

4/30-5/1/68

1. Carry out all Standing and Night ~~at~~ orders.
2. Keep all bilges at a safe level at all times.
3. Pump refrigeration drain tank during night hours.
4. Electrician Carter will be on call from 1700 hrs. to 0800 hrs.
5. Sea Watches are set @ 0001 hrs. as posted. Call all three men listed on 0400-0800 hrs. with to light off both plants.
6. Mr. Harris and Mr. Stuk with their particular watch assignments will light off both plants @ 0400 hrs. and have them ready to load gear at 0800 hrs. Determine feed pumps will put one inch of water in gauge glass of each boiler before lighting off.
7. Both night engineers will remind deck duty officers that it is essential to take the steam in #4 boiler tonight.
8. In case of any emergency Call Chief Engineer 286-2108.

13. P. R. I. E.

[Signature]

WB

M. S. Chamberlain

[Signature]

5/1-2/68

1. Carry out all Standing and night order.
2. Keep all bilges at a safe level at all times.
3. The 0800-1200/2000-2400 hrs. watch will pump cargo hold bilges & refrigeration drain tank each watch.
4. Maintain an alert watch on all pressures and temperatures; 160°
5. is safe for firing oil, this will scorch @ 180° F.
5. It is anticipated to run 18 mops @ 0600 hrs.
6. It is anticipated to start one evaporator @ 0800 hrs.
7. Senior Engineers will acquaint the men on their particular watch with all built in safety devices and Casualty Controls.
8. For those not familiar with these throttles; under normal operation the return Chocking Valve will be closed as will the

drains; in case of Standby or Astern bell or any bell excepting full ahead at sea, immediately open the Astern Marching valve and prepare to answer bells.

9. Guard against any excess loss of Fresh Water or Boiler water.

10. Call Proprietor Utikymun as usual.

11. Call Chief & First Aid. Engineers in case of any emergency.

12. Call Chief Engineer at 0600 hrs. each day.

13. Those men wanting their pay in check instead of cash, sign the attached form and return form to Chief Engineer's Office by 0800 hrs.

14. Officers in ^{engine room} fore ~~will~~ be responsible for line shaft bearings & belts in fore and evaporator flat; officers in after engine room are responsible for all other line shaft bearings.

M. S. Champlin
C.E.

15. All ships clocks will be retarded one hour during the night.

P.T. 7. I.L.B. ~~DL~~ L.H. C.T. Jan
MSE/CC JS

5/2-3/68

1. Carry out all Standing and Night Orders.
2. Keep all hedges at a safe level at all times.
3. #4 aux. generator is sound.
4. Mr. Harris will top off boiler feed tanks on his watch only. Instruct Magallanes to keep pure water while stopping off.
5. The after separator will turn out about 1500 A.P. Hr.; Humphrey will stand 0000-0400 Hr. & 1200-1600 Hr. watch and Murphy 0800-1200/2000-2400 Hr. watch. Retard clock one hr. tonight. M. S. Chamberlain

L/C.

6. Write in any ^{all} work required on equipment in each engine room work book; date and initial each item.
7. Tuesday 7 May. at 1000 & 1300 hrs. is shut day for engine and deck departments.

MSC/LL.

8. Gland Seal on after Main Unit is as follows; Fwd. H.P. seal steam valve secured; after H.P. seal steam regulated and secured to allow $\frac{1}{2}$ " xl seal steam to both ends of L.P. rotor. Adjust pressure as required to maintain vacuum.



LD
J.H.J.
B.L.N.

WJG
L

MR/LL.
J.L.B. L.H. C.

5/3-4/68.

1. Carry and all Standing and Night orders.
2. The after evaporator will turn and about 1800 A.P.M.; however do not exceed 220°F . in First effect tank water, preferably 212°F .
3. Carbon packing in both main units is normally worn, by adjusting gland seal steam valves, leak-off from the H.P. can be used to seal the L.P. turbine and not drain excess steam to the condenser, which is a total loss of fuel.
4. Call the following day workers as usual. Mr. McDonald, Ch. Electrician Jenkins, 2nd Electrician Foster, Lindbergh plumber, & Wipac Johnson, Fitzgerald, Biquay, Schilloci, Bell and Munro.
5. All ship clocks will be retarded one (1) hour tonight.

M. S. Chamberlain

L/S

6. Take & record CO-2 readings each day.

MSC/CA

7. Call German Abad & Strickman Collins as usual.

IS MSC/CA

B.T.P.

L.S.

L.P.

OK

L.S.B.

Wm

Wm

5/4-5/68

1. Carry out all Standing and Night orders.
2. Chairs, Licks, knives, forks, spoons & cups are not permitted in engine rooms, nor half empty coffee cups allowed on electric controller base.
3. Check easing gear & pulleys to all safety valve and determine they are free, Mr. Harris & Steele.
4. Any time an atmosphere drain tank overflows, note the condition in the log book and the time it overflows.
5. Both evaporators will put out about 1400 G.P. per.

L.H. & L.

M. S. Chamberlain
C.P.

[Signature]

L. L. D. L. L. B. **A.L.N.**

[Signature]

C.T.

6. Use fuel oil from #3 & 4 D.B. before #4 & 5 does.

M.S. Chamberlain

5/5-6/68

1. Carry out all Standing and Night orders.
2. After Engine room being control engine room will have the responsibility of the Evaporator feed operation. Inform the Proprietary Utilityman of this arrangement, also any arrangement in evaporator operation will be corrected by the switch in the after engine room; that is within their limits, additional assistance will be supplied on demand. Periodic inspection of Prop area will be made by after engine room personnel.

3. When transferring fuel oil to settlers from s/s tanks indicate to transfer equal amounts from both tanks.

4. Personal laundry will be accepted to-morrow.

5. Annuciation shots for all members of engine dept. @ 1000 A.M.

6. Call all dry warps as usual.

M. S. Chamberlain

L.H. & L.

[Signature]

L. L. D. L. L. B. **A.L.N.**

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

5/6-7/68

1. Carry out all Standing and Night Orders.
2. Turn all personal work books in to Chief Engineers Office by 0800 hrs.
3. Attached are copies of Engineering Casualty Drills and dates they will be simulated. Each Ship's Watch Engineer will conduct his own drill and notify Drift Bridge of the Drill and how long it took to conduct and number of men participating.
4. Attached also is Station Bill to be posted in each engine room.
5. One Engine room does and have a Casualty Drill Book, the one will suffice until a corrected list is made up.
6. Once each watch Log Main Turbine Location Indicator readings.
7. Should #3 $\frac{1}{2}$ go dry use from #3 P/B. Deep tanks.

WLB J.H.J. & J.D. J.D. M.D. Chamberlain

8. There will be a Safety Meeting in some day room @ 1300 hrs. for all members of original dept. off watch.
9. Distill to #3 $\frac{1}{2}$ Deep Tanks.

L.L.B. D.T.N.

MSC/88

5/7-8/68

1. Carry out all Standing and Night orders.
2. Potable water section on #3 C/L Day.
3. Call each Watchstander attention to attached notice.
4. Enclaves to turn out 1400 A.P.M. from each evaporator.

✓

M. A. Chamberlain

B.L.H.

✓ J.D.

L.H.

&

L. J.L.B.

✓

C/L

5/8-10/68

1. Carry out all Standing and Night orders.
2. It would be well for each Senior Engineer in after engine room to inform the Evaporator Utilityman on his watch that he takes no orders from anyone regarding the operation of his particular watch except from the Senior Watch Engineer, Day Second Engr., First Asst. Engr. & Chief Engineer.
3. Senior Watch Engineer in after plant on 0800-1200/2000-2400 hrs. will be in control of Chlorination of Potable Water System, also the recording of same.
4. Senior Watch Engineer will inform the men on their particular watch that Mr. DeLaune will instruct them for upgrading as required by U.S.C.Y. if they so desire. Contact Mr. DeLaune.
5. Hourly Chlorine comparator test will be made of the Potable Water and the pump to maintain not in excess of 0.5 P.P.M. once each watch test #3 C/L. Make recordings in Chlorination Record Book. The reading at the pump will be regulated by suction valves at #3 C/L and 3 orid or 10th. whichever is the fullest until #3 C/L diminishes to 0.4 P.P.M. Then close suction valve on #3 ~~and~~ 3 orid or 10th. whichever is cracked open and take all suction from #3 C/L. In turn notify Evaporator Utilityman to make hourly injection of 10% Chlorine to Potable Water System via

Distilled Water Test tanks for each 1000 gallons of water evaporator and discontinue the hourly test at the Fresh Water Pump.

6. Should #3 fill discharge evaporator to spot or 11th, whichever is the lowest. Do not exceed 50 ton differential in these two tanks.

25 J.H.J. per H. & M.S. Chamberlain
W.R. L.S.B. L.P. P.T.W.
E.D.M. L.D. 5/10-11/68

1. Carry out all standing & night orders.
2. All personal work books were requested to be turned in last Tuesday. Some failed to appear. These books are requested again at 0800 hrs. in Chief Engineer's Office so machinery history can be brought up to date.
3. As a point of interest; residual chlorine in Storage Tank was 0.5 p.p.m. while reading in system reflects 0.2 which is a minimum. To be on safe side keep tank reading 0.6 p.p.m.
4. Do not increase steam pressure to Evaporators First effect tube nests. Jr. or Sr. Engineer in after plant will make a tour of the area once each hour.

5. Call Mr. McDonald, Mr. Lindberg, Yeoman Stridberg Collins and Engine Yeoman Wood as usual.

L.D. L.P. H. & M.S. Chamberlain
W.R. L.S.B. L.P. P.T.W.

Note. Call Talenti & Christerson plumbers
Polk Todd Bell & Jenkins as usual
L.D. for Chief Eng.

5/11-12/68

1. Carry out all Standing and Night orders.
2. Attached are station bills for plumbers on off-day duty, one copy each engine room. They will automatically be called on days of duty as per list.
3. All ships clocks will be retarded one hr. during the night.
4. Call plumber Talenti & Chief Electrician Jenkins as usual.
5. Blank guards over lube oil and fuel oil strainers will be kept in place at all times; replace the one removed from #1 auxiliary generator.

M. S. Chamberlain
C/E.

6. Remove Engineering Casualty Drill E-2 from Casualty Drill Book and insert attached copy; one for each engine room.

Jmc L J.D. P.L.W. JH J.H.I. J.L.B. M.S.C.
J.D. L.D. R

5/12-13/68

1. Carry out all Standing and Night orders.
2. Second Asst Engrs. will maintain the leak-off from Main Fuel pump plungers to a minimum for two reasons; one, when slack excessive wear is prevalent, two, some 87 tons of boiler feed water has spilled from #3 & #4 feed pumps into the bilge in the last two days. Leak-off is excessive to capacity of vacuum drag and water stays over guns under the pumps as well as under main condensers.
3. Wind up any and all repairs noted in the engine room work books and turn books in to Chief Engineer Tuesday 0800 hrs.
4. Call all day workers as usual.

Jmc L.D. J.H. J.L.B. C/E P.L.W. J.D. M.S.C.

5/13-14/68

1. Carry out all Standing and Night orders.
2. Turn Engine room work books in Wednesday a.m. @ 0800 hrs. instead of Tuesday.
3. All Ship's clocks will be retarded one hour to night.
4. It might be well for the Jr. Engr. to check burner suit, as well as the fireman, for being tight. This will eliminate one reason for carbon forming.
5. These Generator record books will be hung in a convenient place close to the Generator they are intended for. The recordings will be made by Third Asst. Engineer 0800-1200/2000-2400 hrs. watch.
6. Daily log the Steaming hours of each boiler in stamped form at left hand corner of the right page in Engine room log book. Steaming hours since last fire side cleaning and Steaming hours since last water side cleaning.
7. It is intended to secure #2 Exps. @ 0800 hrs. Wednesday.

Jmc

F.H.

M. S. Chamberlain

E

C/E.

A

SP

at

8. When Fore Peak gas empty or gets dirty, secure suction & open suction to #3 c/p. Check water at pumps for cleanliness each hour.

MSC/EE

9. Exps. will discharge to #3 c/p, should the tank fill discharge to 3 c/p.

J.B.

J.B.

R. T. W.

MSC/EE

5/14-15/68

1. Carry out all Standing & Night Orders.
2. Turn Engine room work back in by 0800 hrs; Chief Engr. office.
3. Senior Engineer in Fuel plant will determine Watch Refr Engineer works hourly rounds on Air Conditioning Unit. Read operating instructions and be guided accordingly.
4. Persons wanting pay in check, put name on the attached list and turn in to Chief Engineer at 0800 hrs.
5. When #2 Separator has been cleaned, it will be put in service as per instructions.

[Signature]

M. S. Chamberlain
C.E.

6. Copies of operating instructions are placed in each engine room for his convenience. A complete set will be furnished as soon as possible.

[Signature] C.E. J.M.C.
J.D.

W.H. - J.H. B.
P.L. W.

M.S. Chamberlain C.E.

5/15-16/68

1. Carry out all Standing and Night Orders.
2. Ship's clocks will be retarded one hr. Dr. night.
3. A copy of fuel oil soundings each day will be sent to after engin. room to coincide with Engineering Council's Drill E-7. Water in fuel oil tested near log deck, contrary to this, one specific storage tank will be indicated by Chief Engineer for slope.

~~4. Attached are~~

4. When #2 separator starts up, it is intended to make boiler water 4 watches each day. When making boiler water, fuel tanks will be used & chemically tested at 0.25 before being pumped to Fuel Storage Tanks. Senior Engr. will inform Prep. men on their particular watch of this condition.

[Signatures] J.D. J.M.C. M.S. Chamberlain C.E.

5/16-17/68

1. Carry out all Standing & Night orders.
2. Maintain 250°F. steam temperature on Auxiliary exhaust line with manual control of desuperheater if automatic is not working. It is anticipated to secure both evaporators at 2200 hrs. A change will take place in exhaust temperature at this time. Be guided accordingly.
3. Arrival at Grand Island anchorage is anticipated about 0300 hrs. however a change is expected.
4. One copy of fueling instructions attached for each engine room.
5. Top off filler fed water tanks at 1600 hrs.; then discharge into #3 $\frac{1}{2}$.

W. S. P. B.

W. S. P. B. P. B.

6. Should #3 $\frac{1}{2}$ Deep tanks go dry, use from #3 p/s alternately.

dm c

W. S. P. B.

W. S. P. B.

W. S. P. B.

W. S. P. B.

W. S. P. B.

W. S. P. B.

5/17-18/68

1. Carry out all Standing and Night orders.
2. Fore Peak is full. Senior Eng. in after engine room will fill but not overflow #3 p/s & $\frac{1}{2}$ deep tanks. There are two hoses on the deck. When full secure valves on the deck. Put suction on #3 $\frac{1}{2}$ and have same topped off by 0700 hrs. Water usage will be heavy to night.
3. Have vacuum up on both plants and ready to test gears by 0600 hrs.
4. Ship sails at 0800 hrs.
5. Do not exceed 10" back pressure max 250°F. on exhaust steam from exp. Air Conditioning unit.
6. Call Chief Eng. @ 0500 hrs. Dial 555.

In case of any emergency call Chief Engr.

0 at L. P. T. M. J. S. L. B. W. S. Chamberlain
Ch. Engr. Jmc

5/18-19

Carry out all Standing and Night orders.

Mr. Lane, please sign departure bell sheet in Bell Book.

Maintain exhaust steam from air-conditioning turbine not above 50°F.

Mr. Lane will start #2 Propeller at 2000 hr. at zero pressure & fire off from pressure from fwd. engine room. This should reach 1300 A.P.W. Both ways, will discharge into #3 1/2 Day Tank.

Call Chief Electrician Jenkins and Chief Steward Liddell as usual.

0 B LFD W B L. P. T. M. J. S. L. B. W. S. Chamberlain
Ch. Engr.

Watch Temp of all line shaft Bearings #2 STbd
in Particular B/O Ch. Engr

5/19-20/68

Carry out all Standing and Night orders.

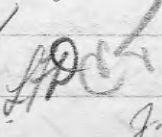
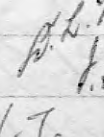
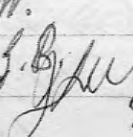
For these turbines: The built-in clearance gages for H.P. & L.P. Turbine Spindles are indicative only. They give approximately 5 to 1 mils.

When properly adjusted as per factory installation, the forward and rear marks on the block indicate 'cutting points' when aligned with the mark on the end of the arm. Thrust bearings are used to restrict end travel of spindle 0.060" from rubbing position.

Estimated position of mark on end of arm in middle or running position is logged to indicate any relative change in position of the spindle, not an actual travel in thousandths of an inch.

This is partially true with Aux. Gen. Turbines. However, they are direct running not pivoted.

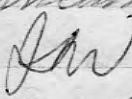
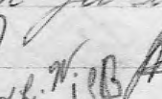
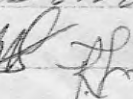
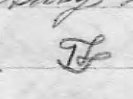
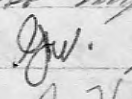
3. All personal work books will be turned in to Ford and Engv. every Friday.
4. Extreme Security Watches are in effect while at anchor at Vung Tau. Any unusual noise on the ships hull will be reported to Halc on duty.
5. Both Propellers will turn and 1000 A.P. hrs. and discharge into #3 oil.
6. Arrival is expected about 0600 hrs.
7. Call Chief Engineer at 0500 hrs. Dial 555.

J.H.J.    P.H.W.  J.S.B.  M.S. Charnick 
 Chief Engv.

5/20-21/68

1. Carry out all Standing and Night orders.
2. Carry out previous night order #4.
3. Maintain an alert watch and have both planes ready to move ship in 30 minutes notice.
4. Official sailing time is 1100 hrs. 5/21/68.

M.S. Charnick
 Chief Engv.

5. Electrician Juv is on duty to night.
 J.H.J.      Juv. M.S. Charnick
 J.H.J.  

5/21-22/68

1. Carry out all Standing and Night orders.
2. The new book of Standing Orders superseded Standing Orders of my predecessor. Particular attention is directed to Standing Order #6 Overtimes.
3. Both evaporators will discharge to #3 c/s Potable Water Tank until one half hour before arrival Cam Rong Bay, then they will discharge to Boiler Feed makeup storage tanks.
4. Arrival is anticipated at 0600 hrs.; call Special Sea Detail @ 0600 hrs., Special Sea Detail will be used as directed from the Bridge.
5. Call Chief Engineer @ 0500 hrs.; Dist 555.

J.L.B. L.S.D. L.H. J.W. J.L.W. J.P. S. Chamberlain.
 J.H. J.L.W. J.P. S. Chamberlain.
 J.L.B. L.S.D. L.H. J.W. J.L.W. J.P. S. Chamberlain.

5/22-23/68

1. Carry out all Standing and night orders.
2. Remove old Engineering Casualty Drills #3 & #4 and insert the enclosed new ones.
3. Also enclosed are pressure-temperature comparison charts. From now on use condenser temperature to record vacuum in log book; such as 93.8° F., log 28.4" vacuum.
4. Mr. Lane will start after evaporators at zero hrs. first effort take read pressure and when clear discharge to #3 c/s Deep tank.
5. Arrival Da Nang is anticipated about 0800 hrs.

J.M.C. J.W. J.L.W. J.P. S. Chamberlain J.L.B. J.W.
 J.M.C. J.W. J.L.W. J.P. S. Chamberlain J.L.B. J.W.
 6. Call Mr. McDonald, Bay 2nd Eng. for 0000-04 watch forward plant.
 7. Expect Arrival @ 0800 P/O Ch. C. J.W. J.L.B.