

## REMARKS

1200-1600 WATCH

Underway @ 18 Nozzles - Mach in operation - B-1, G-2, M-1, MC-2, S-1, ME-G, H-1, AC-1, AE-G, D-1, P-1, F-1, G-1, L-1, LC-1, E-1 - Cld & chgd F.O. burners & disch. str's - Cld & chgd. MN L.O. str's - Routine tests & inspect's of mach & spaces - Tested low L.O. Trip & O.S. Trip on MN unit - M.U.F. used Fwd & Aft. E.R.'s - 5.3 TONS - 1515-1531 ABC Drill -

WATCH ENGR'S SIGNATURE -

R. J. Whalley 3<sup>rd</sup> Ave

1600-2000 WATCH

Underway 18 Nozzles machinery Incapacitation As Before Changed & Cleaned F.O. Burners & suet. Strainers. Blow Tubes on Port & stbd. Boilers @ 1600. Pumped F.O. Sutt. from #2 P's D.B. - This. Pumped Bilges M.U.F. used in Fwd & Aft. Eng. Rooms 3.4 TONS -

WATCH ENGR'S SIGNATURE -

F. Herring

2000-2400 WATCH

Underway 18 Nozz - Mach. as before, Changed & cleaned F.O. Burners & Disch. str's. Made routine rounds of insp. of Mach. & Mach. spaces inc. Steering, Pumped E.R. Bilges & Ref. boxes 21:20 Blow Fuses on lighting panel F.B. 125 caused by short circuit in Extension cord, Ch. Electrician called. Lights restored @ 21:40. M.U. used Fwd & Aft. E.R. 4.9 TONS.

WATCH ENGR'S SIGNATURE -

Thos. Lund

2400-0400 WATCH

Underway @ 18 Nozzles - Mach. as before - Cld & chgd. F.O. burners & disch. str's - Routine tests & inspect's of mach. & spaces - Complied with N/S orders - M.U.F. used Fwd & Aft. E.R.'s - 4.9 TONS -

WATCH ENGR'S SIGNATURE -

R. J. Whalley 3<sup>rd</sup> Ave

0400-0800 WATCH

Underway 18 Nozzles machinery Incapacitation As Before Changed & Cleaned F.O. Burners & suet. Strainers. Pumped F.O. Sutt. from #2 P's D.B. F.O. This. Added Compound To Port & stbd. Boilers. Pumped Bilges. M.U.F. used in Fwd. & Aft. Eng. Rooms. 3.4 TONS.

WATCH ENGR'S SIGNATURE -

F. Herring

0800-1200 WATCH

Underway 18 Nozz, mach. as before, 08:00-08:30 Blow Tubes #1 & #2 Boilers / Notified. 08:33 Tested Fire & smoke Alarm / Bridge, Made routine rounds of insp. of Mach. & Mach. spaces inc. Steering, Pumped E.R. Bilges - Holds & Ref. boxes, changed & cleaned F.O. Burners & Disch. str's, 10:30 Ch. Eng. in E.R., Changed & cleaned L.O. str's #2 Turbo-GEN M.U. used Fwd & Aft. E.R. 7.1 TONS

WATCH ENGR'S SIGNATURE -

Thos. Lund

CHIEF ENGINEER

| #1              | BLKS. #2   |       |
|-----------------|------------|-------|
| 10.51           | P.A.K.     | 10.51 |
| 15.18           | T.A.K.     | 15.18 |
| 3.73            | CHL.       | 3.23  |
| 40              | PHOS.      | 40    |
| 80              | P.H. Cond. | 80    |
| 45              | P.H. O.C.  | 45    |
| CHEMICALS ADDED |            |       |
| 4.02            | ALJ.       | 4.02  |
| 2.02            | G.C.       | 2.02  |
| 2.02            | ARE        | 2.02  |
| STEAMING HOURS  |            |       |
| 1106            | F.S.       | 1628  |
| 1106            | W.S.       | 1628  |

CHIEF ENGR'S SIGNATURE -

Thos. Lund

| USNS                              |                            | VOYAGE NO.   |              | FROM          |              | TO            |              | TYPE OF VESSEL |              | DATE         |              |              |              |
|-----------------------------------|----------------------------|--------------|--------------|---------------|--------------|---------------|--------------|----------------|--------------|--------------|--------------|--------------|--------------|
| USNSC-12                          |                            | 12-15        |              | San Francisco |              | San Francisco |              | 12-15-52       |              | 6/1-2/58     |              |              |              |
|                                   |                            | WATCH        |              |               |              |               |              | WATCH          |              |              |              |              |              |
|                                   |                            | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400  | 2400 TO 0400 | 0400 TO 0800  | 0800 TO 1200 | 1200 TO 1600   | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
| RUNNING TIME                      |                            | 240          | 240          | 220           | 220          | 220           | 240          |                |              |              |              |              |              |
| DETENTION TIME                    |                            |              |              |               |              |               |              |                |              |              |              |              |              |
| REVOLUTION COUNTER (END OF WATCH) |                            | 4923         | 4926         | 4928          | 4930         | 4932          | 4935         |                |              |              |              |              |              |
| TOTAL REVOLUTIONS (FOR WATCH)     |                            | 23190        | 23330        | 21390         | 21390        | 21390         | 23360        |                |              |              |              |              |              |
| AVERAGE RPM                       |                            | 96.6         | 97.2         | 97.2          | 97.2         | 97.2          | 97.3         |                |              |              |              |              |              |
| F.O. METER (END OF WATCH)         |                            | 1452         | 1452         | 1452          | 1452         | 1452          | 1453         |                |              |              |              |              |              |
| F.O. CONSUMED                     |                            | 2550         | 2560         | 2330          | 2320         | 2340          | 2520         |                |              |              |              |              |              |
| PRESSURES                         | THROTTLE                   | 440          | 440          | 440           | 440          | 440           | 440          |                |              |              |              |              |              |
|                                   | H.P. AHEAD                 | 440          | 440          | 440           | 440          | 440           | 440          |                |              |              |              |              |              |
|                                   | L.P. AHEAD                 | 23           | 23           | 23            | 23           | 23            | 23           |                |              |              |              |              |              |
|                                   | VACUUM                     | 28.4"        | 28.4"        | 28.4          | 28.4"        | 28.4"         | 28.4         |                |              |              |              |              |              |
|                                   | L.O. TO TURBINES           | 12           | 12           | 12            | 12           | 12            | 12           |                |              |              |              |              |              |
|                                   | AUX. STEAM                 | 150          | 150          | 150           | 150          | 150           | 150          |                |              |              |              |              |              |
|                                   | BACK PRESSURE              | 10           | 10           | 10            | 10           | 10            | 10           |                |              |              |              |              |              |
|                                   | GLAND STEAM                | 1.5          | 1.5          | 1.5           | 1.5          | 1.5           | 1.5          |                |              |              |              |              |              |
|                                   | H.P. BLEEDER               | 70           | 70           | 70            | 70           | 70            | 70           |                |              |              |              |              |              |
|                                   | L.P. BLEEDER               | 10"          | 10"          | 10"           | 10"          | 10"           | 10           |                |              |              |              |              |              |
| TEMPERATURES                      | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |
|                                   | L. P. EXHAUST              | 100          | 94           | 93            | 99           | 94            | 94           |                |              |              |              |              |              |
|                                   | CONDENSATE                 | 94           | 93           | 93            | 95           | 93            | 94           |                |              |              |              |              |              |
|                                   | CIRC. WATER IN             | 66           | 65           | 65            | 66           | 65            | 66           |                |              |              |              |              |              |
|                                   | CIRC. WATER OUT            | 78           | 78           | 78            | 79           | 78            | 78           |                |              |              |              |              |              |
|                                   | L.O. TO COOLERS            | 126          | 126          | 126           | 127          | 127           | 127          |                |              |              |              |              |              |
|                                   | L.O. FROM COOLERS          | 107          | 108          | 107           | 108          | 107           | 108          |                |              |              |              |              |              |
|                                   | TEMPERATURE THRUST BEARING | 117          | 117          | 117           | 117          | 117           | 117          |                |              |              |              |              |              |
|                                   | FORWARD H.P. ROTOR BEARING | 122          | 123          | 123           | 123          | 122           | 122          |                |              |              |              |              |              |
|                                   | AFT. H.P. ROTOR BEARING    | 137          | 136          | 136           | 137          | 136           | 136          |                |              |              |              |              |              |
| TEMPERATURES                      | FORWARD L.P. ROTOR BEARING | 133          | 133          | 134           | 133          | 132           | 132          |                |              |              |              |              |              |
|                                   | AFT. L.P. ROTOR BEARING    | 128          | 128          | 128           | 128          | 127           | 128          |                |              |              |              |              |              |
|                                   | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |
|                                   | L. P. EXHAUST              | 100          | 94           | 93            | 99           | 94            | 94           |                |              |              |              |              |              |
|                                   | CONDENSATE                 | 94           | 93           | 93            | 95           | 93            | 94           |                |              |              |              |              |              |
|                                   | CIRC. WATER IN             | 66           | 65           | 65            | 66           | 65            | 66           |                |              |              |              |              |              |
|                                   | CIRC. WATER OUT            | 78           | 78           | 78            | 79           | 78            | 78           |                |              |              |              |              |              |
|                                   | L.O. TO COOLERS            | 126          | 126          | 126           | 127          | 127           | 127          |                |              |              |              |              |              |
|                                   | L.O. FROM COOLERS          | 107          | 108          | 107           | 108          | 107           | 108          |                |              |              |              |              |              |
|                                   | TEMPERATURE THRUST BEARING | 117          | 117          | 117           | 117          | 117           | 117          |                |              |              |              |              |              |
| TEMPERATURES                      | FORWARD H.P. ROTOR BEARING | 122          | 123          | 123           | 123          | 122           | 122          |                |              |              |              |              |              |
|                                   | AFT. H.P. ROTOR BEARING    | 137          | 136          | 136           | 137          | 136           | 136          |                |              |              |              |              |              |
|                                   | FORWARD L.P. ROTOR BEARING | 133          | 133          | 134           | 133          | 132           | 132          |                |              |              |              |              |              |
|                                   | AFT. L.P. ROTOR BEARING    | 128          | 128          | 128           | 128          | 127           | 128          |                |              |              |              |              |              |
|                                   | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |
|                                   | L. P. EXHAUST              | 100          | 94           | 93            | 99           | 94            | 94           |                |              |              |              |              |              |
|                                   | CONDENSATE                 | 94           | 93           | 93            | 95           | 93            | 94           |                |              |              |              |              |              |
|                                   | CIRC. WATER IN             | 66           | 65           | 65            | 66           | 65            | 66           |                |              |              |              |              |              |
|                                   | CIRC. WATER OUT            | 78           | 78           | 78            | 79           | 78            | 78           |                |              |              |              |              |              |
|                                   | L.O. TO COOLERS            | 126          | 126          | 126           | 127          | 127           | 127          |                |              |              |              |              |              |
| TEMPERATURES                      | L.O. FROM COOLERS          | 107          | 108          | 107           | 108          | 107           | 108          |                |              |              |              |              |              |
|                                   | TEMPERATURE THRUST BEARING | 117          | 117          | 117           | 117          | 117           | 117          |                |              |              |              |              |              |
|                                   | FORWARD H.P. ROTOR BEARING | 122          | 123          | 123           | 123          | 122           | 122          |                |              |              |              |              |              |
|                                   | AFT. H.P. ROTOR BEARING    | 137          | 136          | 136           | 137          | 136           | 136          |                |              |              |              |              |              |
|                                   | FORWARD L.P. ROTOR BEARING | 133          | 133          | 134           | 133          | 132           | 132          |                |              |              |              |              |              |
|                                   | AFT. L.P. ROTOR BEARING    | 128          | 128          | 128           | 128          | 127           | 128          |                |              |              |              |              |              |
|                                   | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |
|                                   | L. P. EXHAUST              | 100          | 94           | 93            | 99           | 94            | 94           |                |              |              |              |              |              |
|                                   | CONDENSATE                 | 94           | 93           | 93            | 95           | 93            | 94           |                |              |              |              |              |              |
|                                   | CIRC. WATER IN             | 66           | 65           | 65            | 66           | 65            | 66           |                |              |              |              |              |              |
| TEMPERATURES                      | CIRC. WATER OUT            | 78           | 78           | 78            | 79           | 78            | 78           |                |              |              |              |              |              |
|                                   | L.O. TO COOLERS            | 126          | 126          | 126           | 127          | 127           | 127          |                |              |              |              |              |              |
|                                   | L.O. FROM COOLERS          | 107          | 108          | 107           | 108          | 107           | 108          |                |              |              |              |              |              |
|                                   | TEMPERATURE THRUST BEARING | 117          | 117          | 117           | 117          | 117           | 117          |                |              |              |              |              |              |
|                                   | FORWARD H.P. ROTOR BEARING | 122          | 123          | 123           | 123          | 122           | 122          |                |              |              |              |              |              |
|                                   | AFT. H.P. ROTOR BEARING    | 137          | 136          | 136           | 137          | 136           | 136          |                |              |              |              |              |              |
|                                   | FORWARD L.P. ROTOR BEARING | 133          | 133          | 134           | 133          | 132           | 132          |                |              |              |              |              |              |
|                                   | AFT. L.P. ROTOR BEARING    | 128          | 128          | 128           | 128          | 127           | 128          |                |              |              |              |              |              |
|                                   | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |
|                                   | L. P. EXHAUST              | 100          | 94           | 93            | 99           | 94            | 94           |                |              |              |              |              |              |
| TEMPERATURES                      | CONDENSATE                 | 94           | 93           | 93            | 95           | 93            | 94           |                |              |              |              |              |              |
|                                   | CIRC. WATER IN             | 66           | 65           | 65            | 66           | 65            | 66           |                |              |              |              |              |              |
|                                   | CIRC. WATER OUT            | 78           | 78           | 78            | 79           | 78            | 78           |                |              |              |              |              |              |
|                                   | L.O. TO COOLERS            | 126          | 126          | 126           | 127          | 127           | 127          |                |              |              |              |              |              |
|                                   | L.O. FROM COOLERS          | 107          | 108          | 107           | 108          | 107           | 108          |                |              |              |              |              |              |
|                                   | TEMPERATURE THRUST BEARING | 117          | 117          | 117           | 117          | 117           | 117          |                |              |              |              |              |              |
|                                   | FORWARD H.P. ROTOR BEARING | 122          | 123          | 123           | 123          | 122           | 122          |                |              |              |              |              |              |
|                                   | AFT. H.P. ROTOR BEARING    | 137          | 136          | 136           | 137          | 136           | 136          |                |              |              |              |              |              |
|                                   | FORWARD L.P. ROTOR BEARING | 133          | 133          | 134           | 133          | 132           | 132          |                |              |              |              |              |              |
|                                   | AFT. L.P. ROTOR BEARING    | 128          | 128          | 128           | 128          | 127           | 128          |                |              |              |              |              |              |
| TEMPERATURES                      | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |
|                                   | L. P. EXHAUST              | 100          | 94           | 93            | 99           | 94            | 94           |                |              |              |              |              |              |
|                                   | CONDENSATE                 | 94           | 93           | 93            | 95           | 93            | 94           |                |              |              |              |              |              |
|                                   | CIRC. WATER IN             | 66           | 65           | 65            | 66           | 65            | 66           |                |              |              |              |              |              |
|                                   | CIRC. WATER OUT            | 78           | 78           | 78            | 79           | 78            | 78           |                |              |              |              |              |              |
|                                   | L.O. TO COOLERS            | 126          | 126          | 126           | 127          | 127           | 127          |                |              |              |              |              |              |
|                                   | L.O. FROM COOLERS          | 107          | 108          | 107           | 108          | 107           | 108          |                |              |              |              |              |              |
|                                   | TEMPERATURE THRUST BEARING | 117          | 117          | 117           | 117          | 117           | 117          |                |              |              |              |              |              |
|                                   | FORWARD H.P. ROTOR BEARING | 122          | 123          | 123           | 123          | 122           | 122          |                |              |              |              |              |              |
|                                   | AFT. H.P. ROTOR BEARING    | 137          | 136          | 136           | 137          | 136           | 136          |                |              |              |              |              |              |
| TEMPERATURES                      | FORWARD L.P. ROTOR BEARING | 133          | 133          | 134           | 133          | 132           | 132          |                |              |              |              |              |              |
|                                   | AFT. L.P. ROTOR BEARING    | 128          | 128          | 128           | 128          | 127           | 128          |                |              |              |              |              |              |
|                                   | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |
|                                   | L. P. EXHAUST              | 100          | 94           | 93            | 99           | 94            | 94           |                |              |              |              |              |              |
|                                   | CONDENSATE                 | 94           | 93           | 93            | 95           | 93            | 94           |                |              |              |              |              |              |
|                                   | CIRC. WATER IN             | 66           | 65           | 65            | 66           | 65            | 66           |                |              |              |              |              |              |
|                                   | CIRC. WATER OUT            | 78           | 78           | 78            | 79           | 78            | 78           |                |              |              |              |              |              |
|                                   | L.O. TO COOLERS            | 126          | 126          | 126           | 127          | 127           | 127          |                |              |              |              |              |              |
|                                   | L.O. FROM COOLERS          | 107          | 108          | 107           | 108          | 107           | 108          |                |              |              |              |              |              |
|                                   | TEMPERATURE THRUST BEARING | 117          | 117          | 117           | 117          | 117           | 117          |                |              |              |              |              |              |
| TEMPERATURES                      | FORWARD H.P. ROTOR BEARING | 122          | 123          | 123           | 123          | 122           | 122          |                |              |              |              |              |              |
|                                   | AFT. H.P. ROTOR BEARING    | 137          | 136          | 136           | 137          | 136           | 136          |                |              |              |              |              |              |
|                                   | FORWARD L.P. ROTOR BEARING | 133          | 133          | 134           | 133          | 132           | 132          |                |              |              |              |              |              |
|                                   | AFT. L.P. ROTOR BEARING    | 128          | 128          | 128           | 128          | 127           | 128          |                |              |              |              |              |              |
|                                   | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |
|                                   | L. P. EXHAUST              | 100          | 94           | 93            | 99           | 94            | 94           |                |              |              |              |              |              |
|                                   | CONDENSATE                 | 94           | 93           | 93            | 95           | 93            | 94           |                |              |              |              |              |              |
|                                   | CIRC. WATER IN             | 66           | 65           | 65            | 66           | 65            | 66           |                |              |              |              |              |              |
|                                   | CIRC. WATER OUT            | 78           | 78           | 78            | 79           | 78            | 78           |                |              |              |              |              |              |
|                                   | L.O. TO COOLERS            | 126          | 126          | 126           | 127          | 127           | 127          |                |              |              |              |              |              |
| TEMPERATURES                      | L.O. FROM COOLERS          | 107          | 108          | 107           | 108          | 107           | 108          |                |              |              |              |              |              |
|                                   | TEMPERATURE THRUST BEARING | 117          | 117          | 117           | 117          | 117           | 117          |                |              |              |              |              |              |
|                                   | FORWARD H.P. ROTOR BEARING | 122          | 123          | 123           | 123          | 122           | 122          |                |              |              |              |              |              |
|                                   | AFT. H.P. ROTOR BEARING    | 137          | 136          | 136           | 137          | 136           | 136          |                |              |              |              |              |              |
|                                   | FORWARD L.P. ROTOR BEARING | 133          | 133          | 134           | 133          | 132           | 132          |                |              |              |              |              |              |
|                                   | AFT. L.P. ROTOR BEARING    | 128          | 128          | 128           | 128          | 127           | 128          |                |              |              |              |              |              |
|                                   | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |
|                                   | L. P. EXHAUST              | 100          | 94           | 93            | 99           | 94            | 94           |                |              |              |              |              |              |
|                                   | CONDENSATE                 | 94           | 93           | 93            | 95           | 93            | 94           |                |              |              |              |              |              |
|                                   | CIRC. WATER IN             | 66           | 65           | 65            | 66           | 65            | 66           |                |              |              |              |              |              |
| TEMPERATURES                      | CIRC. WATER OUT            | 78           | 78           | 78            | 79           | 78            | 78           |                |              |              |              |              |              |
|                                   | L.O. TO COOLERS            | 126          | 126          | 126           | 127          | 127           | 127          |                |              |              |              |              |              |
|                                   | L.O. FROM COOLERS          | 107          | 108          | 107           | 108          | 107           | 108          |                |              |              |              |              |              |
|                                   | TEMPERATURE THRUST BEARING | 117          | 117          | 117           | 117          | 117           | 117          |                |              |              |              |              |              |
|                                   | FORWARD H.P. ROTOR BEARING | 122          | 123          | 123           | 123          | 122           | 122          |                |              |              |              |              |              |
|                                   | AFT. H.P. ROTOR BEARING    | 137          | 136          | 136           | 137          | 136           | 136          |                |              |              |              |              |              |
|                                   | FORWARD L.P. ROTOR BEARING | 133          | 133          | 134           | 133          | 132           | 132          |                |              |              |              |              |              |
|                                   | AFT. L.P. ROTOR BEARING    | 128          | 128          | 128           | 128          | 127           | 128          |                |              |              |              |              |              |
|                                   | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |
|                                   | L. P. EXHAUST              | 100          | 94           | 93            | 99           | 94            | 94           |                |              |              |              |              |              |
| TEMPERATURES                      | CONDENSATE                 | 94           | 93           | 93            | 95           | 93            | 94           |                |              |              |              |              |              |
|                                   | CIRC. WATER IN             | 66           | 65           | 65            | 66           | 65            | 66           |                |              |              |              |              |              |
|                                   | CIRC. WATER OUT            | 78           | 78           | 78            | 79           | 78            | 78           |                |              |              |              |              |              |
|                                   | L.O. TO COOLERS            | 126          | 126          | 126           | 127          | 127           | 127          |                |              |              |              |              |              |
|                                   | L.O. FROM COOLERS          | 107          | 108          | 107           | 108          | 107           | 108          |                |              |              |              |              |              |
|                                   | TEMPERATURE THRUST BEARING | 117          | 117          | 117           | 117          | 117           | 117          |                |              |              |              |              |              |
|                                   | FORWARD H.P. ROTOR BEARING | 122          | 123          | 123           | 123          | 122           | 122          |                |              |              |              |              |              |
|                                   | AFT. H.P. ROTOR BEARING    | 137          | 136          | 136           | 137          | 136           | 136          |                |              |              |              |              |              |
|                                   | FORWARD L.P. ROTOR BEARING | 133          | 133          | 134           | 133          | 132           | 132          |                |              |              |              |              |              |
|                                   | AFT. L.P. ROTOR BEARING    | 128          | 128          | 128           | 128          | 127           | 128          |                |              |              |              |              |              |
| TEMPERATURES                      | STEAM AT THROTTLE          | 710          | 710          | 705           | 705          | 710           | 705          |                |              |              |              |              |              |

| GENERATORS   |                  |        |                |             |               |                |                  |                          |                        |               |               |       |               | FUEL - WATER AND LUBE OIL |                   |                         |                     |                     |                    |                         |                        |         |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| WATCH        | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS | FUEL OIL      |                           |                   |                         | DOMESTIC WATER      |                     |                    |                         |                        |         |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |               |       | METER AT NOON | METER PREVIOUS NOON       | CONSUMED BY METER | ON HAND AT START OF DAY | RECEIVED DURING DAY | EXPENDED DURING DAY | REMAINING ON BOARD | ON HAND AT START OF DAY | EVAPORATED OR RECEIVED | ON HAND | CONSUMED |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1200 TO 1600 | 2                | 1200   | 440            | 710         | 7.1           | 130            | 115              |                          | 67                     | 1250          | 1250          | 240   |               |                           |                   |                         |                     |                     |                    |                         |                        |         |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## REMARKS

1200-1600 WATCH

Underway @ 18 Nozzles - Mach in operation - B-1-2, G-2, M-1, MC-2, S-1, ME-G, H-1, AC-1, REG-D-1-2, P-1-2, F-1-2, C-1, L-1, LC-1, E-1 - Cld & chgd F.O. burners & disch. str's - Cld & chgd mn L.O. str's - Routine tests & inspects of mach & spaces - Tested low L.O. Trip & O.S. Trip on mn. unit - M.U.F. used Fwd & Aft E.R's - 4.9 TONS -

WATCH ENGR'S SIGNATURE

R. W. Wherry 3<sup>rd</sup> Ave

1600-2000 WATCH

Underway 18 Nozzles machinery in operation as before - Changed & cleaned F.O. Burners & suet. strainers. Blow Tubes on Port & Stbd. Boilers @ 1400. Pumped F.O. Suet. from #2 P/B F.O. D.B. Tr's. Pumped Bilges. M.U.F. used in Fwd. & Aft. Eng. Rooms 5.7 TONS.

WATCH ENGR'S SIGNATURE

L. Harris

2000-2400 WATCH

Underway 18 Nozz - Mach. as before - Changed & cleaned F.O. Burners & Disch. str's. Made routine rounds of insp. of mach. spaces & mach. inc. steering. Pumped E.R. Bilges & Refr Boxes, 23:00 Advanced Clock 20 min w/ Bridge. M.U. used Fwd & Aft. E.R. 4.5 TONS

WATCH ENGR'S SIGNATURE

Thos. Lund

2400-0400 WATCH

Underway @ 18 Nozzles - Mach. as before - Cld & chgd F.O. burners & disch. str's - Routine tests & inspects of mach & spaces - Complied with N/S orders - M.U.F. used Fwd. & Aft. E.R's - 4.9 TONS - 0100 - Advanced clock 20 mins - TIME chkd w/ BRIDGE

WATCH ENGR'S SIGNATURE

R. W. Wherry 3<sup>rd</sup> Ave

0400-0800 WATCH

Underway 18 Nozzles machinery in operation as before - Changed & cleaned F.O. Burners & suet. strainers. Pumped F.O. Suet. from #2 P/B & #4 D.B. F.O. Tr's #2 P/B E.B. Tr's. Empty. Pumped Bilges. M.U.F. used in Fwd & Aft. Eng. Rooms 4.2 TONS.

WATCH ENGR'S SIGNATURE

L. Harris

0800-1200 WATCH

Underway 18 Nozz, Mach. as before, 08:00-08:30 Blow Tubes #1 & 2 Boilers <sup>B/Notified</sup> Made routine rounds of insp. of Mach. & Mach. spaces inc. steering. Pumped E.R. Bilges - Holds & Refr Boxes, changed & cleaned F.O. Burners & Disch. str's, changed & cleaned L.O. str. #2 Turbo-GEN. M.U. used Fwd. & Aft. E.R. 6.8 TONS

1 MAY TO 1 JUNE \*2 TURBO-GEN 738 hrs CONT. ELECT LOAD

1 MAY TO 1 JUNE \*1 TURBO-GEN 603 hrs CONT. ELEC. LOAD

WATCH ENGR'S SIGNATURE

Thos. Lund

CHIEF ENGINEER

| 1              | BLRS. # 2  |       |
|----------------|------------|-------|
| 10.51          | P.A.R.     | 10.51 |
| 15.18          | T.A.R.     | 15.18 |
| 3.23           | CHL.       | 3.23  |
| 40             | PHOS.      | 40    |
| 8.0            | P.H. Cond. | 8.0   |
| 4.5            | P.H. E.C.  | 4.5   |
| CHEMICALS USED |            |       |
|                | ADJ.       |       |
|                | G.C.       |       |
|                | A.R.C.     |       |
| STEAMING HOURS |            |       |
| 11.29          | F.S.       | 16.51 |
| 11.29          | W.S.       | 16.51 |

CHIEF ENGR'S SIGNATURE

Thos. Lund

| USNS                              |  | VOYAGE NO.        |  | FROM                 |  | TO                    |  | TYPE OF VESSEL |  | DATE         |  |              |  |                              |  |              |  |              |  |              |  |              |  |              |  |              |  |     |  |
|-----------------------------------|--|-------------------|--|----------------------|--|-----------------------|--|----------------|--|--------------|--|--------------|--|------------------------------|--|--------------|--|--------------|--|--------------|--|--------------|--|--------------|--|--------------|--|-----|--|
| USNSC 12-1                        |  | 12-1              |  | Wilmington, Delaware |  | San Francisco, Calif. |  | AS 12-1        |  | 12-3-68      |  |              |  |                              |  |              |  |              |  |              |  |              |  |              |  |              |  |     |  |
|                                   |  | WATCH             |  |                      |  |                       |  |                |  | WATCH        |  |              |  |                              |  |              |  |              |  |              |  |              |  |              |  |              |  |     |  |
|                                   |  | 1200 TO 1600      |  | 1600 TO 2000         |  | 2000 TO 2400          |  | 2400 TO 0400   |  | 0400 TO 0800 |  | 0800 TO 1200 |  |                              |  | 1200 TO 1600 |  | 1600 TO 2000 |  | 2000 TO 2400 |  | 2400 TO 0400 |  | 0400 TO 0800 |  | 0800 TO 1200 |  |     |  |
| RUNNING TIME                      |  | 240               |  | 240                  |  | 240                   |  | 240            |  | 240          |  | 240          |  | HOTTEST GEAR BEARING FORWARD |  | 156          |  | 155          |  | 155          |  | 160          |  | 160          |  | 160          |  |     |  |
| DETENTION TIME                    |  |                   |  |                      |  |                       |  |                |  |              |  |              |  | HOTTEST GEAR BEARING AFT     |  | 147          |  | 144          |  | 146          |  | 145          |  | 146          |  | 144          |  |     |  |
| REVOLUTION COUNTER (END OF WATCH) |  | 4937              |  | 4937                 |  | 4942                  |  | 4944           |  | 4944         |  | 4949         |  | AUX. COND. CONDENSATE        |  | 103          |  | 104          |  | 104          |  | 100          |  | 102          |  | 102          |  |     |  |
| TOTAL REVOLUTIONS (FOR WATCH)     |  | 23260             |  | 23270                |  | 23290                 |  | 23350          |  | 23290        |  | 23400        |  | 1ST STAGE FEED WATER HEATER  |  | 160          |  | 162          |  | 161          |  | 161          |  | 160          |  | 159          |  |     |  |
| AVERAGE RPM                       |  | 96.9              |  | 97.0                 |  | 97.0                  |  | 97.2           |  | 97.0         |  | 97.5         |  | D. C. FEED WATER HEATER      |  | 240          |  | 240          |  | 240          |  | 240          |  | 240          |  | 240          |  |     |  |
| F.O. METER (END OF WATCH)         |  | 1453              |  | 1453                 |  | 1453                  |  | 1454           |  | 1454         |  | 1459         |  | 3RD STAGE FEED WATER HEATER  |  |              |  |              |  |              |  |              |  |              |  |              |  |     |  |
| F.O. CONSUMED                     |  | 2530              |  | 2570                 |  | 2500                  |  | 2510           |  | 2550         |  | 2530         |  | SUPER HEAT                   |  | P            |  | 670          |  | 710          |  | 665          |  | 670          |  | 710          |  | 680 |  |
|                                   |  | THROTTLE          |  | 440                  |  | 440                   |  | 440            |  | 440          |  | 440          |  | S                            |  | 680          |  | 710          |  | 690          |  | 685          |  | 710          |  | 690          |  |     |  |
|                                   |  | H.P. AHEAD        |  | 440                  |  | 440                   |  | 440            |  | 440          |  | 440          |  | F.O. TO BURNERS              |  | 140          |  | 140          |  | 140          |  | 140          |  | 140          |  | 140          |  |     |  |
|                                   |  | L.P. AHEAD        |  | 23                   |  | 23                    |  | 23             |  | 23           |  | 23           |  | AIR TO FURNACE               |  | P            |  | 126          |  | 123          |  | 123          |  | 123          |  | 123          |  | 124 |  |
|                                   |  | VACUUM            |  | 28.4"                |  | 28.4"                 |  | 28.4"          |  | 28.4"        |  | 28.5"        |  | S                            |  | 111          |  | 110          |  | 109          |  | 110          |  | 110          |  | 110          |  |     |  |
|                                   |  | L.O. TO TURBINES  |  | 12                   |  | 12                    |  | 12             |  | 12           |  | 12           |  | F.O. TEMP. IN SETTLING TANKS |  | P            |  | 72           |  | 67           |  | 72           |  | 73           |  | 65           |  | 70  |  |
|                                   |  | AUX. STEAM        |  | 150                  |  | 150                   |  | 150            |  | 150          |  | 150          |  | S                            |  | 76           |  | 77           |  | 78           |  | 77           |  | 75           |  | 75           |  |     |  |
|                                   |  | BACK PRESSURE     |  | 10                   |  | 10                    |  | 10             |  | 10           |  | 10           |  | PORT BOILER UPTAKE           |  | 325          |  | 317          |  | 318          |  | 318          |  | 320          |  | 314          |  |     |  |
|                                   |  | GLAND STEAM       |  | 1.5                  |  | 1.5                   |  | 1.5            |  | 1.5          |  | 1.5          |  | STBD. BOILER UPTAKE          |  | 320          |  | 319          |  | 320          |  | 323          |  | 327          |  | 315          |  |     |  |
|                                   |  | H.P. BLEEDER      |  | 70                   |  | 70                    |  | 70             |  | 70           |  | 70           |  | F. O. BACK PRESSURE          |  |              |  |              |  |              |  |              |  |              |  |              |  |     |  |
|                                   |  | I.P. BLEEDER      |  | 6                    |  | 6                     |  | 6              |  | 6            |  | 6            |  | MAIN STEAM                   |  | 450          |  | 450          |  | 450          |  | 450          |  | 450          |  | 450          |  |     |  |
|                                   |  | L.P. BLEEDER      |  | 10"                  |  | 10"                   |  | 10"            |  | 10"          |  | 10"          |  | F.O. TO BURNERS              |  | 140          |  | 140          |  | 130          |  | 130          |  | 140          |  | 140          |  |     |  |
|                                   |  | STEAM AT THROTTLE |  | 705                  |  | 705                   |  | 705            |  | 705          |  | 705          |  | MAIN COND. SALINITY          |  | .41          |  | .41          |  | .41          |  | .41          |  | .41          |  | .41          |  |     |  |
|                                   |  | L. P. EXHAUST     |  | 98                   |  | 94                    |  | 93             |  | 97           |  | 91           |  | ENGINE ROOM TEMPERATURE      |  | 85           |  | 82           |  | 82           |  | 80           |  | 82           |  | 82           |  |     |  |
|                                   |  | CONDENSATE        |  | 93                   |  | 93                    |  | 93             |  | 90           |  | 90           |  | FIRE ROOM TEMPERATURE        |  | 85           |  | 82           |  | 82           |  | 80           |  | 82           |  | 82           |  |     |  |
|                                   |  | CIRC. WATER IN    |  | 65                   |  | 65                    |  | 65             |  | 63           |  | 63           |  | NOZZLES IN USE               |  | 18           |  | 18           |  | 18           |  | 18           |  | 18           |  | 18           |  |     |  |
|                                   |  | CIRC. WATER OUT   |  | 77                   |  | 78                    |  | 78             |  | 76           |  | 75           |  | NO. OF BURNERS IN USE        |  | P            |  | 3            |  | 3            |  | 3            |  | 3            |  | 3            |  |     |  |
|                                   |  | L.O. TO COOLERS   |  | 125                  |  | 126                   |  | 126            |  | 126          |  | 128          |  |                              |  |              |  |              |  |              |  |              |  |              |  |              |  |     |  |

## REMARKS

1200-1600 WATCH

Underway @ 18 Nozzles - Mach. in operation - B-1+2, G-2, M-1, MC-2, S-1, ME-G, A-1, AC-1, AE-G, D-1+2, P-1+2, F-1+2, C-1, L-1, LC-1, & E-1 - Cind. & chgd. F.O. burners & disch. str's - Cind. & chgd. mn. L.O. str's - Routine tests & inspects of mach & spaces - Tested low L.O. trip & O.S. trip on mn. unit - M.U.F. used Fwd & Aft E.R.'s - 5.7 Tons.

WATCH ENGR'S SIGNATURE

R. W. Whalley 3<sup>rd</sup> A/E

1600-2000 WATCH

Underway 18 Nozzles machinery in operation as before changed & cleaned F.O. Burners & suet. strainers Blow Tubes on Port & starboard Boilers @ 1400. Pumped F.O. S.O. from #4 & D.B. F.O. TH. Pumped Bilges. M.U.F. used in Fwd. & Aft. Eng. Rooms. 4.9 TONS.

WATCH ENGR'S SIGNATURE

F. H. Harris

2000-2400 WATCH

Underway 18 Nozzles - Mach. as before EXCEPT: 20:00 Started #2 L.P. Evap. 21:30 Secured #1 L.P. Evap. Changed & cleaned F.O. Burners & Disch. str's Made routine rounds of insp. of Mach. & Mach. spaces Pumped E.R. Bilges & Ref. Boxes, 21:30 Ch. Eng. in E.R. M.U. used Fwd. & Aft. E.R. 4.5 TONS

WATCH ENGR'S SIGNATURE

Thos. Lund

2400-0400 WATCH

Underway @ 18 Nozzles - Mach. as before - Cind. & chgd. F.O. burners & disch. str's - Routine tests & inspects of mach. & spaces - Complied with N/S orders - M.U.F. used Fwd. & Aft. E.R.'s - 5.7 TONS.

WATCH ENGR'S SIGNATURE

R. W. Whalley 3<sup>rd</sup> A/E

0400-0800 WATCH

Underway 18 Nozzles machinery in operation as before changed & cleaned F.O. Burners & suet. strainers. Pumped F.O. S.O. from #4 & D.B. F.O. TH. Pumped Bilges. M.U.F. used in Fwd & Aft. Eng. Rooms 3.8 TONS.

WATCH ENGR'S SIGNATURE

F. H. Harris

0800-1200 WATCH

Underway 18 Nozzles - Mach. as before 08:00-08:30 Blow Tubes #1 & #2 Boilers <sup>B</sup>/Notified. Made routine rounds of insp. of Mach. & Mach. spaces inc. stowing. Pumped E.R. Bilges & Ref. Boxes, changed & cleaned F.O. Burners & Disch. str's, changed & cleaned L.O. str. #2 Turbo GEN. 11:12 Ch. Eng. in E.R. M.U. used Fwd. & Aft. E.R. 5.3 TONS.

WATCH ENGR'S SIGNATURE

Thos. Lund

CHIEF ENGINEER

| #1              | BLRS. #2       |    |
|-----------------|----------------|----|
| 10.51           | P.A.K. 10.51   | 51 |
| 12.18           | T.A.K. 12.18   | 18 |
| 4.14            | CHL. 4.14      | 24 |
| 4.5             | PHOS. 4.5      | 40 |
| 8.0             | P.H. Cond. 8.0 | 80 |
| 4.5             | P.H. D.C. 4.5  | 45 |
| CHEMICALS ADDED |                |    |
|                 | ADJ.           |    |
|                 | G.C.           |    |
|                 | A.R.C.         |    |
| STEAMING HOURS  |                |    |
| 11.53           | F.S. 14.25     |    |
| 11.53           | W.S. 16.75     |    |

CHIEF ENGR'S SIGNATURE

Thos. Lund

|                                                                                                                                                                        |  |            |  |                  |  |               |  |                |  |          |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------|--|------------------|--|---------------|--|----------------|--|----------|--|--|--|
| USNS                                                                                                                                                                   |  | VOYAGE NO. |  | FROM             |  | TO            |  | TYPE OF VESSEL |  | DATE     |  |  |  |
| Yankee                                                                                                                                                                 |  | 127        |  | Dilling, Vietnam |  | San Francisco |  | 2-2-68         |  | 6/2-2/68 |  |  |  |
| WATCH                                                                                                                                                                  |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 1200 TO 16001600 TO 20002000 TO 24002400 TO 04000400 TO 08000800 TO 1200                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| RUNNING TIME240240220220220240                                                                                                                                         |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| DETENTION TIME                                                                                                                                                         |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| REVOLUTION COUNTER (END OF WATCH)495149534955495849604962435043504350435043504350                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| TOTAL REVOLUTIONS (FOR WATCH)236102346021530215102146023530                                                                                                            |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| AVERAGE RPM98.397.797.997.797.598.0                                                                                                                                    |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| F.O. METER (END OF WATCH)145414551455145514551456985098509850985098509850                                                                                              |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| F.O. CONSUMED255025602330234023202570                                                                                                                                  |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| PRESSURES                                                                                                                                                              |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| THROTTLE440440440440440440                                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| H.P. AHEAD440440440440440440                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| L.P. AHEAD232323232323                                                                                                                                                 |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| VACUUM28.528.628.628.628.628.6                                                                                                                                         |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| L.O. TO TURBINES121212121212                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| AUX. STEAM150150150150150150                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| BACK PRESSURE101010101010                                                                                                                                              |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| GLAND STEAM1.51.51.51.51.51.5                                                                                                                                          |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| H.P. BLEEDER707070707070                                                                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| I.P. BLEEDER6666666                                                                                                                                                    |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| L.P. BLEEDER101010101010                                                                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| TEMPERATURES                                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| STEAM AT THROTTLE710705700700705705                                                                                                                                    |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| L. P. EXHAUST959088949088                                                                                                                                              |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| CONDENSATE899088878987                                                                                                                                                 |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| CIRC. WATER IN626160596060                                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| CIRC. WATER OUT747372727372                                                                                                                                            |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| L.O. TO COOLERS127126127126127126                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| L.O. FROM COOLERS107106108107107108                                                                                                                                    |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| TEMPERATURE THRUST BEARING117114116117114116                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| FORWARD H.P. ROTOR BEARING123122122123123122                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| AFT. H.P. ROTOR BEARING137136134137136135                                                                                                                              |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| FORWARD L.P. ROTOR BEARING133132132133132132                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| AFT. L.P. ROTOR BEARING128127128128127128                                                                                                                              |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| MACH. PARTICULARS (CONT'D)                                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| HOTTEST GEAR BEARING FORWARD160160160160160160                                                                                                                         |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| HOTTEST GEAR BEARING AFT147146146147147146                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| AUX. COND. CONDENSATE10310310298100100                                                                                                                                 |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 1ST STAGE FEED WATER HEATER160160158159160158                                                                                                                          |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| D. C. FEED WATER HEATER240240240240240240                                                                                                                              |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 3RD STAGE FEED WATER HEATER                                                                                                                                            |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| SUPER HEAT P670710680670710670                                                                                                                                         |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| S685710680670710680                                                                                                                                                    |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| F.O. TO BURNERS140140140140140140                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| AIR TO FURNACE P123122122121121121                                                                                                                                     |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| S110109108108108108                                                                                                                                                    |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| F.O. TEMP. IN SETTLING TANKS P746570726872                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| S757575757575                                                                                                                                                          |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| PORT BOILER UPTAKE320318318323323320                                                                                                                                   |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| STBD. BOILER UPTAKE322318320323323315                                                                                                                                  |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| F. D. BACK PRESSURE                                                                                                                                                    |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| MAIN STEAM450450450450450450                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| F.O. TO BURNERS140140140140140140                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| MAIN COND. SALINITY.41.41.41.41.41.41                                                                                                                                  |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| ENGINE ROOM TEMPERATURE838180797979                                                                                                                                    |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| FIRE ROOM TEMPERATURE838180797979                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| NOZZLES IN USE181818181818                                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| NO. OF BURNERS IN USE P333333                                                                                                                                          |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| S333333                                                                                                                                                                |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| BURNER TIP SIZE P5155515551555155                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| S5155515551555155                                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| CO2 % PORT BOILER13.513.513.513.513.513.5                                                                                                                              |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| CO2 % STBD. BOILER13.513.513.513.513.513.5                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| OIL LEVEL MAIN SUMP1.71.71.71.71.71.7                                                                                                                                  |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| HP THRUST.050.050.050.050.050.050                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 1.001.001.001.001.001.00                                                                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| GENERATORS                                                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| WATCH                                                                                                                                                                  |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| GENERATOR NUMBERR.P.M.STEAM PRESSURESTEAM TEMPL.O. PRESSUREL.O. TO COOLERL.O. FROM COOLERTEMP. OF HOTTEST BEARINGL.O. GOVERNOR PRESSUREAMPS POSITIVEAMPS NEGATIVEVOLTS |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 1200 TO 1600                                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 212004407107.21281136713001300240                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 1600 TO 2000                                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 212004407057.21281126712251225240                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 2000 TO 2400                                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 212004407007.21271126712501250240                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 2400 TO 0400                                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 212004407007.31271116712501250240                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 0400 TO 0800                                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 212004407057.41271116712001225240                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 0800 TO 1200                                                                                                                                                           |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 212004407057.31271126713001300240                                                                                                                                      |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| FUEL - WATER AND LUBE OIL                                                                                                                                              |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| METER AT NOON14561270                                                                                                                                                  |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| METER PREVIOUS NOON14547300                                                                                                                                            |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| CONSUMED BY METER15370                                                                                                                                                 |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| ON HAND AT START OF DAY4330                                                                                                                                            |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| RECEIVED DURING DAY                                                                                                                                                    |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| EXPENDED DURING DAY728                                                                                                                                                 |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| REMAINING ON BOARD8362                                                                                                                                                 |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| ON HAND AT START OF DAY818                                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| EVAPORATED OR RECEIVED70                                                                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| ON HAND548                                                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| CONSUMED72                                                                                                                                                             |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| ON HAND AT START OF DAY1916                                                                                                                                            |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| RECEIVED                                                                                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| ON HAND1768                                                                                                                                                            |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| CONSUMED150                                                                                                                                                            |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| ON HAND2246                                                                                                                                                            |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| RECEIVED                                                                                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| CONSUMED                                                                                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| LOW PRESS. EVAPORATORS (No. of hrs. operated) (Fresh water made gals.)23/29/60                                                                                         |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| L.O. CENTRIFUGE - HOURS OPERATED                                                                                                                                       |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 1200 TO 16001600 TO 20002000 TO 24002400 TO 04000400 TO 08000800 TO 1200                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| 443 2/33 2/33 2/34                                                                                                                                                     |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| SUMMARY                                                                                                                                                                |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| RUNNING TIME23/1350                                                                                                                                                    |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| DETENTION TIME                                                                                                                                                         |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| TOTAL REVOLUTIONS125100                                                                                                                                                |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| AVERAGE R.P.M.75.6/77.0                                                                                                                                                |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| TOTAL MILES BY ENGINE500                                                                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| TOTAL MILES BY OBSERVATION437                                                                                                                                          |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| PROPELLER SLIP (%)14.6%                                                                                                                                                |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| BBL FUEL MI1.765                                                                                                                                                       |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| WIND DIRECTION240-15 kts                                                                                                                                               |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| STATE OF SEA240-5'                                                                                                                                                     |  |            |  |                  |  |               |  |                |  |          |  |  |  |
| STATE OF WEATHER6:00-8:30                                                                                                                                              |  |            |  |                  |  |               |  |                |  |          |  |  |  |

## REMARKS

1200-1600 WATCH

Underway @ 18 Nozzles - Mach. in operation - B-1-2, G-2, M-1, MC-2, S-1, ME-G, A-1, AC-1, AE-G, D-1-2, P-1-2, F-1-2, C-1, L-1, LC-1 - Cind. & chgd. F.O. burners & disch. str's - Cind. & chgd. mn. L.O. str's - Routine tests & inspects of mach & spaces - Tested low L.O. Trip & O.S. trip on mn. unit - M.U.F. used Fwd & Aft E.R's - 5.3 TONS -

WATCH ENGR'S SIGNATURE

R. W. Whittaker 3<sup>rd</sup> NE

1600-2000 WATCH

Underway 18 Nozzles machinery in operation as before changed & cleaned F.O. burners & soot. steamers. Blow Tubes on Port & Stbd. Boilers & Bilges Pumped F.O. Satt. fuel #4 & D.B. F.O. Tks. Pumped Bilges. M.U.F. used in Fwd & aft 12mg Rooms. 7.1 TONS.

WATCH ENGR'S SIGNATURE

J. Harris

2000-2400 WATCH

Underway 18 Nozzles, Mach. as before changed & cleaned F.O. Burners & Disch. str's, Made routine rounds of insp. of Mach. & Mach. spaces inc. steering Pumped E.R. Bilges & Refur Boxes, 21133 Ph. Eng in E.R. M.U. USED FWD & AFT. E.R. 3.8 TONS, Advanced Clock 20 min w/bridge

WATCH ENGR'S SIGNATURE

Theo. Lund

2400-0400 WATCH

Underway @ 18 Nozzles - Mach. as before - Cind. & chgd. F.O. burners & disch. str's - Routine tests & inspects of mach & spaces - Complied with NIS orders - TRANS. 150 gals. L.O. to L.O. Day Tks. via L.O. purifier - 0100 - Advanced clock 20 mins - TIME CHKD w/BRIDGE - M.U.F. used Fwd & Aft E.R's - 5.3 TONS -

WATCH ENGR'S SIGNATURE

R. W. Whittaker 3<sup>rd</sup> NE

0400-0800 WATCH

Underway 18 Nozzles machinery in operation as before changed & cleaned F.O. Burners & soot. steamers. Pumped F.O. Satt. fuel #5 & Deep Tks. Pumped Bilges. Advanced Clock 20 min @ 0500. M.U.F. used in Fwd. & Aft. Eng Rooms. 4.2 TONS.

WATCH ENGR'S SIGNATURE

J. Harris

0800-1200 WATCH

Underway 18 Nozzles - Mach. as before 0800-0830 Blow Tubes "1" & "2" Boilers "3" Notified Made routine rounds of insp. of Mach. & Mach. spaces, Changed & cleaned F.O. Burners & Disch. str's, changed & cleaned L.O. str. "2" Turbo-GEN, 0948 Tested Fire & smoke alarm "1" bridge, 1015 Stbd. steering casualty drill 1028 Lt SECURED steering casualty drill Pumped E.R. Bilges & Refur Boxes, M.U. used Fwd & AFT. E.R. 7.6 TONS.

WATCH ENGR'S SIGNATURE

Theo. Lund

CHIEF ENGINEER

| #1              | BLRS. #2   |       |
|-----------------|------------|-------|
| 10.57           | P.A.L.K.   | 10.57 |
| 12.18           | T.A.L.K.   | 12.18 |
| 14.14           | CHL.       | 4.14  |
| 47.0            | PHOS.      | 48    |
| 8.0             | P.H. Cond. | 8.10  |
| 4.5             | P.H. D.C.  | 4.5   |
| CHEMICALS ADDED |            |       |
|                 | A.F.J.     |       |
|                 | G.C.       |       |
|                 | A.R.C.     |       |
| STEAMING HOURS  |            |       |
| 1176            | F.S.       | 1698  |
| 1176            | W.S.       | 1698  |

CHIEF ENGR'S SIGNATURE

Theo. Lund



| USNS     |  | VOYAGE NO. |  | FROM          |  | TO            |  | TYPE OF VESSEL |  | DATE    |  |
|----------|--|------------|--|---------------|--|---------------|--|----------------|--|---------|--|
| USNSC-12 |  | 12-17      |  | San Francisco |  | San Francisco |  | USNSC-12       |  | 6/18/68 |  |

  

| WATCH                             |              |              |              |              |              |              | WATCH |              |              |              |              |              |              |
|-----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|--------------|--------------|--------------|--------------|--------------|--------------|
|                                   | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |       | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
| RUNNING TIME                      | 240          | 240          | 220          | 220          | 220          | 240          |       |              |              |              |              |              |              |
| DETENTION TIME                    |              |              |              |              |              |              |       |              |              |              |              |              |              |
| REVOLUTION COUNTER (END OF WATCH) | 4964         | 4967         | 4969         | 4971         | 4973         | 4976         |       |              |              |              |              |              |              |
| TOTAL REVOLUTIONS (FOR WATCH)     | 9220         | 2660         | 4270         | 5780         | 7320         | 9830         |       |              |              |              |              |              |              |
| AVERAGE RPM                       | 97.4         | 97.7         | 98.2         | 97.7         | 97.9         | 98.0         |       |              |              |              |              |              |              |
| F.O. METER (END OF WATCH)         | 1456         | 1456         | 1456         | 1457         | 1457         | 1457         |       |              |              |              |              |              |              |
| F.O. CONSUMED                     | 4510         | 7090         | 9410         | 1740         | 4080         | 6670         |       |              |              |              |              |              |              |

  

| PRESSURES                  |                            | WATCH        |              |              |              |              |                       | TEMPERATURES                   |                              | WATCH        |              |              |              |              |              |     |
|----------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|-----------------------|--------------------------------|------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|-----|
|                            |                            | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200          |                                |                              | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |     |
| MACHINERY PARTICULARS      | THROTTLE                   | 440          | 440          | 440          | 440          | 440          | 440                   | BOILER PARTICULARS             | HOTTEST GEAR BEARING FORWARD | 160          | 160          | 160          | 160          | 160          | 160          |     |
|                            | H.P. AHEAD                 | 440          | 440          | 440          | 440          | 440          | 440                   |                                | HOTTEST GEAR BEARING AFT     | 148          | 147          | 147          | 147          | 148          | 148          |     |
|                            | L.P. AHEAD                 | 23           | 23           | 23           | 23           | 23           | 23                    |                                | AUX. COND. CONDENSATE        | 101          | 98           | 100          | 98           | 95           | 100          |     |
|                            | VACUUM                     | 28.6"        | 28.7"        | 28.7"        | 28.7"        |              | 28.5"                 |                                | 1ST STAGE FEED WATER HEATER  | 160          | 168          | 160          | 160          | 160          | 140          |     |
|                            | L.O. TO TURBINES           | 12           | 12           | 12           | 12           | 12           | 12                    |                                | D. C. FEED WATER HEATER      | 240          | 240          | 240          | 240          | 240          | 240          |     |
|                            | AUX. STEAM                 | 150          | 150          | 150          | 150          | 150          | 150                   |                                | 3RD STAGE FEED WATER HEATER  |              |              |              |              |              |              |     |
|                            | BACK PRESSURE              | 10           | 10           | 10           | 10           | 10           | 10                    |                                | SUPER HEAT                   | P            | 670          | 765          | 665          | 670          | 705          | 675 |
|                            | GLAND STEAM                | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5                   |                                | S                            | 685          | 765          | 675          | 675          | 705          | 680          |     |
|                            | H.P. BLEEDER               | 70           | 70           | 70           | 70           | 70           | 70                    |                                | F.O. TO BURNERS              |              | 140          | 140          | 140          | 140          | 140          | 140 |
|                            | I.P. BLEEDER               | 6            | 6            | 6            | 6            | 6            | 6                     |                                | AIR TO FURNACE               | P            | 121          | 120          | 120          | 120          | 120          | 120 |
| L.P. BLEEDER               | 10"                        | 10"          | 10"          | 10"          | 10"          | 10"          | S                     | 108                            | 106                          | 107          | 106          | 106          | 106          |              |              |     |
| TEMPERATURES               | STEAM AT THROTTLE          | 705          | 700          | 700          | 705          | 700          | 700                   | MISCELLANEOUS                  | F.D. TEMP. IN SETTLING TANKS | P            | 77           | 68           | 72           | 72           | 70           | 72  |
|                            | L. P. EXHAUST              | 95           | 88           | 88           | 93           | 88           | 91                    |                                | S                            | 73           | 78           | 78           | 77           | 77           | 78           |     |
|                            | CONDENSATE                 | 89           | 86           | 87           | 87           | 88           | 90                    |                                | PORT BOILER UPTAKE           |              | 313          | 314          | 318          | 318          | 320          | 320 |
|                            | CIRC. WATER IN             | 62           | 59           | 60           | 59           | 59           | 60                    |                                | STBD. BOILER UPTAKE          |              | 320          | 318          | 318          | 325          | 327          | 315 |
|                            | CIRC. WATER OUT            | 73           | 72           | 72           | 71           | 72           | 72                    |                                | F. O. BACK PRESSURE          |              |              |              |              |              |              |     |
|                            | L.O. TO COOLERS            | 127          | 126          | 128          | 127          | 127          | 126                   |                                | MAIN STEAM                   |              | 450          | 450          | 450          | 450          | 450          | 450 |
|                            | L.O. FROM COOLERS          | 107          | 106          | 109          | 107          | 107          | 108                   |                                | F.O. TO BURNERS              |              | 140          | 140          | 140          | 140          | 140          | 140 |
|                            | TEMPERATURE THRUST BEARING | 117          | 116          | 116          | 116          | 116          | 116                   |                                | MAIN COND. SALINITY          |              | .41          | .41          | .41          | .41          | .41          | .41 |
|                            | FORWARD H.P. ROTOR BEARING | 123          | 122          | 122          | 123          | 123          | 123                   |                                | ENGINE ROOM TEMPERATURE      |              | 80           | 78           | 78           | 78           | 78           | 78  |
|                            | AFT. H.P. ROTOR BEARING    | 137          | 135          | 136          | 137          | 136          | 136                   |                                | FIRE ROOM TEMPERATURE        |              | 80           | 78           | 78           | 78           | 78           | 78  |
| FORWARD L.P. ROTOR BEARING | 133                        | 132          | 133          | 133          | 132          | 132          | NOZZLES IN USE        |                                | 18                           | 18           | 18           | 18           | 18           | 18           |              |     |
| AFT. L.P. ROTOR BEARING    | 128                        | 127          | 128          | 128          | 127          | 128          | NO. OF BURNERS IN USE | P                              | 3                            | 3            | 3            | 3            | 3            | 3            |              |     |
|                            |                            |              |              |              |              |              | S                     | 3                              | 3                            | 3            | 3            | 3            | 3            | 3            |              |     |
|                            |                            |              |              |              |              |              |                       | BURNER TIP SIZE                | P                            | 51/55        | 51/55        | 51/55        | 51/55        | 51/55        | 51/55        |     |
|                            |                            |              |              |              |              |              |                       | S                              | 51/55                        | 51/55        | 51/55        | 51/55        | 51/55        | 51/55        |              |     |
|                            |                            |              |              |              |              |              |                       | CO <sub>2</sub> % PORT BOILER  |                              | 13.5         | 13.5         | 13.5         | 13.5         | 13.5         | 13.5         |     |
|                            |                            |              |              |              |              |              |                       | CO <sub>2</sub> % STBD. BOILER |                              | 13.5         | 13.5         | 13.5         | 13.5         | 13.5         | 13.5         |     |
|                            |                            |              |              |              |              |              |                       | OIL LEVEL MAIN SUMP            |                              | 1'7"         | 1'8"         | 1'8"         | 1'8"         | 1'8"         | 1'8"         |     |
|                            |                            |              |              |              |              |              |                       | H.P. L.P.                      |                              | 1.050        | 1.050        | 1.050        | 1.050        | 1.050        | 1.050        |     |
|                            |                            |              |              |              |              |              |                       |                                |                              | 1.100        | 1.100        | 1.100        | 1.100        | 1.100        | 1.100        |     |

  

| GENERATORS   |                  |        |                |             |               |                |                  |                          |                        |               | FUEL - WATER AND LUBE OIL |       |                                                                        |              |                         |              |              |              |
|--------------|------------------|--------|----------------|-------------|---------------|----------------|------------------|--------------------------|------------------------|---------------|---------------------------|-------|------------------------------------------------------------------------|--------------|-------------------------|--------------|--------------|--------------|
| WATCH        | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE             | VOLTS | FUEL OIL                                                               | WATER        | LUBE OIL                |              |              |              |
| 1200 TO 1600 | 2                | 1200   | 440            | 705         | 7.4           | 128            | 112              |                          | 67                     | 1300          | 1300                      | 240   | METER AT NOON                                                          | 1457         | ON HAND AT START OF DAY | 312          |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | METER PREVIOUS NOON                                                    | 1456         | EVAPORATED OR RECEIVED  | 34           |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | CONSUMED BY METER                                                      | 14700        | ON HAND                 | 382          |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | ON HAND AT START OF DAY                                                | 236.2        | CONSUMED                | 46           |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | RECEIVED DURING DAY                                                    |              | ON HAND AT START OF DAY | 1768         |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | EXPENDED DURING DAY                                                    | 7601         | RECEIVED                |              |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | REMAINING ON BOARD                                                     | 731          | ON HAND                 |              |              |              |
| 1600 TO 2000 | 2                | 1200   | 440            | 700         | 7.4           | 126            | 110              |                          | 67                     | 1275          | 1325                      | 240   | ON HAND AT START OF DAY                                                | 843          | CONSUMED                |              |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | EVAPORATED OR RECEIVED                                                 | 81           | ON HAND                 | 2056         |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | ON HAND                                                                | 834          | RECEIVED                |              |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | CONSUMED                                                               | 95           | CONSUMED                |              |              |              |
| 2000 TO 2400 | 2                | 1200   | 440            | 700         | 7.4           | 126            | 110              |                          | 67                     | 1250          | 1250                      | 240   | LOW PRESS. EVAPORATORS (No. of hrs. operated) (Fresh water made gals.) |              |                         |              |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | 13/3/500                                                               |              |                         |              |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | L.O. CENTRIFUGE - HOURS OPERATED                                       |              |                         |              |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | 1200 TO 1600                                                           | 1600 TO 2000 | 2000 TO 2400            | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | 4                                                                      | 4            | 3 3/3                   | 3 3/3        | 3 3/3        | 4            |
| 2400 TO 0400 | 2                | 1200   | 440            | 705         | 7.4           | 126            | 110              |                          | 67                     | 1250          | 1250                      | 240   | SUMMARY                                                                |              |                         |              |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | RUNNING TIME                                                           | 23/1380      | PROPELLER SLIP (%)      | 1.4%         |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | DETENTION TIME                                                         |              | BBL FUEL/MI             | 1.654        |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | TOTAL REVOLUTIONS                                                      | 23380        | WIND DIRECTION          | 250°-120°TS  |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | AVERAGE R.P.M.                                                         | 97.8         | STATE OF SEA            | 2-3' 2'      |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | TOTAL MILES BY ENGINE                                                  | 499          | STATE OF WEATHER        | 5 mi         |              |              |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | TOTAL MILES BY OBSERVATION                                             | 442          |                         |              |              |              |
| 0400 TO 1200 | 2                | 1200   | 440            | 700         | 7.4           | 126            | 112              |                          | 67                     | 1300          | 1300                      | 240   |                                                                        |              |                         |              |              |              |



## REMARKS

1200-1600 WATCH

UNDERWAY @ 18 Nozzles - Mach. in operation - B-1-2, G-2, M-1, MC-2, S-1, MEG, A-1, AC-1, AE-G, D-1-2, P-1-2, F-1-2, C-1, L-1, LC-1 - Cld & chgd F.O. burners & disch. str's - Cld & chgd mn. L.O. str's - Routine tests & inspects of mach & spaces - Tested low L.O. trip & O.S. trip on mn. unit - M.U.F. used Fwd & Aft E.R.'s - 5.3 tons - 1545 STEER. CASUALTY DRILL - 1548 - Stby - Sec. From DRILL @ 1552 Ht.

WATCH ENGR'S SIGNATURE-

R. W. Whittington 3<sup>RD</sup> DE

1600-2000 WATCH

Underway 18 Nozzles machinery in operation as before changed & cleaned F.O. Burners & smoke steamers. Stby @ 1554 Ht. Steaming CASUALTY DRILL Sec. @ 1559 Ht. Blow Tubes on Port & Stbd. Boilers @ 1600. Pumped F.O. soth. from #5 & Deep TK. & #8 & D.B. F.O. TK. Pumped Bilges. M.U.F. used in Fwd & Aft Eng Rooms. 9.0 TONS.

WATCH ENGR'S SIGNATURE-

J. Harris

2000-2400 WATCH

18 Nozz Underway, Mach. as before, changed & cleaned F.O. Burners & Disch. str's, Made routine rounds of insp. of Mach. & Mach. spaces inc. steering. Pumped E.R. Bilges & Refur boxes & Evap. flat. M.U. used Fwd & Aft E.R. 3.8 TONS, Advanced Clock 20 MIN @ 2300

WATCH ENGR'S SIGNATURE-

Theof. Lusk

2400-0400 WATCH

UNDERWAY @ 18 Nozzles - Mach. as before - Cld & chgd F.O. burners & disch. str's - Routine tests & inspects of mach & spaces - Complied with N/S orders - 0100 - Advanced clock 20 mins - Time chkd. w/BRIDGE - M.U.F. used Fwd & Aft E.R.'s - 5.3 TONS -

WATCH ENGR'S SIGNATURE-

R. W. Whittington 3<sup>RD</sup> DE

0400-0800 WATCH

Underway 18 Nozzles machinery in operation as before changed & cleaned F.O. Burners & smoke steamers. Advanced clock 20 mins @ 0500. Pumped F.O. soth. from #5 & D.B. F.O. TK. Pumped Bilges M.U.F. used in Fwd & Aft Eng Rooms. 4.5 TONS.

WATCH ENGR'S SIGNATURE-

J. Harris

0800-1200 WATCH

Underway 18 Nozz - Mach. as before, Except 09:30 Started "1 L.P. Evap. 0800-0830 Blow Tubes "1" & "2" Boilers Notified, 0839 Tested Fire & Smoke Alarm w/BRIDGE, 09:12 Ch. Eng in E.R. changed & cleaned F.O. Burners & Disch. str's, changed & cleaned L.O. str. "2" Turbo GEN. Made routine rounds of insp. of Mach. & Mach. spaces inc. steering. Pumped E.R. Bilges - Holds & Refur Boxes @ 0810 Wipac Polk did not report to blow Tubes, "1" Mr. Groom blow Tubes Day 2<sup>nd</sup> / E. Notified. M.U. used Fwd & Aft E.R. 7.9 TONS.

WATCH ENGR'S SIGNATURE-

Theof. Lusk

CHIEF ENGINEER

| TIME            | BLKS. #    |       |
|-----------------|------------|-------|
| 14.51           | PALK       | 9.23  |
| 15.18           | TALK       | 14.60 |
| 4.14            | CHL.       | 4.14  |
| 4.0             | PHOS.      | 4.0   |
| 8.6             | P.H. Cond. | 8.6   |
| 4.0             | P.H. D.C.  | 4.0   |
| CHEMICALS ADDED |            |       |
|                 | ADD        |       |
|                 | G.C.       |       |
|                 | A.R.C.     |       |
| STEAMING HOURS  |            |       |
| 1199            | F.S. 17.21 | -     |
| 1199            | W.S. 17.21 | -     |

CHIEF ENGR'S SIGNATURE-

Theof. Lusk

|                                                                                                                                                                                          |            |  |           |  |           |  |                |  |          |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--|-----------|--|-----------|--|----------------|--|----------|--|--|
| USNS                                                                                                                                                                                     | VOYAGE NO. |  | FROM      |  | TO        |  | TYPE OF VESSEL |  | DATE     |  |  |
| YAG-40                                                                                                                                                                                   | 12-17      |  | DARTMOUTH |  | DARTMOUTH |  | 12-17-62       |  | 6/3-4/68 |  |  |
| WATCH                                                                                                                                                                                    |            |  |           |  |           |  |                |  |          |  |  |
| 1200 TO 1600 1600 TO 2000 2000 TO 2400 2400 TO 0400 0400 TO 0800 0800 TO 1200                                                                                                            |            |  |           |  |           |  |                |  |          |  |  |
| RUNNING TIME 240 240 230 220 220                                                                                                                                                         |            |  |           |  |           |  |                |  |          |  |  |
| DETENTION TIME                                                                                                                                                                           |            |  |           |  |           |  |                |  |          |  |  |
| REVOLUTION COUNTER (END OF WATCH) 4978 4980 4982 4985 4987 4989                                                                                                                          |            |  |           |  |           |  |                |  |          |  |  |
| TOTAL REVOLUTIONS (FOR WATCH) 23490 23520 21570 21610 21590 23450                                                                                                                        |            |  |           |  |           |  |                |  |          |  |  |
| AVERAGE RPM 97.8 98.0 98.0 98.2 98.1 97.8                                                                                                                                                |            |  |           |  |           |  |                |  |          |  |  |
| F.O. METER (END OF WATCH) 1457 1458 1458 1458 1458 1459                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| F.O. CONSUMED 2570 2570 2350 2350 2390 2590                                                                                                                                              |            |  |           |  |           |  |                |  |          |  |  |
| PRESSURES                                                                                                                                                                                |            |  |           |  |           |  |                |  |          |  |  |
| THROTTLE 440 440 440 440 440 440                                                                                                                                                         |            |  |           |  |           |  |                |  |          |  |  |
| H.P. AHEAD 440 440 440 440 440 440                                                                                                                                                       |            |  |           |  |           |  |                |  |          |  |  |
| L.P. AHEAD 23 23 23 23 23 23                                                                                                                                                             |            |  |           |  |           |  |                |  |          |  |  |
| VACUUM 28.6" 28.6" 28.6" 28.6" 28.6" 28.6"                                                                                                                                               |            |  |           |  |           |  |                |  |          |  |  |
| L.O. TO TURBINES 12 12 12 12 12 12                                                                                                                                                       |            |  |           |  |           |  |                |  |          |  |  |
| AUX. STEAM 150 150 150 150 150 150                                                                                                                                                       |            |  |           |  |           |  |                |  |          |  |  |
| BACK PRESSURE 10 10 10 10 10 10                                                                                                                                                          |            |  |           |  |           |  |                |  |          |  |  |
| GLAND STEAM 1.5 1.5 1.5 1.5 1.5 1.5                                                                                                                                                      |            |  |           |  |           |  |                |  |          |  |  |
| H.P. BLEEDER 70 7 7 70 70 70                                                                                                                                                             |            |  |           |  |           |  |                |  |          |  |  |
| L.P. BLEEDER 6 6 6 6 6 6                                                                                                                                                                 |            |  |           |  |           |  |                |  |          |  |  |
| L.P. BLEEDER 10" 10" 10" 10" 10" 10"                                                                                                                                                     |            |  |           |  |           |  |                |  |          |  |  |
| TEMPERATURES                                                                                                                                                                             |            |  |           |  |           |  |                |  |          |  |  |
| STEAM AT THROTTLE 705 705 710 710 705 705                                                                                                                                                |            |  |           |  |           |  |                |  |          |  |  |
| L. P. EXHAUST 93 89 89 95 91 96                                                                                                                                                          |            |  |           |  |           |  |                |  |          |  |  |
| CONDENSATE 87 87 88 89 89 89                                                                                                                                                             |            |  |           |  |           |  |                |  |          |  |  |
| CIRC. WATER IN 59 60 60 60 60 61                                                                                                                                                         |            |  |           |  |           |  |                |  |          |  |  |
| CIRC. WATER OUT 72 72 72 73 73 72                                                                                                                                                        |            |  |           |  |           |  |                |  |          |  |  |
| L.O. TO COOLERS 127 126 127 126 126 124                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| L.O. FROM COOLERS 107 106 107 107 106 106                                                                                                                                                |            |  |           |  |           |  |                |  |          |  |  |
| TEMPERATURE THRUST BEARING 117 114 114 116 116 114                                                                                                                                       |            |  |           |  |           |  |                |  |          |  |  |
| FORWARD H.P. ROTOR BEARING 122 122 123 123 123 123                                                                                                                                       |            |  |           |  |           |  |                |  |          |  |  |
| AFT. H.P. ROTOR BEARING 137 136 136 136 136 135                                                                                                                                          |            |  |           |  |           |  |                |  |          |  |  |
| FORWARD L.P. ROTOR BEARING 133 132 132 133 132 132                                                                                                                                       |            |  |           |  |           |  |                |  |          |  |  |
| AFT. L.P. ROTOR BEARING 128 127 128 127 127 126                                                                                                                                          |            |  |           |  |           |  |                |  |          |  |  |
| MACH. PARTICULARS (CONT'D)                                                                                                                                                               |            |  |           |  |           |  |                |  |          |  |  |
| HOTTEST GEAR BEARING FORWARD 160 160 160 160 160 160                                                                                                                                     |            |  |           |  |           |  |                |  |          |  |  |
| HOTTEST GEAR BEARING AFT 148 148 148 147 147 148                                                                                                                                         |            |  |           |  |           |  |                |  |          |  |  |
| AUX. COND. CONDENSATE 99 95 100 98 97 100                                                                                                                                                |            |  |           |  |           |  |                |  |          |  |  |
| 1ST STAGE FEED WATER HEATER 159 160 160 159 160 158                                                                                                                                      |            |  |           |  |           |  |                |  |          |  |  |
| D. C. FEED WATER HEATER 240 240 240 240 240 240                                                                                                                                          |            |  |           |  |           |  |                |  |          |  |  |
| 3RD STAGE FEED WATER HEATER                                                                                                                                                              |            |  |           |  |           |  |                |  |          |  |  |
| TEMPERATURES                                                                                                                                                                             |            |  |           |  |           |  |                |  |          |  |  |
| SUPER HEAT P 670 710 680 680 710 675                                                                                                                                                     |            |  |           |  |           |  |                |  |          |  |  |
| S 675 710 690 690 710 690                                                                                                                                                                |            |  |           |  |           |  |                |  |          |  |  |
| F.O. TO BURNERS 140 140 140 140 140 140                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| AIR TO FURNACE P 119 118 118 119 120 120                                                                                                                                                 |            |  |           |  |           |  |                |  |          |  |  |
| S 107 106 116 116 116 118                                                                                                                                                                |            |  |           |  |           |  |                |  |          |  |  |
| F.O. TEMP. IN SETTLING TANKS P 74 67 70 72 68 70                                                                                                                                         |            |  |           |  |           |  |                |  |          |  |  |
| S 77 75 78 76 75 74                                                                                                                                                                      |            |  |           |  |           |  |                |  |          |  |  |
| PORT BOILER UPTAKE 323 314 318 317 317 309                                                                                                                                               |            |  |           |  |           |  |                |  |          |  |  |
| STBD. BOILER UPTAKE 320 317 320 322 324 313                                                                                                                                              |            |  |           |  |           |  |                |  |          |  |  |
| PRESSURES                                                                                                                                                                                |            |  |           |  |           |  |                |  |          |  |  |
| F. O. BACK PRESSURE                                                                                                                                                                      |            |  |           |  |           |  |                |  |          |  |  |
| MAIN STEAM 450 452 450 450 450 45                                                                                                                                                        |            |  |           |  |           |  |                |  |          |  |  |
| F.O. TO BURNERS 140 140 140 140 140 135                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| MISCELLANEOUS                                                                                                                                                                            |            |  |           |  |           |  |                |  |          |  |  |
| MAIN COND. SALINITY .41 .41 .41 .41 .41 .41                                                                                                                                              |            |  |           |  |           |  |                |  |          |  |  |
| ENGINE ROOM TEMPERATURE 78 77 80 81 82 82                                                                                                                                                |            |  |           |  |           |  |                |  |          |  |  |
| FIRE ROOM TEMPERATURE 78 77 80 81 82 82                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| NOZZLES IN USE 18 18 18 18 18 18                                                                                                                                                         |            |  |           |  |           |  |                |  |          |  |  |
| NO. OF BURNERS IN USE P 3 3 3 3 3 3                                                                                                                                                      |            |  |           |  |           |  |                |  |          |  |  |
| S 3 3 3 3 3 3                                                                                                                                                                            |            |  |           |  |           |  |                |  |          |  |  |
| BURNER TIP SIZE P 51 55 51 55 51 55                                                                                                                                                      |            |  |           |  |           |  |                |  |          |  |  |
| S 51 55 51 55 51 55                                                                                                                                                                      |            |  |           |  |           |  |                |  |          |  |  |
| CO2 % PORT BOILER 13.5 13.5 13.5 13.5 13.5 13.5                                                                                                                                          |            |  |           |  |           |  |                |  |          |  |  |
| CO2 % STBD. BOILER 13.5 13.5 13.5 13.5 13.5 13.5                                                                                                                                         |            |  |           |  |           |  |                |  |          |  |  |
| OIL LEVEL MAIN SUMP 1'8" 1'8" 1'8" 1'8" 1'8" 1'8"                                                                                                                                        |            |  |           |  |           |  |                |  |          |  |  |
| 42 LB Thrust .050 .052 .050 .050 .052 .050                                                                                                                                               |            |  |           |  |           |  |                |  |          |  |  |
| 1'00 1'00 1'00 1'00 1'00 1'00                                                                                                                                                            |            |  |           |  |           |  |                |  |          |  |  |
| 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 2 1200 440 705 7.4 127 112 67 1300 1300 240                                                                                                                                 |            |  |           |  |           |  |                |  |          |  |  |
| 1600 TO 2000 2 1200 440 705 7.4 126 110 67 1325 1325 240                                                                                                                                 |            |  |           |  |           |  |                |  |          |  |  |
| 2000 TO 2400 2 1200 440 710 7.4 126 110 67 1250 1250 240                                                                                                                                 |            |  |           |  |           |  |                |  |          |  |  |
| 2400 TO 0400 2 1200 440 710 7.4 126 111 67 1250 1250 240                                                                                                                                 |            |  |           |  |           |  |                |  |          |  |  |
| 0400 TO 0800 2 1200 440 705 7.4 127 111 67 1300 1325 240                                                                                                                                 |            |  |           |  |           |  |                |  |          |  |  |
| 0800 TO 1200 2 1200 440 705 7.4 127 112 67 1300 1300 240                                                                                                                                 |            |  |           |  |           |  |                |  |          |  |  |
| FUEL OIL                                                                                                                                                                                 |            |  |           |  |           |  |                |  |          |  |  |
| METER AT NOON 1457 1457                                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| METER PREVIOUS NOON 1457 1457                                                                                                                                                            |            |  |           |  |           |  |                |  |          |  |  |
| CONSUMED BY METER 1-8-0                                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| ON HAND AT START OF DAY 7531                                                                                                                                                             |            |  |           |  |           |  |                |  |          |  |  |
| RECEIVED DURING DAY                                                                                                                                                                      |            |  |           |  |           |  |                |  |          |  |  |
| EXPENDED DURING DAY 162                                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| REMAINING ON BOARD 6371                                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| DOMESTIC WATER                                                                                                                                                                           |            |  |           |  |           |  |                |  |          |  |  |
| ON HAND AT START OF DAY 534                                                                                                                                                              |            |  |           |  |           |  |                |  |          |  |  |
| EVAPORATED OR RECEIVED 127                                                                                                                                                               |            |  |           |  |           |  |                |  |          |  |  |
| ON HAND 935                                                                                                                                                                              |            |  |           |  |           |  |                |  |          |  |  |
| CONSUMED 26                                                                                                                                                                              |            |  |           |  |           |  |                |  |          |  |  |
| LOW PRESS. EVAPORATORS (No. of hrs. operated) (Fresh water made gals.) 22/53200                                                                                                          |            |  |           |  |           |  |                |  |          |  |  |
| L.O. CENTRIFUGE - HOURS OPERATED                                                                                                                                                         |            |  |           |  |           |  |                |  |          |  |  |
| 1200 TO 1600 1600 TO 2000 2000 TO 2400 2400 TO 0400 0400 TO 0800 0800 TO 1200                                                                                                            |            |  |           |  |           |  |                |  |          |  |  |
| 4 4 3 1 1 Sec.                                                                                                                                                                           |            |  |           |  |           |  |                |  |          |  |  |
| SUMMARY                                                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| RUNNING TIME 23/1350                                                                                                                                                                     |            |  |           |  |           |  |                |  |          |  |  |
| DETENTION TIME                                                                                                                                                                           |            |  |           |  |           |  |                |  |          |  |  |
| TOTAL REVOLUTIONS 23520                                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| AVERAGE R.P.M. 97.8                                                                                                                                                                      |            |  |           |  |           |  |                |  |          |  |  |
| TOTAL MILES BY ENGINE 620                                                                                                                                                                |            |  |           |  |           |  |                |  |          |  |  |
| TOTAL MILES BY OBSERVATION 620                                                                                                                                                           |            |  |           |  |           |  |                |  |          |  |  |
| PROPELLER SLIP (%) 1.75                                                                                                                                                                  |            |  |           |  |           |  |                |  |          |  |  |
| BBL FUEL/M 1.75                                                                                                                                                                          |            |  |           |  |           |  |                |  |          |  |  |
| WIND DIRECTION 190                                                                                                                                                                       |            |  |           |  |           |  |                |  |          |  |  |
| STATE OF SEA 1.9                                                                                                                                                                         |            |  |           |  |           |  |                |  |          |  |  |
| STATE OF WEATHER 1.9                                                                                                                                                                     |            |  |           |  |           |  |                |  |          |  |  |

## REMARKS

1200-1600 WATCH

Underway @ 18 Nozzles - Mach. in operation - B-1, G-2, M-1, MC-2, S-1, ME-G, A-1, AC-1, AEG, D-1, P-1, F-1, C-1, L-1, LC-1, E-1 - Cln'd & chgd F.O. burners & disch. str's - Cln'd & chgd MN L.O. str's - Purified #1 gen L.O. sump via purifier - Routine tests & inspects of Mach & spaces - Tested low L.O. Trip & O.S. Trip on MN unit - M.U.F. used Fwd & Aft E.R's - 6.8 TONS - 1355 - Stby - 1415 - H

WATCH ENGR'S SIGNATURE

R. W. Whalley 330 H/E

1600-2000 WATCH

Underway 18 Nozzles machinery in operation as before changed & cleaned F.O. burners & suat. strainers. Blow Tubes on Port & starboard Bilges @ 1600. Pumped F.O. sump from #5 & #6 P's D.B. F.O. TKS #5 & D.B. Empty. Pumped Bilges. M.U.F. used in Fwd & Aft. Eng. Rooms 8.3 TONS.

WATCH ENGR'S SIGNATURE

L. Harris

2000-2400 WATCH

Underway 18 Nozzles - Mach. as before, changed & cleaned F.O. Burners & Disch. str's, Made routine rounds of insp. of Mach. & mach. spaces inc. Steering, Pumped E.R. Bilges & Repurboxes 20:50 Ch. Eng. in E.R., 23:00 Advanced clock 20 min w/ Bridge, M.U. used Fwd & Aft E.R. 4.5 TONS.

WATCH ENGR'S SIGNATURE

The Lund

2400-0400 WATCH

Underway @ 18 Nozzles - Mach. as before - Cln'd & chgd F.O. burners & disch. str's - Routine tests & inspects of Mach. & spaces - Complied with N/S orders - 0100 - Advanced clock 20 mins - Time chkd. w/ Bridge - Cln'd L.O. purifier - M.U.F. used Fwd & Aft E.R's - 5.3 TONS - 0310-0330 - Conducted Eng. Casualty Drill E-6 (4 men) - Bridge notified -

WATCH ENGR'S SIGNATURE

R. W. Whalley 330 H/E

0400-0800 WATCH

Underway 18 Nozzles machinery in operation as before changed & cleaned F.O. Burners & suat. strainers. Pumped F.O. sump from #6 P's F.O. TKS. D.B. Advanced clock 20 min @ 0530. Held Eng. Casualty drill E-6 4 men Present from 0530 to 0545 Bridge notified. Pumped Bilges. M.U.F. used in Fwd & Aft Eng. Rooms 5.7 TONS.

WATCH ENGR'S SIGNATURE

L. Harris

0800-1200 WATCH

Underway 18 Nozzles - Mach. as before, 08:00-0830 B/Low Tubes "1 & 2 Boilers" Notified, 0830-0900 Held Eng. Casualty drill E-6 "Oil Fire in F.R. Bilge" 4 men present Bridge Notified, 08:50 Tested Fire & smoke Alarm #3, 0900-0910 Captain & Ch. Eng. in E.R. changed & cleaned F.O. Burners & Disch. str's, Made routine rounds of insp. of Mach. & mach. spaces, Pumped E.R. Bilges - Holds & Repurboxes, changed & cleaned L.O. str "2 Turbo-GEN, All E.R. personnel Paid, M.U. used Fwd & Aft E.R. 8.6 TONS

WATCH ENGR'S SIGNATURE

The Lund

CHIEF ENGINEER

CHIEF ENGR'S SIGNATURE

The Lund

| #1              | BLRS. #2   |       |
|-----------------|------------|-------|
| 16.51           | P.A.K.     | 9.93  |
| 15.18           | T.A.K.     | 14.40 |
| 4.90            | CHL.       | 4.90  |
| 4.0             | PHOS.      | 4.0   |
| 8.0             | P.H. Cond. | 8.0   |
| 4.0             | 5.0        | 4.0   |
| CHEMICALS ADDED |            |       |
|                 | ADJ.       |       |
|                 | G.G.       |       |
|                 | A.R.C.     |       |
| STEAMING HOURS  |            |       |
| 1222            | F.S.       | 1744  |
| 1222            | W.S.       | 1744  |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------------------------|----------------|----------------|---------------|----------------|------------------|--------------------------|------------------------|---------------|---------------|------------------------------|------------------|-------------------------|----------------|---------------------|---------------|------------------------|--------------------------|--------------------------|------------------------|----------------|---------------|-------------------------|--------------|-----------------------------------|---------|-----------------------|------|-------------------------|----------|---------------------|-------------------------------|----------|------|--------------------|------|--------------|------|-------------------------|------|----------|------|------------------------|------|---------|-----------------------------|---------|------|----------|--------------|------------------------------|------|---------------|------|------|------|------|------|-----------------|------|-------|-------|--------------|-------|-------|-------|--------------------|-----|-------|-------|-------|-------|-------|-------|-------------------------------|--------------|------|------|------|------|------|------|--------------------------------|--|------|------|------|------|--------------|------|---------------------|-----|------|------|------|------|------|------|-----------------|------|------|------|------|------|------|------|-----------|--|-----|-----|-----|-----|-----|-----|
| USNS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                  | VOYAGE NO.              |                | FROM           |               | TO             |                  | TYPE OF VESSEL           |                        | DATE          |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| USSC-12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                  | 12-5                    |                | Landing Helium |               | Landing Helium |                  | USSC-12                  |                        | 2/5-5/58      |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| WATCH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| <table><tr><td>1200 TO 1600</td><td>1600 TO 2000</td><td>2000 TO 2400</td><td>2400 TO 0400</td><td>0400 TO 0800</td><td>0800 TO 1200</td></tr></table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                  |                         |                |                |               |                |                  |                          |                        |               |               | 1200 TO 1600                 | 1600 TO 2000     | 2000 TO 2400            | 2400 TO 0400   | 0400 TO 0800        | 0800 TO 1200  |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 1200 TO 1600                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1600 TO 2000     | 2000 TO 2400            | 2400 TO 0400   | 0400 TO 0800   | 0800 TO 1200  |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| MACH. PARTICULARS (CONT'D)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| <table><tr><td>RUNNING TIME</td><td>240</td><td>240</td><td>220</td><td>220</td><td>220</td><td>240</td></tr><tr><td>DETENTION TIME</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>REVOLUTION COUNTER (END OF WATCH)</td><td>4991</td><td>4974</td><td>4996</td><td>4998</td><td>5000</td><td>5003</td></tr><tr><td>TOTAL REVOLUTIONS (FOR WATCH)</td><td>9750</td><td>9360</td><td>5090</td><td>6720</td><td>8400</td><td>2000</td></tr><tr><td>AVERAGE RPM</td><td>98.5</td><td>98.3</td><td>98.8</td><td>98.3</td><td>98.6</td><td>98.3</td></tr><tr><td>F.O. METER (END OF WATCH)</td><td>1459</td><td>1459</td><td>1459</td><td>1460</td><td>1460</td><td>1460</td></tr><tr><td>F.O. CONSUMED</td><td>4040</td><td>6680</td><td>9060</td><td>1460</td><td>3880</td><td>6430</td></tr></table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                  |                         |                |                |               |                |                  |                          |                        |               |               | RUNNING TIME                 | 240              | 240                     | 220            | 220                 | 220           | 240                    | DETENTION TIME           |                          |                        |                |               |                         |              | REVOLUTION COUNTER (END OF WATCH) | 4991    | 4974                  | 4996 | 4998                    | 5000     | 5003                | TOTAL REVOLUTIONS (FOR WATCH) | 9750     | 9360 | 5090               | 6720 | 8400         | 2000 | AVERAGE RPM             | 98.5 | 98.3     | 98.8 | 98.3                   | 98.6 | 98.3    | F.O. METER (END OF WATCH)   | 1459    | 1459 | 1459     | 1460         | 1460                         | 1460 | F.O. CONSUMED | 4040 | 6680 | 9060 | 1460 | 3880 | 6430            |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| RUNNING TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 240              | 240                     | 220            | 220            | 220           | 240            |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| DETENTION TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| REVOLUTION COUNTER (END OF WATCH)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 4991             | 4974                    | 4996           | 4998           | 5000          | 5003           |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| TOTAL REVOLUTIONS (FOR WATCH)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 9750             | 9360                    | 5090           | 6720           | 8400          | 2000           |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| AVERAGE RPM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 98.5             | 98.3                    | 98.8           | 98.3           | 98.6          | 98.3           |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| F.O. METER (END OF WATCH)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1459             | 1459                    | 1459           | 1460           | 1460          | 1460           |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| F.O. CONSUMED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 4040             | 6680                    | 9060           | 1460           | 3880          | 6430           |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| MACH. PARTICULARS (CONT'D)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| <table><tr><td>HOTTEST GEAR BEARING FORWARD</td><td>160</td><td>160</td><td>160</td><td>160</td><td>260</td><td>160</td></tr><tr><td>HOTTEST GEAR BEARING AFT</td><td>147</td><td>147</td><td>147</td><td>148</td><td>148</td><td>146</td></tr><tr><td>AUX. COND. CONDENSATE</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td></tr><tr><td>1ST STAGE FEED WATER HEATER</td><td>160</td><td>161</td><td>160</td><td>160</td><td>160</td><td>160</td></tr><tr><td>D. C. FEED WATER HEATER</td><td>240</td><td>240</td><td>240</td><td>240</td><td>240</td><td>240</td></tr><tr><td>3RD STAGE FEED WATER HEATER</td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                  |                         |                |                |               |                |                  |                          |                        |               |               | HOTTEST GEAR BEARING FORWARD | 160              | 160                     | 160            | 160                 | 260           | 160                    | HOTTEST GEAR BEARING AFT | 147                      | 147                    | 147            | 148           | 148                     | 146          | AUX. COND. CONDENSATE             | 100     | 100                   | 100  | 100                     | 100      | 100                 | 1ST STAGE FEED WATER HEATER   | 160      | 161  | 160                | 160  | 160          | 160  | D. C. FEED WATER HEATER | 240  | 240      | 240  | 240                    | 240  | 240     | 3RD STAGE FEED WATER HEATER |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| HOTTEST GEAR BEARING FORWARD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 160              | 160                     | 160            | 160            | 260           | 160            |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| HOTTEST GEAR BEARING AFT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 147              | 147                     | 147            | 148            | 148           | 146            |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| AUX. COND. CONDENSATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 100              | 100                     | 100            | 100            | 100           | 100            |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 1ST STAGE FEED WATER HEATER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 160              | 161                     | 160            | 160            | 160           | 160            |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| D. C. FEED WATER HEATER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 240              | 240                     | 240            | 240            | 240           | 240            |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 3RD STAGE FEED WATER HEATER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| MACH. PARTICULARS (CONT'D)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| <table><tr><td>SUPER HEAT</td><td>P</td><td>665</td><td>710</td><td>675</td><td>670</td><td>710</td><td>680</td></tr><tr><td></td><td>S</td><td>690</td><td>710</td><td>700</td><td>690</td><td>710</td><td>695</td></tr><tr><td>F.O. TO BURNERS</td><td></td><td>140</td><td>140</td><td>140</td><td>140</td><td>140</td><td>140</td></tr><tr><td>AIR TO FURNACE</td><td>P</td><td>120</td><td>122</td><td>122</td><td>121</td><td>120</td><td>120</td></tr><tr><td></td><td>S</td><td>118</td><td>122</td><td>120</td><td>120</td><td>120</td><td>118</td></tr><tr><td>F.O. TEMP. IN SETTLING TANKS</td><td>P</td><td>73</td><td>68</td><td>68</td><td>72</td><td>63</td><td>70</td></tr><tr><td></td><td>S</td><td>75</td><td>77</td><td>75</td><td>76</td><td>76</td><td>73</td></tr><tr><td>PORT BOILER UPTAKE</td><td></td><td>310</td><td>314</td><td>318</td><td>322</td><td>320</td><td>315</td></tr><tr><td>STBD. BOILER UPTAKE</td><td></td><td>316</td><td>317</td><td>322</td><td>330</td><td>328</td><td>315</td></tr><tr><td>F. O. BACK PRESSURE</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>MAIN STEAM</td><td></td><td>450</td><td>450</td><td>450</td><td>450</td><td></td><td>450</td></tr><tr><td>F.O. TO BURNERS</td><td></td><td>140</td><td>140</td><td>140</td><td>140</td><td>140</td><td>140</td></tr></table>                                                                                                                                                                                                    |                  |                         |                |                |               |                |                  |                          |                        |               |               | SUPER HEAT                   | P                | 665                     | 710            | 675                 | 670           | 710                    | 680                      |                          | S                      | 690            | 710           | 700                     | 690          | 710                               | 695     | F.O. TO BURNERS       |      | 140                     | 140      | 140                 | 140                           | 140      | 140  | AIR TO FURNACE     | P    | 120          | 122  | 122                     | 121  | 120      | 120  |                        | S    | 118     | 122                         | 120     | 120  | 120      | 118          | F.O. TEMP. IN SETTLING TANKS | P    | 73            | 68   | 68   | 72   | 63   | 70   |                 | S    | 75    | 77    | 75           | 76    | 76    | 73    | PORT BOILER UPTAKE |     | 310   | 314   | 318   | 322   | 320   | 315   | STBD. BOILER UPTAKE           |              | 316  | 317  | 322  | 330  | 328  | 315  | F. O. BACK PRESSURE            |  |      |      |      |      |              |      | MAIN STEAM          |     | 450  | 450  | 450  | 450  |      | 450  | F.O. TO BURNERS |      | 140  | 140  | 140  | 140  | 140  | 140  |           |  |     |     |     |     |     |     |
| SUPER HEAT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | P                | 665                     | 710            | 675            | 670           | 710            | 680              |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | S                | 690                     | 710            | 700            | 690           | 710            | 695              |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| F.O. TO BURNERS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                  | 140                     | 140            | 140            | 140           | 140            | 140              |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| AIR TO FURNACE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | P                | 120                     | 122            | 122            | 121           | 120            | 120              |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
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| F.O. TEMP. IN SETTLING TANKS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | P                | 73                      | 68             | 68             | 72            | 63             | 70               |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
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| PORT BOILER UPTAKE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                  | 310                     | 314            | 318            | 322           | 320            | 315              |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| STBD. BOILER UPTAKE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                  | 316                     | 317            | 322            | 330           | 328            | 315              |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| F. O. BACK PRESSURE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| MAIN STEAM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                  | 450                     | 450            | 450            | 450           |                | 450              |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| F.O. TO BURNERS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                  | 140                     | 140            | 140            | 140           | 140            | 140              |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| MISCELLANEOUS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| <table><tr><td>MAIN COND. SALINITY</td><td></td><td>.41</td><td>.41</td><td>.41</td><td>.41</td><td>.41</td><td>.41</td></tr><tr><td>ENGINE ROOM TEMPERATURE</td><td></td><td>85</td><td>84</td><td>84</td><td>83</td><td>83</td><td>83</td></tr><tr><td>FIRE ROOM TEMPERATURE</td><td></td><td>85</td><td>84</td><td>84</td><td>83</td><td>83</td><td>83</td></tr><tr><td>NOZZLES IN USE</td><td></td><td>18</td><td>18</td><td>18</td><td>18</td><td>18</td><td>18</td></tr><tr><td>NO. OF BURNERS IN USE</td><td>P</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td></tr><tr><td></td><td>S</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td></tr><tr><td>BURNER TIP SIZE</td><td>P</td><td>51/55</td><td>51/55</td><td>51/55</td><td>51/55</td><td>51/55</td><td>51/55</td></tr><tr><td></td><td>S</td><td>51/55</td><td>51/55</td><td>51/55</td><td>51/55</td><td>51/55</td><td>51/55</td></tr><tr><td>CO<sub>2</sub> % PORT BOILER</td><td></td><td>13.5</td><td>13.5</td><td>13.5</td><td>13.5</td><td>13.5</td><td>13.5</td></tr><tr><td>CO<sub>2</sub> % STBD. BOILER</td><td></td><td>13.5</td><td>13.5</td><td>13.5</td><td>13.5</td><td>13.5</td><td>13.5</td></tr><tr><td>OIL LEVEL MAIN SUMP</td><td></td><td>1'8"</td><td>1'8"</td><td>1'8"</td><td>1'8"</td><td>1'8"</td><td>1'8"</td></tr><tr><td>HP Thrust</td><td></td><td>1050</td><td>1050</td><td>1050</td><td>1050</td><td>1050</td><td>1050</td></tr><tr><td>LP Thrust</td><td></td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td><td>100</td></tr></table> |                  |                         |                |                |               |                |                  |                          |                        |               |               | MAIN COND. SALINITY          |                  | .41                     | .41            | .41                 | .41           | .41                    | .41                      | ENGINE ROOM TEMPERATURE  |                        | 85             | 84            | 84                      | 83           | 83                                | 83      | FIRE ROOM TEMPERATURE |      | 85                      | 84       | 84                  | 83                            | 83       | 83   | NOZZLES IN USE     |      | 18           | 18   | 18                      | 18   | 18       | 18   | NO. OF BURNERS IN USE  | P    | 3       | 3                           | 3       | 3    | 3        | 3            |                              | S    | 3             | 3    | 3    | 3    | 3    | 3    | BURNER TIP SIZE | P    | 51/55 | 51/55 | 51/55        | 51/55 | 51/55 | 51/55 |                    | S   | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 | CO <sub>2</sub> % PORT BOILER |              | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | CO <sub>2</sub> % STBD. BOILER |  | 13.5 | 13.5 | 13.5 | 13.5 | 13.5         | 13.5 | OIL LEVEL MAIN SUMP |     | 1'8" | 1'8" | 1'8" | 1'8" | 1'8" | 1'8" | HP Thrust       |      | 1050 | 1050 | 1050 | 1050 | 1050 | 1050 | LP Thrust |  | 100 | 100 | 100 | 100 | 100 | 100 |
| MAIN COND. SALINITY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                  | .41                     | .41            | .41            | .41           | .41            | .41              |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| ENGINE ROOM TEMPERATURE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                  | 85                      | 84             | 84             | 83            | 83             | 83               |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| FIRE ROOM TEMPERATURE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                  | 85                      | 84             | 84             | 83            | 83             | 83               |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| NOZZLES IN USE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                  | 18                      | 18             | 18             | 18            | 18             | 18               |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| NO. OF BURNERS IN USE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | P                | 3                       | 3              | 3              | 3             | 3              | 3                |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | S                | 3                       | 3              | 3              | 3             | 3              | 3                |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| BURNER TIP SIZE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | P                | 51/55                   | 51/55          | 51/55          | 51/55         | 51/55          | 51/55            |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | S                | 51/55                   | 51/55          | 51/55          | 51/55         | 51/55          | 51/55            |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| CO <sub>2</sub> % PORT BOILER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                  | 13.5                    | 13.5           | 13.5           | 13.5          | 13.5           | 13.5             |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| CO <sub>2</sub> % STBD. BOILER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                  | 13.5                    | 13.5           | 13.5           | 13.5          | 13.5           | 13.5             |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| OIL LEVEL MAIN SUMP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                  | 1'8"                    | 1'8"           | 1'8"           | 1'8"          | 1'8"           | 1'8"             |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| HP Thrust                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                  | 1050                    | 1050           | 1050           | 1050          | 1050           | 1050             |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| LP Thrust                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                  | 100                     | 100            | 100            | 100           | 100            | 100              |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| GENERATORS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| <table><tr><td>WATCH</td><td>GENERATOR NUMBER</td><td>R.P.M.</td><td>STEAM PRESSURE</td><td>STEAM TEMP.</td><td>L.O. PRESSURE</td><td>L.O. TO COOLER</td><td>L.O. FROM COOLER</td><td>TEMP. OF HOTTEST BEARING</td><td>L.O. GOVERNOR PRESSURE</td><td>AMPS POSITIVE</td><td>AMPS NEGATIVE</td><td>VOLTS</td></tr><tr><td>1200 TO 1600</td><td>2</td><td>1200</td><td>440</td><td>710</td><td>7.4</td><td>127</td><td>113</td><td></td><td>67</td><td>1300</td><td>1300</td><td>240</td></tr><tr><td>1600 TO 2000</td><td>2</td><td>1200</td><td>440</td><td>705</td><td>7.4</td><td>128</td><td>113</td><td></td><td>67</td><td>1350</td><td>1375</td><td>240</td></tr><tr><td>2000 TO 2400</td><td>2</td><td>1200</td><td>440</td><td>705</td><td>7.4</td><td>127</td><td>113</td><td></td><td>67</td><td>1300</td><td>1300</td><td>240</td></tr><tr><td>2400 TO 0400</td><td>2</td><td>1200</td><td>440</td><td>705</td><td>7.4</td><td>127</td><td>112</td><td></td><td>67</td><td>1250</td><td>1250</td><td>240</td></tr><tr><td>0400 TO 0800</td><td>2</td><td>1200</td><td>440</td><td>705</td><td>7.4</td><td>127</td><td>112</td><td></td><td>67</td><td>1175</td><td>1200</td><td>240</td></tr><tr><td>0800 TO 1200</td><td>2</td><td>1200</td><td>440</td><td>705</td><td>7.4</td><td>127</td><td>113</td><td></td><td>67</td><td>1200</td><td>1200</td><td>240</td></tr></table>                                                                                                                                                                                     |                  |                         |                |                |               |                |                  |                          |                        |               |               | 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 | 2                                 | 1200    | 440                   | 710  | 7.4                     | 127      | 113                 |                               | 67       | 1300 | 1300               | 240  | 1600 TO 2000 | 2    | 1200                    | 440  | 705      | 7.4  | 128                    | 113  |         | 67                          | 1350    | 1375 | 240      | 2000 TO 2400 | 2                            | 1200 | 440           | 705  | 7.4  | 127  | 113  |      | 67              | 1300 | 1300  | 240   | 2400 TO 0400 | 2     | 1200  | 440   | 705                | 7.4 | 127   | 112   |       | 67    | 1250  | 1250  | 240                           | 0400 TO 0800 | 2    | 1200 | 440  | 705  | 7.4  | 127  | 112                            |  | 67   | 1175 | 1200 | 240  | 0800 TO 1200 | 2    | 1200                | 440 | 705  | 7.4  | 127  | 113  |      | 67   | 1200            | 1200 | 240  |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2                | 1200                    | 440            | 710            | 7.4           | 127            | 113              |                          | 67                     | 1300          | 1300          | 240                          |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 1600 TO 2000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2                | 1200                    | 440            | 705            | 7.4           | 128            | 113              |                          | 67                     | 1350          | 1375          | 240                          |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 2000 TO 2400                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2                | 1200                    | 440            | 705            | 7.4           | 127            | 113              |                          | 67                     | 1300          | 1300          | 240                          |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 2400 TO 0400                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2                | 1200                    | 440            | 705            | 7.4           | 127            | 112              |                          | 67                     | 1250          | 1250          | 240                          |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 0400 TO 0800                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2                | 1200                    | 440            | 705            | 7.4           | 127            | 112              |                          | 67                     | 1175          | 1200          | 240                          |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 0800 TO 1200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2                | 1200                    | 440            | 705            | 7.4           | 127            | 113              |                          | 67                     | 1200          | 1200          | 240                          |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| FUEL - WATER AND LUBE OIL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| <table><tr><td>METER AT NOON</td><td>14606430</td><td>ON HAND AT START OF DAY</td><td>312</td></tr><tr><td>METER PREVIOUS NOON</td><td>12501921</td><td>EVAPORATED OR RECEIVED</td><td>94</td></tr><tr><td>CONSUMED BY METER</td><td>14940</td><td>ON HAND</td><td>360</td></tr><tr><td>ON HAND AT START OF DAY</td><td>681</td><td>CONSUMED</td><td>48</td></tr><tr><td>RECEIVED DURING DAY</td><td></td><td>ON HAND AT START OF DAY</td><td>1768</td></tr><tr><td>EXPENDED DURING DAY</td><td>761</td><td>RECEIVED</td><td></td></tr><tr><td>REMAINING ON BOARD</td><td>6110</td><td>ON HAND</td><td></td></tr><tr><td>ON HAND AT START OF DAY</td><td>995</td><td>CONSUMED</td><td></td></tr><tr><td>EVAPORATED OR RECEIVED</td><td>131</td><td>ON HAND</td><td>3110</td></tr><tr><td>ON HAND</td><td>1005</td><td>RECEIVED</td><td></td></tr><tr><td>CONSUMED</td><td>61</td><td>CONSUMED</td><td></td></tr></table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                  |                         |                |                |               |                |                  |                          |                        |               |               | METER AT NOON                | 14606430         | ON HAND AT START OF DAY | 312            | METER PREVIOUS NOON | 12501921      | EVAPORATED OR RECEIVED | 94                       | CONSUMED BY METER        | 14940                  | ON HAND        | 360           | ON HAND AT START OF DAY | 681          | CONSUMED                          | 48      | RECEIVED DURING DAY   |      | ON HAND AT START OF DAY | 1768     | EXPENDED DURING DAY | 761                           | RECEIVED |      | REMAINING ON BOARD | 6110 | ON HAND      |      | ON HAND AT START OF DAY | 995  | CONSUMED |      | EVAPORATED OR RECEIVED | 131  | ON HAND | 3110                        | ON HAND | 1005 | RECEIVED |              | CONSUMED                     | 61   | CONSUMED      |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| METER AT NOON                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 14606430         | ON HAND AT START OF DAY | 312            |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| METER PREVIOUS NOON                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 12501921         | EVAPORATED OR RECEIVED  | 94             |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| CONSUMED BY METER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 14940            | ON HAND                 | 360            |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| ON HAND AT START OF DAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 681              | CONSUMED                | 48             |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| RECEIVED DURING DAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                  | ON HAND AT START OF DAY | 1768           |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| EXPENDED DURING DAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 761              | RECEIVED                |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| REMAINING ON BOARD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 6110             | ON HAND                 |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| ON HAND AT START OF DAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 995              | CONSUMED                |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| EVAPORATED OR RECEIVED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 131              | ON HAND                 | 3110           |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| ON HAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1005             | RECEIVED                |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| CONSUMED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 61               | CONSUMED                |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| LOW PRESS. EVAPORATORS (No. of hrs. operated; (Fresh water made gals.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 23/61000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| L.O. CENTRIFUGE - HOURS OPERATED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| <table><tr><td>1200 TO 1600</td><td>1600 TO 2000</td><td>2000 TO 2400</td><td>2400 TO 0400</td><td>0400 TO 0800</td><td>0800 TO 1200</td></tr><tr><td>4</td><td>4</td><td>3 2/3</td><td>3 2/3</td><td>3 2/3</td><td>4</td></tr></table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                  |                         |                |                |               |                |                  |                          |                        |               |               | 1200 TO 1600                 | 1600 TO 2000     | 2000 TO 2400            | 2400 TO 0400   | 0400 TO 0800        | 0800 TO 1200  | 4                      | 4                        | 3 2/3                    | 3 2/3                  | 3 2/3          | 4             |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 1200 TO 1600                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1600 TO 2000     | 2000 TO 2400            | 2400 TO 0400   | 0400 TO 0800   | 0800 TO 1200  |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 4                | 3 2/3                   | 3 2/3          | 3 2/3          | 4             |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| SUMMARY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                  |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| <table><tr><td>RUNNING TIME</td><td>23/1380</td><td>PROPELLER SLIP (%)</td><td>12.970</td></tr><tr><td>DETENTION TIME</td><td></td><td>BBL FUEL/MI</td><td>1.741</td></tr><tr><td>TOTAL REVOLUTIONS</td><td>135910</td><td>WIND DIRECTION</td><td>315°-6 KTS.</td></tr><tr><td>AVERAGE R.P.M.</td><td>98.4/97.6</td><td>STATE OF SEA</td><td>315°-1'</td></tr><tr><td>TOTAL MILES BY ENGINE</td><td>502</td><td>STATE OF WEATHER</td><td>0' cloud</td></tr><tr><td>TOTAL MILES BY</td><td>437</td><td></td><td></td></tr></table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                  |                         |                |                |               |                |                  |                          |                        |               |               | RUNNING TIME                 | 23/1380          | PROPELLER SLIP (%)      | 12.970         | DETENTION TIME      |               | BBL FUEL/MI            | 1.741                    | TOTAL REVOLUTIONS        | 135910                 | WIND DIRECTION | 315°-6 KTS.   | AVERAGE R.P.M.          | 98.4/97.6    | STATE OF SEA                      | 315°-1' | TOTAL MILES BY ENGINE | 502  | STATE OF WEATHER        | 0' cloud | TOTAL MILES BY      | 437                           |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| RUNNING TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 23/1380          | PROPELLER SLIP (%)      | 12.970         |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| DETENTION TIME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                  | BBL FUEL/MI             | 1.741          |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| TOTAL REVOLUTIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 135910           | WIND DIRECTION          | 315°-6 KTS.    |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| AVERAGE R.P.M.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 98.4/97.6        | STATE OF SEA            | 315°-1'        |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| TOTAL MILES BY ENGINE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 502              | STATE OF WEATHER        | 0' cloud       |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |
| TOTAL MILES BY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 437              |                         |                |                |               |                |                  |                          |                        |               |               |                              |                  |                         |                |                     |               |                        |                          |                          |                        |                |               |                         |              |                                   |         |                       |      |                         |          |                     |                               |          |      |                    |      |              |      |                         |      |          |      |                        |      |         |                             |         |      |          |              |                              |      |               |      |      |      |      |      |                 |      |       |       |              |       |       |       |                    |     |       |       |       |       |       |       |                               |              |      |      |      |      |      |      |                                |  |      |      |      |      |              |      |                     |     |      |      |      |      |      |      |                 |      |      |      |      |      |      |      |           |  |     |     |     |     |     |     |

## REMARKS

1200-1600 WATCH

Underway @ 18 Nozzles - Mach. in operation - B-1-2, G-2, M-1, MC-2, S-1, ME-G, H-1, AC-1, AE-G, D-1-2, P-1-2, F-1-2, C-1, L-1, LC-1, E-1 - Cind. & chgd F.O. burners & disch. str's - Cind. & chgd mn L.O. str's - Routine tests & inspect's of mach. & spaces - Tested low L.O. trip & O.S. trip on mn. unit - 1200 - L.O. purifier on sump to sump - M.U.F. used Fwd & Aft E.R.s - 4.9 tons - 1300-1400 - Weekly test #1-2 Emergency Diesel Fire Pumps -

WATCH ENGR'S SIGNATURE

R. W. Whelan 3<sup>rd</sup> A/E

1600-2000 WATCH

Underway 18 Nozzles machinery in operation as before changed & cleaned F.O. burners & suet. strainers. Blow tubes on Port & Star Boilers. Pumped F.O. suet. from #6 1/2 D.B. F.O. TKS. Sump Empty. Lit off. M.U.F. Evap @ 1730 #1 Boiler on cont. Blow to sump. Pumped Bilges M.U.F. used in Fwd & Aft. Eng. Rooms 6.0 tons.

WATCH ENGR'S SIGNATURE

L. Harris

2000-2400 WATCH

Underway 18 Nozzles - Mach. as before, changed & cleaned F.O. Burners & Disch. str's Made routine rounds of insp. of mach. & mach. spaces inc. Steering, Pumped E.R. Bilges & Refr Boxes, Blow down M.U. Evap, 28.25 ch. Eng. in E.R. 2300 Advanced Clock 20 min w/ Bridge M.U. used Fwd & Aft. E.R. 3.5 tons

WATCH ENGR'S SIGNATURE

Theo. Lund

2400-0400 WATCH

Underway @ 18 Nozzles - Mach. as before - Cind. & chgd. F.O. burners & disch str's - Routine tests & inspect's of mach. & spaces - Complied with N/S orders - 0100 - Advanced clock 20 mins - Time chkd w/ Bridge - M.U.F. used Fwd & Aft E.R.s - 5.3 tons -

WATCH ENGR'S SIGNATURE

R. W. Whelan 3<sup>rd</sup> A/E

0400-0800 WATCH

Underway 18 Nozzles machinery in operation as before changed & cleaned F.O. Burners & suet. strainers. Advanced clock 20 min. @ 0500 Pumped F.O. suet. from #4 stbk & #5 Port D.B. TKS. Pumped Bilges. Blow down M.U.F. Evap. Sump empty @ 0700 Sae. #2 Boiler from cont. Blow. Added compound to P/S Boilers. M.U.F. used in Fwd & Aft Eng. Rooms. 4.5 tons.

WATCH ENGR'S SIGNATURE

L. Harris

0800-1200 WATCH

Underway 18 Nozzles - Mach. as before 0800-0830 Blow Tubes P/S Boilers B/Notified, 0850 Tested Fire & smoke alarm F/Bridge, Made routine rounds of insp of mach. & mach. spaces inc. steering, changed & cleaned F.O. Burners & Disch. str's, 9.6 L.O. str, #2 Turbo-GEN. M.U. used Fwd & Aft. E.R. 6.4 tons. Pumped E.R. Bilges & Refr Boxes.

WATCH ENGR'S SIGNATURE

Theo. Lund

CHIEF ENGINEER

| #1             | BLRS. #2   |       |
|----------------|------------|-------|
| 9.34           | P.A.K.     | 9.34  |
| 14.02          | T.A.K.     | 14.02 |
| 2.07           | CHL.       | 2.49  |
| 40             | PHOS.      | 40    |
| 8.0            | P.H. COND. | 9.0   |
| 4.5            | P.H. O.    | 4.5   |
| CHEMICALS      |            |       |
| 8.02           | AD. #8.02  |       |
| 6.02           | AD. #6.02  |       |
| 3.02           | AD. #3.02  |       |
| STEAMING HOURS |            |       |
| 1245           | F.S.       | 1767  |
| 1245           | W.S.       | 1767  |

CHIEF ENGR'S SIGNATURE

M. S. Chaudhary

|                                   |  |                            |  |                          |  |                        |  |                |  |               |  |                |  |
|-----------------------------------|--|----------------------------|--|--------------------------|--|------------------------|--|----------------|--|---------------|--|----------------|--|
| USNS                              |  | VOYAGE NO.                 |  | FROM                     |  | TO                     |  | TYPE OF VESSEL |  | DATE          |  |                |  |
| USS John Pope                     |  | 12-F                       |  | LaTong, Vietnam          |  | San Francisco, Calif   |  | SS-242         |  | 4/6-7/68      |  |                |  |
|                                   |  | WATCH                      |  |                          |  |                        |  | WATCH          |  |               |  |                |  |
|                                   |  | 1200 TO 1600               |  | 1600 TO 2000             |  | 2000 TO 2400           |  | 2400 TO 0400   |  | 0400 TO 0800  |  | 0800 TO 1200   |  |
| RUNNING TIME                      |  | 240                        |  | 240                      |  | 220                    |  | 220            |  | 220           |  | 240            |  |
| DETENTION TIME                    |  |                            |  |                          |  |                        |  |                |  |               |  |                |  |
| REVOLUTION COUNTER (END OF WATCH) |  | 5005                       |  | 5007                     |  | 5010                   |  | 5012           |  | 5014          |  | 5016           |  |
| TOTAL REVOLUTIONS (FOR WATCH)     |  | 23400                      |  | 23400                    |  | 21560                  |  | 21780          |  | 21730         |  | 23660          |  |
| AVERAGE RPM                       |  | 97.5                       |  | 97.7                     |  | 98                     |  | 99.0           |  | 98.9          |  | 98.6           |  |
| F.O. METER (END OF WATCH)         |  | 1460                       |  | 1461                     |  | 1461                   |  | 1461           |  | 1461          |  | 1462           |  |
| F.O. CONSUMED                     |  | 2560                       |  | 2580                     |  | 2340                   |  | 2400           |  | 2440          |  | 2620           |  |
| PRESSURES                         |  | THROTTLE                   |  | 440                      |  | 440                    |  | 440            |  | 440           |  | 440            |  |
|                                   |  | H.P. AHEAD                 |  | 440                      |  | 440                    |  | 440            |  | 440           |  | 440            |  |
|                                   |  | L.P. AHEAD                 |  | 23                       |  | 23                     |  | 28             |  | 28            |  | 27             |  |
|                                   |  | VACUUM                     |  | 28.5"                    |  | 28.5"                  |  | 28.5"          |  | 28.5"         |  | 28.7           |  |
|                                   |  | L.O. TO TURBINES           |  | 12                       |  | 12                     |  | 12             |  | 12            |  | 12             |  |
|                                   |  | AUX. STEAM                 |  | 150                      |  | 150                    |  | 150            |  | 150           |  | 150            |  |
|                                   |  | BACK PRESSURE              |  | 10                       |  | 10                     |  | 10             |  | 10            |  | 10             |  |
|                                   |  | GLAND STEAM                |  | 1.5                      |  | 1.5                    |  | 1.5            |  | 1.5           |  | 1.5            |  |
|                                   |  | H.P. BLEEDER               |  | 70                       |  | 70                     |  | 70             |  | 70            |  | 70             |  |
|                                   |  | I.P. BLEEDER               |  | 6                        |  | 6                      |  | 6              |  | 6             |  | 6              |  |
|                                   |  | L.P. BLEEDER               |  | 10"                      |  | 10"                    |  | 10"            |  | 10"           |  | 10"            |  |
| TEMPERATURES                      |  | STEAM AT THROTTLE          |  | 710                      |  | 710                    |  | 710            |  | 710           |  | 705            |  |
|                                   |  | L. P. EXHAUST              |  | 96                       |  | 91                     |  | 91             |  | 98            |  | 93             |  |
|                                   |  | CONDENSATE                 |  | 90                       |  | 90                     |  | 90             |  | 92            |  | 87             |  |
|                                   |  | CIRC. WATER IN             |  | 62                       |  | 62                     |  | 62             |  | 60            |  | 61             |  |
|                                   |  | CIRC. WATER OUT            |  | 74                       |  | 74                     |  | 74             |  | 73            |  | 74             |  |
|                                   |  | L.O. TO COOLERS            |  | 126                      |  | 126                    |  | 126            |  | 127           |  | 128            |  |
|                                   |  | L.O. FROM COOLERS          |  | 106                      |  | 106                    |  | 107            |  | 107           |  | 109            |  |
|                                   |  | TEMPERATURE THRUST BEARING |  | 115                      |  | 116                    |  | 116            |  | 115           |  | 114            |  |
|                                   |  | FORWARD H.P. ROTOR BEARING |  | 122                      |  | 122                    |  | 123            |  | 122           |  | 123            |  |
|                                   |  | AFT. H.P. ROTOR BEARING    |  | 136                      |  | 136                    |  | 136            |  | 137           |  | 134            |  |
|                                   |  | FORWARD L.P. ROTOR BEARING |  | 133                      |  | 132                    |  | 132            |  | 133           |  | 132            |  |
|                                   |  | AFT. L.P. ROTOR BEARING    |  | 127                      |  | 138                    |  | 128            |  | 127           |  | 127            |  |
| MISCELLANEOUS                     |  | MAIN COND. SALINITY        |  | .41                      |  | .41                    |  | .41            |  | .41           |  | .41            |  |
|                                   |  | ENGINE ROOM TEMPERATURE    |  | 84                       |  | 83                     |  | 82             |  | 80            |  | 86             |  |
|                                   |  | FIRE ROOM TEMPERATURE      |  | 84                       |  | 83                     |  | 82             |  | 80            |  | 80             |  |
|                                   |  | NOZZLES IN USE             |  | 18                       |  | 18                     |  | 18             |  | 18            |  | 18             |  |
|                                   |  | NO. OF BURNERS IN USE      |  | 3                        |  | 3                      |  | 3              |  | 3             |  | 3              |  |
|                                   |  | BURNER TIP SIZE            |  | 51/55                    |  | 51/55                  |  | 51/55          |  | 51/55         |  | 51/55          |  |
|                                   |  | CO. 2 PORT BOILER          |  | 13.5                     |  | 13.5                   |  | 13.5           |  | 13.5          |  | 13.5           |  |
|                                   |  | CO. 2 STBD. BOILER         |  | 13.5                     |  | 13.5                   |  | 13.5           |  | 13.5          |  | 13.5           |  |
|                                   |  | DIL LEVEL MAIN SUMP        |  | 1'8"                     |  | 1'8"                   |  | 1'8"           |  | 1'8"          |  | 1'8"           |  |
|                                   |  | HP THRUST                  |  | .050                     |  | .050                   |  | .050           |  | .050          |  | .050           |  |
|                                   |  | LP THRUST                  |  | .100                     |  | .100                   |  | .100           |  | .100          |  | .100           |  |
| GENERATORS                        |  | 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                      |  | 2                          |  | 1200                     |  | 440                    |  | 710            |  | 7.4           |  | 12.7           |  |
|                                   |  |                            |  |                          |  |                        |  |                |  |               |  |                |  |
| 1600 TO 2000                      |  | 2                          |  | 1200                     |  | 440                    |  | 710            |  | 7.4           |  | 12.8           |  |
|                                   |  |                            |  |                          |  |                        |  |                |  |               |  |                |  |
| 2000 TO 2400                      |  | 2                          |  | 1200                     |  | 440                    |  | 71             |  |               |  |                |  |

## REMARKS

1200-1600 WATCH

Underway @ 18 Nozzles - Mach in operation - B-1, G-2, M-1, MC-2, S-1, MEG, A-1, AC-1, AEG, D-1, P-1, F-1, C-1, L-1, LC-1, E-1 - Cind & chgd F.O. burners & disch str's - Cind & chgd MN. L.O. str's - Routine tests & inspects of mach & spaces - Tested low L.O. Trip & O.S. trip on MN unit - 1500 - #1 F.W. pump on line - M.U.F. used Fwd & Aft E.R's - 5.7 tons - 1515 - Stby - FIRE, Collision, & Boat Drill - 1523 - H

WATCH ENGR'S SIGNATURE-

R. Whittington 3<sup>rd</sup> A/E

1600-2000 WATCH

Underway 18 Nozzles machinery in operation as before. Cind & chgd F.O. Burners & suet. steamers. Blow Tubes on Port & star. Boilers @ 1400. Pumped F.O. Suth. from #4 stbd & #5 Port D.B. F.O. Tanks. Pumped Bilges. M.U.F. used in Fwd & Aft. Eng. Rooms. 7.1 tons.

WATCH ENGR'S SIGNATURE-

L. Harris

2000-2400 WATCH

Underway 18 Nozzles - Mach. as before, changed & cleaned F.O. Burners & Disch. str's. Made routine rounds of insp. of Mach. & Mach. spaces inc. steering Pumped E.R. Bilges & Paper boxes. 0930 Ch. Eng in E.R. Transferred 70 Gal's L.O. from L.O. storage tank to L.O. Day Tank. 2300 \*1 EVAP SECURED. M.U. used Fwd & Aft. E.R. 3.8 TONS. Advanced clock 20 min w/ Bridge @ 2300.

WATCH ENGR'S SIGNATURE-

The Plund.

2400-0400 WATCH

Underway @ 18 Nozzles - Mach as before - Cind & chgd F.O. burners & disch str's - Routine Tests & inspects of mach & spaces - Complied with NIS orders - 0100 - Advanced clock 20 mins - Time chkd. w/ Bridge - M.U.F. used Fwd & Aft E.R's - 3.8 TONS -

WATCH ENGR'S SIGNATURE-

R. Whittington 3<sup>rd</sup> A/E

0400-0800 WATCH

Underway 18 Nozzles machinery in operation as before. Cind & chgd F.O. Burners & suet. steamers. Advanced clock 20 mins @ 0630. Pumped F.O. Suth. from #4 stbd & #5 Port D.B. F.O. Tanks. Pumped Bilges. M.U.F. used in Fwd & Aft. Eng. Rooms. 4.2 TONS.

WATCH ENGR'S SIGNATURE-

L. Harris

0800-1200 WATCH

Underway 18 Nozzles - Mach. as before 0800-0830 Blow Tubes P/S Boilers B/Notified 0841 Tested Fire & smoke Alarm w/ Bridge. Made routine rounds of insp. of Mach. & Mach. spaces inc. steering Pumped E.R. Bilges - Holds & Paper boxes, 1/2 F.O. Burners & Disch. str's 1/2 L.O. str. 2 Turbo-GEN. M.U. USED Fwd & Aft. E.R. 8.6 TONS.

WATCH ENGR'S SIGNATURE-

The Plund.

CHIEF ENGINEER

| #1               | BLRS. #2   |       |
|------------------|------------|-------|
| 9.34             | PALK       | 9.34  |
| 14.02            | TALK       | 14.02 |
| 2.49             | CHL        | 2.50  |
| 3.0              | PHOS.      | 4.0   |
| 8.0              | P.H. Cond. | 8.0   |
| 4.5              | P.H. G.C.  | 4.5   |
| CHEMICALS AND D. |            |       |
|                  | ADL        |       |
|                  | G.C.       |       |
|                  | A.R.C.     |       |
| STEAMING HOURS   |            |       |
| 1268             | F.S.       | 1790  |
| 1268             | W.S.       | 1790  |

CHIEF ENGR'S SIGNATURE-

The Plund.



|                                                                                                                                                        |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------------------|--------------|------------------|--------------|--------------------------------|--|--------------------------------|--|----------|--|--------------|--------------|--------------|--------------|--------------|--------------|
| USNS                                                                                                                                                   |              | VOYAGE NO.             |              | FROM             |              | TO                             |  | TYPE OF VESSEL                 |  | DATE     |  |              |              |              |              |              |              |
| USNS John Pope                                                                                                                                         |              | 12-FT                  |              | Da Nang, Vietnam |              | San Francisco, Calif           |  | PC-12-R2                       |  | 4/7-8/68 |  |              |              |              |              |              |              |
| WATCH                                                                                                                                                  |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| <table><tr><td>1200 TO 1600</td><td>1600 TO 2000</td><td>2000 TO 2400</td><td>2400 TO 0400</td><td>0400 TO 0800</td><td>0800 TO 1200</td></tr></table> |              |                        |              |                  |              |                                |  |                                |  |          |  | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
| 1200 TO 1600                                                                                                                                           | 1600 TO 2000 | 2000 TO 2400           | 2400 TO 0400 | 0400 TO 0800     | 0800 TO 1200 |                                |  |                                |  |          |  |              |              |              |              |              |              |
| WATCH                                                                                                                                                  |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| <table><tr><td>1200 TO 1600</td><td>1600 TO 2000</td><td>2000 TO 2400</td><td>2400 TO 0400</td><td>0400 TO 0800</td><td>0800 TO 1200</td></tr></table> |              |                        |              |                  |              |                                |  |                                |  |          |  | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
| 1200 TO 1600                                                                                                                                           | 1600 TO 2000 | 2000 TO 2400           | 2400 TO 0400 | 0400 TO 0800     | 0800 TO 1200 |                                |  |                                |  |          |  |              |              |              |              |              |              |
| RUNNING TIME                                                                                                                                           |              | 240 170                |              |                  |              | HOTTEST GEAR BEARING FORWARD   |  | 162                            |  |          |  |              |              |              |              |              |              |
| DETENTION TIME                                                                                                                                         |              |                        |              |                  |              | HOTTEST GEAR BEARING AFT       |  | 147                            |  |          |  |              |              |              |              |              |              |
| REVOLUTION COUNTER (END OF WATCH)                                                                                                                      |              | 5019 5020<br>1380 8000 |              |                  |              | AUX. COND. CONDENSATE          |  | 98                             |  |          |  |              |              |              |              |              |              |
| TOTAL REVOLUTIONS (FOR WATCH)                                                                                                                          |              | 23800 16620            |              |                  |              | 1ST STAGE FEED WATER HEATER    |  | 160                            |  |          |  |              |              |              |              |              |              |
| AVERAGE RPM                                                                                                                                            |              | 99.1 97.7              |              |                  |              | D. C. FEED WATER HEATER        |  | 240 240                        |  |          |  |              |              |              |              |              |              |
| F.O. METER (END OF WATCH)                                                                                                                              |              | 1462 1462<br>3960 6330 |              |                  |              | 3RD STAGE FEED WATER HEATER    |  |                                |  |          |  |              |              |              |              |              |              |
| F.O. CONSUMED                                                                                                                                          |              | 2590 2370              |              |                  |              | SUPER HEAT                     |  | P 670<br>S 680                 |  |          |  |              |              |              |              |              |              |
| THROTTLE                                                                                                                                               |              | 440 440                |              |                  |              | F.O. TO BURNERS                |  | 140                            |  |          |  |              |              |              |              |              |              |
| H.P. AHEAD                                                                                                                                             |              | 440 440                |              |                  |              | AIR TO FURNACE                 |  | P 116<br>S 115                 |  |          |  |              |              |              |              |              |              |
| L.P. AHEAD                                                                                                                                             |              | 28.5 28.5              |              |                  |              | F.O. TEMP. IN SETTLING TANKS   |  | P 68<br>S 70                   |  |          |  |              |              |              |              |              |              |
| VACUUM                                                                                                                                                 |              | 28.7 28.6              |              |                  |              | PORT BOILER UPTAKE             |  | 320                            |  |          |  |              |              |              |              |              |              |
| L.O. TO TURBINES                                                                                                                                       |              | 12 12                  |              |                  |              | STBD. BOILER UPTAKE            |  | 313                            |  |          |  |              |              |              |              |              |              |
| AUX. STEAM                                                                                                                                             |              | 150 152                |              |                  |              | F. O. BACK PRESSURE            |  |                                |  |          |  |              |              |              |              |              |              |
| BACK PRESSURE                                                                                                                                          |              | 10 10                  |              |                  |              | MAIN STEAM                     |  | 450 452                        |  |          |  |              |              |              |              |              |              |
| GLAND STEAM                                                                                                                                            |              | 2.0 1.5                |              |                  |              | F.O. TO BURNERS                |  | 140                            |  |          |  |              |              |              |              |              |              |
| H.P. BLEEDER                                                                                                                                           |              | 70 -                   |              |                  |              | MAIN COND. SALINITY            |  | .41 .41                        |  |          |  |              |              |              |              |              |              |
| I.P. BLEEDER                                                                                                                                           |              | 6 -                    |              |                  |              | ENGINE ROOM TEMPERATURE        |  | 82                             |  |          |  |              |              |              |              |              |              |
| L.P. BLEEDER                                                                                                                                           |              | 10 -                   |              |                  |              | FIRE ROOM TEMPERATURE          |  | 82                             |  |          |  |              |              |              |              |              |              |
| STEAM AT THROTTLE                                                                                                                                      |              | 705                    |              |                  |              | NOZZLES IN USE                 |  | 18                             |  |          |  |              |              |              |              |              |              |
| L. P. EXHAUST                                                                                                                                          |              | 97                     |              |                  |              | NO. OF BURNERS IN USE          |  | P 3<br>S 3                     |  |          |  |              |              |              |              |              |              |
| CONDENSATE                                                                                                                                             |              | 86                     |              |                  |              | BURNER TIP SIZE                |  | P 51 55 51 55<br>S 51 55 51 55 |  |          |  |              |              |              |              |              |              |
| CIRC. WATER IN                                                                                                                                         |              | 55 52                  |              |                  |              | CO <sub>2</sub> % PORT BOILER  |  | 13.5                           |  |          |  |              |              |              |              |              |              |
| CIRC. WATER OUT                                                                                                                                        |              | 70 65                  |              |                  |              | CO <sub>2</sub> % STBD. BOILER |  | 13.5                           |  |          |  |              |              |              |              |              |              |
| L.O. TO COOLERS                                                                                                                                        |              | 127                    |              |                  |              | OIL LEVEL MAIN SUMP            |  | 1'8" 1'8"                      |  |          |  |              |              |              |              |              |              |
| L.O. FROM COOLERS                                                                                                                                      |              | 106                    |              |                  |              | HP Thrust                      |  | 1050 1100                      |  |          |  |              |              |              |              |              |              |
| TEMPERATURE THRUST BEARING                                                                                                                             |              | 117                    |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| FORWARD H.P. ROTOR BEARING                                                                                                                             |              | 123                    |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| AFT. H.P. ROTOR BEARING                                                                                                                                |              | 137                    |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| FORWARD L.P. ROTOR BEARING                                                                                                                             |              | 133                    |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| AFT. L.P. ROTOR BEARING                                                                                                                                |              | 128                    |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| MACH. PARTICULARS (CONT'D)                                                                                                                             |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| TEMPERATURES                                                                                                                                           |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| PRESSURES                                                                                                                                              |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| MISCELLANEOUS                                                                                                                                          |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| GENERATORS                                                                                                                                             |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| FUEL - WATER AND LUBE OIL                                                                                                                              |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| L.O. CENTRIFUGE - HOURS OPERATED                                                                                                                       |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |
| SUMMARY                                                                                                                                                |              |                        |              |                  |              |                                |  |                                |  |          |  |              |              |              |              |              |              |



REMARKS

1200-1600 WATCH

Underway @ 18 Nozzles - Mach. in operation - B-1, G-2, M-1, MC-2, S-1, ME-G, H-1, AC-1, AE-G, D-1, P-1, F-1, C-1, L-1, LC-1, W-1 - Cind & chgd. F.O. burners & disch. str's - Cind & chgd. MN L.O. str's - Routine tests & inspects of mach. & spaces - Tested low L.O. trip & O.S. Trip on MN unit - M.U.F. used Fwd & Aft E.R.'s - 4.2 TONS -

WATCH ENGR'S SIGNATURE

*R. M. Whittington 3<sup>RD</sup> A/E*

1600-2000 WATCH

Underway 18 Nozzles Machinery Inspection as before. C. changed & cleared F.O. Burners & str's. Strainers blown thru on P/S Boilers @ 1600. #1 S.S. Cow on line @ 1730. Stby @ 1814. Reduced speed from 18 to 10 Nozzles. Arrival @ 1830. CTR. 52208000 FOM P-9068352 S-5557270. Balls as per Ball 13004.

WATCH ENGR'S SIGNATURE

*J. H. Harris*

2000-2400 WATCH

F.W.E @ 2154 CTR 50214520 P.FOM 9068710 S-FOM 5557430  
2154 Secured Main & Bld Boilers stops 2155 Jacking gear Turning Main Engine  
2155 Securing #1 & 2 Boilers.

WATCH ENGR'S SIGNATURE

*Thos. Plunk*

2400-0400 WATCH

Plant secured before 0400 hours.

WATCH ENGR'S SIGNATURE

*Edward B. Wright 4<sup>th</sup>*

0400-0800 WATCH

as before

WATCH ENGR'S SIGNATURE

*Edward B. Wright 4<sup>th</sup>*

0800-1200 WATCH

as before

WATCH ENGR'S SIGNATURE

*Edward B. Wright 4<sup>th</sup>*

CHIEF ENGINEER

CHIEF ENGR'S SIGNATURE

*W. S. Plunk*

|                 |            |
|-----------------|------------|
| #1              | BLRS. #2   |
|                 | P.A.K.     |
|                 | T.A.K.     |
|                 | CHL.       |
|                 | PHOS.      |
|                 | P.H. CONC. |
|                 | P.H. L.C.  |
| CHEMICALS ADDED |            |
|                 | ADJ.       |
|                 | G.C.       |
|                 | A.R.C.     |
| STEAMING HOURS  |            |
| 1078            | P.S. 1802  |
| 1078            | W.S. 1800  |

| USNS      |  | VOYAGE NO. |  | FROM       |  | TO |  | TYPE OF VESSEL |  | DATE    |  |
|-----------|--|------------|--|------------|--|----|--|----------------|--|---------|--|
| John Pope |  | 13-A       |  | FT H.P.N.S |  | F  |  | 12-12-22       |  | 1517-15 |  |

  

|                            |                                   | WATCH              |                    |                    |                    |                    |                    |                                |                              | WATCH                   |                    |                    |                    |                    |                    |  |
|----------------------------|-----------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------------------|------------------------------|-------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--|
|                            |                                   | 1200<br>TO<br>1600 | 1600<br>TO<br>2000 | 2000<br>TO<br>2400 | 2400<br>TO<br>0400 | 0400<br>TO<br>0800 | 0800<br>TO<br>1200 |                                |                              | 1200<br>TO<br>1600      | 1600<br>TO<br>2000 | 2000<br>TO<br>2400 | 2400<br>TO<br>0400 | 0400<br>TO<br>0800 | 0800<br>TO<br>1200 |  |
| MACHINERY PARTICULARS      | RUNNING TIME                      |                    |                    |                    |                    |                    |                    | MACH. PARTICULARS (CONT'D)     | HOTTEST GEAR BEARING FORWARD |                         |                    |                    |                    |                    |                    |  |
|                            | DETENTION TIME                    |                    |                    |                    |                    |                    |                    |                                | HOTTEST GEAR BEARING AFT     |                         |                    |                    |                    |                    |                    |  |
|                            | REVOLUTION COUNTER (END OF WATCH) |                    |                    |                    |                    |                    |                    |                                | AUX. COND. CONDENSATE        |                         |                    |                    |                    |                    |                    |  |
|                            | TOTAL REVOLUTIONS (FOR WATCH)     |                    |                    |                    |                    |                    |                    |                                | 1ST STAGE FEED WATER HEATER  |                         |                    |                    |                    |                    |                    |  |
|                            | AVERAGE RPM                       |                    |                    |                    |                    |                    |                    |                                | D. C. FEED WATER HEATER      |                         |                    |                    |                    |                    |                    |  |
|                            | F.O. METER (END OF WATCH)         |                    |                    |                    |                    |                    |                    |                                | 3RD STAGE FEED WATER HEATER  |                         |                    |                    |                    |                    |                    |  |
|                            | F.O. CONSUMED                     |                    |                    |                    |                    |                    |                    |                                | SUPER HEAT                   | P                       |                    |                    |                    |                    |                    |  |
|                            | THROTTLE                          |                    |                    |                    |                    |                    |                    |                                | S                            |                         |                    |                    |                    |                    |                    |  |
|                            | H.P. AHEAD                        |                    |                    |                    |                    |                    |                    |                                | F.O. TO BURNERS              |                         |                    |                    |                    |                    |                    |  |
|                            | L.P. AHEAD                        |                    |                    |                    |                    |                    |                    |                                | AIR TO FURNACE               | P                       |                    |                    |                    |                    |                    |  |
|                            | VACUUM                            |                    |                    |                    |                    |                    |                    | S                              |                              |                         |                    |                    |                    |                    |                    |  |
|                            | L.O. TO TURBINES                  |                    |                    |                    |                    |                    |                    | F.O. TEMP. IN SETTLING TANKS   | P                            |                         |                    |                    |                    |                    |                    |  |
|                            | AUX. STEAM                        |                    |                    |                    |                    |                    |                    | S                              |                              |                         |                    |                    |                    |                    |                    |  |
|                            | BACK PRESSURE                     |                    |                    |                    |                    |                    |                    | PORT BOILER UPTAKE             |                              |                         |                    |                    |                    |                    |                    |  |
|                            | GLAND STEAM                       |                    |                    |                    |                    |                    |                    | STBD. BOILER UPTAKE            |                              |                         |                    |                    |                    |                    |                    |  |
|                            | H.P. BLEEDER                      |                    |                    |                    |                    |                    |                    | F. O. BACK PRESSURE            |                              |                         |                    |                    |                    |                    |                    |  |
|                            | I.P. BLEEDER                      |                    |                    |                    |                    |                    |                    | MAIN STEAM                     |                              |                         |                    |                    |                    |                    |                    |  |
|                            | L.P. BLEEDER                      |                    |                    |                    |                    |                    |                    | F.O. TO BURNERS                |                              |                         |                    |                    |                    |                    |                    |  |
|                            | PRESSURES                         | STEAM AT THROTTLE  |                    |                    |                    |                    |                    |                                | TEMPERATURES                 | MAIN COND. SALINITY     |                    |                    |                    |                    |                    |  |
|                            |                                   | L. P. EXHAUST      |                    |                    |                    |                    |                    |                                |                              | ENGINE ROOM TEMPERATURE |                    |                    |                    |                    |                    |  |
| CONDENSATE                 |                                   |                    |                    |                    |                    |                    |                    | FIRE ROOM TEMPERATURE          |                              |                         |                    |                    |                    |                    |                    |  |
| CIRC. WATER IN             |                                   |                    |                    |                    |                    |                    |                    | NOZZLES IN USE                 |                              |                         |                    |                    |                    |                    |                    |  |
| CIRC. WATER OUT            |                                   |                    |                    |                    |                    |                    |                    | NO. OF BURNERS IN USE          |                              | P                       |                    |                    |                    |                    |                    |  |
| L.O. TO COOLERS            |                                   |                    |                    |                    |                    |                    |                    | S                              |                              |                         |                    |                    |                    |                    |                    |  |
| L.O. FROM COOLERS          |                                   |                    |                    |                    |                    |                    |                    | P                              |                              |                         |                    |                    |                    |                    |                    |  |
| TEMPERATURE THRUST BEARING |                                   |                    |                    |                    |                    |                    |                    | S                              |                              |                         |                    |                    |                    |                    |                    |  |
| FORWARD H.P. ROTOR BEARING |                                   |                    |                    |                    |                    |                    |                    | BURNER TIP SIZE                |                              |                         |                    |                    |                    |                    |                    |  |
| AFT. H.P. ROTOR BEARING    |                                   |                    |                    |                    |                    |                    |                    | CO <sub>2</sub> % PORT BOILER  |                              |                         |                    |                    |                    |                    |                    |  |
| TEMPERATURES               | FORWARD L.P. ROTOR BEARING        |                    |                    |                    |                    |                    |                    | CO <sub>2</sub> % STBD. BOILER |                              |                         |                    |                    |                    |                    |                    |  |
|                            | AFT. L.P. ROTOR BEARING           |                    |                    |                    |                    |                    |                    | OIL LEVEL MAIN SUMP            |                              |                         |                    |                    |                    |                    |                    |  |

  

| WATCH        | GENERATORS       |        |                |             |               |                |                  |                          |                        |               | FUEL - WATER AND LUBE OIL |       |                                                                        |                |                         |              |                        |              |  |  |
|--------------|------------------|--------|----------------|-------------|---------------|----------------|------------------|--------------------------|------------------------|---------------|---------------------------|-------|------------------------------------------------------------------------|----------------|-------------------------|--------------|------------------------|--------------|--|--|
|              | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE             | VOLTS | FUEL OIL                                                               | DOMESTIC WATER | BOILER WATER            | LUBE OIL     | DIESEL OIL             |              |  |  |
| 1200 TO 1600 |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | METER AT NOON                                                          |                | ON HAND AT START OF DAY | 338          | EVAPORATED OR RECEIVED |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | METER PREVIOUS NOON                                                    | 14626330       |                         |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | CONSUMED BY METER                                                      |                | ON HAND                 |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | ON HAND AT START OF DAY                                                | 6137           | CONSUMED                |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | RECEIVED DURING DAY                                                    |                | ON HAND AT START OF DAY | 1697         |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | EXPENDED DURING DAY                                                    | 59             | RECEIVED                |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | REMAINING ON BOARD                                                     | 6078           | ON HAND                 |              |                        |              |  |  |
| 1600 TO 2000 |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | ON HAND AT START OF DAY                                                | 1020           | CONSUMED                |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | EVAPORATED OR RECEIVED                                                 |                | ON HAND                 | 1828         |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | ON HAND                                                                |                | RECEIVED                |              |                        |              |  |  |
| 2000 TO 2400 |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | CONSUMED                                                               |                | CONSUMED                |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | LOW PRESS. EVAPORATORS (No. of hrs. operated) (Fresh water made gals.) |                |                         |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | L.O. CENTRIFUGE - HOURS OPERATED                                       |                |                         |              |                        |              |  |  |
| 2400 TO 0400 |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | 1200 TO 1600                                                           | 1600 TO 2000   | 2000 TO 2400            | 2400 TO 0400 | 0400 TO 0800           | 0800 TO 1200 |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       |                                                                        |                |                         |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | SUMMARY                                                                |                |                         |              |                        |              |  |  |
| 0400 TO 0800 |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | RUNNING TIME                                                           |                | PROPELLER SLIP (%)      |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | DETENTION TIME                                                         |                | BBL FUEL/MI             |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | TOTAL REVOLUTIONS                                                      |                | WIND DIRECTION          |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | AVERAGE R.P.M.                                                         |                | STATE OF SEA            |              |                        |              |  |  |
| 0800 TO 1200 |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | TOTAL MILES BY ENGINE                                                  |                | STATE OF WEATHER        |              |                        |              |  |  |
|              |                  |        |                |             |               |                |                  |                          |                        |               |                           |       | TOTAL MILES BY OBSERVATION                                             |                |                         |              |                        |              |  |  |

REMARKS

1200-1600 WATCH

Plant secured, except #1 Air Comp., Main Circ. - Main L.O. Pump - M.E. on Jacking Gear -  
Made routine checks  
Leaked #1 Boiler 415 Vented #2 Boiler 440  
Bilges @ safe level

WATCH ENGR'S SIGNATURE - *Len V. Palmer R/E*

1600-2000 WATCH

Plant as before,  
1850 - Secured Jacking Gear, L.O. Cycle & Main Circ  
Made routine checks  
Bilges pumped down to safe level. (Eng. misunderstood order - bilges were not pumped.)

WATCH ENGR'S SIGNATURE - *Len V. Palmer R/E*

2000-2400 WATCH

As before  
Vented #1 Boiler 440  
Bilges @ safe level

WATCH ENGR'S SIGNATURE - *Len V. Palmer R/E*

2400-0400 WATCH

Plant as before

WATCH ENGR'S SIGNATURE - *Edward B. Wright R/E*

0400-0800 WATCH

as before

WATCH ENGR'S SIGNATURE - *Edward B. Wright R/E*

0800-1200 WATCH

Plant Secured, Ship's Parc marking on Various  
mark list. Bilges on safe level. per Jan 19, 1968  
R.F.

WATCH ENGR'S SIGNATURE - *R. Lane*

CHIEF ENGINEER

| #                 | BLRS. #    |  |
|-------------------|------------|--|
|                   | P.A.L.K.   |  |
|                   | T.A.L.K.   |  |
|                   | CHL.       |  |
|                   | PHOS.      |  |
|                   | P.H.C. 100 |  |
|                   | P.H.C. 200 |  |
| CHEMICAL ANALYSIS |            |  |
|                   | AL         |  |
|                   | SI         |  |
|                   | ALC        |  |
| STEAMING HOURS    |            |  |
|                   | F.S.       |  |
|                   | W.S.       |  |

CHIEF ENGR'S SIGNATURE

*W. S. Thompson*

|                                                                               |  |            |  |             |  |     |  |                |  |          |  |
|-------------------------------------------------------------------------------|--|------------|--|-------------|--|-----|--|----------------|--|----------|--|
| USNS                                                                          |  | VOYAGE NO. |  | FROM        |  | TO  |  | TYPE OF VESSEL |  | DATE     |  |
| Gen John Pope                                                                 |  | 13-A       |  | 27 OCT 1965 |  | SIP |  | P2-12-192      |  | 3 OCT 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)                                                     |  |            |  |             |  |     |  |                |  |          |  |
| F.O. CONSUMED                                                                 |  |            |  |             |  |     |  |                |  |          |  |
| PRESSURES                                                                     |  |            |  |             |  |     |  |                |  |          |  |
| THROTTLE                                                                      |  |            |  |             |  |     |  |                |  |          |  |
| H.P. AHEAD                                                                    |  |            |  |             |  |     |  |                |  |          |  |
| L.P. AHEAD                                                                    |  |            |  |             |  |     |  |                |  |          |  |
| VACUUM                                                                        |  |            |  |             |  |     |  |                |  |          |  |
| L.O. TO TURBINES                                                              |  |            |  |             |  |     |  |                |  |          |  |
| AUX. STEAM                                                                    |  |            |  |             |  |     |  |                |  |          |  |
| BACK PRESSURE                                                                 |  |            |  |             |  |     |  |                |  |          |  |
| GLAND STEAM                                                                   |  |            |  |             |  |     |  |                |  |          |  |
| H.P. BLEEDER                                                                  |  |            |  |             |  |     |  |                |  |          |  |
| I.P. BLEEDER                                                                  |  |            |  |             |  |     |  |                |  |          |  |
| L.P. BLEEDER                                                                  |  |            |  |             |  |     |  |                |  |          |  |
| TEMPERATURES                                                                  |  |            |  |             |  |     |  |                |  |          |  |
| STEAM AT THROTTLE                                                             |  |            |  |             |  |     |  |                |  |          |  |
| L. P. EXHAUST                                                                 |  |            |  |             |  |     |  |                |  |          |  |
| CONDENSATE                                                                    |  |            |  |             |  |     |  |                |  |          |  |
| CIRC. WATER IN                                                                |  |            |  |             |  |     |  |                |  |          |  |
| 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                                                       |  |            |  |             |  |     |  |                |  |          |  |
| MACH. PARTICULARS (CONT'D)                                                    |  |            |  |             |  |     |  |                |  |          |  |
| HOTTEST GEAR BEARING FORWARD                                                  |  |            |  |             |  |     |  |                |  |          |  |
| HOTTEST GEAR BEARING AFT                                                      |  |            |  |             |  |     |  |                |  |          |  |
| AUX. COND. CONDENSATE                                                         |  |            |  |             |  |     |  |                |  |          |  |
| 1ST STAGE FEED WATER HEATER                                                   |  |            |  |             |  |     |  |                |  |          |  |
| D. C. FEED WATER HEATER                                                       |  |            |  |             |  |     |  |                |  |          |  |
| 3RD STAGE FEED WATER HEATER                                                   |  |            |  |             |  |     |  |                |  |          |  |
| SUPER HEAT P S                                                                |  |            |  |             |  |     |  |                |  |          |  |
| F.O. TO BURNERS                                                               |  |            |  |             |  |     |  |                |  |          |  |
| AIR TO FURNACE P S                                                            |  |            |  |             |  |     |  |                |  |          |  |
| F.O. TEMP. IN SETTLING TANKS P S                                              |  |            |  |             |  |     |  |                |  |          |  |
| PORT BOILER UPTAKE                                                            |  |            |  |             |  |     |  |                |  |          |  |
| STBD. BOILER UPTAKE                                                           |  |            |  |             |  |     |  |                |  |          |  |
| F. O. BACK PRESSURE                                                           |  |            |  |             |  |     |  |                |  |          |  |
| MAIN STEAM                                                                    |  |            |  |             |  |     |  |                |  |          |  |
| F.O. TO BURNERS                                                               |  |            |  |             |  |     |  |                |  |          |  |
| MISCELLANEOUS                                                                 |  |            |  |             |  |     |  |                |  |          |  |
| MAIN COND. SALINITY                                                           |  |            |  |             |  |     |  |                |  |          |  |
| ENGINE ROOM TEMPERATURE                                                       |  |            |  |             |  |     |  |                |  |          |  |
| FIRE ROOM TEMPERATURE                                                         |  |            |  |             |  |     |  |                |  |          |  |
| NOZZLES IN USE                                                                |  |            |  |             |  |     |  |                |  |          |  |
| ND. DF BURNERS IN USE P S                                                     |  |            |  |             |  |     |  |                |  |          |  |
| BURNER TIP SIZE P S                                                           |  |            |  |             |  |     |  |                |  |          |  |
| CO. % PORT BOILER                                                             |  |            |  |             |  |     |  |                |  |          |  |
| CO. % 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                                                                  |  |            |  |             |  |     |  |                |  |          |  |
| 0400 TO 0800                                                                  |  |            |  |             |  |     |  |                |  |          |  |
| 0800 TO 1200                                                                  |  |            |  |             |  |     |  |                |  |          |  |
| FUEL - WATER AND LUBE OIL                                                     |  |            |  |             |  |     |  |                |  |          |  |
| METER AT NOON                                                                 |  |            |  |             |  |     |  |                |  |          |  |
| METER PREVIOUS NOON 14624330                                                  |  |            |  |             |  |     |  |                |  |          |  |
| CONSUMED BY METER                                                             |  |            |  |             |  |     |  |                |  |          |  |
| ON HAND AT START OF DAY 6078                                                  |  |            |  |             |  |     |  |                |  |          |  |
| RECEIVED DURING DAY                                                           |  |            |  |             |  |     |  |                |  |          |  |
| EXPENDED DURING DAY 62                                                        |  |            |  |             |  |     |  |                |  |          |  |
| REMAINING ON BOARD 6016                                                       |  |            |  |             |  |     |  |                |  |          |  |
| ON HAND AT START OF DAY 1020                                                  |  |            |  |             |  |     |  |                |  |          |  |
| EVAPORATED OR RECEIVED                                                        |  |            |  |             |  |     |  |                |  |          |  |
| ON HAND 865                                                                   |  |            |  |             |  |     |  |                |  |          |  |
| CONSUMED 155                                                                  |  |            |  |             |  |     |  |                |  |          |  |
| 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                                                                  |  |            |  |             |  |     |  |                |  |          |  |
| DETENTION TIME                                                                |  |            |  |             |  |     |  |                |  |          |  |
| TOTAL REVOLUTIONS                                                             |  |            |  |             |  |     |  |                |  |          |  |
| AVERAGE R.P.M.                                                                |  |            |  |             |  |     |  |                |  |          |  |
| TOTAL MILES BY ENGINE                                                         |  |            |  |             |  |     |  |                |  |          |  |
| TOTAL MILES BY OBSERVATION                                                    |  |            |  |             |  |     |  |                |  |          |  |
| PROPELLER SLIP (%)                                                            |  |            |  |             |  |     |  |                |  |          |  |
| BBL FUEL MI                                                                   |  |            |  |             |  |     |  |                |  |          |  |
| WIND DIRECTION                                                                |  |            |  |             |  |     |  |                |  |          |  |
| STATE OF SEA                                                                  |  |            |  |             |  |     |  |                |  |          |  |
| STATE OF WEATHER                                                              |  |            |  |             |  |     |  |                |  |          |  |

REMARKS

1200-1600 WATCH

Plant secured, except #1 & 5 Air Comp.

WATCH ENGR'S SIGNATURE- *Sam V. Palmer R/E*

1600-2000 WATCH

As before

WATCH ENGR'S SIGNATURE- *Sam V. Palmer R/E*

2000-2400 WATCH

As before  
5 hrs ok

WATCH ENGR'S SIGNATURE- *Sam V. Palmer R/E*

2400-0400 WATCH

Plant secured. Lights at safe levels

WATCH ENGR'S SIGNATURE- *Edward B. Smith R/E*

0400-0800 WATCH

as before

WATCH ENGR'S SIGNATURE- *Edward B. Smith R/E*

0800-1200 WATCH

Plant Secured.

WATCH ENGR'S SIGNATURE- *R. Lane*

CHIEF ENGINEER

| #               | BLRS. #    |   |
|-----------------|------------|---|
|                 | P.A.L.K.   |   |
|                 | T.A.L.K.   |   |
|                 | CHL.       |   |
|                 | PHOS.      |   |
|                 | P.H. Cond. |   |
|                 | P.H.D.C.   |   |
| CHEMICALS ADDED |            |   |
|                 | ACI        |   |
|                 | GC         |   |
|                 | A.R.C.     |   |
| STEAMING HOURS  |            |   |
|                 | F.S.       | - |
|                 | W.S.       |   |

CHIEF ENGR'S SIGNATURE-

*R. S. Chamberlain*

|                                                                        |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|------------------------------------------------------------------------|----------------------------|---------------------------|--|-----------------------------------|--|------------------|--|-----------------------------------|--|---------------------------|--|-----------------|--|
| USNS<br><i>Un. John Pope</i>                                           |                            | VOYAGE NO.<br><i>13-H</i> |  | FROM<br><i>Hunter Point, D.F.</i> |  | TO               |  | TYPE OF VESSEL<br><i>FS-12-R2</i> |  | DATE<br><i>6/10-11/68</i> |  |                 |  |
|                                                                        |                            | WATCH                     |  |                                   |  |                  |  | 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)                                              |                            |                           |  |                                   |  | <i>1462 1462</i> |  | <i>6650 6650</i>                  |  |                           |  |                 |  |
| F.O. CONSUMED                                                          |                            |                           |  |                                   |  |                  |  | <i>230</i>                        |  |                           |  |                 |  |
| PRESSURES                                                              | THROTTLE                   |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | H.P. AHEAD                 |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | L.P. AHEAD                 |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | VACUUM                     |                           |  |                                   |  |                  |  | <i>29.0</i>                       |  |                           |  |                 |  |
|                                                                        | L.O. TO TURBINES           |                           |  |                                   |  |                  |  | <i>12</i>                         |  |                           |  |                 |  |
|                                                                        | AUX. STEAM                 |                           |  |                                   |  |                  |  | <i>150</i>                        |  |                           |  |                 |  |
|                                                                        | BACK PRESSURE              |                           |  |                                   |  |                  |  | <i>10</i>                         |  |                           |  |                 |  |
|                                                                        | GLAND STEAM                |                           |  |                                   |  |                  |  | <i>200</i>                        |  |                           |  |                 |  |
|                                                                        | H.P. BLEEDER               |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | L.P. BLEEDER               |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| TEMPERATURES                                                           | STEAM AT THROTTLE          |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | L. P. EXHAUST              |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | CONDENSATE                 |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | CIRC. WATER IN             |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | CIRC. WATER OUT            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | L.O. TO COOLERS            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | L.O. FROM COOLERS          |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | TEMPERATURE THRUST BEARING |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | FORWARD H.P. ROTOR BEARING |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
|                                                                        | AFT. H.P. ROTOR BEARING    |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| MACH. PARTICULARS (CONT'D)                                             |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| HOTTEST GEAR BEARING FORWARD                                           |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| HOTTEST GEAR BEARING AFT                                               |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| AUX. COND. CONDENSATE                                                  |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| 1ST STAGE FEED WATER HEATER                                            |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| O. C. FEED WATER HEATER                                                |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>240</i>      |  |
| 3RD STAGE FEED WATER HEATER                                            |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| SUPER HEAT                                                             |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| F.O. TO BURNERS                                                        |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>168</i>      |  |
| AIR TO FURNACE                                                         |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| F.O. TEMP. IN SETTLING TANKS                                           |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| PORT BOILER UPTAKE                                                     |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| STBD. BOILER UPTAKE                                                    |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| F. O. BACK PRESSURE                                                    |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| MAIN STEAM                                                             |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>440</i>      |  |
| F.O. TO BURNERS                                                        |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>116</i>      |  |
| MAIN COND. SALINITY                                                    |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| ENGINE ROOM TEMPERATURE                                                |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>78</i>       |  |
| FIRE ROOM TEMPERATURE                                                  |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>78</i>       |  |
| NOZZLES IN USE                                                         |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| NO. OF BURNERS IN USE                                                  |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>1</i>        |  |
| BURNER TIP SIZE                                                        |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>5 1/2</i>    |  |
| CO. 2 PORT BOILER                                                      |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| CO. 2 STBD. BOILER                                                     |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| OIL LEVEL MAIN SUMP                                                    |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>1 1/2</i>    |  |
| MISCELLANEOUS                                                          |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| GENERATORS                                                             |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| FUEL - WATER AND LUBE OIL                                              |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| METER AT NOON                                                          |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>14626880</i> |  |
| METER PREVIOUS NOON                                                    |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>14626390</i> |  |
| CONSUMED BY METER                                                      |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>550</i>      |  |
| ON HAND AT START OF DAY                                                |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>6016</i>     |  |
| RECEIVED DURING DAY                                                    |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>88</i>       |  |
| EXPENDED DURING DAY                                                    |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>5928</i>     |  |
| REMAINING ON BOARD                                                     |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>865</i>      |  |
| ON HAND AT START OF DAY                                                |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>685</i>      |  |
| EVAPORATED OR RECEIVED                                                 |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>180</i>      |  |
| ON HAND                                                                |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>1870</i>     |  |
| CONSUMED                                                               |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>180</i>      |  |
| 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                                                           |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  | <i>3 1/2</i>    |  |
| 0400 TO 0800                                                           |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| 0800 TO 1200                                                           |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| SUMMARY                                                                |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| RUNNING TIME                                                           |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| DETENTION TIME                                                         |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| TOTAL REVOLUTIONS                                                      |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| AVERAGE R.P.M.                                                         |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| TOTAL MILES BY ENGINE                                                  |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| TOTAL MILES BY OBSERVATION                                             |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| PROPELLER SLIP (%)                                                     |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| BBL FUEL/MI                                                            |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| WIND DIRECTION                                                         |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| STATE OF SEA                                                           |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |
| STATE OF WEATHER                                                       |                            |                           |  |                                   |  |                  |  |                                   |  |                           |  |                 |  |

## REMARKS

1200-1600 WATCH

Plant Secure, Ships waiting on various mark  
list. Bilge safe level.

WATCH ENGR'S SIGNATURE-

1600-2000 WATCH

Plant secured, as before

WATCH ENGR'S SIGNATURE-

2000-2400 WATCH

As before

Bilge safe level

WATCH ENGR'S SIGNATURE-

2400-0400 WATCH

Plant secured, bilge safe level

WATCH ENGR'S SIGNATURE-

0400-0800 WATCH

As before

WATCH ENGR'S SIGNATURE-

0800-1200 WATCH

lit off #1 + #2 Boilers @ 0830. Steam on line @ 1100 started  
#1 + #2 S.S. @ 1100. TESTED OVERBOARD @ #1 + #2 COND. #1 1320 RPM  
#2 1330 RPM. Same on line @ 1130. Main unit of Faching Cond @ 1030  
Vacuum on main unit @ 1100. See #2 Boiler @ 1140. #2 on line  
From when lit off. 14626652

WATCH ENGR'S SIGNATURE-

CHIEF ENGINEER

| #1              | BLRS. #2   |   |
|-----------------|------------|---|
|                 | P.A.L.K.   |   |
|                 | T.A.L.K.   |   |
|                 | CHL.       |   |
|                 | PHOS.      |   |
|                 | P.H. Cond. |   |
|                 | P.H.-D.C.  |   |
| CHEMICALS ADDED |            |   |
|                 | A.C.I.     |   |
|                 | G.C.       |   |
|                 | A.R.C.     |   |
| STEAMING HOURS  |            |   |
| 1282            | F.S. 1804  | - |
| 1282            | W.S. 1804  | - |

CHIEF ENGR'S SIGNATURE-



|                              |                           |                         |                      |                                   |                        |
|------------------------------|---------------------------|-------------------------|----------------------|-----------------------------------|------------------------|
| USNS<br><i>Gen. S. Brown</i> | VOYAGE NO.<br><i>13-H</i> | FROM<br><i>11-20-55</i> | TO<br><i>12-1-55</i> | TYPE OF VESSEL<br><i>PD-12-P2</i> | DATE<br><i>6-10-55</i> |
|------------------------------|---------------------------|-------------------------|----------------------|-----------------------------------|------------------------|

| WATCH                             |                            |                    |                    |                    |                    |                    | WATCH                      |                                |                    |                    |                    |                    |                    |
|-----------------------------------|----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------------|--------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|                                   | 1200<br>TO<br>1600         | 1600<br>TO<br>2000 | 2000<br>TO<br>2400 | 2400<br>TO<br>0400 | 0400<br>TO<br>0800 | 0800<br>TO<br>1200 |                            | 1200<br>TO<br>1600             | 1600<br>TO<br>2000 | 2000<br>TO<br>2400 | 2400<br>TO<br>0400 | 0400<br>TO<br>0800 | 0800<br>TO<br>1200 |
| RUNNING TIME                      |                            |                    |                    |                    |                    |                    | MACH. PARTICULARS (CONT'D) | HOTTEST GEAR BEARING FORWARD   |                    |                    |                    |                    |                    |
| DETENTION TIME                    |                            |                    |                    |                    |                    |                    |                            | HOTTEST GEAR BEARING AFT       |                    |                    |                    |                    |                    |
| REVOLUTION COUNTER (END OF WATCH) |                            |                    |                    |                    |                    |                    |                            | AUX. COND. CONDENSATE          | <i>108</i>         | <i>108</i>         | <i>108</i>         | <i>108</i>         | <i>103</i>         |
| TOTAL REVOLUTIONS (FOR WATCH)     |                            |                    |                    |                    |                    |                    |                            | 1ST STAGE FEED WATER HEATER    |                    | <i>150</i>         | <i>152</i>         | <i>151</i>         |                    |
| AVERAGE RPM                       |                            |                    |                    |                    |                    |                    |                            | D. C. FEED WATER HEATER        | <i>240</i>         | <i>240</i>         | <i>240</i>         | <i>240</i>         | <i>240</i>         |
| F.O. METER (END OF WATCH)         | <i>1462</i>                | <i>1462</i>        | <i>1462</i>        | <i>1462</i>        | <i>1462</i>        | <i>1463</i>        |                            | 3RD STAGE FEED WATER HEATER    |                    |                    |                    |                    |                    |
| F.O. CONSUMED                     | <i>420</i>                 | <i>400</i>         | <i>430</i>         | <i>480</i>         | <i>470</i>         | <i>470</i>         |                            | SUPER HEAT                     | P                  |                    |                    |                    |                    |
| PRESSURES                         | THROTTLE                   |                    |                    |                    |                    |                    |                            | S                              |                    |                    |                    |                    |                    |
|                                   | H.P. AHEAD                 |                    |                    |                    |                    |                    |                            | F.O. TO BURNERS                | <i>140</i>         | <i>140</i>         | <i>140</i>         | <i>140</i>         | <i>140</i>         |
|                                   | L.P. AHEAD                 |                    |                    |                    |                    |                    |                            | AIR TO FURNACE                 | P                  |                    |                    |                    |                    |
|                                   | VACUUM                     |                    |                    |                    |                    |                    |                            | S                              | <i>102</i>         | <i>102</i>         | <i>104</i>         | <i>106</i>         | <i>106</i>         |
|                                   | L.O. TO TURBINES           |                    |                    |                    |                    |                    |                            | F.O. TEMP. IN SETTLING TANKS   | P                  | <i>70</i>          | <i>70</i>          | <i>71</i>          | <i>71</i>          |
|                                   | AUX. STEAM                 | <i>150</i>         | <i>150</i>         | <i>150</i>         | <i>150</i>         | <i>150</i>         |                            | S                              | <i>68</i>          | <i>68</i>          | <i>70</i>          | <i>71</i>          | <i>76</i>          |
|                                   | BACK PRESSURE              | <i>10</i>          | <i>10</i>          | <i>10</i>          | <i>10</i>          | <i>10</i>          |                            | PORT BOILER UPTAKE             |                    |                    |                    |                    |                    |
|                                   | GLAND STEAM                |                    |                    |                    |                    |                    |                            | STBD. BOILER UPTAKE            |                    | <i>257</i>         | <i>259</i>         | <i>259</i>         | <i>260</i>         |
|                                   | H.P. BLEEDER               |                    |                    |                    |                    |                    |                            | F. O. BACK PRESSURE            |                    |                    |                    |                    |                    |
|                                   | L.P. BLEEDER               |                    |                    |                    |                    |                    |                            | MAIN STEAM                     |                    |                    |                    |                    |                    |
| TEMPERATURES                      | STEAM AT THROTTLE          |                    |                    |                    |                    |                    | MISCELLANEOUS              | F.O. TO BURNERS                | <i>180</i>         | <i>140</i>         | <i>180</i>         | <i>180</i>         | <i>200</i>         |
|                                   | L. P. EXHAUST              |                    |                    |                    |                    |                    |                            | MAIN COND. SALINITY            |                    |                    |                    |                    |                    |
|                                   | CONDENSATE                 |                    |                    |                    |                    |                    |                            | ENGINE ROOM TEMPERATURE        | <i>78</i>          | <i>82</i>          | <i>79</i>          | <i>80</i>          | <i>83</i>          |
|                                   | CIRC. WATER IN             | <i>61</i>          | <i>61</i>          | <i>62</i>          | <i>62</i>          | <i>62</i>          |                            | FIRE ROOM TEMPERATURE          | <i>78</i>          | <i>82</i>          | <i>79</i>          | <i>80</i>          | <i>83</i>          |
|                                   | CIRC. WATER OUT            | <i>71</i>          | <i>71</i>          | <i>78</i>          | <i>79</i>          | <i>79</i>          |                            | NOZZLES IN USE                 |                    |                    |                    |                    |                    |
|                                   | L.O. TO COOLERS            |                    |                    |                    |                    |                    |                            | NO. OF BURNERS IN USE          | P                  |                    |                    |                    |                    |
|                                   | L.O. FROM COOLERS          |                    |                    |                    |                    |                    |                            | S                              | <i>1</i>           | <i>1</i>           | <i>1</i>           | <i>1</i>           | <i>1</i>           |
|                                   | TEMPERATURE THRUST BEARING |                    |                    |                    |                    |                    |                            | P                              |                    |                    |                    |                    |                    |
|                                   | FORWARD H.P. ROTOR BEARING |                    |                    |                    |                    |                    |                            | S                              | <i>5 1/55</i>      | <i>5 1/55</i>      | <i>5 1/55</i>      | <i>5 1/55</i>      | <i>5 1/55</i>      |
|                                   | AFT. H.P. ROTOR BEARING    |                    |                    |                    |                    |                    |                            | CO <sub>2</sub> % PORT BOILER  |                    |                    |                    |                    |                    |
|                                   | FORWARD L.P. ROTOR BEARING |                    |                    |                    |                    |                    |                            | CO <sub>2</sub> % STBD. BOILER |                    |                    |                    |                    |                    |
|                                   | AFT. L.P. ROTOR BEARING    |                    |                    |                    |                    |                    |                            | OIL LEVEL MAIN SUMP            |                    |                    |                    |                    |                    |

| GENERATORS   |                  |        |                |             |               |                |                  |                          |                        |               |               |       | FUEL - WATER AND LUBE OIL                                              |              |                         |              |                         |              |            |      |
|--------------|------------------|--------|----------------|-------------|---------------|----------------|------------------|--------------------------|------------------------|---------------|---------------|-------|------------------------------------------------------------------------|--------------|-------------------------|--------------|-------------------------|--------------|------------|------|
| WATCH        | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS | FUEL OIL                                                               |              | BOILER WATER            |              | LUBE OIL                |              | DIESEL OIL |      |
| 1200 TO 1600 | 1                | 1200   | 440            |             |               |                |                  |                          |                        |               |               | 240   | METER AT NOON                                                          | 14629650     | ON HAND AT START OF DAY | 319          | EVAPORATED OR RECEIVED  | -            | ON HAND    | 325  |
|              | 2                | 1200   | 440            |             |               |                |                  |                          |                        |               |               | 240   | METER PREVIOUS NOON                                                    | 14626880     | CONSUMED                | -            | RECEIVED                |              | ON HAND    |      |
| 1600 TO 2000 | 1                | 1200   | 440            |             | 9.0           | 120            | 110              |                          | 63                     | 1060          | 1000          | 240   | CONSUMED BY METER                                                      | 82770        | ON HAND AT START OF DAY | 5928         | CONSUMED                |              | ON HAND    |      |
|              | 2                | 1200   | 440            |             | 9.0           | 120            | 110              |                          | 63                     | 1060          | 1000          | 240   | ON HAND AT START OF DAY                                                | 5928         | RECEIVED DURING DAY     | -            | ON HAND AT START OF DAY | 1677         | RECEIVED   |      |
| 2000 TO 2400 | 1                | 1200   | 440            |             | 9.0           | 120            | 110              |                          | 63                     | 1060          | 1000          | 240   | EXPENDED DURING DAY                                                    | 64           | REMAINING ON BOARD      | 5862         | ON HAND                 |              | ON HAND    |      |
|              | 2                | 1200   | 440            |             | 9.0           | 120            | 110              |                          | 63                     | 1060          | 1000          | 240   | ON HAND AT START OF DAY                                                | 685          | ON HAND AT START OF DAY | 685          | CONSUMED                |              | CONSUMED   |      |
| 2400 TO 0400 | 1                | 1200   | 440            |             | 9.0           | 120            | 110              |                          | 63                     | 1060          | 1000          | 240   | EVAPORATED OR RECEIVED                                                 | -            | ON HAND                 | 607          | ON HAND                 |              | ON HAND    | 1878 |
|              | 2                | 1200   | 440            |             | 9.0           | 120            | 110              |                          | 63                     | 1060          | 1000          | 240   | ON HAND                                                                | 607          | ON HAND                 | 607          | RECEIVED                |              | RECEIVED   |      |
| 0400 TO 0800 | 1                | 1200   | 440            |             | 9.0           | 120            | 110              |                          | 63                     | 1060          | 1000          | 240   | CONSUMED                                                               | 78           | CONSUMED                | 78           | CONSUMED                |              | CONSUMED   |      |
|              | 2                | 1200   | 440            |             | 9.0           | 120            | 110              |                          | 63                     | 1060          | 1000          | 240   | LOW PRESS. EVAPORATORS (No. of hrs. operated) (Fresh water made gals.) |              |                         |              |                         |              |            |      |
| 0800 TO 1200 | 1                | 1200   | 440            |             | 9.0           | 120            | 110              |                          | 63                     | 1060          | 1000          | 240   | L.O. CENTRIFUGE - HOURS OPERATED                                       |              |                         |              |                         |              |            |      |
|              | 2                | 1200   | 440            |             | 9.0           | 120            | 110              |                          | 63                     | 1060          | 1000          | 240   | 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                                             |              |                         |              |                         |              |            |      |



1200-1600 WATCH

WATCH ENGR'S SIGNATURE.

1600-2000, WATCH

WATCH ENGR'S SIGNATURE - *Leon H. Palmer* 1/5

2000-2400 WATCH

WATCH ENGR'S SIGNATURE. *L. K. Valmer* 12/E

2400-0400 WATCH

WATCH ENGR'S SIGNATURE- *William B. Smith P/E*

0400-0800 WATCH

WATCH ENGR'S SIGNATURE. *John B. Marshall*

0800-1200 WATCH

WATCH ENGR'S SIGNATURE. F. H. Carr

CHIEF ENGINEER

CHIEF ENGR'S SIGNATURE ~~\_\_\_\_\_~~



REMARKS

1200-1600 WATCH

Port watch machinery in operation as before. #1 Boiler & F.D. Blower #1 Blk Fuel Pump #1 F.C. Pump #1 + #2 S.S. Cais. #2 main Cond. Pump #1 AUX. Cond Pump #1 F.W. Pump #1 FIRE Pump #1 AIR Pump. H.W.F. Evapor. Blw same pump. Sec. #1 Cond. 1335 Replaced L.C. Lark. Sump on Line 1345. Filled #3 F.W. The fuel pump. F.W. Suct. on #3. Pumped Bilges.

WATCH ENGR'S SIGNATURE-

L. Norris

1600-2000 WATCH

Machinery in operation as before  
Made routine rounds & checks  
Bilges pumped to safe levels  
Cleaned F.S. Disch. strainer

WATCH ENGR'S SIGNATURE-

L. Norris

2000-2400 WATCH

As before  
Made routine rounds & inspections  
Slow down M.S. Evap.  
Cleaned F.S. Disch. strainer  
Bilges pumped to safe level

WATCH ENGR'S SIGNATURE-

L. Norris

2400-0400 WATCH

Machinery in operation as before, routine rounds & inspections of machinery spaces & condenser etc. #1 boiler blow down. H.W. Evap. Bilges & sump levels. cleaned set S/C & N/C

WATCH ENGR'S SIGNATURE-

Edward B. Wright

0400-0800 WATCH

Machinery as before, routine rounds & inspections of machinery spaces. blow down H.W. Evap. pumped Bilges to safe levels, cleaned set S/C & N/C

WATCH ENGR'S SIGNATURE-

Edward B. Wright

0800-1200 WATCH

Port watch machinery in operation as before. changed & cleaned F.C. Bannister & suct strainer. water washing #2 Boiler. F.W. Suct. Pumped Bilges.

WATCH ENGR'S SIGNATURE-

L. Norris

CHIEF ENGINEER

| #1              | BLRS. #2   |
|-----------------|------------|
| 5176            | P.A.K.     |
| 12185           | T.A.K.     |
| 2149            | CHL.       |
| 33              | PHOS.      |
| 815             | P.H. Cond. |
| 30              | P.H. D.C.  |
| CHEMICALS ADDED |            |
|                 | ALJ.       |
|                 | G.C.       |
|                 | A.R.C.     |
| STEAMING HOURS  |            |
| 1330            | F.S.       |
| 1330            | W.S.       |

CHIEF ENGR'S SIGNATURE-

J. S. Thompson

[illegible]

## REMARKS

1200-1600 WATCH

Port watch machinery in operation #1 Boiler & F.D. Blower #1 Blue End Pump #1 F.C. Pump #1 & #2 S.S. Cais, #2 M.H. Cond. Pump #1 Aux. C.D.C. Pump #1 F.W. Pump #1 FIRE Pump #1 AIR Compressor Pumped Bilges.

WATCH ENGR'S SIGNATURE-

L. Morris

1600-2000 WATCH

Machinery in operation as before

Made routine rounds &amp; inspection of Mchry &amp; spaces

Bilges pumped down to safe levels

Cleaned F.O. Disch. strainer

0200-2400 WATCH

F.O. outside

WATCH ENGR'S SIGNATURE-

Len V. Palmer R/E

Made routine rounds &amp; checks

Bilges pumped to safe levels

Ran down M.H. Evap.

Cleaned F.O. Disch. strainer

0400-0800 WATCH

F.O. outside

WATCH ENGR'S SIGNATURE-

Len V. Palmer R/E

Machinery in operation as before, routine rounds & inspection of machinery spaces. @ C115 blew tube & chain, blew down M.H. evap. Bilges at safe levels, carried out S/O & N/O.

0800-1200 WATCH

F.O. outside

WATCH ENGR'S SIGNATURE-

Elliott B. Hunt R/E

Machinery as before, routine rounds & inspection of machinery spaces, blew down M.H. evap, pumped bilges to safe levels, carried out S/O & N/O.

0800-1200 WATCH

F.O. outside

WATCH ENGR'S SIGNATURE-

Elliott B. Hunt R/E

Port watch machinery in operation as before changed & cleaned F.C. Blower & suat. strainers. Pumped F.C. S.O.T. Pump #6 & Deep Th. Pumped Bilges. Ran down H. SQUARE Fast BRICK Top. COURSE #2 FIRE Box. Ran down heating Casinet To A.C. unit from aft. Eng. Room. Still live. Added compound to std. Boiler.

WATCH ENGR'S SIGNATURE-

L. Morris

CHIEF ENGINEER

CHIEF ENGR'S SIGNATURE-

M. S. Chandrajain

A-35544

| #               | REMARKS         |
|-----------------|-----------------|
| 9.34            | PAK.            |
| 11.02           | TALK.           |
| 2.49            | CHL.            |
| 4.7             | PHOS.           |
| 8.00            | P.H. Cond.      |
| 4.5             | P.H. D.C.       |
| CHEMICALS ADDED |                 |
| 6 OZ.           | ADJ. # 6 OZ. LA |
| 3 OZ.           | G.C. # 3 OZ.    |
| 3 OZ.           | A.R. # 3 OZ.    |
| STEAMING HOURS  |                 |
| 12.54           | F.S.            |
| 13.54           | W.S.            |

| USNS           |  | VOYAGE NO. |  | FROM               |  | TO |  | TYPE OF VESSEL |  | DATE       |  |
|----------------|--|------------|--|--------------------|--|----|--|----------------|--|------------|--|
| USNS John Pope |  | 13-H       |  | Hamlet Point, S.F. |  |    |  | 82-12-82       |  | 6/14-15/68 |  |

  

|                                   |  | WATCH        |              |              |              |              |              |                                |  | WATCH        |              |              |              |              |              |      |
|-----------------------------------|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------------------------|--|--------------|--------------|--------------|--------------|--------------|--------------|------|
|                                   |  | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |                                |  | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |      |
| RUNNING TIME                      |  |              |              |              |              |              |              | MACH. PARTICULARS (CONT'D)     |  |              |              |              |              |              |              |      |
| DETENTION TIME                    |  |              |              |              |              |              |              | TEMPERATURES (CONT'D)          |  |              |              |              |              |              |              |      |
| REVOLUTION COUNTER (END OF WATCH) |  |              |              |              |              |              |              | HOTTEST GEAR BEARING FORWARD   |  |              |              |              |              |              |              |      |
| TOTAL REVOLUTIONS (FOR WATCH)     |  |              |              |              |              |              |              | HOTTEST GEAR BEARING AFT       |  |              |              |              |              |              |              |      |
| AVERAGE RPM                       |  |              |              |              |              |              |              | AUX. COND. CONDENSATE          |  | 118/108      | 113/102      | 110/102      | 115/96       | 123/99       | 120/125      |      |
| F.O. METER (END OF WATCH)         |  | 1463         | 1463         | 1463         | 1463         | 1463         | 1463         | 1ST STAGE FEED WATER HEATER    |  | 154          | 154          | 152          | 151          | 152          | 152          |      |
| F.O. CONSUMED                     |  | 400          | 390          | 390          | 400          | 370          | 390          | D. C. FEED WATER HEATER        |  | 240          | 240          | 240          | 240          | 240          | 240          |      |
|                                   |  |              |              |              |              |              |              | 3RD STAGE FEED WATER HEATER    |  |              |              |              |              |              |              |      |
|                                   |  |              |              |              |              |              |              | SUPER HEAT                     |  | P            |              |              |              |              |              |      |
|                                   |  |              |              |              |              |              |              | F.O. TO BURNERS                |  | 140          | 140          | 140          | 140          | 140          | 140          |      |
|                                   |  |              |              |              |              |              |              | AIR TO FURNACE                 |  | P            |              |              |              |              |              |      |
|                                   |  |              |              |              |              |              |              | F.O. TEMP. IN SETTLING TANKS   |  | P            | 72           | 71           | 75           | 78           | 80           | 79   |
|                                   |  |              |              |              |              |              |              | PORT BOILER UPTAKE             |  | S            | 110          | 106          | 100          | 100          | 100          | 100  |
|                                   |  |              |              |              |              |              |              | STBD. BOILER UPTAKE            |  | S            | 72           | 75           | 75           | 77           | 80           | 79   |
|                                   |  |              |              |              |              |              |              | F. O. BACK PRESSURE            |  |              |              |              |              |              |              |      |
|                                   |  |              |              |              |              |              |              | MAIN STEAM                     |  |              | 440          | 440          | 440          | 440          | 440          | 440  |
|                                   |  |              |              |              |              |              |              | F.O. TO BURNERS                |  |              | 160          | 150          | 145          | 145          | 130          |      |
|                                   |  |              |              |              |              |              |              | MAIN COND. SALINITY            |  |              | 41           | 41           | 41           | 41           | 41           | 41   |
|                                   |  |              |              |              |              |              |              | ENGINE ROOM TEMPERATURE        |  |              | 86           | 84           | 80           | 78           | 79           | 82   |
|                                   |  |              |              |              |              |              |              | FIRE ROOM TEMPERATURE          |  |              | 86           | 84           | 80           | 78           | 79           | 82   |
|                                   |  |              |              |              |              |              |              | NOZZLES IN USE                 |  |              |              |              |              |              |              |      |
|                                   |  |              |              |              |              |              |              | NO. OF BURNERS IN USE          |  | P            |              |              |              |              |              |      |
|                                   |  |              |              |              |              |              |              | BURNER TIP SIZE                |  | S            | 8/55         | 5/55         | 5/55         | 5/55         | 5/55         | 5/55 |
|                                   |  |              |              |              |              |              |              | CO <sub>2</sub> % PORT BOILER  |  |              |              |              |              |              |              |      |
|                                   |  |              |              |              |              |              |              | CO <sub>2</sub> % STBD. BOILER |  |              |              |              |              |              |              |      |
|                                   |  |              |              |              |              |              |              | OIL LEVEL MAIN SUMP            |  |              |              |              |              |              |              |      |

  

|              |   | GENERATORS       |        |                |             |               |                |                  |                          |                        |               | FUEL - WATER AND LUBE OIL |       |               |                         |                        |         |          |                         |          |         |          |  |
|--------------|---|------------------|--------|----------------|-------------|---------------|----------------|------------------|--------------------------|------------------------|---------------|---------------------------|-------|---------------|-------------------------|------------------------|---------|----------|-------------------------|----------|---------|----------|--|
|              |   | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE             | VOLTS | METER AT NOON | ON HAND AT START OF DAY | EVAPORATED OR RECEIVED | ON HAND | CONSUMED | ON HAND AT START OF DAY | RECEIVED | ON HAND | CONSUMED |  |
| 1200 TO 1600 | 1 | 1200             | 440    |                | 9           | 120           | 110            |                  | 63                       | 700                    | 702           | 146                       |       | 14636910      | 329                     |                        |         |          | 1697                    |          |         |          |  |
|              | 2 | 1200             | 440    |                | 7.5         | 130           | 114            |                  | 68                       | 700                    | 250           | 240                       |       | 14634550      |                         |                        |         |          |                         |          |         |          |  |
| 1600 TO 2000 | 1 | 1200             | 440    |                | 9           | 120           | 110            |                  | 63                       | 600                    | 600           | 240                       |       | 2360          |                         |                        |         |          |                         |          |         |          |  |
|              | 2 | 1200             | 440    |                | 7.5         | 130           | 114            |                  | 68                       | 750                    | 750           | 240                       |       | 5745          |                         |                        |         |          |                         |          |         |          |  |
| 2000 TO 2400 | 1 | 1200             | 440    |                | 9           | 120           | 110            |                  | 63                       | 750                    | 750           | 240                       |       | 5689          |                         |                        |         |          |                         |          |         |          |  |
|              | 2 | 1200             | 440    |                | 7.5         | 130           | 114            |                  | 68                       | 550                    | 550           | 240                       |       | 641           |                         |                        |         |          |                         |          |         |          |  |
| 2400 TO 0400 | 1 | 1200             | 440    |                | 9           | 117           | 108            |                  | 63                       | 58                     | 550           | 240                       |       |               |                         |                        |         |          |                         |          |         |          |  |
|              | 2 | 1200             | 440    |                | 7.5         | 128           | 114            |                  | 68                       | 400                    | 400           | 240                       |       |               |                         |                        |         |          |                         |          |         |          |  |
| 0400 TO 0800 | 1 | 1200             | 440    |                | 9           | 118           | 110            |                  | 63                       | 750                    | 750           | 240                       |       |               |                         |                        |         |          |                         |          |         |          |  |
|              | 2 | 1200             | 440    |                | 7.5         | 128           | 113            |                  | 68                       | 600                    | 600           | 240                       |       |               |                         |                        |         |          |                         |          |         |          |  |
| 0800 TO 1200 | 1 | 1200             | 440    |                | 9           | 120           | 110            |                  | 63                       | 750                    | 750           | 240                       |       |               |                         |                        |         |          |                         |          |         |          |  |
|              | 2 | 1200             | 440    |                | 7.5         | 128           | 114            |                  | 68                       | 650                    | 650           | 240                       |       |               |                         |                        |         |          |                         |          |         |          |  |

  

| 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 | DETENTION TIME | TOTAL REVOLUTIONS | AVERAGE R.P.M. |
|              |                |                   |                |

  

| FUEL - WATER AND LUBE OIL |             |                |              |
|---------------------------|-------------|----------------|--------------|
| PROPELLER SLIP (%)        | BBL FUEL/MI | WIND DIRECTION | STATE OF SEA |
|                           |             |                |              |

  

| STATE OF WEATHER      |                            |              |                  |
|-----------------------|----------------------------|--------------|------------------|
| TOTAL MILES BY ENGINE | TOTAL MILES BY OBSERVATION | STATE OF SEA | STATE OF WEATHER |
|                       |                            |              |                  |

REMARKS

1200-1600 WATCH

Port waterl. machinery Inspection #1 Berkey F.D. Blower #1  
Ble. Feed Pump #1 P.O. Pump #1 & #2 S.S. Cais. #2 M.V. Cond. Pump  
Aux. & Fire Pump #1 F.W. Pump #1 Fire Pump #1 Air Pump. Pumped  
13195+1

WATCH ENGR'S SIGNATURE-

*F. H. Harris*

1600-2000 WATCH

Machinery in operation as before  
Made routine rounds & checks  
Bilges @ safe level  
Cleaned F.O. Disch. strainer

WATCH ENGR'S SIGNATURE-

*Sam V. Palmer R/E*

2000-2400 WATCH

Oiler: ~~Thomas~~ - F/WT - Thomas  
Made routine rounds & checks  
Blew down M.V. Evap  
Bilges @ safe level

WATCH ENGR'S SIGNATURE-

*Sam V. Palmer R/E*

2400-0400 WATCH

Oiler: ~~Thomas~~ - F/WT - Thomas  
Machinery in operation as before, routine rounds & inspections  
of machinery spaces, & over M.V. tubes #1 failed, blew down  
M.V. scup. bilge & scup levels, carried out S/O & #6.

WATCH ENGR'S SIGNATURE-

*Ellen B. Smith R/E*

0400-0800 WATCH

Oiler: ~~Thomas~~ - F/WT - Riggs  
Machinery as before, routine rounds & inspections of  
machinery spaces, blew down M.V. scup, pumps  
bilge & scup levels, carried out S/O & #6

WATCH ENGR'S SIGNATURE-

*Ellen B. Smith R/E*

0800-1200 WATCH

Oiler: ~~Thomas~~ - F/WT - Riggs  
Machinery as before routine rounds & inspections of  
machinery spaces, blew down M.V. scup, bilge &  
scup levels, carried out S/O & #6

WATCH ENGR'S SIGNATURE-

*Ellen B. Smith R/E*

CHIEF ENGINEER

*Sam Longacre* F/WT - White

|                 |            |  |
|-----------------|------------|--|
| 1               | BURS.      |  |
| 9.34            | P.A.L.K.   |  |
| 14.02           | T.A.L.K.   |  |
| 2.42            | CHL.       |  |
| 4.0             | PHOS.      |  |
| 8.0             | P.H. Cond. |  |
| 4.5             | P.H. D.C.  |  |
| CHEMICALS ADDED |            |  |
|                 | ADJ.       |  |
|                 | G.C.       |  |
|                 | A.R.C.     |  |
| STEAMING HOURS  |            |  |
| 1378            | F.S.       |  |
| 1378            | W.S.       |  |

CHIEF ENGR'S SIGNATURE-

*W. S. Longacre*



|                                   |  |                                |  |              |  |              |  |                |  |              |  |              |  |
|-----------------------------------|--|--------------------------------|--|--------------|--|--------------|--|----------------|--|--------------|--|--------------|--|
| USNS                              |  | VOYAGE NO.                     |  | FROM         |  | TO           |  | TYPE OF VESSEL |  | DATE         |  |              |  |
| Gen. John Pope T-AP110            |  | 13-A                           |  | Hunters 35   |  |              |  | P2 1282        |  | 6/15-16      |  |              |  |
|                                   |  | WATCH                          |  |              |  |              |  | 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)         |  | 1463 7300                      |  | 1463 7600    |  | 1463 8260    |  | 1463 8460      |  | 1463 8850    |  | 1463 9220    |  |
| F.O. CONSUMED                     |  | 390                            |  | 380          |  | 380          |  | 400            |  | 390          |  | 370          |  |
| PRESSURES                         |  | THROTTLE                       |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | H.P. AHEAD                     |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | L.P. AHEAD                     |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | VACUUM                         |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | L.O. TO TURBINES               |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | AUX. STEAM                     |  | 150          |  | 150          |  | 150            |  | 150          |  | 150          |  |
|                                   |  | BACK PRESSURE                  |  | 10           |  | 10           |  | 10             |  | 10           |  | 10           |  |
|                                   |  | GLAND STEAM                    |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | H.P. BLEEDER                   |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | L.P. BLEEDER                   |  |              |  |              |  |                |  |              |  |              |  |
| TEMPERATURES                      |  | STEAM AT THROTTLE              |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | L. P. EXHAUST                  |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | CONDENSATE                     |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | CIRC. WATER IN                 |  | 66           |  | 66           |  | 67             |  | 64           |  | 64           |  |
|                                   |  | CIRC. WATER OUT                |  | 75           |  | 75           |  | 75             |  | 75           |  | 75           |  |
|                                   |  | L.O. TO COOLERS                |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | L.O. FROM COOLERS              |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | TEMPERATURE THRUST BEARING     |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | FORWARD H.P. ROTOR BEARING     |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | AFT. H.P. ROTOR BEARING        |  |              |  |              |  |                |  |              |  |              |  |
| TEMPERATURES                      |  | FORWARD L.P. ROTOR BEARING     |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | AFT. L.P. ROTOR BEARING        |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | HOTTEST GEAR BEARING FORWARD   |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | HOTTEST GEAR BEARING AFT       |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | AUX. COND. CONDENSATE          |  | 124 124      |  | 125 126      |  | 125 108        |  | 109 99       |  | 120 102      |  |
|                                   |  | 1ST STAGE FEED WATER HEATER    |  | 153          |  | 152          |  | 153            |  | 151          |  | 152          |  |
|                                   |  | D. C. FEED WATER HEATER        |  | 240          |  | 240          |  | 240            |  | 237          |  | 240          |  |
|                                   |  | 3RD STAGE FEED WATER HEATER    |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | SUPER HEAT                     |  | P            |  |              |  |                |  |              |  |              |  |
|                                   |  | S                              |  | 140          |  | 140          |  | 140            |  | 140          |  | 140          |  |
| TEMPERATURES                      |  | F.O. TO BURNERS                |  | 140          |  | 140          |  | 140            |  | 140          |  | 140          |  |
|                                   |  | AIR TO FURNACE                 |  | P            |  |              |  |                |  |              |  |              |  |
|                                   |  | S                              |  | 102          |  | 110          |  | 102            |  | 102          |  | 106          |  |
|                                   |  | F.O. TEMP. IN SETTLING TANKS   |  | P            |  | 79           |  | 80             |  | 80           |  | 80           |  |
|                                   |  | S                              |  | 80           |  | 80           |  | 79             |  | 80           |  | 80           |  |
|                                   |  | PORT BOILER UPTAKE             |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | STBD. BOILER UPTAKE            |  | 252          |  | 260          |  | 265            |  | 255          |  | 252          |  |
|                                   |  | F. O. BACK PRESSURE            |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | MAIN STEAM                     |  | 440          |  | 440          |  | 440            |  | 440          |  | 440          |  |
|                                   |  | F.O. TO BURNERS                |  | 125          |  | 140          |  | 105            |  | 120          |  | 130          |  |
| TEMPERATURES                      |  | MAIN COND. SALINITY            |  | .41          |  | .41          |  | .41            |  | .41          |  | .41          |  |
|                                   |  | ENGINE ROOM TEMPERATURE        |  | 95           |  | 91           |  | 85             |  | 84           |  | 86           |  |
|                                   |  | FIRE ROOM TEMPERATURE          |  | 95           |  | 91           |  | 85             |  | 84           |  | 86           |  |
|                                   |  | NOZZLES IN USE                 |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | NO. OF BURNERS IN USE          |  | P            |  |              |  |                |  |              |  |              |  |
|                                   |  | S                              |  | 1            |  | 1            |  | 1              |  | 1            |  | 1            |  |
|                                   |  | BURNER TIP SIZE                |  | P            |  |              |  |                |  |              |  |              |  |
|                                   |  | S                              |  | 5/55         |  | 6/55         |  | 6/55           |  | 5/55         |  | 5/55         |  |
|                                   |  | CO <sub>2</sub> % PORT BOILER  |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | CO <sub>2</sub> % STBD. BOILER |  |              |  |              |  |                |  |              |  |              |  |
| TEMPERATURES                      |  | OIL LEVEL MAIN SUMP            |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | HOTTEST GEAR BEARING FORWARD   |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | HOTTEST GEAR BEARING AFT       |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | AUX. COND. CONDENSATE          |  | 124 124      |  | 125 126      |  | 125 108        |  | 109 99       |  | 120 102      |  |
|                                   |  | 1ST STAGE FEED WATER HEATER    |  | 153          |  | 152          |  | 153            |  | 151          |  | 152          |  |
|                                   |  | D. C. FEED WATER HEATER        |  | 240          |  | 240          |  | 240            |  | 237          |  | 240          |  |
|                                   |  | 3RD STAGE FEED WATER HEATER    |  |              |  |              |  |                |  |              |  |              |  |
|                                   |  | SUPER HEAT                     |  | P            |  |              |  |                |  |              |  |              |  |
|                                   |  | S                              |  | 140          |  | 140          |  | 140            |  | 140          |  | 140          |  |
|                                   |  | F.O. TO BURNERS                |  | 140          |  | 140          |  | 140            |  | 140          |  | 140          |  |

|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|--|--|------------------|--|--------|--|----------------|--|-------------|--|---------------|--|---------------------------|--|------------------|--|--------------------------|--|------------------------|--|---------------|--|---------------|--|-------|--|------------------------------------------------------------------------|--|--------------|--|-------------------------|--|--------------|--|--------------|--|--------------|--|
|  |  | GENERATORS       |  |        |  |                |  |             |  |               |  | FUEL - WATER AND LUBE OIL |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  | GENERATOR NUMBER |  | R.P.M. |  | STEAM PRESSURE |  | STEAM TEMP. |  | L.O. PRESSURE |  | L.O. TO COOLER            |  | L.O. FROM COOLER |  | TEMP. OF HOTTEST BEARING |  | L.O. GOVERNOR PRESSURE |  | AMPS POSITIVE |  | AMPS NEGATIVE |  | VOLTS |  | METER AT NOON                                                          |  | 1463 9220    |  | ON HAND AT START OF DAY |  | 329          |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  | METER PREVIOUS NOON                                                    |  | 1463 6910    |  | EVAPORATED OR RECEIVED  |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  | CONSUMED BY METER                                                      |  | 2310         |  | ON HAND                 |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  | ON HAND AT START OF DAY                                                |  | 5689         |  | CONSUMED                |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  | RECEIVED DURING DAY                                                    |  |              |  | ON HAND AT START OF DAY |  | 1697         |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  | EXPENDED DURING DAY                                                    |  | 55           |  | RECEIVED                |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  | REMAINING ON BOARD                                                     |  | 5634         |  | ON HAND                 |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  | ON HAND AT START OF DAY                                                |  | 641          |  | CONSUMED                |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  | EVAPORATED OR RECEIVED                                                 |  |              |  | ON HAND                 |  | 1878         |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  | 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 |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |
|  |  |                  |  |        |  |                |  |             |  |               |  |                           |  |                  |  |                          |  |                        |  |               |  |               |  |       |  |                                                                        |  |              |  |                         |  |              |  |              |  |              |  |



REMARKS

1200-1600 WATCH

Machinery in operation: #1 Boiler - #1 F.O. Blower - #1 Main Feed Pump - #1 F.O. Service Pump - #3 172 SS Generators & Aux. (22 Main Cond. Pump) #1 F.W. Pump - #1 Fire Pump - #1 Air Comp - M.O. Evap - #1 S.W. Pump - SS Scooter Comps.  
Made routine rounds & checks of Mchry & spaces  
Blew down M.O. Evap. Cleaned F.O. Disch. strainer  
Bilges & safe level

Clerk: Longacre F/W - White

WATCH ENGR'S SIGNATURE: *Len V. Palmer R/E*

1600-2000 WATCH

Machinery in operation as before  
Made routine rounds & checks  
Bilges pumped down to safe level  
Cleaned F.O. Disch. strainer

Clerk: Griggs F/W - Thomas

WATCH ENGR'S SIGNATURE: *Len V. Palmer R/E*

2000-2400 WATCH

SS Blower  
Made routine rounds & checks  
Scraped bottom of M.O. Evap. & bilges to safe level  
Blew down M.O. Evap.

Clerk: Griggs F/W - Thomas

WATCH ENGR'S SIGNATURE: *Len V. Palmer R/E*

2400-0400 WATCH

Machinery in operation as before, routine rounds & inspections of machinery spaces, blew down M.O. Evap. & bilges to safe level. Turned #1 boiler, bilges & deep bilges, carried out 5/0 & 4/0.

Clerk: Griggs F/W - Thomas

WATCH ENGR'S SIGNATURE: *Edward B. Merrill R/E*

0400-0800 WATCH

Machinery as before, routine rounds & inspections. Blew down M.O. Evap. pumped bilges to safe level. Carried out 5/0 & 4/0.

Clerk: Griggs F/W - Thomas

WATCH ENGR'S SIGNATURE: *Edward B. Merrill R/E*

0800-1200 WATCH

Machinery as before, routine rounds & inspections. Blew down M.O. Evap. bilges & deep bilges. Carried out 5/0 & 4/0.

Clerk: Longacre F/W - White

WATCH ENGR'S SIGNATURE: *Edward B. Merrill R/E*

CHIEF ENGINEER

| #               | BLRS. #    |  |
|-----------------|------------|--|
|                 | P.A.L.K.   |  |
|                 | T.A.L.K.   |  |
|                 | CHL.       |  |
|                 | PHOS.      |  |
|                 | P.H. Cond. |  |
|                 | P.H.-D.C.  |  |
| CHEMICALS ADDED |            |  |
|                 | ADJ.       |  |
|                 | G.C.       |  |
|                 | A.R.C.     |  |
| STEAMING HOURS  |            |  |
| 1402            | F.S.       |  |
| 1402            | W.S.       |  |

CHIEF ENGR'S SIGNATURE: *W. S. Chamberlain*

USNS *John Pope* *77110* VOYAGE NO. *13-A* FROM *AT* *Hunter's Point NS* TO TYPE OF VESSEL *R2-1242* DATE *6/16-17*

| WATCH                             |                            |                            |                            |                            |                            |                            | WATCH                          |                    |                    |                    |                    |                    |                    |
|-----------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|--------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|                                   | 1200<br>TO<br>1600         | 1600<br>TO<br>2000         | 2000<br>TO<br>2400         | 2400<br>TO<br>0400         | 0400<br>TO<br>0800         | 0800<br>TO<br>1200         |                                | 1200<br>TO<br>1600 | 1600<br>TO<br>2000 | 2000<br>TO<br>2400 | 2400<br>TO<br>0400 | 0400<br>TO<br>0800 | 0800<br>TO<br>1200 |
| RUNNING TIME                      |                            |                            |                            |                            |                            |                            | HOTTEST GEAR BEARING FORWARD   |                    |                    |                    |                    |                    |                    |
| DETENTION TIME                    |                            |                            |                            |                            |                            |                            | HOTTEST GEAR BEARING AFT       |                    |                    |                    |                    |                    |                    |
| REVOLUTION COUNTER (END OF WATCH) |                            |                            |                            |                            |                            |                            | AUX. COND. CONDENSATE          | <i>120/105</i>     | <i>120/124</i>     | <i>124/109</i>     | <i>132/106</i>     | <i>133/106</i>     | <i>120/104</i>     |
| TOTAL REVOLUTIONS (FOR WATCH)     |                            |                            |                            |                            |                            |                            | 1ST STAGE FEED WATER HEATER    | <i>152</i>         | <i>152</i>         | <i>154</i>         | <i>154</i>         | <i>157</i>         | <i>152</i>         |
| AVERAGE RPM                       |                            |                            |                            |                            |                            |                            | D. C. FEED WATER HEATER        | <i>240</i>         | <i>240</i>         | <i>238</i>         | <i>240</i>         | <i>240</i>         | <i>240</i>         |
| F.O. METER (END OF WATCH)         | <i>1463</i><br><i>9600</i> | <i>1463</i><br><i>9780</i> | <i>1464</i><br><i>9860</i> | <i>1464</i><br><i>9960</i> | <i>1464</i><br><i>1140</i> | <i>1464</i><br><i>1540</i> | 3RD STAGE FEED WATER HEATER    |                    |                    |                    |                    |                    |                    |
| F.O. CONSUMED                     | <i>380</i>                 | <i>380</i>                 | <i>380</i>                 | <i>400</i>                 | <i>380</i>                 | <i>400</i>                 | SUPER HEAT P                   |                    |                    |                    |                    |                    |                    |
| PRESSURES                         | THROTTLE                   |                            |                            |                            |                            |                            | S                              |                    |                    |                    |                    |                    |                    |
|                                   | H.P. AHEAD                 |                            |                            |                            |                            |                            | F.O. TO BURNERS                | <i>140</i>         | <i>140</i>         | <i>140</i>         | <i>140</i>         | <i>140</i>         | <i>143</i>         |
|                                   | L.P. AHEAD                 |                            |                            |                            |                            |                            | AIR TO FURNACE P               |                    |                    |                    |                    |                    |                    |
|                                   | VACUUM                     |                            |                            |                            |                            |                            | S                              | <i>108</i>         | <i>106</i>         | <i>100</i>         | <i>106</i>         | <i>116</i>         | <i>114</i>         |
|                                   | L.O. TO TURBINES           |                            |                            |                            |                            |                            | F.O. TEMP. IN SETTLING TANKS P | <i>80</i>          | <i>80</i>          | <i>83</i>          | <i>82</i>          | <i>83</i>          | <i>79</i>          |
|                                   | AUX. STEAM                 | <i>150</i>                 | <i>150</i>                 | <i>150</i>                 | <i>150</i>                 | <i>150</i>                 | S                              | <i>80</i>          | <i>78</i>          | <i>80</i>          | <i>78</i>          | <i>77</i>          | <i>79</i>          |
|                                   | BACK PRESSURE              | <i>10</i>                  | <i>10</i>                  | <i>10</i>                  | <i>10</i>                  | <i>10</i>                  | PORT BOILER UPTAKE             |                    |                    |                    |                    |                    |                    |
|                                   | GLAND STEAM                |                            |                            |                            |                            |                            | STBD. BOILER UPTAKE            | <i>242</i>         | <i>250</i>         | <i>249</i>         | <i>244</i>         | <i>246</i>         | <i>255</i>         |
|                                   | H.P. BLEEDER               |                            |                            |                            |                            |                            | F. O. BACK PRESSURE            |                    |                    |                    |                    |                    |                    |
|                                   | L.P. BLEEDER               |                            |                            |                            |                            |                            | MAIN STEAM                     | <i>440</i>         | <i>440</i>         | <i>440</i>         | <i>440</i>         | <i>440</i>         | <i>440</i>         |
| TEMPERATURES                      | L.P. BLEEDER               |                            |                            |                            |                            |                            | F.O. TO BURNERS                | <i>135</i>         | <i>130</i>         | <i>125</i>         | <i>130</i>         | <i>140</i>         |                    |
|                                   | STEAM AT THROTTLE          |                            |                            |                            |                            |                            | MAIN COND. SALINITY            | <i>.41</i>         | <i>.41</i>         | <i>.41</i>         | <i>.41</i>         | <i>.41</i>         | <i>.41</i>         |
|                                   | L. P. EXHAUST              |                            |                            |                            |                            |                            | ENGINE ROOM TEMPERATURE        | <i>92</i>          | <i>86</i>          | <i>80</i>          | <i>96</i>          | <i>102</i>         | <i>89</i>          |
|                                   | CONDENSATE                 |                            |                            |                            |                            |                            | FIRE ROOM TEMPERATURE          | <i>92</i>          | <i>86</i>          | <i>80</i>          | <i>96</i>          | <i>102</i>         | <i>89</i>          |
|                                   | CIRC. WATER IN             | <i>66</i>                  | <i>66</i>                  | <i>67</i>                  | <i>67</i>                  | <i>67</i>                  | NOZZLES IN USE                 |                    |                    |                    |                    |                    |                    |
|                                   | CIRC. WATER OUT            | <i>75</i>                  | <i>76</i>                  | <i>76</i>                  | <i>76</i>                  | <i>78</i>                  | NO. OF BURNERS IN USE P        |                    |                    |                    |                    |                    |                    |
|                                   | L.O. TO COOLERS            |                            |                            |                            |                            |                            | S                              | <i>1</i>           | <i>1</i>           | <i>1</i>           | <i>1</i>           | <i>1</i>           | <i>1</i>           |
|                                   | L.O. FROM COOLERS          |                            |                            |                            |                            |                            | P                              |                    |                    |                    |                    |                    |                    |
|                                   | TEMPERATURE THRUST BEARING |                            |                            |                            |                            |                            | S                              | <i>51/55</i>       | <i>51/55</i>       | <i>51/55</i>       | <i>51/55</i>       | <i>51/55</i>       | <i>51/55</i>       |
|                                   | FORWARD H.P. ROTOR BEARING |                            |                            |                            |                            |                            | CO <sub>2</sub> % PORT BOILER  |                    |                    |                    |                    |                    |                    |
| MISCELLANEOUS                     | AFT. H.P. ROTOR BEARING    |                            |                            |                            |                            |                            | CO <sub>2</sub> % STBD. BOILER |                    |                    |                    |                    |                    |                    |
|                                   | FORWARD L.P. ROTOR BEARING |                            |                            |                            |                            |                            | OIL LEVEL MAIN SUMP            |                    |                    |                    |                    |                    |                    |
|                                   | AFT. L.P. ROTOR BEARING    |                            |                            |                            |                            |                            |                                |                    |                    |                    |                    |                    |                    |
|                                   |                            |                            |                            |                            |                            |                            |                                |                    |                    |                    |                    |                    |                    |
|                                   |                            |                            |                            |                            |                            |                            |                                |                    |                    |                    |                    |                    |                    |
|                                   |                            |                            |                            |                            |                            |                            |                                |                    |                    |                    |                    |                    |                    |
|                                   |                            |                            |                            |                            |                            |                            |                                |                    |                    |                    |                    |                    |                    |
|                                   |                            |                            |                            |                            |                            |                            |                                |                    |                    |                    |                    |                    |                    |
|                                   |                            |                            |                            |                            |                            |                            |                                |                    |                    |                    |                    |                    |                    |
|                                   |                            |                            |                            |                            |                            |                            |                                |                    |                    |                    |                    |                    |                    |

| GENERATORS                                                             |                  |        |                |             |               |                |                  |                          |                        |               |               | FUEL - WATER AND LUBE OIL |                         |                         |                     |
|------------------------------------------------------------------------|------------------|--------|----------------|-------------|---------------|----------------|------------------|--------------------------|------------------------|---------------|---------------|---------------------------|-------------------------|-------------------------|---------------------|
| WATCH                                                                  | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS                     | METER AT NOON           | ON HAND AT START OF DAY |                     |
| 1200 TO 1600                                                           | 1                | 1200   | 440            |             | 7             | 120            | 110              |                          | 63                     | 750           | 725           | 240                       | <i>14641540</i>         | <i>329</i>              |                     |
|                                                                        | 2                | 1200   | 440            |             | 7.5           | 130            | 116              |                          | 68                     | 550           | 530           | 240                       | <i>14639220</i>         |                         |                     |
| 1600 TO 2000                                                           | 1                | 1200   | 440            |             | 9             | 120            | 110              |                          | 67                     | 800           | 750           | 240                       | <i>2320</i>             | <i>349</i>              |                     |
|                                                                        | 2                | 1200   | 440            |             | 7.5           | 130            | 116              |                          | 68                     | 550           | 550           | 240                       | <i>5634</i>             |                         |                     |
| 2000 TO 2400                                                           | 1                | 1200   | 440            |             | 9             | 120            | 110              |                          | 63                     | 750           | 750           | 240                       | <i>5579</i>             | <i>1697</i>             |                     |
|                                                                        | 2                | 1200   | 440            |             | 7.5           | 130            | 116              |                          | 68                     | 550           | 550           | 240                       | <i>641</i>              |                         |                     |
| 2400 TO 0400                                                           | 1                | 1200   | 440            |             | 9             | 125            | 114              |                          | 63                     | 800           | 800           | 240                       |                         | <i>1878</i>             |                     |
|                                                                        | 2                | 1200   | 440            |             | 7.5           | 131            | 119              |                          | 68                     | 550           | 550           | 240                       |                         |                         |                     |
| 0400 TO 0800                                                           | 1                | 1200   | 440            |             | 9             | 126            | 116              |                          | 63                     | 850           | 830           | 240                       |                         |                         |                     |
|                                                                        | 2                | 1200   | 440            |             | 7.5           | 131            | 119              |                          | 68                     | 550           | 550           | 240                       |                         |                         |                     |
| 0800 TO 1200                                                           | 1                | 1200   | 440            |             | 9             | 125            | 112              |                          | 63                     | 880           | 880           | 240                       |                         |                         |                     |
|                                                                        | 2                | 1200   | 440            |             | 7.4           | 132            | 117              |                          | 67                     | 760           | 750           | 240                       |                         |                         |                     |
| FUEL OIL                                                               |                  |        |                |             |               |                |                  |                          |                        |               |               | METER PREVIOUS NOON       | CONSUMED BY METER       | ON HAND AT START OF DAY | RECEIVED DURING DAY |
| DOMESTIC WATER                                                         |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| LUBE OIL                                                               |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| DIESEL OIL                                                             |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| LOW PRESS. EVAPORATORS (No. of hrs. operated)/(Fresh water made gals.) |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| L.O. CENTRIFUGE - HOURS OPERATED                                       |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| SUMMARY                                                                |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| RUNNING TIME                                                           |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| DETENTION TIME                                                         |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| TOTAL REVOLUTIONS                                                      |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| AVERAGE R.P.M.                                                         |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| TOTAL MILES BY ENGINE                                                  |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |
| TOTAL MILES BY OBSERVATION                                             |                  |        |                |             |               |                |                  |                          |                        |               |               | ON HAND AT START OF DAY   | ON HAND AT START OF DAY | RECEIVED DURING DAY     | REMAINING ON BOARD  |

## REMARKS

1200-1600 WATCH

Machinery in operation: #1 Boiler-#1 F.O. Blower-#1 Main Feed Pump-#1 F.S. Service Pump-  
 #5 182 SS Turbo-Gas-#201. C.P. Pump-#2 Air Cond Pump-F.W. Pump- Fire Pump-#1 Air Comp-  
 H.W. C.P. Pump- S.S. Boiler Pumps

Pumped bilges down to safe level

Cleaned F.O. Suct &amp; Disch. Strainers

Made routine rounds &amp; checks of Machinery Spaces

Ciler: Longyear- F/W: White

WATCH ENGR'S SIGNATURE- Lem V. Palmer R/E

1600-2000 WATCH

As before

Made routine rounds &amp; inspection

Blew down M.U. Evap

Cleaned F.O. Disch. Strainer

Bilges @ safe level

Ciler: Griggs- F/W: Thomas

WATCH ENGR'S SIGNATURE- Lem V. Palmer R/E

2000-2400 WATCH

As before

Made routine rounds &amp; checks

Blew down M.U. Evap

Bilges @ safe level

Ciler: Griggs- F/W: Thomas

WATCH ENGR'S SIGNATURE- Lem V. Palmer R/E

2400-0400 WATCH

Machinery in operation as before, routine rounds & inspection  
 of machinery spaces, blew down M.U. Evap, <sup>10/15/59</sup> blew down #1 boiler  
 & C120 lost down to P25 supply valves in engine room bilges at  
 safe level, caused out S/O 8<sup>40</sup>

Ciler: Mc Quirk- F/W: Riggs

WATCH ENGR'S SIGNATURE- Edward B. Haines R/E

0400-0800 WATCH

Machinery as before, routine rounds & inspection  
 blew down M.U. Evap, & C120 shifted F.W. Suct. from L to  
 R. <sup>10/15/59</sup> part switch, pumped bilges to safe level.

Ciler: Mc Quirk- F/W: Riggs

WATCH ENGR'S SIGNATURE- Edward B. Haines R/E

0800-1200 WATCH

Part watch machinery inspection P2 Boiler- Cleaned & Cleaned F.O.  
 Burns & suct. strainers, closed up #2 Boiler Fire Box open main condenser  
 for inspection & cleaning, Pumped Bilges, Blew Down M.U.F. Evap.

WATCH ENGR'S SIGNATURE- E. Haines

CHIEF ENGINEER

| #               | BLRS. #    |  |
|-----------------|------------|--|
| 9.34            | P.A.L.K.   |  |
| 14.02           | T.A.L.K.   |  |
| 2.49            | CHL.       |  |
| 40              | PHOS.      |  |
| 810             | P.H. Cond. |  |
| 40              | P.H. O.C.  |  |
| CHEMICALS ADDED |            |  |
|                 | ADJ.       |  |
|                 | G.C.       |  |
|                 | A.R.C.     |  |
| STEAMING HOURS  |            |  |
| 1426            | F.S. 1804  |  |
| 1426            | W.S. 1804  |  |

CHIEF ENGR'S SIGNATURE

W. S. Chamberlain

|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------|--|-------------------------|--|--------------------|--|--------------------|--|--------------------|--|--------------------|--|--------------------------------|--|--------------------------------|--|--------------------|--|--------------------|--|--------------------|--|--------------------|--|--------------------|--|------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| USNS                                                                   |  | VOYAGE NO.              |  | FROM               |  | TO                 |  | TYPE OF VESSEL     |  | DATE               |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | WATCH                   |  |                    |  |                    |  |                    |  | WATCH              |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | 1200<br>TO<br>1600      |  | 1600<br>TO<br>2000 |  | 2000<br>TO<br>2400 |  | 2400<br>TO<br>0400 |  | 0400<br>TO<br>0800 |  | 0800<br>TO<br>1200             |  |                                |  | 1200<br>TO<br>1600 |  | 1600<br>TO<br>2000 |  | 2000<br>TO<br>2400 |  | 2400<br>TO<br>0400 |  | 0400<br>TO<br>0800 |  | 0800<br>TO<br>1200           |  |  |  |  |  |  |  |  |  |  |  |
| RUNNING TIME                                                           |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| DETENTION TIME                                                         |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| REVOLUTION COUNTER<br>(END OF WATCH)                                   |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| TOTAL REVOLUTIONS<br>(FOR WATCH)                                       |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| AVERAGE RPM                                                            |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| F.O. METER (END OF WATCH)                                              |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| F.O. CONSUMED                                                          |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| MACHINERY PARTICULARS                                                  |  | PRESSURES               |  |                    |  |                    |  |                    |  |                    |  |                                |  | MACH. PARTICULARS (CONT'D)     |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | TEMPERATURES (CONT'D)          |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | BOILER PARTICULARS             |  |                    |  |                    |  |                    |  |                    |  |                    |  | HOTTEST GEAR BEARING FORWARD |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | HOTTEST GEAR BEARING AFT     |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | AUX. COND. CONDENSATE        |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | 1ST STAGE FEED WATER HEATER  |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | D. C. FEED WATER HEATER      |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | 3RD STAGE FEED WATER HEATER  |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | SUPER HEAT P                 |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | F.O. TO BURNERS S            |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | TEMPERATURES            |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | F.O. TO BURNERS              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | AIR TO FURNACE P             |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | F.O. TEMP. IN SETTLING TANKS S |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | PORT BOILER UPTAKE             |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | STBD. BOILER UPTAKE            |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | F. O. BACK PRESSURE            |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | MAIN STEAM                     |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | F.O. TO BURNERS                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | MAIN COND. SALINITY            |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | ENGINE ROOM TEMPERATURE        |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| MISCELLANEOUS                                                          |  |                         |  |                    |  |                    |  |                    |  |                    |  | FIRE ROOM TEMPERATURE          |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  | NOZZLES IN USE                 |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  | NO. OF BURNERS IN USE P        |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  | BURNER TIP SIZE S              |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  | CO <sub>2</sub> % PORT BOILER  |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  | CO <sub>2</sub> % STBD. BOILER |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  | OIL LEVEL MAIN SUMP            |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| WATCH                                                                  |  | GENERATORS              |  |                    |  |                    |  |                    |  |                    |  |                                |  | FUEL - WATER AND LUBE OIL      |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | FUEL OIL                |  |                    |  |                    |  |                    |  |                    |  |                                |  | METER AT NOON                  |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | METER PREVIOUS NOON            |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | CONSUMED BY METER              |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | ON HAND AT START OF DAY        |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | RECEIVED DURING DAY            |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | EXPENDED DURING DAY            |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | REMAINING ON BOARD             |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  | DOMESTIC WATER                 |  |                    |  |                    |  |                    |  |                    |  |                    |  | ON HAND AT START OF DAY      |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | EVAPORATED OR RECEIVED       |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  | ON HAND                      |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | CONSUMED                |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | ON HAND AT START OF DAY |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | EVAPORATED OR RECEIVED  |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | ON HAND                 |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | CONSUMED                |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | ON HAND AT START OF DAY |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | EVAPORATED OR RECEIVED  |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
|                                                                        |  | ON HAND                 |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| 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                                                           |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| DETENTION TIME                                                         |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| TOTAL REVOLUTIONS                                                      |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| AVERAGE R.P.M.                                                         |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| TOTAL MILES BY ENGINE                                                  |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| TOTAL MILES BY OBSERVATION                                             |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| PROPELLER SLIP (%)                                                     |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| BBL FUEL/MI                                                            |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| WIND DIRECTION                                                         |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| STATE OF SEA                                                           |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |
| STATE OF WEATHER                                                       |  |                         |  |                    |  |                    |  |                    |  |                    |  |                                |  |                                |  |                    |  |                    |  |                    |  |                    |  |                    |  |                              |  |  |  |  |  |  |  |  |  |  |  |