FEED WATER HEATER | | | | 96 | 96 | 104 |
| D. C. FEED WATER HEATER | | | | 220 | 240 | 220 |
| 3RD STAGE FEED WATER HEATER | | | | | | |
| BOILER PARTICULARS — TEMPERATURES — SUPER HEAT P | | | | | | |
| SUPER HEAT S | | | | | | |
| F.O. TO BURNERS | | | | 140 | 140 | 140 |
| AIR TO FURNACE P | | | | | | |
| AIR TO FURNACE S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS P | | | | 65 | 65 | 70 |
| F.O. TEMP. IN SETTLING TANKS S | | | | 85 | 85 | 85 |
| PORT BOILER UPTAKE | | | | | | |
| STBD. BOILER UPTAKE | | | | | | |
| BOILER PARTICULARS — PRESSURES — F. D. BACK PRESSURE | | | | | | |
| MAIN STEAM | | | | 440 | [illegible] | 440 |
| F.O. TO BURNERS | | | | 95 | 110 | 120 |
| MISCELLANEOUS — MAIN COND. SALINITY | | | | | | |
| ENGINE ROOM TEMPERATURE | | | | 78 | 78 | 80 |
| FIRE ROOM TEMPERATURE | | | | 78 | 78 | 80 |
| NOZZLES IN USE | | | | | | |
| NO. OF BURNERS IN USE P | | | | 1 | 1 | 1 |
| NO. OF BURNERS IN USE S | | | | 55/55 | 55/55 | 55/55 |
| BURNER TIP SIZE P | | | | | | |
| BURNER TIP SIZE S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | | | | | | | | | | | | |
| 1600 TO 2000 | | | | | | | | | | | | |
| 2000 TO 2400 | | | | | | | | | | | | |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.5 | 130 | 110 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.7 | 134 | 112 | | 50 | 850 | 850 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.5 | 130 | 110 | | 74 | 950 | 950 | 240 |
| | 4 | 1200 | 440 | | 9.7 | 134 | 112 | | 50 | 950 | 950 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 850 | [illegible] | 240 |
| | 4 | 1200 | 440 | | 9.5 | 132 | 110 | | 50 | 850 | [illegible] | 240 |

## FUEL - WATER AND LUBE OIL

| | | |
|---|---|---|
| FUEL OIL — METER AT NOON | 5595230 | |
| FUEL OIL — METER PREVIOUS NOON | 5593130 | |
| FUEL OIL — CONSUMED BY METER | 2100 | |
| FUEL OIL — ON HAND AT START OF DAY | 3430 | |
| FUEL OIL — RECEIVED DURING DAY | 3400 | |
| FUEL OIL — EXPENDED DURING DAY | 60 | |
| FUEL OIL — REMAINING ON BOARD | 3370 | |
| DOMESTIC WATER — ON HAND AT START OF DAY | 600 | |
| DOMESTIC WATER — EVAPORATED OR RECEIVED | 150 | |
| DOMESTIC WATER — ON HAND | 700 | |
| DOMESTIC WATER — CONSUMED | 50 | |
| BOILER WATER — ON HAND AT START OF DAY | 351 | |
| BOILER WATER — EVAPORATED OR RECEIVED | 10 | |
| BOILER WATER — ON HAND | 343 | |
| BOILER WATER — CONSUMED | 12 | |
| LUBE OIL — ON HAND AT START OF DAY | 2215 | |
| LUBE OIL — RECEIVED | 0 | |
| LUBE OIL — ON HAND | 2212 | |
| LUBE OIL — CONSUMED | 3 | |
| DIESEL OIL — ON HAND | 910 | |
| DIESEL OIL — RECEIVED | 905 | |
| DIESEL OIL — CONSUMED | 2 | |

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

## L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

## SUMMARY

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

REMARKS

1200-1600 WATCH

WATCH ENGR'S SIGNATURE-

1600-2000 WATCH

WATCH ENGR'S SIGNATURE-

2000-2400 WATCH

WATCH ENGR'S SIGNATURE-

2400-0400 WATCH

Complied with night and standing orders. Bilges at a safe level. Frequent inspections of all machinery and spaces. Machinery in operation as before. Changed and cleaned burner and F.O. discharge strainers.

OILER: LA PINE. FWT: LAGAT WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0400-0800 WATCH

Blew tubes port boiler. Pumped bilges to safe level. Frequent inspections of all machinery and spaces. Complied with nite and standing orders. Machinery in operation as before.

OILER: LA PINE. FWT: LAGAT WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0800-1200 WATCH

Port watch machinery In operation As Before. Changed + Cleaned F.O. Burners + Strainers. #4 Boiler on cont. Blow To Must Evap @ 0830. Crew Painting + Cleaning Bay Room.

WATCH ENGR'S SIGNATURE- L Harris

CHIEF ENGINEER #R 5

| | Stbd | Port |
|---|---|---|
| | 0236 | 0148 |
| AKL | | 8.76 |
| T.AKL | | 12.26 |
| S.L. | | 3.31 |
| P.4 | | 30 |
| S.3 | | |
| PN | | 10 |
| Hours 236 | | 148 |

CHIEF ENGR'S SIGNATURE- Scott C. [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Cpt John Rupp | 12 P | At NSC OAKLAND | | FSS R2 | 3-12-68 |

| | 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) | [illegible] 648 | [illegible] 620 | [illegible] 5590 | 5596 750 | 5597 120 | [illegible] |
| F.O. CONSUMED | 415 | 570 | 760 | 370 | 370 | [illegible] |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 120 | 140 | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 62 | 62 | 62 | 62 | 62 | 60 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | [illegible] | [illegible] | [illegible] | 82/86 | 82/86 | 82/80 |
| 1ST STAGE FEED WATER HEATER | | [illegible] | 105 | [illegible] | 104 | 102 | 102 |
| D. C. FEED WATER HEATER | | 240 | [illegible] | [illegible] | 238 | 232 | 240 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | [illegible] | [illegible] | [illegible] | 140 | 140 | 140 |
| AIR TO FURNACE | P | | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 75 | 75 | 75 | 85 | 85 | 85 |
| | S | 75 | 75 | 75 | 75 | 75 | 75 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS – PRESSURES – F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | 110 | 105 | 90 | 100 | 95 | 90 |
| MISCELLANEOUS – MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 81 | 80 | 81 | 80 | 80 | 82 |
| FIRE ROOM TEMPERATURE | | 81 | 80 | 81 | 80 | 80 | 82 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | 51/55 | [illegible] | [illegible] | 51/55 | 51/55 | 51/55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 900 | 1000 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 132 | 110 | | 50 | 900 | 1000 | 240 |
| 1600 TO 2000 | 3 | [illegible] | 440 | | [illegible] | 130 | 110 | | 74 | 900 | 900 | 240 |
| | | | | | | | | | | | | |
| | 4 | [illegible] | 440 | | [illegible] | [illegible] | 110 | | 50 | [illegible] | 900 | 240 |
| 2000 TO 2400 | 3 | [illegible] | 440 | | 9.5 | 130 | 110 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 850 | 750 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.5 | 130 | 110 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 850 | 850 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.5 | 130 | 110 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 850 | 850 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 900 | 900 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 950 | 900 | 240 |

## FUEL - WATER AND LUBE OIL

| | | |
|---|---|---|
| FUEL OIL | METER AT NOON | 5597490 |
| | METER PREVIOUS NOON | 5595230 |
| | CONSUMED BY METER | 2260 |
| | ON HAND AT START OF DAY | 3400 |
| | RECEIVED DURING DAY | -0- |
| | EXPENDED DURING DAY | 60 |
| | REMAINING ON BOARD | 3340 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 700 |
| | EVAPORATED OR RECEIVED | -0 |
| | ON HAND | 640 |
| | CONSUMED | 60 |

| | | |
|---|---|---|
| BOILER WATER | ON HAND AT START OF DAY | 348 |
| | EVAPORATED OR RECEIVED | 8 |
| | ON HAND | 346 |
| | CONSUMED | 10 |
| LUBE OIL | ON HAND AT START OF DAY | 2212 |
| | RECEIVED | -0- |
| | ON HAND | 2210 |
| | CONSUMED | 2 |
| DIESEL OIL | ON HAND | 808 |
| | EX HAND RECEIVED | 805 |
| | CONSUMED | ~~805~~ 3 |

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

## L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

## SUMMARY

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

REMARKS

1200-1600 WATCH

Port watch machinery inspection #4 Boiler & F.D. Blower #4 Blr. Feed Pump #7 F.O. Pump #3 main cond. Pump Aux Circ. Pump #3 & #4 S.S. Gens. #2 Fire Pump. Added compound to #4 Blr. some off Blow Down.

WATCH ENGR'S SIGNATURE- F. Hulina

1600-2000 WATCH

As before - changed & cleaned F.O. burner & disch. strainer made routine inspections of spaces and equipment. Complied with night and standing orders. Pumped bilges to safe level.

Oiler Rutherford - F.W.T. Thomas

WATCH ENGR'S SIGNATURE- T. B. Peterson R/E

2000-2400 WATCH

As before - made routine inspections of machy and spaces. Pumped hole & end space bilges to safe level - carried out night and standing orders - shift forced parallel in end.

OILER RUTHERFORD - F.W.T. THOMAS

WATCH ENGR'S SIGNATURE- T. B. Peterson R/E

2400-0400 WATCH

Machinery as before. Frequent inspections of all machinery and spaces. Complied with nite and standing orders. Changed and cleaned burner and F.O. discharge strainer. Bilges dry. Blew down make up evap.

OILER: LA PINE. FWT: LAGAT.

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0400-0800 WATCH

Complied with nite and standing orders. Frequent inspections of all machinery and spaces. Bilges at a safe level. Machinery as before.

OILER: LA PINE. FWT: LAGAT.

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0800-1200 WATCH

Griggs, oiler, phoned in at about 0900 that he was ill and would be unable to work his week end watches. Olsen relieved LaPine @ 1005. Frequent inspections of all machinery. Complied with standing orders. Machinery as before. Bilges at a safe level.

OILER: ~~LA PINE~~ OLSEN FWT: WHITE.

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

CHIEF ENGINEER

BOILER WATER READINGS

| | |
|---|---|
| SEA'D | PONT |
| HOURS | HOURS 172 |
| AKL | AKL |
| T-AKL | T-AKL |
| SAL. | SAL. |
| PHOS. | PHOS. |
| R.ph | R.ph |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen John Pope | 12 R | At Sea Oakland | | P2 R2 S-2 | 2-3 March 1968 |

| | 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) | [illegible] | [illegible] | 5598 590 | 5598 950 | 5599 320 | [illegible] |
| F.O. CONSUMED | [illegible] | [illegible] | 360 | 360 | 370 | [illegible] |
| MACHINERY PARTICULARS — PRESSURES — THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 145 | 145 | [illegible] | 145 | 145 | 148 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10 | 10.5 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS — TEMPERATURES — STEAM AT THROTTLE | | | | | | |
| L.P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 60 | 60 | 60 | 62 | 62 | 60 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) — TEMPERATURES (CONT'D) — HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | [illegible] | [illegible] | [illegible] | 84 | 82/84 | 84/82 |
| 1ST STAGE FEED WATER HEATER | | [illegible] | [illegible] | [illegible] | 99 | 100 | 100 |
| D. C. FEED WATER HEATER | | [illegible] | [illegible] | [illegible] | 235 | 232 | 234 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS — TEMPERATURES — SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | 140 | 140 | 140 | 144 | 140 | 140 |
| AIR TO FURNACE | P | | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | [illegible] | [illegible] | [illegible] | 85 | 85 | 85 |
| | S | 75 | 75 | 75 | 75 | 75 | 84 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS — PRESSURES — F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | 100 | 100 | 95 | 100 | 90 | 100 |
| MISCELLANEOUS — MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 84 | 80 | 80 | 80 | 80 | 79 |
| FIRE ROOM TEMPERATURE | | 84 | 80 | 80 | 80 | 79 | 78 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | [illegible] | 440 | | [illegible] | [illegible] | [illegible] | | 74 | [illegible] | [illegible] | 240 |
| | | | | | | | | | | | | |
| | 4 | [illegible] | 440 | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | 240 |
| 1600 TO 2000 | 3 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | 74 | [illegible] | [illegible] | [illegible] |
| | | | | | | | | | | | | |
| | 4 | [illegible] | 440 | | 9.5 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | 240 |
| 2000 TO 2400 | 3 | [illegible] | [illegible] | | 9 | [illegible] | [illegible] | | 74 | [illegible] | [illegible] | [illegible] |
| | | | | | | | | | | | | |
| | 4 | [illegible] | 440 | | 9.5 | 134 | 112 | | 50 | [illegible] | [illegible] | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 800 | 800 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.5 | 130 | 110 | | 74 | 800 | 800 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.7 | 134 | 112 | | 50 | 900 | 900 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 900 | 900 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 900 | 900 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5599680 | BOILER WATER | ON HAND AT START OF DAY | 346 |
| | METER PREVIOUS NOON | 5597490 | | EVAPORATED OR RECEIVED | 8 |
| | CONSUMED BY METER | 2190 | | ON HAND | 346 |
| | ON HAND AT START OF DAY | 3,340 | | CONSUMED | 8 |
| | RECEIVED DURING DAY | -0- | LUBE OIL | ON HAND AT START OF DAY | 2210 |
| | EXPENDED DURING DAY | 60 | | RECEIVED | -0- |
| | REMAINING ON BOARD | 3280 | | ON HAND | 2208 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 640 | | CONSUMED | 2 |
| | EVAPORATED OR RECEIVED | -0- | DIESEL OIL | ON HAND | 305 |
| | ON HAND | 600 | | ON HAND RECEIVED | 303 |
| | CONSUMED | 40 | | CONSUMED | 2 |

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

L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

SUMMARY

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

REMARKS

1200-1600 WATCH

AT SEA - OAKLAND - IN OPERATION #4 BOIL, F.O. PUMPER, AUX FEED PUMP, F.O. PUMP #3 & 4 AUX GENS, #2 AUX BOIL, #3 MAIN FEED PUMP, #2 F.O. PUMP, FIRE & SAN PUMP, MAKE UP EVAP - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES - BILGES AT SAFE LEVEL COMPLIED WITH DEPT STANDING ORDERS.

OILER CASEY - FWT WHITE WATCH ENGR'S SIGNATURE- T. Fitzgerald RE

1600-2000 WATCH

IN PORT SHIFTED LOCALLY FO BURNER AND MAIN STRAINER - PUMPED AFTER REFER FLAT AND ENG SPACE BILGES TO SAFE LEVEL - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES COMPLIED WITH NIGHT AND STANDING ORDERS TR ENGR WORKING IN DIESEL GEN ROOM

OILER RUTHERFORD - FWT THOMAS WATCH ENGR'S SIGNATURE- T. Fitzgerald RE

2000-2400 WATCH

AS BEFORE - MADE ROUTINE INSPECTIONS OF MACHY & SPACES BILGES AT SAFE LEVEL - CARRIED OUT NIGHT AND STANDING ORDERS - TR ENGR - WORKED OFF GEN SPACE

OILER RUTHERFORD - FWT THOMAS WATCH ENGR'S SIGNATURE- T. Fitzgerald RE

2400-0400 WATCH

Frequent inspections of machinery and spaces. Bilges at a safe level. Machinery in operation as before. Complied with night and standing orders. Changed and cleaned burner.

OILER: LAPINE FWT: LAGAT WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0400-0800 WATCH

Machinery as before. Pumped bilges to safe level. Cleaned F.O. discharge strainer. Frequent inspections of all machinery and spaces. Complied with nite and standing orders.

OILER: LAPINE FWT: LAGAT WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0800-1200 WATCH

Changed to stbd F.O. settler @ 0835. Frequent inspections of all machinery and spaces. Blew down make up evap. ship's force working at various jobs including painting in diesel generator room. Bilges at a safe level. Complied with standing orders. Machinery as before.

OILER: OLSEN FWT: WHITE WATCH ENGR'S SIGNATURE- T. E. Carney R/E

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS | HOURS 196 |
| AKL | AKL 7.34 |
| T-AKL | T-AKL 13.43 |
| SAL. | SAL. 3.57 |
| PHOS. | PHOS. 40 |
| R.ph | R.ph 11 |
| 5.3 | 5.3 35 |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Lou John Pope | 12 A | At NSC OAKLAND | | Fr Sa Pr | 3-4 MARCH 1968 |

| | 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) | [illegible] | [illegible] | [illegible] | 5601 160 | 5601 540 | [illegible] |
| F.O. CONSUMED | [illegible] | [illegible] | [illegible] | 350 | 380 | 470 |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | [illegible] | [illegible] | [illegible] | 145 | 150 | [illegible] |
| BACK PRESSURE | [illegible] | [illegible] | [illegible] | 10 | 10 | [illegible] |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L.P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | [illegible] | [illegible] | [illegible] | 62 | 62 | 62 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | [illegible] | [illegible] | [illegible] | 86/92 | 86/92 | 86/90 |
| 1ST STAGE FEED WATER HEATER | | [illegible] | [illegible] | [illegible] | 106 | 102 | 110 |
| D. C. FEED WATER HEATER | | [illegible] | [illegible] | [illegible] | 236 | 236 | 238 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | 140 | 140 | 140 | 140 | 140 | 140 |
| AIR TO FURNACE | P | | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | [illegible] | 90 | [illegible] | 90 | 90 | 88 |
| | S | [illegible] | 87 | [illegible] | 88 | 85 | [illegible] |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS – PRESSURES – F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | [illegible] | [illegible] | [illegible] | 440 | 440 | 440 |
| F.O. TO BURNERS | | [illegible] | 90 | [illegible] | 85 | 130 | 125 |
| MISCELLANEOUS – MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | [illegible] | [illegible] | [illegible] | 81 | 79 | 82 |
| FIRE ROOM TEMPERATURE | | [illegible] | [illegible] | [illegible] | 81 | 77 | 82 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | [illegible] | [illegible] | [illegible] | 51/55 | 51/55 | 51/55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | [illegible] | [illegible] | | 9 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| | | | | | | | | | | | | |
| | 4 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1600 TO 2000 | 3 | [illegible] | [illegible] | | 9 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| | | | | | | | | | | | | |
| | 4 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 2000 TO 2400 | 3 | [illegible] | [illegible] | | 9 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| | | | | | | | | | | | | |
| | 4 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.5 | 130 | 110 | | 74 | 750 | 750 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.7 | 134 | 112 | | 50 | 750 | 750 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.5 | 130 | 110 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.7 | 134 | 112 | | 70 | 850 | 850 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 900 | 900 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 900 | 900 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5602010 | BOILER WATER | ON HAND AT START OF DAY: 346 |
| | METER PREVIOUS NOON | 5599680 | | EVAPORATED OR RECEIVED: 8 |
| | CONSUMED BY METER | 2330 | | ON HAND: 344 |
| | ON HAND AT START OF DAY | 3280 | | CONSUMED: 10 |
| | RECEIVED DURING DAY | -0- | LUBE OIL | ON HAND AT START OF DAY: 2208 |
| | EXPENDED DURING DAY | 60 | | RECEIVED: -0- |
| | REMAINING ON BOARD | 3220 | | ON HAND: 2205 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 600 | | CONSUMED: 3 |
| | EVAPORATED OR RECEIVED | -0- | DIESEL OIL | ON HAND: 903 |
| | ON HAND | 560 | | ON HAND RECEIVED: 901 |
| | CONSUMED | 40 | | CONSUMED: 2 |

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

## L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

## SUMMARY

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

REMARKS

1200-1600 WATCH

AT SEA - CARGO - IN OPERATION - #4 BOILER, FD POWER-FD, SERVICE EMN FEED PMP - #3 & 4 ALCOHOL, #2 AUX CIRC - #3 MN COND PMP - #1 MN AIRCOND & RT PMPS - #1 FIRE & SAN PMP. MADE ROUTINE INSPECTIONS OF SPACES AND EQUIPMENT - BILGES AT SAFE LEVEL. CARRIED OUT NIGHT AND VARIOUS JOBS - COMPLIED WITH DEPT STANDING ORDERS

OILER OLSEN FWT WHITE WATCH ENGR'S SIGNATURE- T. E. Peterson RIE

1600-2000 WATCH

AS BEFORE - CLEANED FD POWER AND FD SUCT STRAINER - MADE ROUTINE INSPECTIONS OF MACHINERY AND SPACES. PUMPED HOT WELL FROM FWT AND MAD SPACE BILGES TO SAFE LEVEL - COMPLIED WITH NIGHT AND STANDING ORDERS

OILER RUTHERFORD FWT THOMAS WATCH ENGR'S SIGNATURE- T. E. Peterson RIE

2000-2400 WATCH

AS BEFORE - MADE ROUTINE INSPECTIONS OF MACHY & SPACES BILGES AT SAFE LEVEL - CARRIED OUT NIGHT AND STANDING ORDERS

OILER RUTHERFORD FWT THOMAS WATCH ENGR'S SIGNATURE- T. E. Peterson RIE

2400-0400 WATCH

Cleaned F.O. discharge strainer. Complied with nite and standing orders. Frequent inspections of all machinery and spaces. Machinery as before. Bilges at a safe level. Permission to blow tubes denied.

OILER: LA PINE. FWT: LAGAT WATCH ENGR'S SIGNATURE- J. E. Carney RIE

0400-0800 WATCH

Complied with night and standing orders. Frequent inspections of all machinery and spaces. Bilges pumped down to a safe level. Machinery as before.

OILER: LA PINE FWT: LAGAT WATCH ENGR'S SIGNATURE- J. E. Carney RIE

0800-1200 WATCH

@ 0905 Fire Drill started Emerg Fire Pump in Evap Flat. Fire Pump Relief Valves set at 175# @ 0930 Sec Emerg Fire Pump. @ 0933 Sec From Fire Drill Boat Drill @ 0942. Sec 1030. Pumped F.O. Sett from #9 & Serv M.T. Pumped & Pumped After Peak Tank. Pumped Bilges Cont Painting + Cleaning Eng Room.

oiler olsen FWT white WATCH ENGR'S SIGNATURE- L. Hansen

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS 236 | HOURS 222 |
| AKL | AKL 7.34 |
| T-AKL | T-AKL 13.73 |
| SAL. | SAL. 3.31 |
| PHOS. | PHOS. 40 |
| R.ph | R.ph 11 |
| | 50 35 |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Lon John Pope | 12 A | HT 150 OAKLAND | | P2 S2 R2 | 4-5 March 1946 |

| | 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) | 5603 4[illegible] | 5603 2[illegible] | 5603 2[illegible]0 | 5603 670 | 5604 100 | 5604 550 |
| F.O. CONSUMED | [illegible] | [illegible] | 430 | 410 | 430 | 450 |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | 150 | 150 | 150 | 145 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10.5 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | | 60 | 62 | 62 | 61 | 62 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | [illegible]/86 | [illegible] | [illegible] | 84/86 | 84/86 | [illegible]/86 |
| 1ST STAGE FEED WATER HEATER | | 110 | [illegible] | [illegible] | 106 | 102 | [illegible] |
| D. C. FEED WATER HEATER | | 238 | [illegible] | [illegible] | 238 | 238 | 238 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | | | | 140 | 141 | 146 |
| AIR TO FURNACE | P | 140 | [illegible] | [illegible] | ~~142~~ | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 87 | [illegible] | [illegible] | 85 | 85 | 85 |
| | S | 85 | [illegible] | [illegible] | 96 | 96 | 98 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS – PRESSURES – F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 445 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | 130 | 125 | [illegible] | 100 | 130 | 125 |
| MISCELLANEOUS – MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 84 | [illegible] | 80 | 79 | 79 | 80 |
| FIRE ROOM TEMPERATURE | | 84 | [illegible] | [illegible] | 78 | 79 | 86 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | [illegible]/55 | [illegible] | [illegible] | 51/55 | 51/55 | [illegible]/55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 900 | 900 | 240 |
| 1600 TO 2000 | 3 | [illegible] | 440 | | 9 | [illegible] | [illegible] | | 74 | [illegible] | [illegible] | [illegible] |
| | 4 | [illegible] | 440 | | 9.5 | 134 | 112 | | 50 | [illegible] | [illegible] | [illegible] |
| 2000 TO 2400 | 3 | [illegible] | 440 | | 9 | [illegible] | [illegible] | | 74 | [illegible] | [illegible] | 240 |
| | 4 | [illegible] | 440 | | 9.5 | 134 | 112 | | 50 | [illegible] | [illegible] | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 850 | 850 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 950 | 950 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9 | 132 | 110 | | 74 | [illegible] | [illegible] | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | [illegible] | [illegible] | 240 |

FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5604550 | BOILER WATER – ON HAND AT START OF DAY | 344 |
| | METER PREVIOUS NOON | 5602010 | EVAPORATED OR RECEIVED | 8 |
| | CONSUMED BY METER | 2540 | ON HAND | 344 |
| | ON HAND AT START OF DAY | 3,220 | CONSUMED | 8 |
| | RECEIVED DURING DAY | -0- | LUBE OIL – ON HAND AT START OF DAY | 2205 |
| | EXPENDED DURING DAY | 65 | RECEIVED | -0- |
| | REMAINING ON BOARD | 3,155 | ON HAND | 2203 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 560 | CONSUMED | 2 |
| | EVAPORATED OR RECEIVED | -0- | DIESEL OIL – ON HAND | 901 |
| | ON HAND | 520 | ON HAND RECEIVED | 898 |
| | CONSUMED | 40 | CONSUMED | 3 |

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

L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

SUMMARY

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

REMARKS

1200-1600 WATCH

Port watch machinery Inoperation #2 Boiler + F.D. Blower #2 Blw. Feed Pump #2 F.O. Pump #3 + #4 S.S. Coils #3 m.n. Cond. Pump Aux Cond. Pump. Pumped F.O. Sett. from #7 D.B.S. F.O. TK. B-6. Pumped Bilges.

WATCH ENGR'S SIGNATURE- L. Harris

1600-2000 WATCH

A. MAGAS - OILER & CLEANER AS BURNER & HIGH STRAINER CHANGED WITH #7 PORT [illegible] MADE ROUTINE INSPECTIONS OF MACHY & SPACES. PUMPED BILGES TO SAFE LEVEL. COMPLIED WITH NITE & STANDING ORDERS

OILER RUTHERFORD - FWT THOMAS

WATCH ENGR'S SIGNATURE- T. J. Lemon R/E

2000-2400 WATCH

A. SERUGE - MADE ROUTINE INSPECTIONS OF MACHY & SPACES. BILGES AT SAFE LEVEL - COMPLIED WITH NITE & STANDING ORDERS

OILER RUTHERFORD & FWT THOMAS

WATCH ENGR'S SIGNATURE- T. J. Lemon R/E

2400-0400 WATCH

Complied with nite and standing orders. Blew tubes port boiler. Frequent inspections of all machinery and spaces. Pumped shaft alley bilge. Other bilges at safe level. Repacked bilge pump. Machinery in operation as before.

OILER: LA PINE. FWT: LAGAT.

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0400-0800 WATCH

Changed and cleaned burner and F.O. discharge strainer. Frequent inspections of all machinery and spaces. Complied with nite and standing orders. Bilges at a safe level. Machinery as before.

OILER: LA PINE. FWT: LAGAT

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0800-1200 WATCH

Port watch machinery Inoperation As Before Changed & Cleaned F.O. Burners & strainers. Pumped Bilges Crew Cleaning & Painting Dry Docks

WATCH ENGR'S SIGNATURE- L. Harris

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS 230 | HOURS 244 |
| AKL | AKL 9.34 |
| T-AKL | T-AKL 13.43 |
| SAL. | SAL. 3.31 |
| PHOS. | PHOS. 40 |
| R.ph | R.ph 11 |
| 58 | 55 |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen John Pope | 12 A | At sea Oakland | | D2 S2 R2 | 5-6 March 08 |

| | 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) | 5604 950 | [illegible] | [illegible] | 5606 110 | 5606 510 | 5606 [illegible] |
| F.O. CONSUMED | 400 | [illegible] | [illegible] | 400 | 400 | [illegible] |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | [illegible] | [illegible] | 150 | 150 | 150 |
| BACK PRESSURE | [illegible] | [illegible] | [illegible] | 10 | 10 | [illegible] |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | [illegible] | [illegible] | [illegible] | 52 | 62 | [illegible] |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | [illegible] | [illegible] | [illegible] | 86/84 | 86/84 | [illegible] |
| 1ST STAGE FEED WATER HEATER | | [illegible] | [illegible] | [illegible] | 102 | 104 | [illegible] |
| D. C. FEED WATER HEATER | | [illegible] | [illegible] | [illegible] | 238 | 238 | [illegible] |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | 176 | [illegible] | 172 | 177 | 177 | 176 |
| AIR TO FURNACE | P | | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 102 | [illegible] | [illegible] | 102 | 104 | 102 |
| | S | [illegible] | [illegible] | [illegible] | 85 | 85 | |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS – PRESSURES – F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | [illegible] | [illegible] | 440 | 440 | 440 |
| F.O. TO BURNERS | | | [illegible] | [illegible] | 130 | 125 | 125 |
| MISCELLANEOUS – MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 82 | [illegible] | [illegible] | 78 | 78 | 82 |
| FIRE ROOM TEMPERATURE | | 82 | [illegible] | [illegible] | 75 | 76 | 82 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | [illegible] | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | [illegible] | [illegible] | [illegible] | 57/55 | 57/55 | [illegible] |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 800 | 800 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 132 | 110 | | 50 | 850 | 850 | 240 |
| 1600 TO 2000 | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | 74 | [illegible] | [illegible] | [illegible] |
| | | | | | | | | | | | | |
| | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 2000 TO 2400 | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | 74 | [illegible] | [illegible] | [illegible] |
| | | | | | | | | | | | | |
| | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 750 | 750 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 900 | 900 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 850 | 850 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9 | 136 | 112 | | 74 | 900 | 950 | [illegible] |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 135 | 114 | | 50 | 900 | 900 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5606970 | BOILER WATER – ON HAND AT START OF DAY | 344 |
| | METER PREVIOUS NOON | 5604650 | BOILER WATER – EVAPORATED OR RECEIVED | 10 |
| | CONSUMED BY METER | 2220 | BOILER WATER – ON HAND | 346 |
| | ON HAND AT START OF DAY | 3155 | BOILER WATER – CONSUMED | 8 |
| | RECEIVED DURING DAY | – 0 – | LUBE OIL – ON HAND AT START OF DAY | 2203 |
| | EXPENDED DURING DAY | 55 | LUBE OIL – RECEIVED | – 0 – |
| | REMAINING ON BOARD | 3100 | LUBE OIL – ON HAND | 2200 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 520 | LUBE OIL – CONSUMED | 3 |
| | EVAPORATED OR RECEIVED | 107 | DIESEL OIL – ON HAND | 888 |
| | ON HAND | 587 | DIESEL OIL – RECEIVED | 555 |
| | CONSUMED | 40 | DIESEL OIL – CONSUMED | 3 |

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

## L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

## SUMMARY

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

REMARKS

1200-1600 WATCH

Port watch machinery inspection #4 Boiler & F.D. Blower #4 Ship Feed Pump #4 Aux. Pump #3 main cond. Pump Aux Cond Pump #3 & #4 SS Cond. Vacuum Pump & Steering Gear Pumped Bilges

WATCH ENGR'S SIGNATURE- L. Harris

1600-2000 WATCH

1. BEFORE MAKE ROUTINE ADJUSTMENTS & CLEANED F.O. BURNERS & RAN STRAINER MADE ROUTINE ADJUSTMENTS & CLEANED ALL GAGES - POWER HOUSE, REFER FLAT AND FAN FLAT BILGES AT SAFE LEVEL - COMPLIED WITH NIGHT AND STANDING ORDERS

OILER CLEAN - FWT THOMAS

WATCH ENGR'S SIGNATURE- T. B. Palmer RE

2000-2400 WATCH

1. BEFORE - MADE ROUTINE ADJUSTMENTS & CLEANED ALL GAGES - BILGES AT SAFE LEVEL - COMPLIED WITH NIGHT AND STANDING ORDERS BLEW DOWN MAKE UP EVAP -

OILER CLEAN - FWT THOMAS

WATCH ENGR'S SIGNATURE- T. B. Palmer RE

2400-0400 WATCH

Changed F.W. suction to #3 stbd @ 0000. Cleaned F.O. discharge strainer. Frequent inspections of all machinery and spaces. Complied with night and standing orders. Bilges at a safe level. Machinery in operation as before. Blew down M.U. evap

OILER: LAPINE FWT: LAGAT

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0400-0800 WATCH

Complied with nite and standing orders. Frequent inspections of all machinery and spaces. Bilges at a safe level. Machinery in operation as before. Changed and cleaned burner.

OILER: LAPINE FWT: LAGAT

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0800-1200 WATCH

Port watch machinery inspection as before. Changed & cleaned F.O. burners & suct. strainers. Pumped Bilges. Repaired Leak in Return line from M.U. Evap. Blew Down & cleaning Eng. Room. Pumped

WATCH ENGR'S SIGNATURE- L. Harris

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS | HOURS 268 |
| AKL | AKL 7.30 |
| T-AKL | T-AKL 13.40 |
| SAL. | SAL. 2.31 |
| PHOS. | PHOS. 30 |
| R.ph | R.ph 7 d |
| 58 | 30 |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Lon Eden AE PE | 12 P | At sea OAKLAND | | AE 32 R2 | 6-7 March 6[illegible] |

| | 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) | 5607 560 | 5607 970 | 5608 160 | 5608 560 | 5608 970 | 5609 390 |
| F.O. CONSUMED | 370 | 390 | 390 | 400 | 410 | 420 |
| MACHINERY PARTICULARS — PRESSURES — THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | 150 | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 11 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS — TEMPERATURES — STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 61 | 60 | 61 | 61 | 61 | 61 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) — TEMPERATURES (CONT'D) — HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | 84 84 | 84 84 | 84 86 | 84 86 | 84/86 | 84 84 |
| 1ST STAGE FEED WATER HEATER | | 114 | 110 | 110 | 108 | 108 | 110 |
| D. C. FEED WATER HEATER | | 238 | 240 | 240 | 240 | 240 | 240 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS — TEMPERATURES — SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | | 170 | 174 | 176 | 178 | 175 |
| AIR TO FURNACE | P | 120 | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 105 | 105 | 105 | 110 | 110 | 105 |
| | S | 85 | 85 | 85 | 85 | 85 | 85 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| PRESSURES — F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | | 110 | 110 | 105 | 125 | 125 |
| MISCELLANEOUS — MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 81 | 78 | 76 | 77 | 79 | 80 |
| FIRE ROOM TEMPERATURE | | 81 | 78 | 76 | 75 | 76 | 80 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9 | 132 | 112 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 850 | 850 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | | 9 | 132 | 112 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 114 | | 50 | 900 | 900 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | | 9 | 132 | 112 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 114 | | 50 | 900 | 900 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.0 | 132 | 110 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 110 | | 50 | 850 | 850 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.0 | 132 | 110 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 900 | 900 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9 | 134 | 112 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | 50 | 900 | 900 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5609390 | BOILER WATER | ON HAND AT START OF DAY | 346 |
| | METER PREVIOUS NOON | 5606970 | | EVAPORATED OR RECEIVED | 10 |
| | CONSUMED BY METER | 2420 | | ON HAND | 349 |
| | ON HAND AT START OF DAY | 3100 | | CONSUMED | 7 |
| | RECEIVED DURING DAY | -0- | LUBE OIL | ON HAND AT START OF DAY | 2200 |
| | EXPENDED DURING DAY | 60 | | RECEIVED | -0- |
| | REMAINING ON BOARD | 3040 | | ON HAND | 2198 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 587 | | CONSUMED | 2 |
| | EVAPORATED OR RECEIVED | 307 | DIESEL OIL | ON HAND | 895 |
| | ON HAND | 894 | | ON Hand RECEIVED | 92 |
| | CONSUMED | 90 | | CONSUMED | 3 |

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

L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

SUMMARY

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

REMARKS

1200-1600 WATCH

Port watch machinery Inspection #4 Blr & F.D. Blower #4 Blr. Feed Pump #4 F.O. Pump #3 Mn Cond. Pump Aux. Cond. Pump #3 & #4 S.S. Cond. Mnf Evap. Crew Painting & cleaning Eng Room.

WATCH ENGR'S SIGNATURE- F. Harris

1600-2000 WATCH

[illegible] AND [illegible] F.O. BURNER AND MESH STRAINER - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES - PUMPED BILGES TO SAFE LEVEL - [illegible] MADE UP EMP. LAUNDRY OUT NITE AND STANDING ORDERS - [illegible] F.O. BURNER AND PAINTING IN ENG RM.

OILER OLSEN - FWT THOMAS

WATCH ENGR'S SIGNATURE- T. Fletcher RE

2000-2400 WATCH

AS BEFORE - SHIPS FORE KNOCKED OFF @ 2150 - MADE ROUTINE INSPECTIONS OF SPACES AND EQUIPMENT - PUMPED ENG ROOM BILGES TO SAFE LEVEL - COMPLIED WITH NIGHT AND STANDING ORDERS

OILER OLSEN - FWT THOMAS

WATCH ENGR'S SIGNATURE- T. Fletcher RE

2400-0400 WATCH

Blew tubes port boiler. cleaned F.O. discharge strainer. Pumped bilges to a safe level. Frequent inspections of all machinery and spaces. Complied with night and standing orders. Machinery in operation as before.

OILER: LA PINE FWT: LAGAT

WATCH ENGR'S SIGNATURE- T. E. Carney RE

0400-0800 WATCH

Complied with nite and standing orders. Changed and cleaned burner. Bilges at a safe level. Frequent inspections of all machinery and spaces. Machinery as before.

OILER: LA PINE FWT: LAGAT

WATCH ENGR'S SIGNATURE- T. E. Carney RE

0800-1200 WATCH

Port watch machinery Inspection As Before Blew Down Mnf. Evap. Crew Painting & cleaning Eng Room. Pumped Bilges.

WATCH ENGR'S SIGNATURE- F. Harris

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS | HOURS 292 |
| AKL | AKL 9.34 |
| T-AKL | T-AKL 13.43 |
| SAL. | SAL. 3.31 |
| PHOS. | PHOS. 30 |
| R.ph | R.ph 11 |
| | $SO_3$ 30 |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen John Pope | 12 A | At sea Oakland | | T-2 | 7-8 MARCH 1968 |

| | 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) | 5609 770 | [illegible] | [illegible] | 5610 950 | 5611 340 | 5611 780 |
| F.O. CONSUMED | 380 | [illegible] | [illegible] | 390 | 390 | 440 |
| MACHINERY PARTICULARS — PRESSURES — THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | 150 | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS — TEMPERATURES — STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 60 | 60 | 60 | 60 | 62 | 60 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) — TEMPERATURES (CONT'D) — HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | [illegible] | [illegible] | [illegible] | 82/84 | 84/82 | [illegible] |
| 1ST STAGE FEED WATER HEATER | | 114 | [illegible] | [illegible] | 104 | 104 | 106 |
| D. C. FEED WATER HEATER | | 238 | [illegible] | [illegible] | 236 | 237 | 238 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS — TEMPERATURES — SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | | [illegible] | [illegible] | 180 | 179 | 180 |
| AIR TO FURNACE | P | 170 | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 108 | [illegible] | [illegible] | 100 | 100 | 96 |
| | S | 97 | [illegible] | [illegible] | 100 | 101 | [illegible] |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| PRESSURES — F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 440 | 441 | 440 | 440 | 440 |
| F.O. TO BURNERS | | | [illegible] | [illegible] | 112 | 120 | |
| MISCELLANEOUS — MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 80 | 76 | 76 | 76 | 77 | 81 |
| FIRE ROOM TEMPERATURE | | 80 | 76 | 76 | 73 | 76 | 81 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | [illegible] |
| BURNER TIP SIZE | P | [illegible] | [illegible] | [illegible] | 57/55 | 57/55 | 57/55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | [illegible] | 440 | | 9 | 134 | 112 | 74 | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1202 | 440 | | 9.5 | 134 | 112 | [illegible] | 50 | 850 | 850 | 240 |
| 1600 TO 2000 | 3 | [illegible] | 440 | | 9 | [illegible] | 110 | | [illegible] | [illegible] | [illegible] | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 134 | 112 | | [illegible] | [illegible] | [illegible] | 240 |
| 2000 TO 2400 | 3 | [illegible] | [illegible] | | [illegible] | [illegible] | 110 | | [illegible] | [illegible] | [illegible] | 240 |
| | | | | | | | | | | | | |
| | 4 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.0 | 132 | 115 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 132 | 110 | | 50 | 800 | 800 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.5 | 132 | 110 | | 75 | 800 | 800 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.7 | 131 | 111 | | 50 | 850 | 775 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9 | 134 | 110 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1202 | 440 | | 9.5 | 134 | 112 | | 50 | 800 | 800 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5611780 | BOILER WATER | ON HAND AT START OF DAY | 349 |
| | METER PREVIOUS NOON | 5609390 | | EVAPORATED OR RECEIVED | 10 |
| | CONSUMED BY METER | 2390 | | ON HAND | 348 |
| | ON HAND AT START OF DAY | 3040 | | CONSUMED | 12 |
| | RECEIVED DURING DAY | -0- | LUBE OIL | ON HAND AT START OF DAY | 2198 |
| | EXPENDED DURING DAY | 60 | | RECEIVED | -0- |
| | REMAINING ON BOARD | 2980 | | ON HAND | 2195 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 894 | | CONSUMED | 2 |
| | EVAPORATED OR RECEIVED | -0- | DIESEL OIL | ON HAND | 892 |
| | ON HAND | 820 | | On Hand RECEIVED | 890 |
| | CONSUMED | 74 | | CONSUMED | 2 |

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

## L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

## SUMMARY

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

REMARKS

1200-1600 WATCH

Port watch machinery inspection #4 Boiler + F.D. Blower #4 Feed Pump #4 F.O. Pumps #3 Main Cond Pumps Aux. Cond. Pump #2 Fire Pumps #3 + #4 S.S. Aux. Dual Piping of Aft Engine Room Sec. Pc. Stn @ 1215 Secured all Aux @ 1430

WATCH ENGR'S SIGNATURE- L. Hussey

1600-2000 WATCH

As before - Changed and cleaned F.O. Burner + Discharge strainer - Made routine inspections of spaces and equipment Blew down M.U.F. - Pumped bilges to safe level - Complied with night and standing orders - This forms cleaning & painting in eng spaces

OILER OLSEN - FWT THOMAS

WATCH ENGR'S SIGNATURE- T. J. Lusche R/E

2000-2400 WATCH

As before - Made routine inspections of mach + spaces Pumped bilges - Blew down M.U.F. - Complied with night and standing orders

OILER OLSEN - FWT THOMAS

WATCH ENGR'S SIGNATURE- T. J. Lusche R/E

2400-0400 WATCH

Changed and cleaned F.O. discharge strainers. Blew tubes port boiler. Frequent inspections of all machinery and spaces. Bilges at a safe level. Machinery in operation as before. Complied with night and standing orders.

OILER: ARCURI FWT: WHITE

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0400-0800 WATCH

Complied with nite and standing orders. Frequent inspections of all spaces and machinery. Changed and cleaned burner and F.O. suction strainer. Machinery as before. Bilges at a safe level.

OILER ARCURI FWT: WHITE

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0800-1200 WATCH

Port watch machinery inspection as before Changed + cleaned F.O. Burners + stack + Disch strainers. Blowed Down M.U.F. Evap. Pumped Bilges. Tested Boiler Bayes Alarms.

WATCH ENGR'S SIGNATURE- L. Hussey

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS | HOURS 316 |
| AKL | AKL |
| T-AKL | T-AKL |
| SAL. | SAL. |
| PHOS. | PHOS. |
| R.ph | R.ph |

CHIEF ENGR'S SIGNATURE- Scott E. Fine

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Cpt John Rpp | 12A | At sea OAKLAND | | P2 S2 R2 | 8-9 March |

| | 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) | 5612 80 | [illegible] | 5612 910 | 5613 290 | 5613 660 | 5614 [illegible] |
| F.O. CONSUMED | 400 | [illegible] | 360 | 380 | 370 | [illegible] |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | 150 | 150 | 150 | 145 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 62 | 61 | 61 | 60 | 62 | 62 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | [illegible] | [illegible] | [illegible] | 84/83 | 85/85 | 84/86 |
| 1ST STAGE FEED WATER HEATER | | 110 | [illegible] | [illegible] | 104 | [illegible] | 110 |
| D. C. FEED WATER HEATER | | 238 | [illegible] | [illegible] | 237 | 238 | 238 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | ~~176~~ 174 | 176 | [illegible] | 173 | 181 | 178 |
| AIR TO FURNACE | P | 170 | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 96 | 96 | [illegible] | 90 | 90 | 98 |
| | S | 100 | [illegible] | [illegible] | 95 | 95 | 100 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS – PRESSURES – F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | [illegible] | [illegible] | 440 | 440 | 440 |
| F.O. TO BURNERS | | 125 | [illegible] | [illegible] | 110 | 115 | 100 |
| MISCELLANEOUS – MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 82 | [illegible] | [illegible] | 79 | 78 | 78 |
| FIRE ROOM TEMPERATURE | | 82 | [illegible] | [illegible] | 79 | 76 | 78 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | 51/55 | [illegible] | [illegible] | 51/55 | 51/55 | 51/55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9 | 132 | 112 | | 74 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 110 | | 50 | 900 | 900 | 240 |
| 1600 TO 2000 | 3 | [illegible] | [illegible] | | 9 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| | 4 | [illegible] | 440 | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | 750 | 240 |
| 2000 TO 2400 | 3 | [illegible] | 440 | | [illegible] | [illegible] | 110 | | 74 | 750 | 750 | [illegible] |
| | 4 | [illegible] | [illegible] | | 9.5 | [illegible] | [illegible] | | [illegible] | 750 | 750 | [illegible] |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.0 | 129 | 108 | | 75 | 775 | 775 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 130 | 110 | | 50 | 700 | 650 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.5 | 130 | 110 | | 75 | 800 | 800 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 750 | 675 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9.0 | 132 | 110 | | 74 | 850 | 825 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 850 | 800 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5614050 | BOILER WATER – ON HAND AT START OF DAY | 348 |
| | METER PREVIOUS NOON | 5611780 | EVAPORATED OR RECEIVED | 10 |
| | CONSUMED BY METER | 2270 | ON HAND | 350 |
| | ON HAND AT START OF DAY | 2980 | CONSUMED | 8 |
| | RECEIVED DURING DAY | -0- | LUBE OIL – ON HAND AT START OF DAY | 2195 |
| | EXPENDED DURING DAY | 60 | RECEIVED | -0- |
| | REMAINING ON BOARD | 2920 | ON HAND | 2193 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 820 | CONSUMED | 2 |
| | EVAPORATED OR RECEIVED | 116 | DIESEL OIL – ON HAND | 890 |
| | ON HAND | 906 | RECEIVED | -0- |
| | CONSUMED | 30 | ON HAND CONSUMED | 558 |

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

L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

SUMMARY

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

REMARKS

1200-1600 WATCH

Port watch machinery Inspection #4 Boiler + F.R. Blower #4 Blr. Feed Pump #4 F.O. Pump #3 Main Cond. Pump Aux Cond. Pump #3 & #4 S.S. Cond. M.U. Evap. Blew Some Down Pumped Bilges

WATCH ENGR'S SIGNATURE- L. Marui

1600-2000 WATCH

4:30 PERFORM CHANGED AND CLEANED F.O. BURNERS AND DISCHARGE STRAINER - REPLACED MAKE UP SEAL - PUMPED BILGES TO SAFE LEVEL - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES - COMPLIED WITH NIGHT AND STANDING ORDERS

OILER CAPINE - FWT LAGAT

WATCH ENGR'S SIGNATURE- F. S. Peterson RE

2000-2400 WATCH

AS ABOVE EXCEPT JET SUCTION FROM #1 & #2 C.T. - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES - BILGES AT SAFE LEVEL - CARRIED OUT NIGHT AND STANDING ORDERS

OILER CAPINE - FWT LAGAT

WATCH ENGR'S SIGNATURE- F. S. Peterson RE

2400-0400 WATCH

Frequent inspections of all machinery and spaces. Changed and cleaned burner and F.O. discharge strainer. Complied with nite and standing orders. Bilges at a safe level. Machinery in operation as before.

OILER: ARCURI. FWT: WHITE.

WATCH ENGR'S SIGNATURE- T. E. Carney RIE

0400-0800 WATCH

Complied with nite and standing orders. Blew down make up evap. Frequent inspections of all spaces and machinery. Bilges at a safe level. Machinery in operation as before.

OILER: ARCURI. FWT: WHITE.

WATCH ENGR'S SIGNATURE- T. E. Carney RIE

0800-1200 WATCH

Changed and cleaned F.O. suction and discharge strainers. Ship's force painting in machinery spaces. Frequent inspections of all machinery and spaces. Blew down M.U. evap. Bilges at a safe level. Complied with night and standing orders. Machinery as before.

OILER: KOSZALINSKI. FWT: THOMAS

WATCH ENGR'S SIGNATURE- T. E. Carney RIE

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS | HOURS 340 |
| AKL | AKL |
| T-AKL | T-AKL |
| SAL. | SAL. |
| PHOS. | PHOS. |
| R.ph | R.ph |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| GEN. JOHN POPE (AP110) | 12 A | AT NSC OAKLAND | | LC 52 R2 | 9-10 MARCH 1968 |

| | 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) | [illegible] | [illegible] | 5615 170 | 5615 470 | 5615 740 | 5616 040 |
| F.O. CONSUMED | 370 | 370 | 380 | 300 | 370 | 300 |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 155 | 150 | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 60 | 60 | 62 | 62 | 62 | 62 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – HOTTEST GEAR BEARING FORWARD | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | |
| AUX. COND. CONDENSATE | 94 | 88 | 82 | 86 | 86 | 86 |
| 1ST STAGE FEED WATER HEATER | 110 | 120 | 100 | 110 | 100 | 103 |
| D. C. FEED WATER HEATER | 238 | 237 | 238 | 238 | 238 | 238 |
| 3RD STAGE FEED WATER HEATER | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – SUPER HEAT P | | | | | | |
| SUPER HEAT S | | | | | | |
| F.O. TO BURNERS | 140 | 170 | 170 | 180 | 180 | 180 |
| AIR TO FURNACE P | | | | | | |
| AIR TO FURNACE S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS P | 130 | 100 | 104 | 100 | 100 | 90 |
| F.O. TEMP. IN SETTLING TANKS S | 104 | 90 | 90 | 92 | 92 | 80 |
| PORT BOILER UPTAKE | | | | | | |
| STBD. BOILER UPTAKE | | | | | | |
| BOILER PARTICULARS – PRESSURES – F. O. BACK PRESSURE | | | | | | |
| MAIN STEAM | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | 150 | 155 | 160 | 160 | 160 | 170 |
| MISCELLANEOUS – MAIN COND. SALINITY | | | | | | |
| ENGINE ROOM TEMPERATURE | 78 | 80 | 80 | 78 | 79 | 80 |
| FIRE ROOM TEMPERATURE | 78 | 80 | 80 | 78 | 79 | 80 |
| NOZZLES IN USE | | | | | | |
| NO. OF BURNERS IN USE P | 1 | 1 | 1 | 1 | 1 | 1 |
| NO. OF BURNERS IN USE S | | | | | | |
| BURNER TIP SIZE P | 5/32 | 5/32 | 5/32 | 5/32 | 5/32 | 5/32 |
| BURNER TIP SIZE S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 4 | 1200 | 440 | | 9 | 130 | 110 | | 90 | 750 | 750 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 130 | 112 | | 50 | 750 | 750 | 240 |
| 1600 TO 2000 | 4 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 800 | 800 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 134 | 112 | | 50 | 800 | 800 | 240 |
| 2000 TO 2400 | 4 | 1200 | 440 | | 9 | 130 | 110 | | 70 | 750 | 750 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 134 | 112 | | 50 | 750 | 750 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 750 | 750 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 134 | 112 | | 50 | 750 | 750 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 800 | 800 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 134 | 112 | | 50 | 800 | 800 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9 | 131 | 110 | | 74 | 800 | 800 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 800 | 800 | 240 |

## FUEL - WATER AND LUBE OIL

| | | |
|---|---|---|
| FUEL OIL | METER AT NOON | 5616040 |
| FUEL OIL | METER PREVIOUS NOON | 5614050 |
| FUEL OIL | CONSUMED BY METER | 1990 |
| FUEL OIL | ON HAND AT START OF DAY | 2920 |
| FUEL OIL | RECEIVED DURING DAY | -0- |
| FUEL OIL | EXPENDED DURING DAY | 55 |
| FUEL OIL | REMAINING ON BOARD | 2865 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 906 |
| DOMESTIC WATER | EVAPORATED OR RECEIVED | -0- |
| DOMESTIC WATER | ON HAND | 870 |
| DOMESTIC WATER | CONSUMED | 36 |
| BOILER WATER | ON HAND AT START OF DAY | 350 |
| BOILER WATER | EVAPORATED OR RECEIVED | 10 |
| BOILER WATER | ON HAND | 352 |
| BOILER WATER | CONSUMED | 8 |
| LUBE OIL | ON HAND AT START OF DAY | 2193 |
| LUBE OIL | RECEIVED | -0- |
| LUBE OIL | ON HAND | 2190 |
| LUBE OIL | CONSUMED | 3 |
| DIESEL OIL | ON HAND | 888 |
| DIESEL OIL | ~~RECEIVED~~ On Hand | 885 |
| DIESEL OIL | CONSUMED | 3 |

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

## L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

## SUMMARY

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

REMARKS

1200-1600 WATCH
[illegible] CARGO - IN OPERATION #1 BOILER F.O. BURNER AND FEED PUMP F.O. SERVICE PUMP, #3 & #4 ACM SEAL, #3 AND [illegible] AUX BILGE PUMPS - #1 POT PUMP - #2 FIRE & SAN PUMP - MADE ROUTINE INSPECTIONS OF EQUIPMENT AND SPACES - SHIP FREE HEALTH & SANITATION [illegible] - BILGES AT SAFE LEVEL - CARRIED OUT STANDING ORDERS

OILER KOSZALINSKI - FUT WHITE WATCH ENGR'S SIGNATURE- T. Petersen 1/E

1600-2000 WATCH
> BEFORE - CHANGED AND CLEANED F.O. BURNER & DISCH STRAINER - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES - PUMPED BILGES TO SAFE LEVEL - [illegible] MADE UP EVAP COMPLIED WITH NIGHT AND STANDING ORDERS

OILER - LAPINE - FUT LAGAT WATCH ENGR'S SIGNATURE- T. Petersen 1/E

2000-2400 WATCH
AS BEFORE - PERCUSSION CLEANED BLOW TUBES #4 BOILER - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES - PUMPED BILGES TO SAFE LEVELS - COMPLIED WITH NIGHT AND STANDING ORDERS BOILER DOWN MAKE UP EVAP

OILER ABAE - FUT LAGAT WATCH ENGR'S SIGNATURE- T. Petersen 1/E

2400-0400 WATCH
Pot watch machinery Inspection AS before changed & cleaned F.O. Burners & strainers, pumped Bilges. Blew down MUF Evap. made Inspection of machinery & spaces

OILER KOSZALINSKI Fut White WATCH ENGR'S SIGNATURE- L. Hazzard

0400-0800 WATCH
Pot watch machinery Inspection AS Before made Inspections of machinery & spaces pumped Bilges Blew down MUF. Evap.

OILER KOSZALINSKI Fut White WATCH ENGR'S SIGNATURE- L. Hazzard

0800-1200 WATCH
Pot watch machinery Inspection AS before changed & cleaned F.O. Burner & strainer, made Inspections of outside machinery & spaces. Pumped Bilges. Blew down MUF. Evap.

OILER ARBURI Fut. Thomas WATCH ENGR'S SIGNATURE- F. Hanna

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS | HOURS 364 |
| AKL | AKL |
| T-AKL | T-AKL |
| SAL. | SAL. |
| PHOS. | PHOS. |
| R.ph | [illegible] |

CHIEF ENGR'S SIGNATURE- Scott Chisum

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen. John Pope (AP110) | 11 P | At NSC Oakland | | 2 2 2 2 | 10-11 MARCH 1968 |

| | 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) | 5616 400 | 5616 400 | 5617 100 | 5617 430 | 5617 830 | 5618 250 |
| F.O. CONSUMED | 360 | 360 | 340 | 330 | 390 | 430 |
| MACHINERY PARTICULARS — PRESSURES — THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 145 | 150 | 150 | 150 | 145 | 150 |
| BACK PRESSURE | 15 | 15 | 15 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS — TEMPERATURES — STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 61 | 61 | 61 | 62 | 62 | 62 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) TEMPERATURES (CONT'D) | HOTTEST GEAR BEARING FORWARD | | | | | | |
| | HOTTEST GEAR BEARING AFT | | | | | | |
| | AUX. COND. CONDENSATE | 84 | 84 | 84 | 84 | 83 85 | 84 86 |
| | 1ST STAGE FEED WATER HEATER | 110 | 110 | 110 | 110 | 110 | 110 |
| | D. C. FEED WATER HEATER | 238 | 239 | 239 | 238 | 239 | 238 |
| | 3RD STAGE FEED WATER HEATER | | | | | | |
| BOILER PARTICULARS TEMPERATURES — SUPER HEAT P | | | | | | | |
| SUPER HEAT S | | | | | | | |
| F.O. TO BURNERS | | 180 | 180 | 180 | 180 | 180 | 180 |
| AIR TO FURNACE P | | | | | | | |
| AIR TO FURNACE S | | | | | | | |
| F.O. TEMP. IN SETTLING TANKS P | | 100 | 100 | 100 | 100 | 100 | 100 |
| F.O. TEMP. IN SETTLING TANKS S | | 86 | 86 | 86 | 86 | 86 | 86 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS PRESSURES — F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | 90 | 90 | 90 | 90 | 120 | 120 |
| MISCELLANEOUS — MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 84 | 84 | 84 | 79 | 79 | 82 |
| FIRE ROOM TEMPERATURE | | 84 | 84 | 84 | 79 | 79 | 82 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE P | | 1 | 1 | 1 | 1 | 1 | 1 |
| NO. OF BURNERS IN USE S | | | | | | | |
| BURNER TIP SIZE P | | 51 55 | 51 55 | 51 55 | 51 55 | 51 55 | 51/55 |
| BURNER TIP SIZE S | | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 700 | 700 | 240 |
| | 4 | 1200 | 440 | | 9.0 | 130 | 110 | | 50 | 700 | 700 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 700 | 700 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 113 | | 50 | 700 | 700 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 700 | 700 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 135 | 112 | | 50 | 700 | 700 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 700 | 700 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 134 | 112 | | 50 | 700 | 650 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 750 | 725 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 134 | 112 | | 50 | 775 | 725 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9.8 | 133 | 112 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 131 | 110 | | 50 | 850 | 850 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5618250 | BOILER WATER | ON HAND AT START OF DAY | 352 |
| | METER PREVIOUS NOON | 5616040 | | EVAPORATED OR RECEIVED | 10 |
| | CONSUMED BY METER | 2210 | | ON HAND | 352 |
| | ON HAND AT START OF DAY | 2865 | | CONSUMED | 10 |
| | RECEIVED DURING DAY | -0- | LUBE OIL | ON HAND AT START OF DAY | 2190 |
| | EXPENDED DURING DAY | 55 | | RECEIVED | -0- |
| | REMAINING ON BOARD | 2810 | | ON HAND | 2188 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 870 | | CONSUMED | 2 |
| | EVAPORATED OR RECEIVED | 0 | DIESEL OIL | ON HAND | 885 |
| | ON HAND | 840 | | on Hand RECEIVED | 882 |
| | CONSUMED | 30 | | CONSUMED | 3 |

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

## L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

## SUMMARY

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

REMARKS

1200-1600 WATCH

[illegible] - #4 [illegible] - #3 [illegible] - #2 [illegible] - #2 [illegible] - #1 [illegible] - #2 [illegible] - #1 [illegible] - #2 [illegible] - SHIP'S FORE CLEANING AND [illegible] SPACES - [illegible] OF MACH. & SPACES - [illegible] BILGES - COMPLIED WITH STANDING ORDERS

OILER ARGUELLES FWT. A. WATCH ENGR'S SIGNATURE- [illegible] RTE

1600-2000 WATCH

AS BEFORE - [illegible] AND [illegible] - PORT AND STBD STRAINER - MAKE ROUTINE INSPECTIONS OF SPACES AND EQUIPMENT - [illegible] - [illegible] CARRIED OUT LIGHT AND STANDING ORDERS

OILER LAIME - FWT LAGAT WATCH ENGR'S SIGNATURE- [illegible] RTE

2000-2400 WATCH

AS BEFORE - MADE ROUTINE INSPECTIONS OF MACH. AND SPACES - BILGES AT SAFE LEVEL - COMPLIED WITH LIGHT & STANDING ORDERS -

OILER LAIME - FWT LAGAT WATCH ENGR'S SIGNATURE- [illegible] RTE

2400-0400 WATCH

Complied with nite and standing orders. Frequent inspections of all machinery and spaces. Bilges at a safe level. Machinery in operation as before.

OILER: KOSZALINSKI FWT: WHITE WATCH ENGR'S SIGNATURE- [illegible] RTE

0400-0800 WATCH

Frequent inspections of all machinery and spaces. Laundry steam on at 0600. Pumped bilges down to a safe level. Machinery as before. Complied with nite and standing orders.

OILER: KOSZALINSKI FWT' WHITE WATCH ENGR'S SIGNATURE- [illegible] RTE

0800-1200 WATCH

Port watch machinery Inspection As Before changed & cleaned F.O. Burners & strainers Port Boiler on Cont. Blow. To meet Evap & use Blow Same Down Pumped Bilges

WATCH ENGR'S SIGNATURE- [illegible]

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS | HOURS 388 |
| AKL | AKL 8.26 |
| T-AKL | T-AKL 12.26 |
| SAL. | SAL. 3.73 |
| PHOS. | PHOS. 30 |
| R.ph | [illegible] 10 |
| | Sys 30 |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | ~~FROM~~ | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen. Felix Rip (APH) | 12 | At Nsc Oakland | | T2 SE R2 | 3/11-12/68 |

| | 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) | 5618 640 | [illegible] | 5619 390 | 5619 730 | 5620 110 | 5620 [illegible] |
| F.O. CONSUMED | 390 | [illegible] | 370 | 340 | 380 | [illegible] |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | [illegible] | [illegible] | 150 | 150 | [illegible] |
| BACK PRESSURE | 10 | [illegible] | [illegible] | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L.P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 60 | 61 | 61 | 62 | 60 | 62 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | 90/94 | [illegible] | [illegible] | 84/85 | 84/85 | [illegible] |
| 1ST STAGE FEED WATER HEATER | | 100 | 100 | 100 | 110 | 110 | 110 |
| D. C. FEED WATER HEATER | | 235 | 237 | [illegible] | 237 | 238 | 238 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | 1 | 190 | 195 | 200 | 200 | 190 |
| AIR TO FURNACE | P | 180 | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 100 | 100 | 110 | 103 | 103 | 104 |
| | S | 110 | 105 | 105 | 94 | 94 | 86 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| PRESSURES – F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | 125 | 95 | 90 | 90 | 100 | 110 |
| MISCELLANEOUS – MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 84 | 83 | 82 | 82 | 82 | 84 |
| FIRE ROOM TEMPERATURE | | 84 | 83 | 82 | 82 | 82 | 84 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | 51/55 | [illegible] | [illegible] | 51/55 | 51/55 | 51/55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9.5 | 132 | 112 | | 74 | 800 | 800 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 134 | 112 | | 50 | 800 | 800 | 240 |
| 1600 TO 2000 | 3 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 2000 TO 2400 | 3 | [illegible] | 440 | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| | 4 | | | | | | | | | | | |
| | 4 | 1200 | 440 | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.0 | 132 | 112 | | 74 | 800 | 800 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 134 | 113 | | 50 | 800 | 750 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 800 | 800 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 134 | 112 | | 50 | 800 | 775 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 750 | 950 | |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.0 | 134 | 112 | | 50 | 900 | 900 | |

FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5620 330 | BOILER WATER – ON HAND AT START OF DAY | 352 |
| | METER PREVIOUS NOON | 5618 250 | EVAPORATED OR RECEIVED | 10 |
| | CONSUMED BY METER | 2080 | ON HAND | 354 |
| | ON HAND AT START OF DAY | 2810 | CONSUMED | 8 |
| | RECEIVED DURING DAY | -0- | LUBE OIL – ON HAND AT START OF DAY | 2188 |
| | EXPENDED DURING DAY | 40 | RECEIVED | -0- |
| | REMAINING ON BOARD | 2760 | ON HAND | 2185 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 840 | CONSUMED | 3 |
| | EVAPORATED OR RECEIVED | -0- | DIESEL OIL – ON HAND | 882 |
| | ON HAND | 800 | ~~RECEIVED~~ CONSUMED | 850 |
| | CONSUMED | 40 | CONSUMED | 2 |

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

L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

SUMMARY

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

REMARKS

1200-1600 WATCH

Port watch machinery Inspection #4 Ch. F.O. Blower #4 F.O. Pump #4 in Ring #5 inboard. Pump Air Cond. Pump #3 #4 Cons. D.W.F. Evap. Propel Bilges.

WATCH ENGR'S SIGNATURE- F. Harris

1600-2000 WATCH

AS BEFORE - CHANGED AND CLEANED F.O. BURNER AND DISCHARGE STRAINER - PUMPED BILGES TO SAFE LEVEL - MADE ROUTINE INSPECTIONS OF SPACES AND EQUIPMENT - COMPLIED WITH NITE AND STANDING ORDERS - MADE FORCE CLEANING AND PROPER MUSTER GIVEN

OILER SAPINE - FWT CAGAT

WATCH ENGR'S SIGNATURE- T. S. Fitzmaurice

2000-2400 WATCH

AS BEFORE - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES. BILGES AT SAFE LEVEL - CARRIED OUT NITE AND STANDING ORDERS UNABLE TO BLOW TUBES DUE TO LACK OF FAVORABLE WIND - BLEW DOWN MAKE UP EVAP -

OILER SAPINE - FWT CAGAT

WATCH ENGR'S SIGNATURE- T. S. Fitzmaurice

2400-0400 WATCH

Frequent inspections of all machinery and spaces. Blew down make up evap. Complied with nite and standing orders. Blew tubes port boiler. Bilges at a safe level. Machinery in operation as before.

OILER: KOSZALINSKI FWT: WHITE

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0400-0800 WATCH

Changed and cleaned F.O. suction strainer. Changed F.W. suction to #3 stbd @ 0610. Frequent inspections of all machinery and spaces. Bilges at a safe level. Complied with nite and standing orders. Machinery as before.

OILER: KOSZALINSKI FWT: WHITE

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0800-1200 WATCH

Port watch machinery Inspection as Before except F.O. Pump of main unit on Locking Gear @ 0952. Changed & cleaned F.O. burners & strainers. Pumped Bilges Port Blow on cont. Blow to D.W.F. Evap. @ 0830 Held Fire Casualty Drill B-1 from 0900 to 0915. 3 man Present Bridge Notified

WATCH ENGR'S SIGNATURE- F. Harris

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS | HOURS 412 |
| ALK | ALK 9.34 |
| T-ALK | T-ALK 13.43 |
| SAL. | SAL. 2.0 7 |
| PHOS. | PHOS. 4.0 |
| R.ph | R.ph 11 |
| | Sp.G. 40 |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen John R Pe | 12 R | AT NSC OAKLAND | | P-52 R-2 | 12-13 MARCH 1968 |

| | 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) | 5620 / 350 | [illegible] | [illegible] | 5621 960 | 5622 350 | 5622 750 |
| F.O. CONSUMED | 400 | [illegible] | [illegible] | 260 | 390 | 430 |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | [illegible] | [illegible] | 150 | 150 | 150 |
| BACK PRESSURE | 10 | [illegible] | [illegible] | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | | [illegible] | [illegible] | 60 | 60 | 60 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) | HOTTEST GEAR BEARING FORWARD | | | | | | |
| | HOTTEST GEAR BEARING AFT | | | | | | |
| | AUX. COND. CONDENSATE | 74/83 | [illegible] | [illegible] | 84 86 | 84 86 | 87/85 |
| | 1ST STAGE FEED WATER HEATER | 110 | [illegible] | [illegible] | 110 | 110 | 110 |
| | D. C. FEED WATER HEATER | 238 | [illegible] | [illegible] | 238 | 238 | 238 |
| | 3RD STAGE FEED WATER HEATER | | | | | | |
| BOILER PARTICULARS – TEMPERATURES | SUPER HEAT P | | | | | | |
| | SUPER HEAT S | | | | | | |
| | F.O. TO BURNERS | 190 | 196 | [illegible] | 212 | 211 | 200 |
| | AIR TO FURNACE P | | | | | | |
| | AIR TO FURNACE S | | | | | | |
| | F.O. TEMP. IN SETTLING TANKS P | 104 | 100 | 104 | 102 | 101 | 100 |
| | F.O. TEMP. IN SETTLING TANKS S | 94 | 104 | 103 | 102 | 101 | 90 |
| | PORT BOILER UPTAKE | | | | | | |
| | STBD. BOILER UPTAKE | | | | | | |
| BOILER PARTICULARS – PRESSURES | F. O. BACK PRESSURE | | | | | | |
| | MAIN STEAM | 440 | 440 | 440 | 440 | 440 | 440 |
| | F.O. TO BURNERS | | 100 | 115 | 100 | 105 | 110 |
| MISCELLANEOUS | MAIN COND. SALINITY | | | | | | |
| | ENGINE ROOM TEMPERATURE | 82 | 79 | 75 | 78 | 78 | 82 |
| | FIRE ROOM TEMPERATURE | 82 | 79 | 75 | 78 | 78 | 82 |
| | NOZZLES IN USE | | | | | | |
| | NO. OF BURNERS IN USE P | 1 | 1 | 1 | 1 | 1 | 1 |
| | NO. OF BURNERS IN USE S | | | | | ~~51~~ | ~~55~~ TEC. |
| | BURNER TIP SIZE P | 51/55 | 51/55 | 51/55 | 51 55 | 51 55 | 51/55 |
| | BURNER TIP SIZE S | | | | | | |
| | $CO_2$ % PORT BOILER | | | | | | |
| | $CO_2$ % STBD. BOILER | | | | | | |
| | OIL LEVEL MAIN SUMP | | | | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9 | 130 | 110 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 8.5 | 130 | 110 | | 52 | 850 | 850 | 240 |
| 1600 TO 2000 | 3 | [illegible] | [illegible] | | 9 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| | 4 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 2000 TO 2400 | 3 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| | 4 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 800 | 800 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 800 | 850 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 825 | 825 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 825 | 800 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9.2 | 131 | 111 | | 74 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 1000 | 1000 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5622780 | BOILER WATER | ON HAND AT START OF DAY | 354 |
| | METER PREVIOUS NOON | 5620330 | | EVAPORATED OR RECEIVED | 10 |
| | CONSUMED BY METER | 2450 | | ON HAND | 356 |
| | ON HAND AT START OF DAY | 2,760 | | CONSUMED | 8 |
| | RECEIVED DURING DAY | - 0 - | LUBE OIL | ON HAND AT START OF DAY | 2165 |
| | EXPENDED DURING DAY | 55 | | RECEIVED | - 0 - |
| | REMAINING ON BOARD | 2,705 | | ON HAND | 2160 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 800 | | CONSUMED | 25 |
| | EVAPORATED OR RECEIVED | - 0 - | DIESEL OIL | ON HAND | 886 |
| | ON HAND | 764 | | ON Hand RECEIVED | 575 |
| | CONSUMED | 36 | | CONSUMED | 3 |

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

L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

SUMMARY

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

REMARKS

1200-1600 WATCH

Port watch machinery Inspection #4 Boiler & FD Blower in unit on Taking Over Sec. Stand @ 1515 #4 Blr Feed Pump #4 Ec. Pump #3 MN Cond. Pump Aux. Circ. Pump #2 Fire Pump. Port Boiler off Cont. Blow @ 1500. Blow Down M.U.F. Evap. Added Compound to Port Boiler

WATCH ENGR'S SIGNATURE- E. Henry

1600-2000 WATCH

AS BEFORE EXCEPT #4 PORT TR PUMP AND #2 MN AIR COMP ON @ 1700 - SECURED #1 PORT MAIN AIR COMP - CHANGED & CLEANED FO BURNER AND DISCH. STRAINER - PUMPED BILGES TO SAFE LEVEL - SHIPS FORCE CLEANING AND PAINTING IN ALL SPACES - MADE ROUTINE INSPECTIONS OF MACH AND SPACES - COMPLIED WITH NIGHT & STANDING ORDERS -

OILER LAPINE - FWT LACAT

WATCH ENGR'S SIGNATURE- T. J. Petrunak R/E

2000-2400 WATCH

AS BEFORE - CONDUCTED ENG CASUALTY DRILL B-1 - 2100-2115 - BRIDGE NOTIFIED - BLEW DOWN MAKEUP EVAP - MADE ROUTINE INSPECTIONS OF SPACES AND EQUIPMENT - BILGES AT SAFE LEVEL - SHIPS FORCE CLEANING AND PAINTING IN ALL SPACES - COMPLIED WITH NIGHT AND STANDING ORDERS

OILER LAPINE - FWT LACAT

WATCH ENGR'S SIGNATURE- T. J. Petrunak R/E

2400-0400 WATCH

Frequent inspections of all machinery and spaces. Complied with nite and standing orders. Machinery in operation as before. Bilges at a safe level. Blew down M.U. evap. Held engineering casualty drill B-15 0200-0230. Notified bridge of same. Changed and cleaned F.O. discharge strainer.

OILER: KOSZALINSKI FWT: WHITE

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0400-0800 WATCH

Changed and cleaned burner. Complied with nite and standing orders. Frequent inspections of all machinery and spaces. Bilges at a safe level. Machinery as before.

OILER: KOSZALINSKI FWT: WHITE

WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0800-1200 WATCH

Port watch machinery Inspection AS Before Changed & cleaned F.O. Burners & Suct. & Disch strainers, Pumped Bilges Blow Down M.U.F. Evap. Taking F.W. from Dock @ 1100. Filling F.W. Tks. 3 & 3½. Secd #2 F.W. Pump started #1 on line @ 0815

WATCH ENGR'S SIGNATURE- T. Harris

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS 236 | HOURS 434 |
| AKL | AKL 9.54 |
| T-AKL | T-AKL 13.40 |
| SAL. | SAL. 2.07 |
| PHOS. | PHOS. 40 |
| R.ph | R.ph 11 |
| | Sol 40 |

CHIEF ENGR'S SIGNATURE- Robert Cunningham

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| USNS John Pope | 12 A | At NSC Oakland | | T2 SE2 | 3/13 14/64 |

| | 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) | 5625 160 | [illegible] | [illegible] | 5624 310 | 5624 700 | 5625 130 |
| F.O. CONSUMED | 380 | 410 | [illegible] | 380 | 390 | 430 |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | 150 | [illegible] | 150 | 150 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | | 60 | 60 | 60 | 60 | 60 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | 84/84 | [illegible] | [illegible] | 84/85 | 84/86 | 84/85 |
| 1ST STAGE FEED WATER HEATER | | 210 | [illegible] | [illegible] | 106 | 105 | 105 |
| D. C. FEED WATER HEATER | | 238 | [illegible] | [illegible] | 239 | 238 | 238 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | 190 | 210 | 210 | 210 | 207 | 170 |
| AIR TO FURNACE | P | | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 112 | 114 | 114 | 106 | 104 | 106 |
| | S | 95 | 97 | 97 | 100 | 100 | 100 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS – PRESSURES – F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | | 105 | 100 | 105 | 120 | 120 |
| MISCELLANEOUS – MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 83 | [illegible] | [illegible] | 80 | 79 | 81 |
| FIRE ROOM TEMPERATURE | | 83 | 82 | [illegible] | 80 | 79 | 81 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9.2 | 133 | 113 | | 74 | 950 | 950 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 133 | 113 | | 50 | 950 | 950 | 240 |
| 1600 TO 2000 | 3 | [illegible] | [illegible] | | [illegible] | [illegible] | 112 | | 74 | [illegible] | [illegible] | 241 |
| | 4 | [illegible] | [illegible] | | [illegible] | [illegible] | 112 | | 50 | [illegible] | [illegible] | 241 |
| 2000 TO 2400 | 3 | [illegible] | 440 | | [illegible] | [illegible] | [illegible] | | 74 | [illegible] | [illegible] | 241 |
| | 4 | [illegible] | 440 | | 9.8 | [illegible] | 112 | | 50 | [illegible] | [illegible] | 241 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 850 | 850 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.0 | 130 | 110 | | 74 | 925 | 925 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 900 | 875 | 240 |
| 0800 TO 1200 | 3 | [illegible] | 440 | | 9.2 | [illegible] | 111 | | 74 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 1000 | 1000 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5625130 | BOILER WATER – ON HAND AT START OF DAY | 356 |
| | METER PREVIOUS NOON | 5622780 | BOILER WATER – EVAPORATED OR RECEIVED | — |
| | CONSUMED BY METER | 2350 | BOILER WATER – ON HAND | 353 |
| | ON HAND AT START OF DAY | 2705 | BOILER WATER – CONSUMED | |
| | RECEIVED DURING DAY | — | LUBE OIL – ON HAND AT START OF DAY | 2160 |
| | EXPENDED DURING DAY | 56 | LUBE OIL – RECEIVED | — |
| | REMAINING ON BOARD | 2649 | LUBE OIL – ON HAND | 2135 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 764 | LUBE OIL – CONSUMED | 25 |
| | EVAPORATED OR RECEIVED | — | DIESEL OIL – ON HAND | 875 |
| | ON HAND | 964 | DIESEL OIL – ON HAND & RECEIVED | 875 |
| | CONSUMED | | DIESEL OIL – CONSUMED | 5 5 |

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

L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

SUMMARY

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

REMARKS

1200-1600 WATCH Port watch machinery Inspection #4 Boiler & F.D. Blower #4 Blr. Feed Pump #4 F.O. Pump, #3 & #4 S.S. Cons. M.E. Cond. Pump #3 Aux. Circ. Pump #2 Fire Pump Blew Down M.U.F. Evap.

WATCH ENGR'S SIGNATURE- L. Hearn

1600-2000 WATCH 4> BEFORE - CHANGED AND CLEANED F.O. BURNER AND DISCH. STRAINER - BLEW DOWN MAKE UP EVAP - PUMPED BILGES TO SAFE LEVEL - MADE ROUTINE INSPECTION OF MACH. AND EQUIPMENT COMPLIED WITH NITE AND STANDING ORDERS

OILER LAPINE - FWT LACAT WATCH ENGR'S SIGNATURE- T. S. Peterson 3/E

2000-2400 WATCH 4> BEFORE - MADE ROUTINE INSPECTION OF MACHY AND SPACES BILGES AT SAFE LEVEL - COMPLIED WITH NIGHT AND STANDING ORDERS

OILER LAPINE - FWT LACAT WATCH ENGR'S SIGNATURE- T. S. Peterson 3/E

2400-0400 WATCH

Frequent inspections of all machinery and spaces. Bilges at a safe level. Complied with nite and standing orders. Machinery in operation as before. Blew down make up evap.

OILER KOSZALINSKI. FWT WHITE. WATCH ENGR'S SIGNATURE- J. E. Carney R/E

0400-0800 WATCH

Complied with nite and standing orders. Bilges at a safe level. Frequent inspections of all machinery and spaces. Changed and cleaned F.O. discharge strainer. Machinery in operation as before.

OILER KOSZALINSKI FWT WHITE. WATCH ENGR'S SIGNATURE- J. E. Carney R/E

0800-1200 WATCH Port watch machinery Inspection As Before changed & cleaned F.O. Burners & strainers. Pumped Bilges. Blew down M.U.F. Evap. ~~Renew~~

WATCH ENGR'S SIGNATURE- L. Hearn

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS 236 | HOURS 460 |
| AKL | AKL 9.34 |
| T-AKL | T-AKL 13.43 |
| SAL. | SAL. 2.07 |
| PHOS. | PHOS. 46 |
| R.ph | R.ph 11 |
| 50 | 40 |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen. John M. Pope | 12-E | P.L.E. Oakland | | Bulk | 3/14-15/68 |

| | 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) | 5625 260 | [illegible] | 5626 300 | 5626 680 | 5627 100 | 5627 560 |
| F.O. CONSUMED | 430 | [illegible] | 370 | 380 | 420 | 460 |
| MACHINERY PARTICULARS — PRESSURES — THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 152 | [illegible] | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 10 | [illegible] | 10 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS — TEMPERATURES — STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 59 | [illegible] | 60 | 59 | 59 | 60 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) TEMPERATURES (CONT'D) — HOTTEST GEAR BEARING FORWARD | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | |
| AUX. COND. CONDENSATE | 85/82 | [illegible] | 84/82 | 84/86 | 85/86 | 86/[illegible] |
| 1ST STAGE FEED WATER HEATER | 106 | [illegible] | 102 | 105 | 105 | 105 |
| D. C. FEED WATER HEATER | 233 | [illegible] | 236 | 240 | 237 | 238 |
| 3RD STAGE FEED WATER HEATER | | | | | | |
| BOILER PARTICULARS — TEMPERATURES — SUPER HEAT P | | | | | | |
| SUPER HEAT S | | | | | | |
| F.O. TO BURNERS | 170 | [illegible] | 210 | 209 | 208 | [illegible] |
| AIR TO FURNACE P | | | | | | |
| AIR TO FURNACE S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS P | 108 | [illegible] | 108 | 104 | 103 | 104 |
| F.O. TEMP. IN SETTLING TANKS S | 108 | [illegible] | 106 | 100 | 98 | 98 |
| PORT BOILER UPTAKE | | | | | | |
| STBD. BOILER UPTAKE | | | | | | |
| BOILER PARTICULARS — PRESSURES — F. O. BACK PRESSURE | | | | | | |
| MAIN STEAM | 440 | [illegible] | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | [illegible] | 100 | 105 | 120 | |
| MISCELLANEOUS — MAIN COND. SALINITY | | | | | | |
| ENGINE ROOM TEMPERATURE | 83 | [illegible] | 82 | 80 | 79 | 82 |
| FIRE ROOM TEMPERATURE | 83 | [illegible] | 82 | 80 | 79 | 82 |
| NOZZLES IN USE | | | | | | |
| NO. OF BURNERS IN USE P | 1 | 1 | 1 | 1 | 1 | 1 |
| NO. OF BURNERS IN USE S | | | | | | |
| BURNER TIP SIZE P | 51/55 | [illegible] | 51/55 | 51/55 | 51/55 | 51/55 |
| BURNER TIP SIZE S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9.2 | 132 | 112 | | 74 | 950 | 950 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 138 | 113 | | 52 | 900 | 900 | 240 |
| 1600 TO 2000 | 3 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | 74 | [illegible] | [illegible] | [illegible] |
| | 4 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | 50 | [illegible] | [illegible] | [illegible] |
| 2000 TO 2400 | 3 | 1200 | 440 | | 9.5 | 132 | 112 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.7 | 135 | 113 | | 50 | 900 | 900 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.5 | 130 | 110 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 825 | 775 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.5 | 130 | 110 | | 74 | 950 | 950 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 950 | 925 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9.2 | 133 | 112 | | 74 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 52 | 1000 | 1000 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5627560 | BOILER WATER | ON HAND AT START OF DAY | 353 |
| | METER PREVIOUS NOON | 5625130 | | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | 2430 | | ON HAND | 357 |
| | ON HAND AT START OF DAY | 2649 | | CONSUMED | |
| | RECEIVED DURING DAY | — | LUBE OIL | ON HAND AT START OF DAY | 2135 |
| | EXPENDED DURING DAY | 58 | | RECEIVED | — |
| | REMAINING ON BOARD | 2591 | | ON HAND | 2110 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 964 | | CONSUMED | 25 |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | ON HAND | 870 |
| | ON HAND | 1019 | | on hand RECEIVED | 865 |
| | CONSUMED | | | CONSUMED | 5 |

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

## L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

## SUMMARY

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

REMARKS

1200-1600 WATCH
Port watch machinery Inspection #4 Boiler & F.D. Blower #4 Bl. Feed Pump #4 F.O. Pump #2 Fire Pump #3 Mn. Cond. Pump #2 Aux. Circ. Pump. M.W.F. Evap. #3 & #4 S.S. Cond's. Blow Down M.W.F. Evap. Held ANNUAL Inspection of Eng. machinery & spaces. Pumped Bilges

WATCH ENGR'S SIGNATURE- F. Kaiser

1600-2000 WATCH
AS BEFORE CHANGED AND CLEANED F.O. BURNER AND DISCHARGE STRAINER - PUMPED #4 HOLD AND ENG. RM BILGES - BLEW DOWN MAKE UP EVAP - MADE ROUTINE INSPECTIONS OF SPACES AND EQUIPMENT COMPLIED WITH NIGHT AND STANDING ORDERS

OILER LAPINE - FWT LAGAT WATCH ENGR'S SIGNATURE- T. E. Peterson R/E

2000-2400 WATCH
AS BEFORE - MADE ROUTINE INSPECTION OF MACH. AND SPACES BILGES AT SAFE LEVEL - CARRIED OUT NIGHT AND STANDING ORDERS -

OILER LAPINE - FWT LAGAT WATCH ENGR'S SIGNATURE- T. E. Peterson R/E

2400-0400 WATCH
Blew down M.U. evap. Frequent inspections of all machinery and spaces. Complied with nite and standing orders. Blew tubes port boiler. Bilges at a safe level. Machinery as before.

OILER: KOSZALINSKI FWT: WHITE WATCH ENGR'S SIGNATURE- J. E. Carney R/E

0400-0800 WATCH
Complied with nite and standing orders. Changed and cleaned F.O. discharge strainer. Frequent inspections of all machinery and spaces. Bilges at a safe level. Machinery in operation as before.

OILER: KOSZALINSKI FWT: WHITE WATCH ENGR'S SIGNATURE- J. E. Carney R/E

0800-1200 WATCH
Port watch machinery Inspection AS Before Except started L.O. Purifier @ 0815 Sump To Sump. Jacking Gear Engaged At 0840. Blow Down M.W.F. Evap. Pumped Bilges. Removed bearing Bushes in Stbd Feed Pump Stm. Line.

WATCH ENGR'S SIGNATURE- F. Kaiser

CHIEF ENGINEER Chief Engr. Inspected Reduction Gears & Spray Nozzles L.H.

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS 236 | HOURS 484 |
| AKL | AKL 4.34 |
| T-AKL | T-AKL 13.43 |
| SAL. | SAL. 2.00 |
| PHOS. | PHOS. 40 |
| R.ph | R.ph 11 |
| 50³ 35 | |

CHIEF ENGR'S SIGNATURE- W. S. Chamberlain

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Jno. John Pope | 12-F | Port Elizabeth, Gaffney | | Ge-2 P2 | 3/10-11/68 |

| | 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) | 5627 980 | 5628 390 | 5628 740 | 5629 120 | 5629 520 | 5629 920 |
| F.O. CONSUMED | 420 | 390 | 370 | 380 | 400 | 400 |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | 150 | 150 | 150 | 145 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 60 | 60 | 60 | 59 | 60 | 61 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | 84/83 | 86/84 | 86/84 | 80/82 | 84/82 | 84/82 |
| 1ST STAGE FEED WATER HEATER | | 111 | 107 | 102 | 105 | 105 | 107 |
| D. C. FEED WATER HEATER | | 238 | 239 | 238 | 238 | 235 | 236 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | 200 | 210 | 210 | 210 | 210 | 210 |
| AIR TO FURNACE | P | | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 105 | 106 | 104 | 103 | 101 | 96 |
| | S | 99 | 95 | 95 | 94 | 100 | 101 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS – PRESSURES – F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | 120 | 100 | 95 | 110 | 120 | 105 |
| MISCELLANEOUS – MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 84 | 83 | 82 | 80 | 81 | 82 |
| FIRE ROOM TEMPERATURE | | 84 | 83 | 82 | 80 | 81 | 82 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1202 | 440 | | 9.2 | 133 | 113 | | 74 | 950 | 950 | 240 |
| | 4 | 1202 | 440 | | 9.8 | 134 | 113 | | 50 | 900 | 900 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | | 9.5 | 132 | 112 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 134 | 113 | | 50 | 850 | 850 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | | 9.5 | 132 | 112 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 134 | 113 | | 50 | 900 | 900 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.5 | 132 | 110 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 134 | 113 | | 50 | 850 | 800 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.5 | 132 | 111 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 133 | 112 | | 50 | 900 | 850 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9.5 | 132 | 110 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 134 | 111 | | 50 | 900 | 850 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5629920 | BOILER WATER – ON HAND AT START OF DAY | 354 |
| | METER PREVIOUS NOON | 5627560 | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | 2360 | ON HAND | |
| | ON HAND AT START OF DAY | 2591 | CONSUMED | |
| | RECEIVED DURING DAY | — | LUBE OIL – ON HAND AT START OF DAY | 2110 |
| | EXPENDED DURING DAY | 56 | RECEIVED | — |
| | REMAINING ON BOARD | 2535 | ON HAND | 2105 |
| DOMESTIC WATER | ON HAND AT START OF DAY | 1019 | CONSUMED | 5 |
| | EVAPORATED OR RECEIVED | | DIESEL OIL – ON HAND | 865 |
| | ON HAND | | on hand RECEIVED | 860 |
| | CONSUMED | | CONSUMED | 5 |

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

L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

SUMMARY

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

REMARKS

1200-1600 WATCH

Port watch machinery in operation #4 Boiler + F.D. Blower #4 Blr. Feed Pump #4 F.O. Pump. #3 + 4 S.S. Cons. #3 M.W. Cond. Pump #2 Air Cond. Pump. #2 Fire Pump. M.U.E. Evap. Tested steering Eng. 1415. Secured Tanking Gear @ 1430. Secured L.C. Pump + Lub. Purifier @ 1445. Pumped Bilges. Pumped F.O. Sett. tank #7 P.B. F.O. Tks.

WATCH ENGR'S SIGNATURE- E Harris

1600-2000 WATCH

AS BEFORE-CHANGED AND CLEANED F.O. BURNER & DISCHARGE STRAINER-PUMPED #4 HOLE BILGES & ENG SPACE BILGES TO SAFE LEVEL-MADE ROUTINE INSPECTIONS OF MACHY AND SPACES-BLEW DOWN MAKE UP EVAP-COMPLIED WITH NIGHT & STANDING ORDERS-

OILER LAPINE-FWT LAGAT

WATCH ENGR'S SIGNATURE- T.S. Petersen R/E

2000-2400 WATCH

AS BEFORE-MADE ROUTINE INSPECTIONS OF MACHY & SPACES BILGES AT SAFE LEVEL-BLEW DOWN MAKE UP EVAP-CARRIED OUT NIGHT AND STANDING ORDERS

OILER LAPINE-FWT LAGAT

WATCH ENGR'S SIGNATURE- T.S. Petersen R/E

2400-0400 WATCH

Permission granted and tubes blown on port boiler, 0110-0115. Frequent inspections of machinery spaces. Bilges at a safe level. Machinery in operation as before. Complied with nite and standing orders. Blew down make up evap.

OILER: ARCURI FWT: THOMAS

WATCH ENGR'S SIGNATURE- T.E. Carney R/E

0400-0800 WATCH

Frequent inspections of all machinery and spaces. Bilges at a safe level. Complied with night and standing orders. Machinery as before. Changed and cleaned F.O. discharge strainer.

OILER: ARCURI FWT: THOMAS.

WATCH ENGR'S SIGNATURE- T.E. Carney R/E

0800-1200 WATCH

Complied with nite and standing orders. Frequent inspections of all machinery and spaces. Pumped bilges to a safe level. Machinery in operation as before.

OILER MC. GURK FWT: FISHER

WATCH ENGR'S SIGNATURE- T.E. Carney R/E

CHIEF ENGINEER

W. S. Chamberlain has assumed responsibility of Engine Department at 1900 hrs. this date 3/15/48

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS 236 | HOURS 508 |
| AKL | AKL |
| T-AKL | T-AKL |
| SPL. | SPL. |
| PHOS. | PHOS. |
| R.ph | R.ph |

CHIEF ENGR'S SIGNATURE- W. S. Chamberlain

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen. John Pope | 12-17 | Port Cartland | | P2 S2 R2 | 16-17 MARCH 1968 |

| | 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) | 5630 310 | 5630 710 | 5631 090 | 5631 430 | 5631 860 | 5632 280 |
| F.O. CONSUMED | 390 | 400 | 380 | 340 | 400 | 400 |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | 150 | 150 | 150 | 145 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 60 | 60 | 60 | 59 | 60 | 60 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | 84 82 | 84 82 | 84 82 | 84 82 | 84 82 | 84 82 |
| 1ST STAGE FEED WATER HEATER | | 108 | 110 | 110 | 108 | 108 | 108 |
| D. C. FEED WATER HEATER | | 234 | 236 | 238 | 238 | 237 | 237 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | 210 | 210 | 210 | 210 | 208 | 208 |
| AIR TO FURNACE | P | | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 102 | 102 | 102 | 101 | 100 | 101 |
| | S | 97 | 100 | 110 | 103 | 102 | 102 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS – PRESSURES – F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | 105 | 105 | 100 | 100 | 115 | 105 |
| MISCELLANEOUS – MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 82 | 82 | 78 | 78 | 77 | 78 |
| FIRE ROOM TEMPERATURE | | 82 | 82 | 78 | 78 | 77 | 78 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | 51 55 | 51 55 | 51 55 | 51 55 | 51 55 | 51 55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9 | 135 | 112 | | 76 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.7 | 134 | 115 | | 50 | 850 | 850 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | | 9 | 132 | 110 | | 74 | 900 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 135 | 114 | | 50 | 900 | 850 | 240 |
| 2000 TO 2400 | 5 | 1200 | 440 | | 9 | 132 | 110 | | 74 | 950 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 135 | 114 | | 50 | 950 | 900 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.5 | 131 | 110 | | 74 | 825 | 825 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 133 | 113 | | 50 | 790 | 700 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.5 | 131 | 110 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.8 | 132 | 112 | | 50 | 900 | 850 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9.0 | 133 | 112 | | 76 | 825 | 825 | 240 |
| | 4 | 1200 | 440 | | 9.7 | 134 | 115 | | 50 | 900 | 850 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5632280 | BOILER WATER | ON HAND AT START OF DAY | 354 |
| | METER PREVIOUS NOON | 5629920 | | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | 2360 | | ON HAND | |
| | ON HAND AT START OF DAY | 2535 | | CONSUMED | |
| | RECEIVED DURING DAY | — | LUBE OIL | ON HAND AT START OF DAY | 2135 |
| | EXPENDED DURING DAY | 56 | | RECEIVED | |
| | REMAINING ON BOARD | 2479 | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | 1019 | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | ON HAND | 855 |
| | ON HAND | | | RECEIVED | |
| | CONSUMED | | | CONSUMED | |

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

## L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

## SUMMARY

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

REMARKS

1200-1600 WATCH

AT N.S.C. OAKLAND - IN OPERATION - #4 BOILER, F.D. BLOWER, FO SERVICE & MN FEED PUMPS - #5 & 4 AUX GENS, #2 AUX CIRC, #3 MN COND, #2 FIRE & SAN, #1 POT PUMP, MN AIR COMP, #2 MAKE UP EVAP - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES - BLEW DOWN MAKE UP EVAP - PUMPED BILGES - COMPLIED WITH DEPT STANDING ORDERS.

OILER McGURK - FWT FISHER WATCH ENGR'S SIGNATURE- T E Peterson R/E

1600-2000 WATCH

AS BEFORE - CHANGED AND CLEANED F.O. BURNERS & DISCHARGE STRAINER - PUMPED #4 HOLE & ENG ROOM BILGES TO SAFE LEVEL BLEW DOWN MAKE UP EVAP - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES - CARRIED OUT NIGHT AND STANDING ORDERS

OILER OLSEN - FWT WHITE WATCH ENGR'S SIGNATURE- T E Peterson R/E

2000-2400 WATCH

AS BEFORE - MADE ROUTINE INSPECTIONS OF MACHY & SPACES BILGES AT SAFE LEVEL - BLEW DOWN MAKE UP EVAP - COMPLIED WITH NIGHT AND STANDING ORDERS

OILER OLSEN - FWT WHITE WATCH ENGR'S SIGNATURE- T E Peterson R/E

2400-0400 WATCH

Blew down make up evap. Pumped all holds necessary. Pumped bilges to a safe level. Frequent inspections of all machinery and spaces. Complied with nite and standing orders. Machinery in operation as before. Changed and cleaned F.O. discharge strainer.

OILER: ARCURI FWT: THOMAS WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0400-0800 WATCH

Complied with nite and standing orders. Frequent inspections of all machinery and spaces. Bilges at a safe level. Machinery as before. Pumped shaft alley bilges.

OILER: ARCURI FWT: THOMAS WATCH ENGR'S SIGNATURE- T. E. Carney R/E

0800-1200 WATCH

Changed and cleaned burner. Complied with nite and standing orders. Frequent inspections of all machinery and spaces. Bilges at a safe level. Machinery as before.

OILER. MC. GURK FWT: FISHER WATCH ENGR'S SIGNATURE- T. E. Carney R/E

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS 236 | HOURS 532 |
| AKL | AKL |
| T-AKL | T-AKL |
| SAL. | SAL. |
| PHOS. | PHOS. |
| R.ph | R.ph |

CHIEF ENGR'S SIGNATURE- [illegible]

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen JOHN POPE | 12-A | CMSC OAKLAND | | P2 S2 R2 | 17-18 MARCH 1968 |

| | 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) | 5637 640 | 5633 040 | 5633 410 | 5633 780 | 5634 220 | 5634 610 |
| F.O. CONSUMED | 360 | 400 | 370 | 370 | 440 | 390 |
| MACHINERY PARTICULARS — PRESSURES — THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | 150 | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS — TEMPERATURES — STEAM AT THROTTLE | | | | | | |
| L.P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 60 | 60 | 60 | 60 | 60 | 60 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) — TEMPERATURES (CONT'D) — HOTTEST GEAR BEARING FORWARD | | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | | |
| AUX. COND. CONDENSATE | | 75 81 | 84 84 | 84 84 | 86 85 | 82 82 | 85 86 |
| 1ST STAGE FEED WATER HEATER | | 108 | 110 | 110 | 105 | 108 | 105 |
| D. C. FEED WATER HEATER | | 236 | 236 | 236 | 237 | 237 | 238 |
| 3RD STAGE FEED WATER HEATER | | | | | | | |
| BOILER PARTICULARS — TEMPERATURES — SUPER HEAT | P | | | | | | |
| | S | | | | | | |
| F.O. TO BURNERS | | 200 | 210 | 212 | 210 | 207 | 200 |
| AIR TO FURNACE | P | | | | | | |
| | S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS | P | 101 | 102 | 102 | 101 | 103 | 102 |
| | S | 102 | 100 | 100 | 95 | 92 | 92 |
| PORT BOILER UPTAKE | | | | | | | |
| STBD. BOILER UPTAKE | | | | | | | |
| BOILER PARTICULARS — PRESSURES — F. O. BACK PRESSURE | | | | | | | |
| MAIN STEAM | | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | | 100 | 100 | 95 | 100 | 120 | 125 |
| MISCELLANEOUS — MAIN COND. SALINITY | | | | | | | |
| ENGINE ROOM TEMPERATURE | | 82 | 80 | 78 | 77 | 76 | 77 |
| FIRE ROOM TEMPERATURE | | 82 | 80 | 78 | 77 | 76 | 77 |
| NOZZLES IN USE | | | | | | | |
| NO. OF BURNERS IN USE | P | 1 | 1 | 1 | 1 | 1 | 1 |
| | S | | | | | | |
| BURNER TIP SIZE | P | 51 53 | 51 53 | 51 55 | 51 53 | 51 53 | 51 55 |
| | S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9 | 134 | 112 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 133 | 113 | | 50 | 850 | 850 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | | 9 | 132 | 110 | | 74 | 900 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 114 | | 50 | 900 | 900 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | | 9 | 132 | 110 | | 74 | 900 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 134 | 114 | | 50 | 900 | 850 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.5 | 129 | 108 | | 74 | 775 | 775 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 132 | 112 | | 50 | 850 | 850 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.5 | 129 | 108 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 132 | 112 | | 50 | 900 | 850 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9.5 | 130 | 108 | | 74 | 850 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 133 | 114 | | 50 | 850 | 850 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 5637610 | BOILER WATER — ON HAND AT START OF DAY | 357 |
| | METER PREVIOUS NOON | 5632250 | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | 2330 | ON HAND | |
| | ON HAND AT START OF DAY | 2479 | CONSUMED | |
| | RECEIVED DURING DAY | — | LUBE OIL — ON HAND AT START OF DAY | 2125 |
| | EXPENDED DURING DAY | 55 | RECEIVED | |
| | REMAINING ON BOARD | 2424 | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | 1019 | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL — ON HAND | 860 |
| | ON HAND | | RECEIVED | |
| | CONSUMED | | CONSUMED | |

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

L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

SUMMARY

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

REMARKS

1200-1600 WATCH

AT USC OAKLAND - IN OPERATION - #4 BOILER, F.D. BLOWER, F.O. SERVICE, & MN FEED PUMP - #3 & 4 AUX GENS - #2 AUX CIRC, FIRE & SAN PUMPS, #3 MN COND PUMP, #1 MN AIR COMP & POT WTR PUMPS - #2 MAKE UP EVAP - PUMPED BILGES TO SAFE LEVEL - BLEW DOWN MAKE UP EVAP - MADE ROUTINE INSPECTIONS OF SPACES AND EQUIPMENT - COMPLIED WITH STANDING ORDERS

OILER McGURK - FWT FISHER WATCH ENGR'S SIGNATURE- T B Peterson R/E

1600-2000 WATCH

AS BEFORE - CHANGED AND CLEANED F.O. BURNER AND DISCHARGE STRAINER - PUMPED HOLD AND ENG ROOM BILGES TO SAFE LEVELS BLEW DOWN MAKE UP EVAP - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES - COMPLIED WITH NIGHT AND STANDING ORDERS

OILER OLSEN - FWT WHITE WATCH ENGR'S SIGNATURE- T B Peterson R/E

2000-2400 WATCH

AS BEFORE - MADE ROUTINE INSPECTIONS OF MACHY AND SPACES - BLEW DOWN MAKE UP EVAP - BILGES AT SAFE LEVEL - CARRIED OUT NIGHT AND STANDING ORDERS - F.O. SUCTION FROM INBOARD SETTLER @ 2300

OILER OLSEN - FWT WHITE WATCH ENGR'S SIGNATURE- T B Peterson R/E

2400-0400 WATCH

Blew down make up evap. Pumped holds as necessary. Frequent inspections of all machinery and spaces. Blew tubes port boiler 0303-0310. Complied with night and standing orders. Machinery in operation as before. Bilges at a safe level.

OILER: ARCURI FWT: THOMAS WATCH ENGR'S SIGNATURE- T.E. Carney R/E

0400-0800 WATCH

Pumped shaft alley and engine room bilges. Frequent inspections of all machinery and spaces. Complied with nite and standing orders. Machinery as before. Changed and cleaned F.O. discharge strainer.

OILER: ARCURI FWT. THOMAS WATCH ENGR'S SIGNATURE- T.E. Carney R/E

0800-1200 WATCH

Port watch machinery in operation as before except started #2 Elect. Fwd. Pump @ 0830. Secd. #1. Secd. #2 Fire Pump @ close to 0830. Plunger working on liner changed & cleaned F.O. burners & suct. strainer. Blew down m.u. evap. Filled #3 Boiler Stm. Drum with water. Pumped Bilges.

WATCH ENGR'S SIGNATURE- L. Harris

CHIEF ENGINEER

MR. ~~DIXON~~ William 2ND A/E TAKEN TO HOSPITAL @ 1835 BECAUSE OF CHEST PAINS T.S.P.

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS 236 | HOURS 556 |
| AKL | AKL 4.34 |
| T-AKL | T-AKL 13.43 |
| SAL. | SAL. 2.47 |
| PHOS. | PHOS. 30 |
| R.ph | R.ph 11 |
| | 503 30 |

CHIEF ENGR'S SIGNATURE- M.L. Chamberlaine

A-35544

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Lewis Pilsen Pope | 124 | @ N.L.C. Bedford | | 12 A 12 R 2 | 3/8-14/68 |

| | 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) | 5634 460 | 5635 330 | 5635 110 | 5636 070 | 5636 470 | 5636 960 |
| F.O. CONSUMED | 350 | 350 | 340 | 370 | 400 | 430 |
| MACHINERY PARTICULARS – PRESSURES: THROTTLE | | | | | | |
| H.P. AHEAD | | | | | | |
| L.P. AHEAD | | | | | | |
| VACUUM | | | | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 150 | 150 | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 10 | 10 | 10 | 10 | 10 | 10 |
| GLAND STEAM | | | | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES: STEAM AT THROTTLE | | | | | | |
| L. P. EXHAUST | | | | | | |
| CONDENSATE | | | | | | |
| CIRC. WATER IN | 60 | 60 | 60 | 60 | 60 | 60 |
| CIRC. WATER OUT | | | | | | |
| L.O. TO COOLERS | | | | | | |
| L.O. FROM COOLERS | | | | | | |
| TEMPERATURE THRUST BEARING | | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |
| AFT. H.P. ROTOR BEARING | | | | | | |
| FORWARD L.P. ROTOR BEARING | | | | | | |
| AFT. L.P. ROTOR BEARING | | | | | | |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACH. PARTICULARS (CONT'D) TEMPERATURES (CONT'D): HOTTEST GEAR BEARING FORWARD | | | | | | |
| HOTTEST GEAR BEARING AFT | | | | | | |
| AUX. COND. CONDENSATE | 84/82 | 84/84 | 84/82 | 84/82 | 82/83 | 84/84 |
| 1ST STAGE FEED WATER HEATER | 105 | 110 | 110 | 107 | 105 | 114 |
| D. C. FEED WATER HEATER | 238 | 240 | 240 | 236 | 238 | 236 |
| 3RD STAGE FEED WATER HEATER | | | | | | |
| BOILER PARTICULARS – TEMPERATURES: SUPER HEAT P | | | | | | |
| SUPER HEAT S | | | | | | |
| F.O. TO BURNERS | 200 | 210 | 210 | 210 | 210 | 200 |
| AIR TO FURNACE P | | | | | | |
| AIR TO FURNACE S | | | | | | |
| F.O. TEMP. IN SETTLING TANKS P | 100 | 102 | 102 | 100 | 90 | 102 |
| F.O. TEMP. IN SETTLING TANKS S | 90 | 92 | 92 | 100 | 88 | 88 |
| PORT BOILER UPTAKE | | | | | | |
| STBD. BOILER UPTAKE | | | | | | |
| BOILER PARTICULARS – PRESSURES: F. O. BACK PRESSURE | | | | | | |
| MAIN STEAM | 440 | 440 | 440 | 440 | 440 | 440 |
| F.O. TO BURNERS | 120 | | | | | 125 |
| MISCELLANEOUS: MAIN COND. SALINITY | | | | | | |
| ENGINE ROOM TEMPERATURE | 83 | 80 | 80 | 79 | 80 | 82 |
| FIRE ROOM TEMPERATURE | 83 | 80 | 80 | 79 | 80 | 82 |
| NOZZLES IN USE | | | | | | |
| NO. OF BURNERS IN USE P | 1 | 1 | 1 | 1 | 1 | 1 |
| NO. OF BURNERS IN USE S | | | | | | |
| BURNER TIP SIZE P | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 |
| BURNER TIP SIZE S | | | | | | |
| $CO_2$ % PORT BOILER | | | | | | |
| $CO_2$ % STBD. BOILER | | | | | | |
| OIL LEVEL MAIN SUMP | | | | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 9.5 | 132 | 105 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.7 | 135 | 115 | | 52 | 850 | 850 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | | 9. | 134 | 110 | | 74 | 850 | 850 | 240 |
| | | | | | 9.5 | | | | | | | |
| | 4 | 1200 | 440 | | 9.6 | 132 | 114 | | 56 | 850 | 850 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | | 9 | 134 | 110 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.5 | 132 | 114 | | 56 | 850 | 850 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 9.2 | 129 | 108 | | 56 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 133 | 108 | | 74 | 710 | 710 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 9.2 | 129 | 108 | | 56 | 710 | 710 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 133 | 108 | | 74 | 840 | 710 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 9.2 | 131 | 105 | | 74 | 850 | 850 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | | 9.8 | 133 | 114 | | 56 | 850 | 850 | 240 |

FUEL - WATER AND LUBE OIL

| | | |
|---|---|---|
| FUEL OIL: METER AT NOON | 5636960 | |
| FUEL OIL: METER PREVIOUS NOON | 5634610 | |
| FUEL OIL: CONSUMED BY METER | 2290 | |
| FUEL OIL: ON HAND AT START OF DAY | 2422 | |
| FUEL OIL: RECEIVED DURING DAY | — | |
| FUEL OIL: EXPENDED DURING DAY | 55 | |
| FUEL OIL: REMAINING ON BOARD | 2369 | |
| DOMESTIC WATER: ON HAND AT START OF DAY | 1019 | |
| DOMESTIC WATER: EVAPORATED OR RECEIVED | — | |
| DOMESTIC WATER: ON HAND | 1034 | |
| DOMESTIC WATER: CONSUMED | | |
| BOILER WATER: ON HAND AT START OF DAY | 354 | |
| BOILER WATER: EVAPORATED OR RECEIVED | – | |
| BOILER WATER: ON HAND | 366 | |
| BOILER WATER: CONSUMED | | |
| LUBE OIL: ON HAND AT START OF DAY | 2105 | |
| LUBE OIL: RECEIVED | | |
| LUBE OIL: ON HAND | | |
| LUBE OIL: CONSUMED | | |
| DIESEL OIL: ON HAND | 860 | |
| DIESEL OIL: RECEIVED | | |
| DIESEL OIL: CONSUMED | | |

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

L.O. CENTRIFUGE - HOURS OPERATED

| 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|
| | | | | | |

SUMMARY

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

REMARKS

1200-1600 WATCH Port watch machinery Inspection #4 Boiler & F.D. Blower #4 Bl. Feed Pump #4 Fc. Pump #3 & #4 S.S. Cons. #3 M.U. Cond. Pump Aux. Cond. pump #2 Fire Pump M.U.F. Evap Blow Down Pump & Bilges Sec. #2 Fire Pump @ 1200

WATCH ENGR'S SIGNATURE- L. Hearn

1600-2000 WATCH PORT WATCH - MACH. LISTED IN USE AS BEFORE - ~~BLOW DOWN M.U. EVAP~~ @ 2240 Bilges AT SAFE LEVEL - MADE ROUTINE INSPECTIONS COMPLIED WITH MTC & STANDING ORDERS

OILER OLSON - FWT WHITE WATCH ENGR'S SIGNATURE- [illegible] R/E

2000-2400 WATCH PORT WATCH. MACH. AS ABOVE - BLOWDOWN M.U. EVAPS @ 2245 MADE ROUTINE WATCH & INSPECTIONS COMPLIED WITH MTC & STANDING ORDERS - BILGES AT SAFE LEVEL -

OILER OLSON - FWT WHITE WATCH ENGR'S SIGNATURE- [illegible] R/E

2400-0400 WATCH ROUTINE PORT WATCH. BLEW TUBES W/PERMISSION. MADE ROUTINE INSPECTIONS, MAINTAINED SAFE LEVEL ALL BILGES COMPLIED W/MTC AND STANDING ORDERS.

OILER ARCURI FWT THOMAS WATCH ENGR'S SIGNATURE- W. Dudley R/E

0400-0800 WATCH BLEW DOWN MAKE UP EVAP MADE ROUTINE ROUNDS INSPECTIONS SPACES MAINTAIN SAFE LEVELS ALL BILGES COMPLIED W/MTC AND STANDING ORDERS.

OILER ARCURI FWT THOMAS WATCH ENGR'S SIGNATURE- W. Dudley R/E

0800-1200 WATCH Port watch machinery Inspection AS Before changed & cleaned F.O. Burners & strainers. Blew Down M.U. Evap. Pumped Bilges Added Compound To Port Boiler.

WATCH ENGR'S SIGNATURE- L. Hearn

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | PORT |
|---|---|
| HOURS 236 | HOURS 580 |
| AKL | AKL 8.76 |
| T-AKL | T-AKL 12.26 |
| SAL. | SAL. 2.47 |
| PHOS. | PHOS. 30 |
| R.ph | R.ph 11 |
| 50 | 30 |

CHIEF ENGR'S SIGNATURE- [illegible]