

5. Chief Eng. Eng. Lybra will be on duty over the week end.
 6. Wires will be in as per posted schedule, repair temp. in particular.
 7. Plumbers and Electricians will not be in.
 8. Chief Engineer will be available over the week end 656-2108.
- CW RE JDR

M. S. Chamberlain

9/16-17/68

1. Carry out all Standing and Night Orders.
2. Keep all bilge pumped within safe limit.
3. All Services remain same as before except, steam heat is applied to #5 Oil Double bottom for the purpose of transferring grade 6 fuel. This tank is under the fwd. engine room and should it get too warm secure steam during cold. This tank is 1" thick from being full.

CW RE.

JDR

M. S. Chamberlain
Chief Eng.

9/17-18/68

1. Carry out all Standing and Night Orders.
 2. Keep all bilge pumped within safe limit.
 3. Previous night order #3 still in force.
 4. At 1700 hrs. this date Enr. Weigel in custody of crew on General Deck. Security rounds will be made by rope Deck officers who will relay any information regarding Weigel for rope Eng. correction.
 5. Lighting & Power only are provided ^{Weigel} at this time.
 6. Air, steam & water are secured on the deck.
 7. Notify deck officer as to Night Engineers location in case of necessity.
- CW RE JDR

M. S. Chamberlain
Chief Eng.

9/18-19/18.

1. Carry out all standing and drifts under.

2. Keep all ridge ground within safe limits.

3. Remove stones from area as close as possible to edge.

4. Digging has been reduced to a minimum on ridge and ground is available for much better action of ridge pumps. The danger to pump pump.

5. All the High Water and Drifts will not be with the ground @ 2400 ft. 9/18/18. Also will report to 2500 ft. today work.

CU/RP.

9/20/18

M. J. Thompson
Chief Engineer

9/19-20/18

1. Carry out all standing and drifts under.

2. Keep all ridge ground within safe limits.

3. Remove stones from area as close as possible to edge of High.

4. High, Low, Acting Low and in charge of High & Low. Carry 2nd High. in charge of High.

M. J. Thompson
Chief Engineer

5. Do not let High Water under and of High.

9/20/18

M. J. Thompson
Chief Engineer

9/20-21-22-23/18

1. High Water under area as 9/19-20/18. Low with High Water. Carry High & Drifts under and High Water under.

2. Carry High Water under area as 9/19-20/18. Low with High Water. Carry High & Drifts under and High Water under.

CU/RP.

9/20/18

M. J. Thompson
Chief Engineer

9/23-24/68

1. All Service same as before on Pop, except Shuman and head @ 3-140-2-4 are served with Fresh Water, Sea water isolated in that area.

2. All Services same on High except reduced lighting load to 320 amps at the Rectifier. Base removed one rectifier for use on a barge.

CW Rk.

GRK

M. S. Chamberlain
Chief Engr.

9/24-25/68

1. All Service same as before on Pop.

2. All Services same on High as before except exhaust ventilation E-01-78-3.

CW Rk.

GRK

M. S. Chamberlain
Chief Engr.

9/25-26/68

1. All Service same as before on Pop.

2. All Services same as before on High.

CW Rk.

GRK

M. S. Chamberlain
Chief Engr.

9/26-27/68

1. All Service same as before on Pop.

2. All Services same as before on High but with this difference; Exhaust vent E-1-209-2 is in service.

CW Rk.

GRK

M. S. Chamberlain
Chief Engr.

9/27-28-29-30/28
 1. Both ships were as before.
 9200

M. J. L. Hamilton
 Chief Engineer

9/30-10/1/28

1. Paper: Fresh water service has been moved over to drinking
 water. Ammunition is in only, in fresh water engine room. Fresh
 water pump pressure has been 65# and should not be over 70#.
 2. Fresh water pump is checked off in each upper engine room.
 3. Fresh water pump from and to tank and service water
 around on deck only. The case of high pressure pump has been
 valves on deck, fore and aft.
 4. All after service room the same.
 5. Paper: Fuel oil from #9 oil S.B. and #1 oil S.B. ships are 144°
 fuel oil.

6. Both ships in way of ship down off change.
 7. Engine room log book. Submitted 9/30/28, 9/30/28, 9/30/28, 9/30/28
 Difference. It is recorded immediately under my signature as
 this paper book. 9200

M. J. L. Hamilton
 Chief Engineer

#1 water light down the edge doesn't show fully by power.
 (Signed)

10/1-2/68

1. Same same as before.
2. Kugel same as before but with this difference; discharge Navy Special from #1 port double bottom.
3. Vent blowers in service on Kugel: E-1-120-1, E1-42-2, E01-78-2; E-1-90-4; E1-206-2; S-2-135-2; S-2-144-1, E2-126-1 & E01-85-1.
4. #3 From Compressor on Chill & ice cream; #1 From Compressor on line pumping back oil.

CW de.

g20RE

M. S. Chamberlain
Chief Engineer

10/2-3/68

1. Same same as before; #3 From Compressor on #1 & #2 (Chill and ice cream boxes. Warm air flowing thru steam actuating line to #4 boiler.
2. Same Kugel same as before but with this difference; warm air flowing thru air conditioning system, steam on heating coils #2 & #9 double bottom fuel oil tanks; Stock covers installed; Make for P.H. system and gangway is energized; charging Emergency lighting batteries. No. 1 over-head is in service only 3-149-2-1 across ship from gangway. Inform deck and fire watch; all other services secured on dock.

D^{RE}

g20RE

M. S. Chamberlain
C.E.

10/3-4/68

1. Copy; done as before but with the difference; warm air blowing thru #3 hole above line of hole.
2. Check; done as before but with the difference; blowing thru #3 hole; warm air blowing thru #3 hole and heated the

10/4-5-7/68

W. L. Thompson
to the Engineer

Wedge: Killed blower motor was running hot and noisy. I thought it might be just a loose impeller on the shaft. I removed the motor from the blower and put found the impeller tight. At the lower side of the motor bearing there about bearing cover (to?) I had to turn them from the barrel

10/4-5-7/68

1. Check; done as before but with the difference; warm air blowing thru #3 hole and heated the
2. Check; done as before but with the difference; warm air blowing thru #3 hole and heated the
3. Check; done as before but with the difference; warm air blowing thru #3 hole and heated the
4. Check; done as before but with the difference; warm air blowing thru #3 hole and heated the

main steam line to Main Condenser and atmospheric
drain tank, after engine room, via throttle valve, turbines
and turbine drains. This will continue over week end.
Additional drainage for return steam is effected thru boiler
blow down valve. Should #3 hold, feed engine room or
after pond of vessel get too warm, secure steam to heating
coils #3 $\frac{1}{2}$, #5 $\frac{1}{2}$ or #9 double bottom whichever over the case
may be.

6. Heigel; Same as before except for this difference; warm
air has been rerouted from #3 & #4 boilers to Main Steam
coils to condenser and atmospheric drain tank some on Bipes.
This also will continue over the week end. Warm air will
continue thru Air Conditioning cooling coils over the week end.
Fuel was transferred from #4 $\frac{1}{2}$ double bottom to #4 $\frac{1}{2}$ deep
tank, steam applied to #7 $\frac{1}{2}$ deep tank to heat after engine
room.

7. Chief Engineer will be available over the week end; 486-2108.
8. Note any deficiencies in this list directly under my
signature.

M. S. Chamberlain
Chief Engineer.

7. Heigel: Active head refueled from 3-149-2-b to 3-140-
2-b. Notify night watch.

8. Keep all weather deck doors closed on both ships.

GRH

JD 4e

M. S. C. / C. E.

WICEL OCT 6 - WATER HOSE TO SOUTHERN SYSTEM
 B-578 - PHASE 144 - PORTSIDE 3 DECK - SECURE WATER
 FROM DECK 0516 2000 1515 FALC

10/7-8/68

1. 10/7-8/68. The recently activated head to 3-140-2-4 has been
 directed to the deck on mechanism from the North. All
 night with a number of the condition. The only hard activity
 are on 10/7-8-140-2-4 and other quarter assembly.

2. 10/7-8/68. The difference between the
 in flowing the all-in-one flow to the 10/7-8-140-2-4 and
 atmospheric steam back. Further, there is no flowing side in
 this is more for 75 H.P. experience, the running side is also
 to #1 side pump and may be checked for any size experience.
 3. 10/7-8/68. There is a difference between the
 in flowing the 10/7-8-140-2-4 and the 10/7-8-140-2-4
 after engine start. There is no flowing side in 10/7-8-140-2-4
 4. 10/7-8/68. There is a difference between the 10/7-8-140-2-4
 and the 10/7-8-140-2-4. The 10/7-8-140-2-4 is not
 forward of the 10/7-8-140-2-4. The 10/7-8-140-2-4 is not
 10/7-8/68

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MICEL OCT 6 - WATER HOSE TO SPARTAN SYSTEM
B-STEP - FRAME 144 - PORTSIDE 3 DECK - SECURED WATER
FROM DECK 0516 2000/15/16/17/18/19

Phon Book 0516 28 Aug 1951/FALC

87/8-6/01

1. 7th. 9th. The recently collected head A 3-140-2-6 has been distinguished from the 9th by all might with a number of the smaller. The only black animal are one (Type) 3-140-2-6 and others quite similarly.

2. Weight: There are large variations in the weight of worms and in flowering from all regions where there is open land and atmosphere, clean fresh. Further, there is an striking note in #24, that is more for 75 lbs. specimens, the amount taken is also

5. (2) 1/2 cup and may be used for any purpose.

$\frac{4}{9}$ deep tank. - 1 row as seen from S.W. of station
 double bottom, according to the plan of the draughting office
 forward of abutting under right door to shaft side.

J. D. Thompson

$\frac{8}{9}$

1. Sp. come on after.
2. Sp. come on after.
3. Sp. come on after.

All things being new and better than anything ever
 before. The will be sent in the next order Book.
 J. D. 2/12
 J. D. 2/12
 J. D. 2/12

10/9-10/68

1. Copy done as before.

9204

2. Check done as before. The difference, #495
8 up and checking with one in that & dry what

M. J. L. Thompson
Chief Engineer

10/10-11/68

1. Copy done as before.

2. Check done as before. The difference, still slightly

positive. 13 hours in after engine room in air in the
to cleaning and painting. I should check also
as #495 Duplicate Bulbade give to engine room. Also 8
and from the checking with in the center.

9204

M. J. L. Thompson
Chief Engineer

10/11-12-13-14/68

1. Copy done as before.

2. Check done as before.

9204

M. J. L. Thompson
Chief Engineer

10/14-15/68

1. After a difference is spread in the first morning

to secure any of normal spacing equipment as needed.

make a picture in the night with directly under

the 6th engine signature. This will require repairs.

The main purpose of the assignment is to keep the

shape of the and keep the dry.

2. Copy: one (1) with standard ~~and~~ then correction held

and will be pulled at 6-134 1/2 - 2, after engine room.

3. Shut electric power from line ahead in zone & after
trap made on pipe & stage.

4. When the #4 gas traps tank is secured on stage due to
lack on stage ally piping.
5. Exhaust steam from zone & after trap shut down line
around & make test.

6. After return in after engine room checking the boiler & line
after valves on pipe.

M. J. Thompson
Chief Engineer

WATER TIGHT DOOR. FIVE MIN. ENC. ROOM
OUT OF OPEN HALL NOT STOP 1320 WATC

SECURE SAME
BATTLE KIT'S EXHAUST (Hatch open)

POPE AFT ELLI noon FUEL OIL TRANSFER PUMP
STEAM VALVE KITS PARKING LEAKING BATTERY

10/15-12/68

1. Pipe & Stage: Exhaust and electric in zone & after trap made
to one (1) only in each zone & after trap made (3 add PK's)
2. Stage: Shutting valve high door 5-102-1 on manual pressure
door condition. Will remove ahead except when required until
further notice.

3. Pipe: A temporary patch is applied to vent at 5-104-25
in process of applying a permanent patch.

9 PM
M. J. Thompson
Chief Engineer

10/16-17/68

1. Pope: Same as before except with this difference; a cement patch has been applied over sea connection $6/134\frac{1}{2}$, do not stop flow of water from the port.
 2. Krigel: Same as before; fresh paint on floor plate area under after engine room generator.
 3. Point of interest: Gaffy $9/8$ & $9/8$ power only; available fire hose from deck to fire, amidships and after decks.
- 98th Mr. S. Chamberlain
Chief Eng.

10/17-18/68

1. Pope, Krigel & Gaffy same as before.
 2. Operating platform, after engine room Krigel freshly painted.
- 98th Mr. S. Chamberlain
Chief Engineer.

10/18-19-20-21/68

1. Pope, Krigel & Gaffy same as before.
 2. Floor plate, after engine room Krigel freshly painted.
- 98th Mr. S. Chamberlain
Chief Engineer

POPE AFT ENG ROOM PORT SIDE PIPE LEAKING IN:
BILGES - UNDER THE MAIN CIRC VALVES 2 augs
POPE TROOP HEAD 3-2101, THERM UNIT HEATER 3-217
SECURED MOTION TO NOISE 1/ 2 augs

WELDED AFT ENG ROOM - FRIDAY 2300. FOUND 222 TAB
RETURN DRAIN GOING IN THE BILGES. RETURN DRAIN PIPE
OCCUR BOARD LEAKING. BILGES SYSTEM PIPE ARE CLOGGED
HAD TO FLUSH OUT WITH SEA SECTION AND RUN THE
BILGE pump slow to pump out THE BILGES

THE 3 ENC HOOD - RILCE VALVES SHOULD BE OPEN HAVE
THE CENTER VALVE. I THINK THE VALVE STEM IS STAPPED

2000

10/21-22/68

1. Open & check valve as before but with this difference:
when air has been changed from open to close to
close & back to open, with engine valve in open and
after engine valve open.

2. The flow valve and lining should be set. engine valve in open.
3. Working valve to #7 duct. Bottom to #10 is closed.

9200

M. J. L. Thompson
Chief Engineer

10/22-23/68

1. Open & check valve as before
2. Check point in flow valve, forward engine valve, open.
3. Note to #4 of #10.

9200

M. J. L. Thompson
Chief Engineer

10/23-24/68

1. Open & check valve as before.
2. Working valve in open #10, then when valve open
3/4 of 1 turn.

9200

M. J. L. Thompson
Chief Engineer

10/24-25/68

1. Open & check valve as before.
2. Check point in flow valve, forward engine valve, open.
3. Note to #4 of #10.

9200

M. J. L. Thompson
Chief Engineer

MEICEL PTFE ENC HOOD - RILCE VALVES SHOULD BE OPEN HAVE
THE CENTER VALVE. I THINK THE VALVE STEM IS STAPPED

PIPE LEAKING PHASE 183, 2 DECK. POPE
STEAM OFF HOT WATER HEATER WATER TO HOT 0530

10/25-26-27-28/68

1. Pope & Hargis come on duty.
2. Completed painting the white forward engine room, Hargis.
3. Working steam around to the water heating engine room, Hargis.
4. J. L. Bellows pumped the smoke boiler & filled the tank. J. L. Bellows on 5 engine change (2-177.08).

929R

M. J. L. Hamilton

3 DECK
FRANK 166: STEAM SIDE STEAM PIPE JOINT LEAKING
2 DECK

10/28-29/68

1. Pope come on duty except for the difference, dominated work on the condenser system and started blowing the condenser & steam boiler to E. L. Hargis then the main & auxiliary feed pump system. The pumps are filled at 8 engine change, it is not possible to pump in feed water line to read it on E. L. Hargis.
2. Hargis come on duty for the difference, Hargis installed 20 # steam water after the engine room.
3. Hargis come on duty for the difference, Hargis installed 20 # steam water after the engine room.

929R

M. J. L. Hamilton

2 DECK

10/29-30/68

1. Pope; Same as before.
2. Kugel; same as before but with the difference; discontinued warm air thru condenser system and started blowing thru Contaminated Separator coil down to D. C. Heater, both engine rooms, as per previous night order #1 for Pope.

JGR

M. S. Chamberlain
Chief Engineer.

10/30-31/68

1. Pope same as before.
2. Kugel same as before, except for the difference; steam to air heater in fwd. engine room secured for repairs.
3. Sea connection, fwd. engine room, 4/106-107/1, overboard from air cooler-bled & temporarily soft patched.

JGR

M. S. Chamberlain
Chief Engineer.

10/31-11/1/68

1. Pope & Kugel same as before.
2. Emergency Diesel Generator ^{Batteries} out of charge. Kugel on charge.

JGR

M. S. Chamberlain
Chief Eng.

10/1-2-3-4/68

1. Pope & Kugel same as before.
2. Kugel batteries off charge.

JGR

M. S. Chamberlain
Chief Engineer.

JGR/E