

11/4-5/68

1. Pope & Keigel same as before.

CRS 2/5

JJH

M. S. Chamberlain
Chief Engineer.

11/5-6/68

1. Pope same as before except for this difference; warm air removed from Fuel pump suction system and applied to Fuel pump discharge system at Standby fuel pump thru the economizer to atmosphere, after engine room only.

2. Keigel same as before but with this difference; warm air removed from Fuel pump suction system and applied to discharge system as per Pope.

3. One ~~for~~ supply fan activated in Forward engine room Keigel.

CRS 2/5

JJH

M. S. Chamberlain
Chief Engineer.

11/6-7/68

1. Pope & Keigel same as before.

CRS 2/5

JJH

M. S. Chamberlain
Chief Engineer.

11/7-8/68.

1. Pope & Keigel same as before.

CRS 2/5

JJH

M. S. Chamberlain
Chief Engineer.

11/8-9-10-11/68

1. Pope; same as before except for this difference; discontinued warm air thru main fuel pump discharge & started warm air thru #3 & #4 Sea & Blower system.

2. Keigel; same as before but for this difference; discontinued warm air thru Main Fuel pump discharge system & started warm air thru #1, 2, 3 & 4 Sea & Blower

system. J.R. P/E

0800

M. S. Chamberlain
Chief Engineer.

11/12-13/68

1. Pape & Nigel same as before.

0800

M. S. Chamberlain
Chief Engineer.

CRS 2/E

CROSS-OVER

WEIGEL - AFT ENG ROOM: LEAKING JOINT IN HTG. RETURN LINE TO

ATMOS. DRAIN TANK (UNDER HTG DRAIN STM TRAP ON AFT BULKHEAD)

LEAK IS NOT CONTINUOUS.

11/13-14/68

1. Pape & Nigel same as before.
2. Kiddee alarm Batteries off for charging. & Nigel
3. Diesel Batteries on charge as well.

CRS 2/E 0800

M. S. Chamberlain
Chief Engineer.

11/14-15/68

1. Pape & Nigel same as before.
2. Kiddee alarm & Diesel Batteries are again in service.

CRS 2/E

0800

M. S. Chamberlain
Chief Engineer.

2000 HRS: ~~CRS~~ CALLED YARD (X 3298) AND REPORTED LOSS OF SHORE STEAM TO PAPER
& WEIGEL. YARD HAVING BOILER TROUBLE - ESTIMATED; SHORE STEAM WILL
BE AVAILABLE AGAIN AT 0400 15 NOV. 1968.

WEIGEL SHORE SIDE STEAM HOSE JOINT LEAKING. INSIDE
AFTER ENGINE ROOM DOOR - JANGLE. STEAM LEAK STOP AFTER
AFTER STEAM CAN BE BACK ON

11/15-16-17-18/68

1. Rope and Hugel same as before.

CBS 2/c

J20AK

J20AK

M. S. Chamberlain
Chief Engr.

7 PM - NOTIFIED YARD OF LOSS OF SHORE STEAM.

11/18-19/68

1. Rope and Weigel same as before.

J20AK

J20AK

First Asst Engr
R. Lane

11/19-20/68

1. Rope & Hugel same as before.

2. Warm air secured to Hot Blower steam piping on Rope & Hugel.

CBS 2/c

J20AK

M. S. Chamberlain
Chief Engineer.

11/20-21/68.

1. Rope & Hugel same as before.

M. S. Chamberlain
Chief Engineer.

Mr. Daigh, yard-hew man checked steam hose & determined the bulge was caused by air pressure.

CBS 2/c

J20AK

mrc/ee.

11/21-22/68

1. Pope & Nigel same as before.

CRS R/E

JR/E

M. S. Chamberlain
Chief Engineer.

11/22-23-24-25/68

1. Pope & Nigel same as before.

2. Nigel; one (1) ventilation supply blower on in after engine room & fully primed 5th deck.

3. Nigel; one (1) additional rectifier on deck for pump.

CRS R/E

J.R. P/E

JR/E

M. S. Chamberlain
Chief Engineer.

POPE: FLANGE LEAKING ON 10" LINE, 2ND DECK, ALONGSIDE PORT BULKER FD BLOWER
FWD ENG ROOM (NEAR FW CONN TO SAN. SYSTEM)

POPE SUX 0845 - SECURED STEAM FROM DOCK. FLANGE
LEAKING BADLY. TIGHTEN HOT HOT ADZE TO STOP LEAK
4 DECK FRAME 93 - 2 angle

11/25-26/68

1. Pope & Nigel same as before.

J.R. P/E

JR/E

M. S. Chamberlain
Chief Engineer.

11/26-27/68

1. Pope & Nigel same as before.

CRS R/E

JR/E

M. S. Chamberlain
Chief Engineer.

11/27-28-29/68

1. Pope & Nigel same as before.

2. Nigel lighting batteries on charge untill Friday.

3. I wish you both a Happy Thanksgiving Day.

Thank you - CRS R/E

JR/E

M. S. Chamberlain, Chief Engineer.

11/29-30/12-1-2/68.

1. Pope & Keigel same as before.
2. Keigel Lighting Batteries off charge.

CRS 7/6

92 RP

M. S. Chamberlain
Chief Engineer.

WB

12/2-3/68

1. Pope & Keigel same as before.
2. Keigel: Heating coils in ~~the~~ empty hot water tanks in Fore & aft. Trimp blades are emerged for additional area heat; #1 & 2 double bottom heating coils are in service also.

WB

92 RP

M. S. Chamberlain
Chief Engineer.

12/3-4/68

1. Pope & Keigel same as before.
2. Keigel: Warm air blowing thru Main & Auxiliary Salt Water Circulating Systems both engine rooms.

CRS 7/6

92 RP

M. S. Chamberlain
Chief Engineer.

12/4-5/68

1. Pope & Keigel same as before.

C.W. Rife

92 RP

M. S. Chamberlain
Chief Engineer.

12/5-6/68

1. Pope & Weigl same as before.
CW R/E.

M. S. Chamberlain
Chief Engineer. 97463

12/6-7-8-9/68

1. Pope & Weigl same as before.
CW R/E. 97044

M. S. Chamberlain
Chief Engineer. 97102

Shore power interrupted by PLE @ 1526 Pope & Weigl - cord - broken.
Mr. Burney & Mr. Schies assisted in restoring circuits &
energizing windings on both ships; power restored Weigl @
1545 Pope @ 1710

CW R/E.

WB

12/9-10/68

1. Pope & Weigl same as before.
2. Completed air drying after section of Sanitary System on Pope.

M. S. Chamberlain
Chief Engineer.

Mr. Les Yockley is now First Asst. Engr. 797-5477

Mr. Robert Lane is now Second Asst. Engr. 554-5584

97042

MSE/P.C.

12/10-11/68

1. Pope & Weigl same as before.

CW R/E.

97042

M. S. Chamberlain
Chief Engineer

12/11-12/68

1. Rope & Keigel same as before.

CW R/R.

JDR

M. S. Chamberlain
Chief Engineer.

12/12-13/68

1. Rope & Keigel same as before.

CW R/R.

JDR

M. S. Chamberlain
Chief Engineer.

12/13-14-15-16/68

1. Rope & Keigel same as before.

2. Warm dry air to Trip made aft. both ships over the week end.

3. Warm dry air to Shaft alley water service piping on Keigel.

4. Air secured to Main Salt Water Circulating piping in after Engine room, Keigel.

CW R/R.

JDR

M. S. Chamberlain
Chief Engineer

12/16-17/68

1. Rope and Keigel same as before.

JDR

M. S. Chamberlain
Chief Engineer

12/17-18/68

1. Rope & Keigel same as before.

W.B.

JDR

M. S. Chamberlain
Chief Engineer

12/18-19/68

1. Pope & Higl same as before.

ew. Rk.

JDR

M. S. Chamberlain
Chief Engineer

12/19-20/68

1. Pope & Higl same as before.

ew. Rk.

JDR

M. S. Chamberlain
Chief Engineer.

12/20-21-22-23/68

1. Pope & Higl same as before.

Shore steam pressure dropped to 22 lbs. This pressure which is not adequate to keep ship warm. However, shore authorities were notified of this condition and they restored it to 40 lbs. which is adequate. Should this condition occur again call 3298.

2. Should freezing temperatures occur check Emergency Diesel Generator radiators on both ships. It is improbable that they would freeze but possible. Be guided accordingly.

ew. Rk.

JDR

M. S. Chamberlain
Chief Engineer.

WB

12-23-24/68

1. Pope & Higl Same as before

WB

JDR

L. Bailey

12/24-25-26/68

1. Pops and Heigl same as before.
2. I wish both of you a very Merry Xmas.

WB

92° R

W. S. Chamberlain
Chief Engineer

12/26-27/68

1. Pops & Heigl same as before.

WB

92° R

W. S. Chamberlain
Chief Engineer.

12/27-28-29-30/68.

1. Pops & Heigl same as before.
2. In an effort to maintain Pops & Heigl in a somewhat normal state of temperature, heating coils in the empty fuel oil storage tanks are energized with shore steam. Drain traps are not fitted to each individual coil return so it is necessary to adjust return valve manually, with steam valve to coils open & topped the heat is adjusted by opening the return valve from one-quarter to a full turn as required by test cock or feel. All return valves were found open full this date resulting in loss of heat. If steam is present at test bit the valve may be closed slightly to keep from loading another coil with condensate by steam seaking off the return.

double bottom

Pops; #3, #5, #7 & #9 heating coils are in use.
Heigl; #1 P/S, #2 P/S, #5 P/L & #7 P/L double bottoms and #4 Stbd.
Deep Tanks heating coils are in use.

Steam to air Coolers on the Air Compressor is secured.

W3 9877

M. S. Chamberlain
Chief Engineer.

12/30-31/68

1. Shore steam was secured in the yard @ 1330 hrs. for replacing of expansion joint on the dockside of Hugel. Normal service to be restored about 1900 hrs. 12/30/68.

Steam to both Pope & Hugel secured at valves on the dock connection. Both boiler blow skin valves secured on each ship. All other valves remainⁱⁿ normal operating position.

2. When repairs have been effected, repairmen will notify the Pope gangway watch. Open both boiler blow skin valves on each ship then slowly open steam supply valve to each ship until normal pressure is restored.

3. The only change in return line was made on Hugel, the Sparo trap was removed at 6-102-1 and an elbow installed.

4. Electrical services on both ships remain as before.

M. S. Chamberlain
Chief Engineer.

5. Tanks used for heating:

Pope: #3, #5, #7, #9 C/L & #6 port double bottoms.

Hugel: #1 C/L, #2 C/L, #5 C/L & #7 C/L double bottoms & #4 Dtd.
Deep Tank.

W3

9277

M. S. C. / C. C.

~~12/31/68 - 1/1/69~~
12/31/68 - 1/1-2/69.

1. Popo & Weight normal as before. #1 Dth. Double bottom heating coil on Weight normal and in service.
2. Wishing both of you a Happy, Progressive New year.

JZK

M. S. Chamberlain
Chief Engineer.

WB

1/2-3/69

1. Popo & Weight same as before but with this difference: Saver traps have been installed in heating steam return lines from #5 & #7 1/2 double bottom fuel oil tanks; consequently the stop valves will be left in full open position for these tanks on Weight.
2. Heating coil steam supply & return stop valves to tanks containing fuel oil have been wired closed against accidental opening, both ships.

WB

JZK

M. S. Chamberlain
Chief Engineer.

1/3-4-5-6/69

1. Popo; head lamps are applied to Submersible Bidge pumps in Copparator Flat, should the area or gear get to hot remove the plug on the extension cord.
2. Saver traps have been installed on steam return lines from #5 & #7 1/2 double bottom tanks.
3. Other than the above both ships remain the same as before.

JZK

M. S. Chamberlain
Chief Engineer.

1/6-7/69

1. Pope and Heigl same as before.

J.R.^{R/E}

M. S. Chamberlain
Chief Engineer.

WB

1/7-8/69

1. Pope; #1 freeze box only in service.
2. Pope; all heating drains fitted with Larc traps, steam routed thru after engine room boiler blow ^{skin valve} only @ 6-130 1/2-2. Forward engine room boiler ^{skin} blow valve dis off the stem, additional angle valve fitted & blanked; sea connection cemented in 7/8 pin hole.
3. Other than the above; Pope & Heigl same as before.

J.R.^{R/E} J.R.^{R/E}

M. S. Chamberlain
Chief Engineer.

1/8-9/69

1. Pope; Steam heating & return valves closed on #3 & #4 heating coils.
2. Other than the above; Pope & Heigl same as before.

J.R.^{R/E}

J.R.^{R/E}

M. S. Chamberlain
Chief Engr.

1/9-10/69

1. Pope; Heating steam drains split fire and aft. Forward drains discharging thru Wake-up Propagator overboard skin valve. ^{6-102 1/2-1} After drains discharging thru Boiler Blow skin valve; 6-130 1/2-2.
2. Steam heating and return valves closed on #3 & #4 heating coils.
3. Other than the above; Pope & Heigl same as before.

J.R.^{R/E} J.R.^{R/E}

M. S. Chamberlain
Chief Engineer.

1/10-11-12-13/69

1. Steam heating and return valves to #3 & #4 c/w fuel oil tanks closed, on Pope.

2. Other than the above; Pope & Wigil same as before.

929 RB

M. S. Chamberlain
Chief Engineer.

WB

1/13-14/69

1. Steam head is on #3 c/w double bottom tank on Pope and secured to #4 c/w double bottom.

2. Other than the above; Pope & Wigil remain as before.

929 RB

M. S. Chamberlain
Chief Engineer.

WB

1/14-15/69

1. Wigil: Sarco traps have been installed in steam heating return piping #1 & #2 stbd. double bottoms.

2. Other than the above; Pope & Wigil remain as before.

929 RB

929

M. S. Chamberlain
Chief Engineer.

1/15-16/69

1. Wigil: Sarco traps have been installed in steam heating return piping #1 & #2 Port double bottoms.

2. Other than the above; Pope & Wigil remain as before.

929 RB

929 RB

M. S. Chamberlain
Chief Engineer.

1/16-17/69

1. Weigel: A Saver Trap has been installed in steam heating return piping from #4 S.D.D. Deep Tank, trap located in Port Shepperton. All fuel tank heating coils on both ships, used for heating the vessel are now fitted with Saver Traps. All valves to tanks containing fuel oil are wired closed.
2. In case of loss of steam pressure call Shop 03. (2464/2465)
3. Other than the above; Pope & Weigel remain as before.

JH

JZRP

M. S. Chamberlain
Chief Engineer.

1/17-18-19-20/69

1. Pope: Mr. Daugh; a good idea closing in on steam valve & eliminate hammer. However, a radiated trap in air. Pressure room was blowing thru. A new bellows was installed and back on the line.
2. Pope & Weigel remain as before.

JH

JZRP

M. S. Chamberlain
Chief Engineer

1/20-21/69

1. Pope: Another radiated thermo valve had failed and has been replaced. However, shore steam pressure has been off and on a number of times today and may carry on thru the night. The ship remains in a warm condition.
2. Pope: Submersible Bidge pump armature is in the oven in the incinerator room 03-108-1 and should not be allowed to go over 250°F. It warrants an occasional check.
3. Pope & Weigel: other than the above, remaining same as before.

JH

JZRP

M. S. Chamberlain
Chief Engineer.

1/21-22/69

1. A 300° Thermometer has replaced the inadequate 220° thermometer on arm in the incinerator room, 03-108-1. Do not let temperature exceed 250°F., from 200° to 250°F. is adequate, on Pope.
2. #2 Sliding water-tight door is inoperative on Pope.
3. Other than the above Pope & Weigel remain the same as before.

JH. P. 1/2

92° RE

M. S. Chamberlain
Chief Engineer.

1/22-23/69.

1. Oven in the incinerator room on Pope will be in service about 180° F.
2. #2 Sliding water-tight door on Pope in service.
3. Weigel: Exhaust blower from Battery room down for repairs.
4. Other than the above Pope & Weigel remain as before.

JH. P. 1/2

92° RE

M. S. Chamberlain
Chief Engineer.

1/23-24/69

1. Oven in the incinerator room is secured, on Pope.
2. Weigel: Battery room exhaust blower down for repairs.
3. Pope: #4 and Deep tank has steam on heating coils.
4. Other than the above; Pope & Weigel remain as before.

JH. P. 1/2

M. S. Chamberlain
Chief Engineer

SECURED BLOWER (HEATER) MOTOR C 8-219-1

TROOP HEAD. WEIGEL C 1940. MOTOR BURNT

OUT. JH. P. 1/2 92° RE