USNS Gen. John Pope (TAP-110) | VOYAGE NO. | FROM San Diego, Calif | TO | TYPE OF VESSEL | DATE 7-16-17-67

| | WATCH 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 |
| DETENTION TIME | | | | | | |
| REVOLUTION COUNTER (END OF WATCH) | 3015<br>0210 | 3017<br>3300 | 3019<br>6470 | 3022<br>0370 | 3024<br>[illegible] | 3026<br>6360 |
| TOTAL REVOLUTIONS (FOR WATCH) | 21970 | 22110 | 24150 | 23900 | [illegible] | 22070 |
| AVERAGE RPM | 91.5 | 92.1 | 92.9 | 91.9 | 92.0 | 91.9 |
| F.O. METER (END OF WATCH) | 1295<br>6760 | 1295<br>9850 | 1296<br>3150 | 1296<br>6480 | 1296<br>9850 | 1297<br>3010 |
| F.O. CONSUMED | 3080 | 3090 | 3330 | 3300 | 3370 | 3160 |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | 425 | 425 | 420 | 424 | 425 | 425 |
| H.P. AHEAD | 422 | 422 | 420 | 420 | 420 | 420 |
| L.P. AHEAD | 26.5 | 27.0 | 27.0 ~~28.5~~ | 26.5 | 27.0 | 27.0 |
| VACUUM | 28.5 | 28.5 | 28.5 | 28.4 | [illegible] | 28.3 |
| L.O. TO TURBINES | 12.5 | 12.5 | 12.7 | 12.5 | 12.5 | 12.6 |
| AUX. STEAM | 150 | 150 | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| GLAND STEAM | 2. | 1.5 | 2.0 | 1.8 | 2.0 | 2.1 |
| H.P. BLEEDER | 60 | 60 | 60 | 60 | 60 | 60 |
| I.P. BLEEDER | 5.2 | ~~5~~ | 10 | | | 5 |
| L.P. BLEEDER | | 5 | 5 | 5.2 | 5 | 10 |
| TEMPERATURES – STEAM AT THROTTLE | 718 | 727 | 720 | 722 | 720 | 720 |
| L.P. EXHAUST | 115 | 115 | 114 | 114 | 115 | 118 |
| CONDENSATE | 110 | 110 | 109 | 110 | 109 | 109 |
| CIRC. WATER IN | 80 | 81 | 81 | 80 | 81 | 82 |
| CIRC. WATER OUT | 90 | 90 | 92 | 92 | 90 | 92 |
| L.O. TO COOLERS | 125 | 127 | 127 | 128 | 126 | 128 |
| L.O. FROM COOLERS | 110 | 110 | 110 | 110 | 110 | 110 |
| TEMPERATURE THRUST BEARING | 115 | 116 | 116 | 115 | 115 | 117 |
| FORWARD H.P. ROTOR BEARING | 120 | 123 | 123 | 120 | 123 | 123 |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – AFT. H. P. ROTOR BEARING | 136 | 136 | 133 | 134 | 130 | 134 |
| FORWARD L. P. ROTOR BEARING | 125 | 132 | 130 | 130 | 132 | 131 |
| AFT. L.P. ROTOR BEARING | 125 | 130 | 130 | 128 | 130 | 130 |
| HOTTEST GEAR BEARING FORWARD | 148 | 148 | 150 | 150 | 150 | 150 |
| HOTTEST GEAR BEARING AFT | 138 | 141 | 140 | 140 | 141 | 140 |
| AUX. COND. CONDENSATE | 119<br>120 | 117<br>119 | 116<br>118 | 118<br>118 | 120<br>119 | 123<br>126 |
| 1ST STAGE FEED WATER HEATER | 175 | 175 | 175 | 175 | 175 | 175 |
| D. C. FEED WATER HEATER | 238 | 239 | 238 | 238 | 239 | 238 |
| 3RD STAGE FEED WATER HEATER HP | .051 | .051 | .05 | .057 | .051 | .05 |
| LP | .132 | .132 | .14 | .132 | .132 | .14 |
| BOILER PARTICULARS – TEMPERATURES – F.O. TO BURNERS | 175 | 175 | 170 | 175 | 175 | 175 |
| F. O. BACK PRESSURE | | | | | | |
| AIR TO FURNACE | 5.5<br>5.5 | 5.4<br>5.0 | 5.2<br>5.2 | 6.5<br>5.5 | 6.5<br>6.4 | 6.0<br>6.0 |
| UPTAKE | | | | | | |
| MAIN STEAM | 440 | 440 | 440 | 440 | 440 | 440 |
| PRESSURES – SUPER HEAT | 718 | 722 | 720 | 722 | 720 | |
| F.O. TO BURNERS | 182 | 180 | 182 | 178 | 180 | 181 |
| F.O. TEMP. IN SETTLING TANKS | 110<br>100 | 110<br>100 | 109<br>101 | 109<br>101 | 101<br>100 | 112<br>104 |
| PORT BOILER UPTAKE | 305 | 300 | 310 | 320 | 320 | 315 |
| STBD. BOILER UPTAKE | 315 | 300 | 323 | 325 | 325 | 315 |
| MISCELLANEOUS – ENGINE ROOM TEMPERATURE | 94 | 95 | 92 | 93 | 94 | 96 |
| FIRE ROOM TEMPERATURE | 94 | 95 | 92 | 93 | 94 | 96 |
| NOZZLES IN USE | 19 | 18 | 18 | 18 | 18 | 18 |
| NO. OF BURNERS IN USE | 6 | 6 | 6 | 6 | 6 | 6 |
| BURNER TIP SIZE | 51<br>55 | 51<br>55 | 51<br>55 | 51<br>55 | 51<br>55 | 51<br>55 |
| $CO_2$ % PORT BOILER | | | 14.0 | 14.5 | | 13.5 |
| $CO_2$ % STBD. BOILER | | | 14.0 | 14.5 | | 14.0 |
| OIL LEVEL MAIN SUMP | 1.4 | 1.4 | 1.5 | 1.4 | 1.4 | 1.4 |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 718 | 8 | 138 | 118 | | 65 | 1500 | 1500 | 240 |
| | 4 | 1200 | 440 | 718 | 9.5 | 145 | 122 | | 40 | 1450 | 1450 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 722 | 8 | 137 | 118 | | 64 | 1400 | 1400 | 240 |
| | 4 | 1200 | 440 | 722 | 9.5 | 145 | 125 | | 40 | 1350 | 1350 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 722 | 8 | 137 | 118 | | 64 | 1300 | 1300 | 240 |
| | 4 | 1200 | 440 | 722 | 9.5 | 145 | 125 | | 40 | 1300 | 1300 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | 720 | 8 | 138 | 120 | | 64 | 1450 | 1450 | 240 |
| | 4 | 1200 | 440 | 720 | 9.5 | 145 | 123 | | 40 | 1460 | 1460 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | 722 | 8 | 137 | 120 | | 64 | 1600 | 1600 | 240 |
| | 4 | 1200 | 440 | 722 | 9.5 | 145 | 124 | | 40 | 1500 | 1500 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | 720 | 9 | 140 | 120 | | 64 | 1500 | 1500 | 240 |
| | 4 | 1200 | 440 | 720 | 9.5 | 145 | 128 | | 40 | 1500 | 1500 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 2973010 | BOILER WATER – ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 2953680 | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | ON HAND | |
| | ON HAND AT START OF DAY | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL – ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | RECEIVED | |
| | REMAINING ON BOARD | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | |
| | ON HAND | | ON HAND | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

SUMMARY

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

REMARKS

1200-1600 WATCH Underway, Machinery in service: Boilers: B-3 and 4; Generator, G-3, G-4; Feed Pumps P-3, P-4 F.O. Service Pumps F-3, F4; Main, Circ, Cond.-MC-3; L.O. Pumps L.O. Purifier Main Air ejector ME-R. D-3 and 4; F.W. Pump W-3. Aux Circ Pump. Pumped settlers, Fuel Oil Suction From Outboard settler; Made routine watch tests and inspections of engine room machinery spaces, Changed and cleaned Burners and F.O. Strainers; Added 1 Gal. each to Feed Pumps P-3 - P-4; Cond. tested. = -.41 WATCH ENGR'S SIGNATURE- Harold J. DeMond

1600-2000 WATCH
UNDERWAY [illegible] MACH. [illegible] IN B-3 + B-4. B-3 ON BOTTOM [illegible] CHANGE + CLEAN F.O. BURNER CLEAN SUCT. F.O. STRAINER - [illegible] ORDERS [illegible]

#3 MAIN P = [illegible]

#2 MAIN P = 17-0 MAIN COND = .41 WATCH ENGR'S SIGNATURE- [illegible]

2000-2400 WATCH Underway 18 Nozz. Machinery as before Changed & Cleaned, burners, F.O. & L.O. strainers; Shifted F.O. settlers @ 2245 Made rounds, Tests & Inspections of Machinery & Machinery Space All conditions normal & satisfactory. Pumped bilges & Shaft Alley's Retarded Clock 20 min. at 2300. Complied with Nightly Standing orders & COMSTS Instr. 4700.7

Condensate .41 c/c Starbd. Boiler 7.46 c/c Port Boiler 7.46 c/c
Regular Underway Steaming Watch Routine WATCH ENGR'S SIGNATURE- [illegible]

2400-0400 WATCH Underway, Recorded machinery in service; at 0100 Retarded clock 20 min. Pumped settler Fuel Oil Suction From Outboard settler; Changed and cleaned Burners, Fuel Oil and Lub. Oil strainers; Made routine watch tests and inspections of engine room machinery spaces.

Cond. tested = -.41 WATCH ENGR'S SIGNATURE- Harold J. DeMond

0400-0800 WATCH
UNDERWAY [illegible] MACH. IN OPERATION AS BEFORE. CHANGED & CLEAN #2 F.O. BURNER. RETARD CLOCK [illegible] OPEN W.T. DOORS [illegible] B-4 ON BOTTOM [illegible] RUN [illegible] PURIFIER [illegible] TANK.

#2 MAIN P = 20'-0"

#2 MAIN P = 22'-0" MAIN COND = .41 WATCH ENGR'S SIGNATURE- [illegible]

0800-1200 WATCH
UNDERWAY 18 NOZZLES - MACH. AS BEFORE - BLEW TUBES P/S BOILERS @ 0800-0815 CHANGED AND CLEANED F.O. BURNERS F.O. AND L.O. STRAINERS - TESTED FIRE ALARM @ 1050 - SHIFTED F.O. SETTLER TO IN'BD. @ 1055 - PUMPED E.R. AND SHAFT ALLEY BILGES - MADE ROUNDS TESTS AND INSPECTIONS OF MACH. AND SPACE - COMPLIED WITH STANDING AND NIGHT ORDERS - COMSTS INSTR. 4700.7 REGULAR STEAMING WATCH ROUTINE Mr. Burney, D 2/E Transferring F.O. from #4 P/S DB to #4 & DP. Approx. 2000 barl. starting @ 1100. 1st A/E in space @ 0840. Tested Ahead & Gov. Throttle Cond. .83 Port B. 6.63 Stbd. B. 7.87 WATCH ENGR'S SIGNATURE- [illegible]

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| F-516 W-516 | | F-296 W-296 | |
| HOURS | | HOURS | |
| AKL | 8.13 | AKL | 11.10 |
| T-AKL | 11.67 | T-AKL | 15.18 |
| SAL. | 6.63 | SAL. | 6.63 |
| PHOS. | 50 | PHOS. | 50 |
| R.rb | 12.5 | R.rb | 12.5 |
| SULFITE | 50 | SULFITE | 37.5 |

CHIEF ENGR'S SIGNATURE-

USNS Gen. John Pope (T-AP-110) | VOYAGE NO. | FROM San Diego, Calif. | TO | TYPE OF VESSEL | DATE 2-17-18-67

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| RUNNING TIME | 240 | 240 | 260 | 260 | 260 | 240 |
| DETENTION TIME | | | | | | |
| REVOLUTION COUNTER (END OF WATCH) | 3028 7900 | 3031 [illegible] | 30 33 4390 | 3035 8080 | [illegible] | 3040 3670 |
| TOTAL REVOLUTIONS (FOR WATCH) | 22040 | 21990 | 24000 | 23690 | 23710 | 21900 |
| AVERAGE RPM | 91.8 | 91.6 | 92.3 | 91.1 | 91.1 | 91.2 |
| F.O. METER (END OF WATCH) | 1297 6100 | 1297 9230 | 1298 2010 | 1298 3966 | 1298 9300 | 1299 2360 |
| F.O. CONSUMED | 3090 | 3130 | 3380 | 3350 | 3340 | 3060 |
| MACHINERY PARTICULARS — PRESSURES: THROTTLE | 424 | 425 | 425 | 422 | 425 | 425 |
| H.P. AHEAD | 422 | 420 | 420 | 420 | 420 | 420 |
| L.P. AHEAD | 26.5 | 26.5 | 26.5 | 26.4 | 26.0 | 25.0 |
| VACUUM | 28.2 | 28 | 28.5 | 28.2 | 28.2 | 28.0 |
| L.O. TO TURBINES | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 |
| AUX. STEAM | 150 | 150 | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| GLAND STEAM | 2. | 1.8 | 1.7 | 2. | 2.0 | 1.5 |
| H.P. BLEEDER | 60 | 60 | 60 | 60 | 60 | 60 |
| I.P. BLEEDER | | | 5.0 | 5.2 | | 5.5 |
| L.P. BLEEDER | 5.2 | 5 | 10" | | 5 | 10 |
| MACHINERY PARTICULARS — TEMPERATURES: STEAM AT THROTTLE | 728 | 730 | 730 | 718 | 725 | 730 |
| L.P. EXHAUST | 118 | 117 | 116 | 118 | 119 | 120 |
| CONDENSATE | 109 | 111 | 112 | 110 | 112 | 110 |
| CIRC. WATER IN | 84 | 84 | 83 | 82 | 84 | 84 |
| CIRC. WATER OUT | 92 | 92 | 93 | 93 | 93 | 93 |
| L.O. TO COOLERS | 128 | 128 | 127 | 128 | 126 | 127 |
| L.O. FROM COOLERS | 110 | 110 | 110 | 110 | 110 | 110 |
| TEMPERATURE THRUST BEARING | 115 | 117 | 118 | 118 | 116 | 117 |
| FORWARD H.P. ROTOR BEARING | 123 | 125 | 123 | 123 | 123 | 123 |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) — TEMPERATURES (CONT'D): AFT. H. P. ROTOR BEARING | 134 | 136 | 134 | 134 | 136 | 134 |
| FORWARD L. P. ROTOR BEARING | 131 | 133 | 132 | 134 | 132 | 132 |
| AFT. L.P. ROTOR BEARING | 130 | 131 | 131 | 131 | 131 | 131 |
| HOTTEST GEAR BEARING FORWARD | 148 | 149 | 150 | 148 | 147 | 148 |
| HOTTEST GEAR BEARING AFT | 144 | 141 | 140 | 140 | 158 | 140 |
| AUX. COND. CONDENSATE | 120 120 | | 119 122 | 120 122 | 125 129 | 124 126 |
| 1ST STAGE FEED WATER HEATER | 175 | 172 | 175 | 175 | 178 | 175 |
| D. C. FEED WATER HEATER | 238 | 239 | 238 | 238 | 239 | 238 |
| 3RD STAGE FEED WATER HEATER HP / LP | .051 .135 | [illegible] | [illegible] | .051 .135 | .051 .135 | .05 .14 |
| BOILER PARTICULARS — TEMPERATURES: F.O. TO BURNERS | 176 | 178 | 200 | 175 | 175 | 186 |
| F. O. BACK PRESSURE | | | | | | |
| AIR TO FURNACE | 8.6 6.6 | 7.4 [illegible] | 6.9 7.9 | 6.5 5.5 | 8.0 5.6 | 7.4 6.4 |
| UPTAKE | | | | | | |
| MAIN STEAM | 440 | 440 | 440 | 440 | 440 | 440 |
| BOILER PARTICULARS — PRESSURES: SUPER HEAT | 728 | 730 | 730 | 718 | 725 | 730 |
| F.O. TO BURNERS | 180 | 179 | 180 | 182 | 186 | 180 |
| F.O. TEMP. IN SETTLING TANKS | 118 110 | 111 121 | 110 105 | 105 105 | 112 100 | 114 107 |
| PORT BOILER UPTAKE | 320 | 313 | 315 | 320 | 330 | 310 |
| STBD. BOILER UPTAKE | 320 | 317 | 315 | 320 | 320 | 310 |
| MISCELLANEOUS: ENGINE ROOM TEMPERATURE | 98 | 96 | 94 | 94 | 95 | 100 |
| FIRE ROOM TEMPERATURE | 98 | 96 | 94 | 94 | 98 | 100 |
| NOZZLES IN USE | 18 | 18 | 18 | 18 | 18 | 18 |
| NO. OF BURNERS IN USE | 6 | 6 | 6 | 6 | 6 | 6 |
| BURNER TIP SIZE | 51 54 | 51 55 | 51 55 | 51 55 | 51 55 | 51 55 |
| $CO_2$ % PORT BOILER | | | 13.5 | | | 12.5 |
| $CO_2$ % STBD. BOILER | | | 14.0 | | | 13.0 |
| OIL LEVEL MAIN SUMP | 1.4 | 1.4 | 1.5 | 1.4 | 1.4 | 1.4 |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 728 | 8 | 138 | 118 | | 64 | 1500 | 1500 | 240 |
| | 4 | 1200 | 440 | 728 | 9.5 | 148 | 128 | | 40 | 1450 | 1450 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 730 | 8 | 140 | 121 | | 64 | 1500 | 1500 | 240 |
| | 4 | 1200 | 440 | 730 | 9.5 | 140 | 128 | | 40 | 1450 | 1450 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 730 | 8 | 140 | 120 | | 64 | 350 | 1350 | 240 |
| | 4 | 1200 | 440 | 730 | 9.5 | 145 | 127 | | 40 | 1350 | 1350 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | 718 | 8 | 138 | 118 | | 64 | 1500 | 1500 | 240 |
| | 4 | 1200 | 440 | 718 | 9 | 148 | 128 | | 40 | 1400 | 1400 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | 725 | 8 | 140 | 123 | | 64 | 1600 | 1600 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 146 | 127 | | 40 | 1550 | 1550 | 24 |
| 0800 TO 1200 | 3 | 1200 | 440 | 725 | 8 | 140 | 122 | | 64 | 1600 | 1600 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 148 | 131 | | 40 | 1600 | 1600 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 1299236D | BOILER WATER | ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 1297301D | | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | | ON HAND | |
| | ON HAND AT START OF DAY | | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL | ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | | RECEIVED | |
| | REMAINING ON BOARD | | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | | |
| | ON HAND | | ON HAND | | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

SUMMARY

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

REMARKS

1200-1600 WATCH Underway, Machinery in service: Boilers-B-3, B-4 and aux.; Generators-G-3-G-4; and aux.; Main, Circ, Cond. M-3, Lub. Oil, and Air ejector. ME-R; Lub Oil Purifier Portable water Pump W-3; Changed and cleaned Burner and Fuel Oil Strainer; Added 1 gal each Feed Pumps P-3 and P-4; Made routine watch tests and inspections of engine room machinery spaces

Cond tested = r.41 WATCH ENGR'S SIGNATURE- Harold J. DeMond

1600-2000 WATCH
UNDERWAY, ON 18 NOZZLES. MACHINERY IN OPERATION AS BEFORE. BLEW TUBES IN B'S 1, B-4. — [illegible] FUEL [illegible] #2 [illegible] BURNERS. CLEAN F.O. STRAINER. COND. .74 [illegible]

#2 M.E. - S = 19'-0" [illegible]
#2 M.E. - P = 20'-0" WATCH ENGR'S SIGNATURE- [illegible]

2000-2400 WATCH Underway 18 NOZZ. Machinery in operation as before. Cleaned change Burner's, FO discharge strainer's, Gen LO strainer's, pumped Bilges & Shaft Alley's. Made Round's Tests & insp't. of machinery & mach. space condition's. Normal. Retarded Clock 20 min's at 2300, pump inboard & outbd. F.O. settler's from #5 P/S DB & Fuel Tanks. Complied with night & standing order's & Insts Instr. & Sec. 7. Cond. .41 SB. 5.29 PB 7.87
Regular Underway Steaming Watch Routine WATCH ENGR'S SIGNATURE- D. L. Puckett

2400-0400 WATCH Underway, Recorded machinery in service; at 0100 retarded clock 20 min., Pumped settlers, Fuel Oil Suction from In board settler, Changed and cleaned Burner F.O and Lub. Oil strainers. Made routine watch tests and inspections of engine room machinery spaces

Cond tested = -.41 WATCH ENGR'S SIGNATURE- Harold J. DeMond

0400-0800 WATCH
UNDERWAY ON 18 NOZZLES. MACH. IN OPERATION AS BEFORE W.T. DOORS OPEN. RETARD CLOCK 20 MIN @ 0500. CHANGE + CLEAN #4 F.O. BURNER. CLEAN F.O. DISCH. STRAINER. B-4 ON BOTTOM BLOW THRU DRAIN ADD. CONNECTED TO B-3 + B-4. [illegible]

#2 M.E. - S = 19'-0" = .41 g/g MAIN COND = .41 g/g
#2 M.E. - P = 22'-0" = .41 g/g [illegible] WATCH ENGR'S SIGNATURE- [illegible]

0800-1200 WATCH
UNDERWAY 18 NOZZLES - MACH. AS BEFORE - CHANGED & CLEANED F.O. BURNERS - BLEW TUBES P/S @ 0800-0818 - 1ST/AE IN SPACE @ 0835 - FIRE ALARM TESTED @ 0915 - CHANGED AND CLEANED L.O. STRAINERS ON #3 & #4 GEN. - SHIFTED F.O. SETTLER TO OUT'BD @ 0948 - SMOKE DETECTOR TESTED @ 0955 - 1010 BOTTOM BLOW FROM PORT BOILER THRU M.U.F. EVAP. SECURED PORT BOILER BLOW @ 1130 (5.34 g/g) - PUT STARBD BOILER ON BOTTOM BLOW @ 1130 - PUMPED E.R. AND SHAFT ALLEY BILGES - MADE ROUNDS AND INSPECTIONS OF MACH. & SPACE - COMPLIED NIGHT STANDING ORDERS & INSTS 4 & 7
COND. .83 P.B. 12.01 STBD B. 11.19 WATCH ENGR'S SIGNATURE- D. L. Puckett
CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | P-540 H-540 | HOURS | P-320 H-320 |
| AKL | 6.42 | AKL | 7.01 |
| T-AKL | 11.10 | T-AKL | 11.67 |
| SAL. | 7.37 | SAL. | 7.46 |
| PHOS. | 30 | PHOS. | 50 |
| R.ph | 10 | R.ph | 10.5 |
| SULFITE | 22.5 | SULFITE | 26 |

CHIEF ENGR'S SIGNATURE- L. L. Vernon

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen. John Pope (T-AP-110) | | San Diego, Calif. | | | 7-18-19-57 |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| RUNNING TIME | 240 | [illegible] | 240 | 240 | 240 | 240 |
| DETENTION TIME | | | | | | |
| REVOLUTION COUNTER (END OF WATCH) | 3042<br>0410 | 3044<br>[illegible] | 3046<br>0420 | 3049<br>1420 | 3051<br>1490 | 3053<br>5320 |
| TOTAL REVOLUTIONS (FOR WATCH) | 21720 | 21860 | 22080 | 22020 | [illegible] | 22090 |
| AVERAGE RPM | 90.5 | 91.[illegible] | 92.0 | 91.7 | 91.7 | 92.0 |
| F.O. METER (END OF WATCH) | 1299<br>3480 | 1299<br>3510 | 1300<br>1540 | 1300<br>4590 | 1300<br>[illegible] | 1301<br>0670 |
| F.O. CONSUMED | 3070 | [illegible] | 3030 | 3050 | [illegible] | 3040 |
| MACHINERY PARTICULARS – PRESSURES: THROTTLE | 422 | 425 | 425 | 424 | [illegible] | 425 |
| H.P. AHEAD | 419 | 420 | 420 | 420 | 420 | 420 |
| L.P. AHEAD | 26 | 26.5 | 26.5 | 26.5 | 26.5 | 26.5 |
| VACUUM | 27.8 | 27.[illegible] | 28.5 | 28.2 | 28.[illegible] | 28 |
| L.O. TO TURBINES | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 |
| AUX. STEAM | 140 | 140 | 145 | 145 | 145 | 145 |
| BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| GLAND STEAM | 2 | 1.8 | 2.0 | 2. | 2 | 2 |
| H.P. BLEEDER | 60 | 60 | 60 | 60 | 60 | 60 |
| I.P. BLEEDER | 5.2 | | 5.5 | 5.2 | | |
| L.P. BLEEDER | | 5.8 | 10 | | 5.8 | 5.8 |
| MACHINERY PARTICULARS – TEMPERATURES: STEAM AT THROTTLE | 720 | 725 | 725 | 723 | 725 | 725 |
| L.P. EXHAUST | 120 | 120 | 118 | 118 | 118 | 117 |
| CONDENSATE | 110 | 112 | 114 | 110 | 112 | 112 |
| CIRC. WATER IN | 80 | 85 | 84 | 84 | 84 | 84 |
| CIRC. WATER OUT | 92 | 93 | 94 | 92 | 93 | 94 |
| L.O. TO COOLERS | 126 | 128 | 128 | 126 | 127 | 128 |
| L.O. FROM COOLERS | 110 | 110 | 110 | 110 | 110 | 110 |
| TEMPERATURE THRUST BEARING | 118 | 119 | 118 | 115 | 112 | 118 |
| FORWARD H.P. ROTOR BEARING | 135 | 125 | 123 | 123 | 123 | 124 |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) – TEMPERATURES (CONT'D): AFT. H. P. ROTOR BEARING | 138 | 137 | 136 | 136 | 136 | 136 |
| FORWARD L. P. ROTOR BEARING | 125 | 125 | 132 | 125 | 132 | 133 |
| AFT. L.P. ROTOR BEARING | 130 | 127 | 130 | 130 | 131 | 130 |
| HOTTEST GEAR BEARING FORWARD | 146 | 149 | 148 | 148 | 142 | 146 |
| HOTTEST GEAR BEARING AFT | 135 | 140 | 140 | 140 | 135 | 140 |
| AUX. COND. CONDENSATE | 124<br>122 | | 119<br>122 | 125<br>120 | [illegible] | 120<br>123 |
| 1ST STAGE FEED WATER HEATER | 175 | 175 | 178 | 175 | 178 | 178 |
| O. C. FEED WATER HEATER | 238 | 238 | 238 | 238 | 238 | 238 |
| 3RD STAGE FEED WATER HEATER HP | .051 | [illegible] | | .051 | [illegible] | .05 |
| LP | 135 | 135 | | 135 | [illegible] | .14 |
| BOILER PARTICULARS – TEMPERATURES: F.O. TO BURNERS | 182 | 175 | 170 | 178 | 178 | 180 |
| F. O. BACK PRESSURE | | | | | | |
| AIR TO FURNACE | 5.7<br>4.6 | 5.7<br>7.2 | 5.5<br>6.2 | 6.6<br>7.6 | 6.6<br>7.6 | 8.0<br>5.2 |
| UPTAKE | | | | | | |
| MAIN STEAM | 440 | 440 | 440 | 440 | 440 | 440 |
| BOILER PARTICULARS – PRESSURES: SUPER HEAT | 720 | 725 | 725 | 725 | 725 | 725 |
| F.O. TO BURNERS | 180 | 180 | 180 | 180 | 180 | 180 |
| F.O. TEMP. IN SETTLING TANKS | 116<br>110 | 119<br>[illegible] | 118<br>112 | 118<br>112 | 118<br>[illegible] | 120<br>112 |
| PORT BOILER UPTAKE | 315 | 320 | 320 | 320 | 320 | 315 |
| STBD. BOILER UPTAKE | 320 | 325 | 310 | 310 | 315 | 305 |
| MISCELLANEOUS: ENGINE ROOM TEMPERATURE | 100 | | 97 | 97 | 97 | 99 |
| FIRE ROOM TEMPERATURE | 100 | | 97 | 97 | 97 | 99 |
| NOZZLES IN USE | 18 | | 18 | 18 | 15 | 18 |
| NO. OF BURNERS IN USE | 6 | | 6 | 6 | 6 | 6 |
| BURNER TIP SIZE | 51<br>55 | | 51<br>[illegible] | 51<br>55 | 51<br>[illegible] | 51<br>55 |
| $CO_2$ % PORT BOILER | | | 14.5% | | | 13.5 |
| $CO_2$ % STBD. BOILER | | | 13.5% | | | 14.0 |
| OIL LEVEL MAIN SUMP | 1.4 | | 1.5 | 1.4 | 1.4 | 1.4 |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 720 | 8 | 140 | 120 | | 65 | 1500 | 1500 | 240 |
| | 4 | 1200 | 440 | 720 | 9.5 | 148 | 132 | | 40 | 1450 | 1450 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 725 | 8 | 141 | 124 | | 64 | 1450 | 1450 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 148 | 131 | | 40 | 1350 | 1350 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 725 | 8 | 140 | 122 | | 64 | 1350 | 1350 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 147 | 130 | | 40 | 1350 | 1350 | 240 |
| 2400 TO 0400 | 3 | 1200 | | | 8 | 140 | 120 | | 65 | 1350 | 1350 | 240 |
| | 4 | 1200 | | | 9.5 | 148 | 128 | | 40 | 1300 | 1300 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | 725 | 8 | 140 | 122 | | 64 | 1450 | 1450 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 147 | 130 | | 40 | 1400 | 1400 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | 725 | 8 | 140 | 122 | | 64 | 1500 | 1500 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 147 | 129 | | 40 | 1500 | 1500 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 13010670 | BOILER WATER: ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 12992360 | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | ON HAND | |
| | ON HAND AT START OF DAY | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL: ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | RECEIVED | |
| | REMAINING ON BOARD | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | |
| | ON HAND | | ON HAND | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

## SUMMARY

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

REMARKS

1200-1600 WATCH Underway, Machinery in service: Boilers B-3 - B-4 and aux.; Generator - G-3 - G-4 and aux.; Main Circ. Cond. MC-3; Lub. Oil Pumps and Air Ejector ME-R; Aux. Circ. Pump; Lub. Oil Purifier. Changed and cleaned Burner and F.O. Strainer, at 1515 N.B.C. Drill, Stand by at 1527 secured from Drill and from Stand by. Pumped settlers. Fuel Oil Suction from inboard settler. Made routine watch tests and inspections of engine room machinery spaces.

Cond tested = -.41 WATCH ENGR'S SIGNATURE- Harold F. DuMond

1600-2000 WATCH
UNDERWAY ON 18 NOZZLES. MACH. IN OPERATION AS BEFORE. BLOW TUBES IN B-3 + B-4. CLEANED & STRAINED CLEAN #5 F.O. BURNER. CHANGE #1 + #2 W.T. DOORS. ORDER FROM BRIDGE. BLOW B-3 B.T. BLOW TUBES M.U. EVAP. TAKE MARKS ROUNDS ON SPRING BEARINGS. [illegible]
M.E. P.R. B-3 SAL = 1.97 - B-4 SAL = 5.71 - ADD [illegible] TO B-3.
M.E. P.R. = 5 - [illegible]
M.E. P.R. = 5 - [illegible] WATCH ENGR'S SIGNATURE- A. Ra[illegible]

2000-2400 WATCH Underway 18 nozzles mach. in oper. as before. Changed & cleaned burners & discharge strainers, cleaned L.O. strainers, shifted F.O. settler's at 2300. Made rounds every half hr. on spring bearing's. Made round tests & inspection's of mach. space & mach. all condition's normal. Broke cooling water union on #6 spring bearing to bring down bearing temp. Complied with night & standing order's & Const. Inst. 4700.7. Cond. 41 F.B. 6.21 Star.B. 5.80
Regular Routine Steaming Watch. WATCH ENGR'S SIGNATURE- D. L. Puckett

2400-0400 WATCH Underway, Recorded Machinery in service: Pumped settlers. Fuel Oil Suction From outboard settler. Changed and cleaned burner, Fuel Oil and Lub. Oil Strainers. Made routine watch tests and inspections of engine room machinery spaces.

Cond. tested = .41 WATCH ENGR'S SIGNATURE- Harold F. DuMond

0400-0800 WATCH
UNDERWAY ON 18 NOZZLES. MACH. IN OPERATION AS BEFORE. CHANGE + CLEAN #1 F.O. BURNER. CLEAN F.O. SUCT. STRAINER. MADE ROUNDS ON SPRING BEARINGS EVERY HALF HR. - BLOW B.T. BLOW THRU M.U. EVAP. AND [illegible] TO B-3. COMPLY WITH CONST. 4700.7. PORT TRIALS.
M.E. P.R. S = 21-0 = [illegible]
M.E. P.R. P = 22-0 = [illegible] MAIN COND = [illegible] WATCH ENGR'S SIGNATURE- A. Ra[illegible]

0800-1200 WATCH Underway 18 nozzles mach. as before. Changed & cleaned burners Strainers L.O. & F.O. Chief of Staff's inspec. 0835. Tested Ship's Fire Alarm. 0915, 0925 Tested Smoke detector, made rounds, tests & inspections all normal. made half hourly rounds on all spring bearing, all ok.

Cond. 41 P. 7.57 S. 5.29
Regular Underway Steaming Watch Routine WATCH ENGR'S SIGNATURE- D. L. Puckett

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | F-564 W-564 | HOURS | F-344 W-344 |
| AKL | 11.28 | AKL | 7.59 |
| T-AKL | 18.28 | T-AKL | 12.55 |
| SAL. | 6.21 | SAL. | 4.63 |
| PHOS. | 30 | PHOS. | 30 |
| R.ph | 11.0 | R.ph | 11.0 |

Sulfite 42.5 [illegible] 38

CHIEF ENGR'S SIGNATURE- R. L. Clemons

REMARKS

1200-1600 WATCH

Underway, Machinery in service: Boilers B-3-B-4 and aux.; Generator G-3-4 and aux.; Main Circ., Cond. M.C.-3, Lub. Oil Pumps, and Air Ejector M.E-R; Pot. Water Pump W-3; Lub. Oil Purifier; ~~Pumped~~ Aux Circ. Pump: Pumped Settlers, Fuel Oil Suction From inboard settler. Added 3 gals lub Oil to Port, and 1 gal. to Stbd Feed Pumps. Made routine watch tests and inspections of engine room machinery spaces. Changed and cleaned Burners and F.O. Strainer.

Cond tested = .41

WATCH ENGR'S SIGNATURE- Harold J. DeMond

1600-2000 WATCH

UNDERWAY ON 18 NOZZLES. MACH. IN OPERATION AS BEFORE. BLOW TUBES IN B-3 + B-4. CHANGED + CLEANED #5 F.O. BURNER. CHANGE F.O. SUCT. STRAINER. B-3 ON FEED. BLOW THRU MUFEVAP - MADE HALF HR ROUNDS ON SPRING BEARINGS CLOSED #1 + #2 W.T. DOORS @ 1854 PI [illegible] ADD LUB OIL TO DAY TANK.

MUF #2-S = 21'-0" 41 PIC

MUF #2 P = 21'-0" 41 PIC

WATCH ENGR'S SIGNATURE- [illegible]

2000-2400 WATCH

Under way 18 Nozz. Mach. as Before Shifte F.O. Settler's at 2000 Shifted F.W. Suction at 2030 F.W. Suction on #3 P, distilling to #3 S. Changed & Cleaned Burner's, F.O. discharge strainer's, Gen. L.O. strainer's. Made half-hourly rounds on Spring bearing, OK; middle rounds, Tests + inspections all conditions normal. Complied with Night + Standing order + Comsts Instr. #700.7 Carried out Regular Underway Steaming watch Routine. Retarded Clock 20 min @ 2300

Cond. 41 P.B. 8.70 S.B. 8.70

WATCH ENGR'S SIGNATURE- D. F. Tuckett

2400-0400 WATCH

Underway, Recorded machinery in service; Pumped settlers, Fuel Oil suction from Outboard settler, Added 1 gal. each P/S Feed Pumps. Changed and cleaned burner, F.O. and Lub. Oil Strainers, Made routine watch tests and inspections of engine room machinery spaces

Cond tested = .41

WATCH ENGR'S SIGNATURE- Harold J. DeMond

0400-0800 WATCH

UNDERWAY ON 18 NOZZLES. MACH. IN OPERATION AS BEFORE. CHANGED + CLEAN #5 F.O. DISCHARGE. CLEAN F.O. S.T. STRAINER. RETARD CLOCK 20 MIN @ 0300. F.O. SKILL ON DECK OUTSIDE MAIN DYNAMO RM. @ 0320. MC. DURING TOUR HEAD OFF TO THAW #1 P. CALLED NORMS TO CLEAN SKILL. BLOW BOTTOM BLOWS OF SPRING BEARINGS. TRANSFER OIL ON POT. WATER TO STBD TO FILL TO #3 PORT. COMPLY WITH COMSTS 9700.7 [illegible] BOILERS.

MUF #2-S = 22'-0"

MUF #2 P = 22'-0" MAIN COND. 41

WATCH ENGR'S SIGNATURE- [illegible]

0800-1200 WATCH

Underway 18 Nozz. Machinery as before Blow tubes 0800-0820 Changed + cleaned L.O. Gen. strainers, Changed + cleaned F.O. discharge strainer's + Burner's Tested smoke detector system @ 0901, + fire alarm at 0859. P. Boiler on continuous Bottom blow from 800-1015 thru M.U.F.E. and switched to Starbd Boiler at 1016. Made half-hourly rounds of Spring bearing and rounds, Test's + inspection's of mach. + spaces. Conditions normal. Complied with Standing orders + Comsts Instr. 9700.7 MUFE inspected at 0900. Carried out Reg. underway steaming watch Routine

CHIEF ENGINEER

WATCH ENGR'S SIGNATURE- D. F. Tuckett

Cond. 41 P.B. 6.63 S.B. 7.11

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | F-585 W-577 | HOURS | F-169 W-341 |
| AKL | 8.76 | AKL | 11.68 |
| T-AKL | 11.68 | T-AKL | 17.52 |
| SAL. | 2.29 | SAL. | 2.29 |
| PHOS. | 30 | PHOS. | 30 |
| R.ph | 11 | R.ph | 11 |
| SULFITE | 46 | SULFITE | 43 |

CHIEF ENGR'S SIGNATURE- R. R. Clemmons

REMARKS

1200-1600 WATCH Underway, Machinery in service: Boilers B-3 - B-4 and aux.; Generator - G-3 - G-4 and aux.; Main Circ. Cond. MC-3; Lub. Oil Pumps and Air Ejector ME-R; Aux. Circ. Pump; Lub. Oil Purifier. Changed and cleaned Burner and F.O. Strainer. at 1515 A.B.C. Drill, Stand by at 1527 secured from Drill and from Stand by. Pumped settlers. Fuel Oil Suction from inboard settler. Made routine watch tests and inspections of engine room machinery spaces.

Cond tested = -.41 WATCH ENGR'S SIGNATURE- Harold F. DuMond

1600-2000 WATCH UNDERWAY ON 18 NOZZLES MACH. IN OPERATION AS BEFORE MACH TESTS IN B-3 + B-4. CLEAN & CHANGED CLEAN #5 F.O. BURNER CLOSE #1 + #2 W.T. DOORS ORDER FROM BRIDGE. BLOW F-3 B-TI BLOW THRU MU EVAP. OLER MAKES ROUNDS FOR SPRING BEARINGS EVERY HR. F.P.M.S. MU SAL. = 4.97 - B-4 SAL. = 5.37 - ADD COMP. TO B3.

MUF #2 = 3 - 22'-0" [illegible]

MUF #2 = 3 - 22'-0" [illegible] WATCH ENGR'S SIGNATURE- H. Rastu

2000-2400 WATCH Underway 18 nozzles mach. in oper. as before. Changed & Cleaned burners, Blo discharge strainer's, Clean L.O. Strainer's, Shifted F.O. Settler's at 2300, Made rounds every half hr. on spring bearing's. Made round tests & inspection's of Mach. Space & Mach. all condition's normal. Broke cooling water union on #6 P spring bearing to bring down bearing temp. Complied with slight Standing order's 4 Comsts Instr. 4700.7. Cond. 41 F.B. 6.21 Star. B. 5.80

Regular Routine Steaming Watch WATCH ENGR'S SIGNATURE- D.L. Pruitt

2400-0400 WATCH Underway, Recorded Machinery in service: Pumped settlers. Fuel Oil Suction From outboard settler. Changed and cleaned burner, Fuel Oil and Lub. Oil Strainers Made routine watch tests and inspections of engine room machinery spaces.

Cond. tested = .41 WATCH ENGR'S SIGNATURE- Harold F. DuMond

0400-0800 WATCH UNDERWAY ON 18 NOZZLES. MACH. IN OPERATION AS BEFORE CHANGED + CLEAN #6 F.O. BURNER. CLEAN F.O. SUCT. STRAINER. MADE ROUNDS ON SPRING BEARINGS EVERY HALF HR. - P.M.S. B.T.T. BLOW THRU M.U. EVAP. AND COMP. TO B-4. COMPLY WITH COMSTS 4700.7. [illegible]

MUF #2 S = 21'-0" [illegible]

MUF #2 P = 22'-0" [illegible] MAIN COND = 41 [illegible] WATCH ENGR'S SIGNATURE- H. Rastu

0800-1200 WATCH Underway 18 nozzles mach. as before. Changed & Cleaned burners Strainer L.O. & F.O. Chief of Staff inspect 0855. Tested Ship's Fire alarm 0915, 0925 Tested Smoke detector, made Tools Tests & inspection's all normal. made half hourly rounds on all spring bearing, all ok.

Cond. 41 P. 7.57 S. 5.29

Regular underway Steaming Watch Routine WATCH ENGR'S SIGNATURE- D.L. Pruitt

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | F-564 N-564 | HOURS | F-344 N-344 |
| AKL | 11.28 | AKL | 7.57 |
| T-AKL | 12.28 | T-AKL | 12.25 |
| SAL. | 4.21 | SAL. | 6.63 |
| PHOS. | 30 | PHOS. | 30 |
| R.ph | 11.6 | R.ph | 11.6 |

Silica 42.5 Sulfite 38

CHIEF ENGR'S SIGNATURE- L.L. Clemons

USNS Gen John Pope (T-AP-110) | VOYAGE NO. | FROM San Diego, Calif. | TO | TYPE OF VESSEL | DATE 7-09-10-67

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| | RUNNING TIME | 240 | 240 | 268 | 260 | 240 | 240 |
| | DETENTION TIME | | | | | | |
| | REVOLUTION COUNTER (END OF WATCH) | 3055<br>7380 | 3057<br>9390 | 3060<br>3430 | 3068<br>7320 | 3065<br>1140 | 3067<br>3320 |
| | TOTAL REVOLUTIONS (FOR WATCH) | 21860 | 22010 | 24040 | 23890 | 23820 | 22160 |
| | AVERAGE RPM | 91.1 | 91.7 | 92.4 | 91.9 | 91.6 | 92.3 |
| | F.O. METER (END OF WATCH) | 1301<br>3720 | 1301<br>6770 | 1302<br>0050 | 1301<br>3340 | 1302<br>6680 | 1302<br>9970 |
| | F.O. CONSUMED | 3050 | 3040 | 3280 | 3290 | 3340 | 3090 |
| MACHINERY PARTICULARS – PRESSURES | THROTTLE | 424 | 425 | 425 | 426 | 425 | 427 |
| | H.P. AHEAD | 422 | 420 | 425 | 422 | 420 | 422 |
| | L.P. AHEAD | 26.4 | 26.5 | 26.5 | 26.5 | 26.5 | 27.0 |
| | VACUUM | 28 | 28 | 28 | 28 | 28 | 28 |
| | L.O. TO TURBINES | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 |
| | AUX. STEAM | 150 | 150 | 150 | 150 | 150 | 145 |
| | BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| | GLAND STEAM | 2 | 2 | 1.8 | 1.8 | 1.5 | 1.5 |
| | H.P. BLEEDER | 60 | 60 | 60 | 60 | 60 | 60 |
| | I.P. BLEEDER | 5.4 | | 5.8 | | | 5.7 |
| | L.P. BLEEDER | | 5.8 | ~~5.0~~ | 5.6 | 5.8 | 10" hg |
| MACHINERY PARTICULARS – TEMPERATURES | STEAM AT THROTTLE | 723 | 725 | 725 | 730 | 730 | 730 |
| | L.P. EXHAUST | 116 | 119 | 118 | 118 | 120 | 120 |
| | CONDENSATE | 114 | 114 | 114 | 114 | 112 | 112 |
| | CIRC. WATER IN | 84 | 85 | 84 | 84 | 85 | 84 |
| | CIRC. WATER OUT | 86 | 94 | 96 | 96 | 94 | 94 |
| | L.O. TO COOLERS | 128 | 127 | 128 | 128 | 127 | 128 |
| | L.O. FROM COOLERS | 110 | 110 | 110 | 110 | 110 | 110 |
| | TEMPERATURE THRUST BEARING | 120 | 117 | 118 | 118 | 118 | 119 |
| | FORWARD H.P. ROTOR BEARING | 120 | 124 | 124 | 124 | 124 | 124 |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) | AFT. H. P. ROTOR BEARING | 188 | 135 | 135 | 135 | 137 | 137 |
| | FORWARD L. P. ROTOR BEARING | 130 | 133 | 132 | 132 | 132 | 133 |
| | AFT. L.P. ROTOR BEARING | 130 | 131 | 130 | 130 | 131 | 130 |
| | HOTTEST GEAR BEARING FORWARD | 144 | 148 | 150 | 145 | 148 | 150 |
| | HOTTEST GEAR BEARING AFT | 145 | 140 | 140 | 140 | 140 | 143 |
| | AUX. COND. CONDENSATE | 124<br>126 | 123<br>126 | 120<br>124 | 120<br>120 | 124<br>129 | 123<br>126 |
| | 1ST STAGE FEED WATER HEATER | 175 | 179 | 178 | 175 | 176 | 176 |
| | D. C. FEED WATER HEATER | 238 | 239 | 238 | 238 | 237 | 239 |
| | 3RD STAGE FEED WATER HEATER HP | .051 | ~~730~~ | .05 | .051 | .051 | .05 |
| | LP | .135 | | .114 | .135 | .135 | .114 |
| BOILER PARTICULARS – TEMPERATURES | F.O. TO BURNERS | 185 | ~~730~~ | 180 | 182 | 185 | 185 |
| | F. O. BACK PRESSURE | | | | | | |
| | AIR TO FURNACE | 7.6<br>5.5 | 7.6<br>5.4 | 7.4<br>5.0 | 7.6<br>7.6 | 7.6<br>6.6 | 5.1<br>7.9 |
| | UPTAKE | | | | | | |
| | MAIN STEAM | 440 | 440 | 440 | 440 | 440 | 440 |
| | SUPER HEAT | 723 | 730 | 730 | 730 | 730 | 730 |
| BOILER PARTICULARS – PRESSURES | F.O. TO BURNERS | 180 | 180 | 180 | 182 | 180 | 180 |
| | F.O. TEMP. IN SETTLING TANKS | 120<br>116 | 120<br>113 | 118<br>114 | 118<br>115 | 116<br>112 | 114<br>114 |
| | PORT BOILER UPTAKE | 310 | 307 | 310 | 315 | 312 | 310 |
| | STBD. BOILER UPTAKE | 310 | 300 | 310 | 315 | 325 | 310 |
| MISCELLANEOUS | ENGINE ROOM TEMPERATURE | 100 | 98 | 98 | 99 | 98 | 99 |
| | FIRE ROOM TEMPERATURE | | | 98 | 99 | 98 | 99 |
| | NOZZLES IN USE | 18 | 18 | 18 | 19 | 18 | 18 |
| | NO. OF BURNERS IN USE | 6 | 6 | 6 | 6 | 6 | 6 |
| | BURNER TIP SIZE | 51<br>55 | 51<br>55 | 51<br>55 | 51<br>55 | 51<br>55 | 51<br>55 |
| | $CO_2$ % PORT BOILER | | | 13.5 | | | 13.5 |
| | $CO_2$ % STBD. BOILER | | | 13.5 | | | 14.0 |
| | OIL LEVEL MAIN SUMP | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.5 |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 723 | 8 | 140 | 120 | | 60 | 1500 | 1500 | 240 |
| | 4 | 1200 | 440 | 723 | 9.5 | 145 | 132 | | 40 | 1400 | 1400 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 725 | 8 | 141 | 124 | | 64 | 1350 | 1350 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 147 | 132 | | 40 | 1350 | 1500 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 725 | 8 | 140 | 122 | | 64 | 1400 | 1350 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 147 | 132 | | 40 | 1350 | 1300 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | 730 | 8 | 140 | 122 | | 64 | 1450 | 1450 | 240 |
| | 4 | 1200 | 440 | 730 | 9.5 | 148 | 130 | | 40 | 1400 | 1400 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | 730 | 8 | 140 | 123 | | 64 | 1550 | 1550 | 240 |
| | 4 | 1200 | 440 | 730 | 9.5 | 148 | 132 | | 40 | 1450 | 1450 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | 730 | 8 | 140 | 122 | | 64 | 1450 | 1400 | 240 |
| | 4 | 1200 | 440 | 730 | 9.5 | 148 | 132 | | 40 | 1450 | 1400 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 13029770 | BOILER WATER | ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 13010670 | | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | | ON HAND | |
| | ON HAND AT START OF DAY | | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL | ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | | RECEIVED | |
| | REMAINING ON BOARD | | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | | |
| | ON HAND | | ON HAND | | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

## SUMMARY

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

REMARKS

1200-1600 WATCH Underway, Machinery in service: Boilers B-3-4 and aux.; Generators G-3-4 and aux.; Main. Circ. M-2; Cond. M.C-3, Lub. Oil Pumps and Air Ejector ME-R; Aux Circ Pump. F.W. Pump W-3; Lub Oil Purifier. Pump Settlers. Fuel Oil suction from. inboard settler. Cleaned and changed Burners and F.O. Strainers. Abandon Fire and Enemg Drill, Stand by 1515. 1520 fire Pump on line; 1525 secured Fire and Emerg Drill, Abandon Ship Drill, secured Fire Pump. 1532 Secured From all Drills and secured from standby. Made routine watch tests and inspections of engine room Cond tested. = .41 Boiler both. 4.14. machinery spaces. WATCH ENGR'S SIGNATURE- Harold J. DuMond

1600-2000 WATCH
UNDERWAY ON 18 NOZZLES. MACHINERY IN OPERATION AS BEFORE. BLOW TUBES IN B-3 + B-4. CLEAN F.O. SUCT. STRAINER. CHANGE + CLEAN #5 F.O. BURNER. B-3 + B-4 ON BOTTOM BLOW THRU M.U. EVAP. ADD COMPOUND TO B-3 + B-4. CLOSE #1 + #2 W.T. DOORS, ORDERS FROM BRIDGE. MAKE ROUTINE INSPECTIONS. COMPLY WITH COMSTS #4700.7 KEEP BILGES IN SAFE LEVEL. SAL. TEST @ 1930 = S · 4.14 % P = 4.56 %
MUF 2 S = 22'-0" = .41 FD. SUCT. ON D.B.
MUF 2 - P = 22'-0" = .41 MAIN COND. .41 WATCH ENGR'S SIGNATURE- S. Karsten

2000-2400 WATCH
UNDERWAY 18 NOZZLES - MACH. AS BEFORE - CHANGED AND CLEANED F.O. BURNERS - CHANGED AND CLEANED L.O. STRAINERS ON #3 AND #4 AUX. GEN. SHIFTED F.W. SUCTION FR. #3 PORT TO #3 STAR'BD - SHIFTED F.W. DISTILLED FR. #3 STAR'BD TO #3 PORT @ 2000 - HELD ENG. CASUALTY DRILL B-3 (LOSS OF FEED PUMP SUCTION) - BRIDGE INFORMED - 4 MEN PRESENT - PUMPED E.R. BILGES AND SHAFT ALLEY - MADE ROUNDS TESTS AND INSPECTIONS OF MACH. SPACE - COMPLIED WITH STANDING AND NIGHT ORDERS - COMSTS INSTR. 4700.7 - REG. STEAMING WATCH ROUTINE.
COND. .41 P.B. 5.21 S 5.34 Shifted F.O. Settler's @ 2132 WATCH ENGR'S SIGNATURE- D. L. Puckett

2400-0400 WATCH Underway, Recorded machinery in service; Held Eng. Casualty Drill instruction B-3 Loss of Feed Pump suction, 4 Men Present 0130-0200; Pumped settlers, Fuel Oil Suction From Outboard settler. Changed and cleaned Burner, F.O. and Lub. Oil strainers; Made routine watch tests and inspections of engine room machinery spaces. Added 1 gal. each P/S Feed Pumps.

Cond tested .41 WATCH ENGR'S SIGNATURE- Harold J. DuMond

0400-0800 WATCH
UNDERWAY ON 18 NOZZLES. MACH. IN OPERATION AS BEFORE. HELD CASUALTY DRILL (LOSS OF FEED PUMP SUCT.) B-3. - BRIDGE INFORMED 0500 - 0530. - 4 MEN PRESENT. CHANGE + CLEAN #4 F.O. BURNER CLEAN F.O. SUCT. STRAINER. TEST STBY F.O. PUMP. COMPLIED WITH STANDING AND NIGHT ORDERS - COMSTS INSTR. #4700.7.

MUF #2 S = 23'-0" = 0.41 % SUCT. ON D.B.
MUF #2 P = 23'-0" = 0.41 % MAIN COND. = .41 WATCH ENGR'S SIGNATURE- S. Karsten

0800-1200 WATCH
Underway 18 Nozzles machinery as before. Blew tubes P/S boiler's 0800 - 0820, tested fire + smoke detecting system's from bridge and fire alarm from 0900 - 0920. Changed & cleaned burner's, F.O. discharge strainer', L.O. (gen.) strainer's. Shifted Potable water suction at 0800 to #3P distilling to #3 PORT. Made half-hourly check of spline bearing's. Made rounds, tests & inspection of machinery & space. pumped bilges + shaft Alley's. All conditions normal. Add (4) four gal L.O. to #4 feed Pump. Carried Out Req. Under way Steaming Watch Routine.
COND. .41 P.B. 5.80 S.B. 5.34 WATCH ENGR'S SIGNATURE- D. L. Puckett

CHIEF ENGINEER

**BOILER WATER READINGS**

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | F-612 W-612 | HOURS | F-392 W-392 |
| AKL | 10.51 | AKL | 11.68 |
| T-AKL | 16.35 | T-AKL | 18.69 |
| SAL. | 4.14 | SAL. | 4.56 |
| PHOS. | 40 | PHOS. | 50 |
| R.ph | 11 | R.ph | 11 |
| SULFITE | 45 | SULFITE | 50 |

CHIEF ENGR'S SIGNATURE- P. L. Clemons

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen. John Pope (T-AP-110) | | San Diego, Calif. | Okinawa | | 7-21-22-67 |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| | RUNNING TIME | 240 | 240 | 240 | 240 | 170 | |
| | DETENTION TIME | | | | | | |
| | REVOLUTION COUNTER (END OF WATCH) | 3088<br>6890 | 3084<br>8770 | 3087<br>4590 | 3089<br>1190 | 3090<br>8070 | |
| | TOTAL REVOLUTIONS (FOR WATCH) | 21910 | 21880 | 21820 | 21600 | 1530 | |
| | AVERAGE RPM | 91.3 | 91.1 | 90.9 | 90. | 90.4 | |
| | F.O. METER (END OF WATCH) | 1305<br>1390 | 1305<br>4380 | 1305<br>7130 | 1305<br>9890 | 1306<br>1840 | 1306<br>2000 |
| | F.O. CONSUMED | 3120 | 2990 | 2750 | 2760 | 1950 | 1160 |
| MACHINERY PARTICULARS – PRESSURES | THROTTLE | 426 | 428 | 415 | 414 | 415 | |
| | H.P. AHEAD | 422 | 422 | 410 | 410 | 410 | |
| | L.P. AHEAD | 26.5 | 26.8 | 23 | 23 | 23 | |
| | VACUUM | 27.4 | 27.4 | 28 | 28.1 | 28 | 27 |
| | L.O. TO TURBINES | 12.7 | 12.5 | | 12.5 | 12.5 | 13 |
| | AUX. STEAM | 150 | 150 | 145 | 145 | 145 | 150 |
| | BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| | GLAND STEAM | 2 | 2 | 1 | 1.5 | 1.5 | 1.9 |
| | H.P. BLEEDER | 60 | 60 | 60 | 60 | 60 | 60 |
| | I.P. BLEEDER | 5.4 | 5.6 | 5.0 | 5 | 5 | 5 |
| | L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES | STEAM AT THROTTLE | 726 | 720 | 722 | 724 | 725 | |
| | L.P. EXHAUST | 120 | 122 | 119 | 120 | | |
| | CONDENSATE | 116 | 115 | 114 | 114 | | 94 |
| | CIRC. WATER IN | 86 | 87 | 85 | 88 | | 86 |
| | CIRC. WATER OUT | 96 | 97 | 96 | 96 | | 86 |
| | L.O. TO COOLERS | 128 | 129 | 127 | 120 | | 112 |
| | L.O. FROM COOLERS | 110 | 110 | 110 | 110 | | 110 |
| | TEMPERATURE THRUST BEARING | 120 | 119 | 120 | 120 | | |
| | FORWARD H.P. ROTOR BEARING | 130 | 125 | 125 | 125 | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) | AFT. H. P. ROTOR BEARING | 138 | 138 | 138 | 138 | | |
| | FORWARD L. P. ROTOR BEARING | 129 | 133 | 131 | 130 | | |
| | AFT. L.P. ROTOR BEARING | 136 | 135 | 133 | 130 | | |
| | HOTTEST GEAR BEARING FORWARD | 148 | 148 | 148 | 145 | | |
| | HOTTEST GEAR BEARING AFT | 146 | 140 | 140 | 140 | | |
| | AUX. COND. CONDENSATE | 128<br>128 | 125/130 | 124/128 | 124<br>124 | | 122<br>126 |
| | 1ST STAGE FEED WATER HEATER | 175 | 180 | 175 | 175 | | 110 |
| | D. C. FEED WATER HEATER | 238 | 239 | 238 | 238 | | 236 |
| | 3RD STAGE FEED WATER HEATER HP<br>LP | .051<br>.135 | .051<br>.135 | .05<br>.15 | .051<br>.135 | | |
| BOILER PARTICULARS – TEMPERATURES | F.O. TO BURNERS | 185 | 175<br>~~185~~ | 145 | 155 | | 160 |
| | F. O. BACK PRESSURE | | | | | | |
| | AIR TO FURNACE | 6.5<br>5.5 | 5.7<br>5.7 | 4.8/4.5 | 6.4<br>6.4 | | 5.8<br>5.0 |
| | UPTAKE | | | | | | |
| | MAIN STEAM | 440 | 440 | 440 | 440 | | |
| BOILER PARTICULARS – PRESSURES | SUPER HEAT | 726 | 720 | 722 | 724 | | |
| | F.O. TO BURNERS | 182 | 175 | 180 | 180 | | 180 |
| | F.O. TEMP. IN SETTLING TANKS | 119<br>120 | 118/104 | 120/102 | 122<br>120 | | |
| | PORT BOILER UPTAKE | 310 | 305 | 305 | 305 | | 395 |
| | STBD. BOILER UPTAKE | 310 | 300 | 300 | 305 | | 275 |
| MISCELLANEOUS | ENGINE ROOM TEMPERATURE | 103 | 100 | 100 | 101 | | 100 |
| | FIRE ROOM TEMPERATURE | | 100 | 100 | 101 | | 100 |
| | NOZZLES IN USE | 18 | 18 | 18 | 18 | | |
| | NO. OF BURNERS IN USE | 6 | 6 | 6 | 6 | | 2 |
| | BURNER TIP SIZE | 51<br>55 | 51/55 | 51/55 | 51<br>55 | | 51/55 50/60 |
| | $CO_2$ % PORT BOILER | | | 13.5 | | | |
| | $CO_2$ % STBD. BOILER | | | 13.6 | | | |
| | OIL LEVEL MAIN SUMP | 1.4 | 1.4 | 1.4 | 1.4 | | 1.2 |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | ~~TEMP. OF~~ HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 726 | 8 | 142 | 122 | | 60 | 1650 | 1650 | 240 |
| | 4 | 1200 | 440 | 726 | 9.5 | 148 | 132 | | 40 | 1600 | 1600 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 720 | 8 | 141 | 124 | | 64 | 1400 | 1400 | 240 |
| | 4 | 1200 | 440 | 720 | 9.5 | 149 | 133 | | 40 | 1400 | 1400 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 722 | 8 | 142 | 123 | 27.5 | 64 | 1300 | 1300 | 240 |
| | 4 | 1200 | 440 | 722 | 9.5 | 148 | 132 | 26.5 | 40 | 1300 | 1300 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | 714 | 8 | 142 | 123 | 27. | 60 | 1350 | 1350 | 240 |
| | 4 | 1200 | 440 | 714 | 9.5 | 148 | 133 | 26.6 | 40 | 1300 | 1300 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | | | | | | | | |
| | 4 | 1200 | 440 | | | | | | | | | |
| 0800 TO 1200 | 3 | 1200 | | | 8 | 140 | 122 | 26 | 64 | 1300 | 1300 | 240 |
| | 4 | 1200 | | | 9.5 | 147 | 130 | 25.5 | 40 | 1300 | 1300 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 1363 | BOILER WATER | ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 1304827.0 | | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | | ON HAND | |
| | ON HAND AT START OF DAY | | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL | ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | | RECEIVED | |
| | REMAINING ON BOARD | | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | | |
| | ON HAND | | ON HAND | | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

## SUMMARY

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

REMARKS

1200-1600 WATCH Underway, Machinery in service: Boilers -B-3-4 and aux.; Generator G-3-4 and aux.; Main Circ M-2, Cond. MC-3, Lub Oil pumps and Air ejector. ME-R. Aux. Circ Pump; Lub Oil Purifier. Pumped settelor, Out board settlor's F.O. Suction. Added 1 gal. each P/S Feed Pumps Changed and cleaned Burners and F.O. strainer. Made routine watch tests and inspections of engine room machinery space -also F.W Pump W-3 in service. Secured No 2 Evap. at 1540.

Cond. tested = .41 WATCH ENGR'S SIGNATURE Harold J. DeMond

1600-2000 WATCH
UNDERWAY ON 18 NOZZLES. MACH. IN OPERATION AS BEFORE BLOW TUBES IN B-3 + B-4. CHANGE + CLEAN #5 F.O. BURNER. CLEAN F.O. SUCT. STRAINER 1735 START AIR COMPRESSOR. SECURE #1. MAKE HALF HR. ROUND ON SPRING BEARINGS. SAL. TESTS. = B-3 = 7.0 G/G + B-4 = 5.8 G/G. CLOSE #1 + #2 W.T. DOORS ORDERS FROM BRIDGE.

MUF #2 - S = 21'-0" SUCT. ON PB.

MUF #2 - P = 22'-0" WATCH ENGR'S SIGNATURE- H. Karsten

2000-2400 WATCH
Underway 18 nozz. Machinery as before except as follow's split out main aux. plant's. at 2200 on the line Aux. Air ejector's, Aux condensate pump. made half-hearly checks of spring bearing's, Changed burner's + F.O. discharge strainer's + L.O. strainer's. pumped bilges + shaft alley's. Complied with night + standing order's + comsts Ins to. 4700.7. All condition's normal + satisfactory. Shifted F.W. Suct. to #3 P + distilling to #3 S

Cond. 41 PB. 7.87 SB. 7.04 Carried out Reg. underway Steaming watch, bunker WATCH ENGR'S SIGNATURE- D.L. Puckett

2400-0400 WATCH Underway, Recorded machinery in service; S.S. Air Compressor operated by hand will not start on auto.; Pumped settlers, Fuel Oil Suction from inboard settler Changed and cleaned burner Fuel Oil and Lub Oil strainers. Made routine watch tects and in spectious of engine room machinery spaces. Added 3 gals. each P/S Feed Pumps - Lub Oil.

Cond. tested. - .41 WATCH ENGR'S SIGNATURE Harold J. DeMond

0400-0800 WATCH
UNDERWAY ON 18 NOZZLES. MACH. IN OPERATION AS BEFORE. CLOSE W.T. DOORS 0437 ARRIVIAL @ 0630 F.O.M.P = 4591500 CNTR. P = 30908070
BELLS PER BELL BOOK. F.O.M.S = 8470340 CNTR. S = 32124050
FWE @ 0741 F.O.M.P = 4591810 CNTR P = 30910440
F.O.M.S = 8470640 CNTR. S = 32126570

WATCH ENGR'S SIGNATURE- Herbert Karsten

0800-1200 WATCH
IN PORT WATCH BUNKNER BAY OKINAWA - CHANGED AND CLEANED F.O. BURNERS AND DISCHARGE STRAINERS - SHIFTED F.W. SUCTION AND DISTILLING @ 0800 - SUCTION ON #3 PORT - DISTILLED TO #3 STBD. TAKING F.W. FROM PIER @ 0805. OPENED HIGH AND SECO LO SEA INJECTION. PUMPED BILGES DOWN TO A SAFE LEVEL - MADE ROUNDS TESTS AND INSPECTIONS OF MACH. AND SPACE - REG. ROUTINE SEA WATCH IN PORT - COMPLIED WITH COMSTS INSTR. 4700.7.

FWT - McLeod Oiler - Taitague WATCH ENGR'S SIGNATURE- D.L. Puckett
CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | F-636 W-436 | HOURS | F-416 W-416 |
| AKL | 9.34 | AKL | 11.10 |
| T-AKL | 14.60 | T-AKL | 16.95 |
| SAL. | 6.43 | SAL. | 7.04 |
| PHOS. | 36 | PHOS. | 50 |
| R.ph | 11 | R.ph | 11 |

SULFITE - 37.5 SULFITE

CHIEF ENGR'S SIGNATURE- L.L. Clemons

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen John Pope (TAP 110) | | San Diego, Calif. | Okinawa | | 7-22-28-67 |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| RUNNING TIME | | 46 | 260 | 260 | 240 | 240 |
| DETENTION TIME | | | | | | |
| REVOLUTION COUNTER (END OF WATCH) | | 3091<br>6890 | 3094<br>0140 | 3096<br>3740 | 3098<br>7410 | 3100<br>9350 |
| TOTAL REVOLUTIONS (FOR WATCH) | | 3560 | 23250 | 23600 | 23670 | 21940 |
| AVERAGE RPM | | 77.6 | 89.4 | 90.8 | 91.0 | 91.4 |
| F.O. METER (END OF WATCH) | 1306<br>3620 | 1306<br>5290 | 1306<br>5340 | 1307<br>1400 | 1307<br>4560 | 1307<br>7550 |
| F.O. CONSUMED | 620 | 1670 | 3050 | 3060 | 3160 | 2990 |
| MACHINERY PARTICULARS — PRESSURES: THROTTLE | | 430 | 420 | 418 | 420 | 420 |
| H.P. AHEAD | | 425 | 418 | 414 | 415 | 415 |
| L.P. AHEAD | | 21 | 26 | 25 | 25 | 25 |
| VACUUM | 26.5 | 28 | 28.25 | 27.7 | 27.7 | 27.5 |
| L.O. TO TURBINES | 13.5 | 12.75 | 12.7 | 12.6 | 12.7 | 12.7 |
| AUX. STEAM | 150 | 150 | 150 | 150 | 150 | 152 |
| BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| GLAND STEAM | 2. | 2. | 1.5 | 1.5 | 1.5 | 1.5 |
| H.P. BLEEDER | | 70 | 20 | 70 | | 60 |
| I.P. BLEEDER | | 5.5 | 5.5 | 5.5 | 5.8 | 5.2 |
| L.P. BLEEDER | | | 10" | | | 10" |
| TEMPERATURES: STEAM AT THROTTLE | — | | 735 | 722 | 722 | 720 |
| L.P. EXHAUST | — | 5 | 120 | 120 | 121 | 120 |
| CONDENSATE | 98 | 0 | 116 | 116 | 118 | 118 |
| CIRC. WATER IN | 86 | 150 | 88 | 88 | 88.9 | 88 |
| CIRC. WATER OUT | 88 | VAR | 98 | 100 | 99 | 100 |
| L.O. TO COOLERS | 115 | | 128 | 128 | 128 | 128 |
| L.O. FROM COOLERS | 110 | | 110 | 110 | 110 | 110 |
| TEMPERATURE THRUST BEARING | | | 120 | 120 | 118 | 120 |
| FORWARD H.P. ROTOR BEARING | | | 127 | 127 | 127 | 128 |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) — TEMPERATURES (CONT'D): AFT. H. P. ROTOR BEARING | | | 138 | 138 | 135 | 138 |
| FORWARD L. P. ROTOR BEARING | | | 135 | 138 | 135 | 133 |
| AFT. L.P. ROTOR BEARING | | | 136 | 135 | 130 | 130 |
| HOTTEST GEAR BEARING FORWARD | | | 150 | 150 | 148 | 150 |
| HOTTEST GEAR BEARING AFT | | | 140 | 140 | 141 | 140 |
| AUX. COND. CONDENSATE | 122<br>122 | | 124<br>126 | 126<br>120 | 133<br>134 | 134<br>138 |
| 1ST STAGE FEED WATER HEATER | 120 | | 178 | 175 | 180 | 180 |
| D. C. FEED WATER HEATER | 238 | | 240 | 238 | 239 | 238 |
| 3RD STAGE FEED WATER HEATER | | | .05<br>.15 | .051<br>.135 | .051<br>.135 | .051<br>.135 |
| BOILER PARTICULARS — TEMPERATURES: F.O. TO BURNERS | 125 | 135 | 155 | 160 | 175 | 165 |
| F. O. BACK PRESSURE | | | | | | |
| AIR TO FURNACE | | 4.6<br>4.6 | 5.2<br>5.0 | 5.4<br>5.5 | 4.5<br>4.5 | 7.0<br>6.0 |
| UPTAKE | | | | | | |
| MAIN STEAM | 4 | | 440 | 440 | 440 | 440 |
| PRESSURES: SUPER HEAT | | | 735 | 722 | 720 | 720 |
| F.O. TO BURNERS | 180 | 180 | 160 | 160 | 180 | 150 |
| F.O. TEMP. IN SETTLING TANKS | 120<br>118 | | 116<br>118 | 119<br>116 | 110<br>119 | 112<br>122 |
| PORT BOILER UPTAKE | 270<br>~~84~~ | 310 | 325 | 330 | 310 | 305 |
| STBD. BOILER UPTAKE | 340 | 320 | 310 | 315 | 315 | 300 |
| MISCELLANEOUS: ENGINE ROOM TEMPERATURE | 99 | 98 | 98 | 99 | 100 | 102 |
| FIRE ROOM TEMPERATURE | | 98 | 98 | | 100 | 102 |
| NOZZLES IN USE | — | 16 | 18 | 18 | 18 | 18 |
| NO. OF BURNERS IN USE | 2 | 6 | 6 | 6 | 6 | 6 |
| BURNER TIP SIZE | 50 51<br>26 35 | 51/35 | 51/55 | 51 55 | 51/55 | 51/55 |
| $CO_2$ % PORT BOILER | | | 13.0 | | | 13.5 |
| $CO_2$ % STBD. BOILER | | | 13.0 | | | 13.0 |
| OIL LEVEL MAIN SUMP | 1'2" | 1'2" | 1.5' | 1.3 | 1.3 | 1.3 |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | ~~TEMP. OF HOTTEST BEARING~~ | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 720 | 8 | 140 | 120 | | 60 | 1300 | 1300 | 240 |
| | 4 | 1200 | 440 | 720 | 9.5 | 148 | 132 | | 40 | 1200 | 1200 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 720 | 8 | 140 | 120 | | 60 | 1300 | 1300 | 24 |
| | 4 | 1200 | 440 | 720 | 9.5 | 148 | 132 | | 40 | 1300 | 1300 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 735 | 8 | 142 | 124 | | 64 | 1300 | 1300 | 240 |
| | 4 | 1200 | 440 | 735 | 9.5 | 148 | 132 | | 40 | 1300 | 1300 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | 722 | 8 | 142 | 124 | | 60 | 1250 | 1250 | 240 |
| | 4 | 1200 | 440 | 722 | 9.5 | 148 | 133 | | 40 | 1200 | 1200 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | 720 | 8. | 142 | 125 | | 60 | 1550 | 1550 | 240 |
| | 4 | 1200 | 440 | 720 | 9.5 | 150 | 124 | | 40 | 1500 | 1500 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | 720 | 8 | 144 | 125 | | 60 | 1600 | 1600 | 240 |
| | 4 | 1200 | 440 | 720 | 9.5 | 152 | 134 | | 40 | 1550 | 1550 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 1307/580 | BOILER WATER: ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 1306/3600 | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | ON HAND | |
| | ON HAND AT START OF DAY | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL: ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | RECEIVED | |
| | REMAINING ON BOARD | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | |
| | ON HAND | | ON HAND | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

SUMMARY

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

REMARKS

1200-1600 WATCH In Port. Machinery in service: Boilers B-3-4 and aux.; Generators G-3-4 and aux.; Jacking gear. ingaged; Main Circ. M-2; Cond. MC-3, L.O. Pumps Air ejector. ME-R, Aux Cond and Circ. Pumps Lub Oil Purifier. Added packing Bal. Valve Ahead Throttle. Fuel Oil Suction from inboard settler. Added 1 gal Lub Oil to P. Feed Pump Made routine watch tests and inspections of engine room machinery spaces

Oiler Mr. Mechen F.W.T. Mr Trapp. Cond tested -.41 WATCH ENGR'S SIGNATURE- Harold J. DuMond

1600-2000 WATCH PORT WATCH TILL 1800.

STBY @ 1748 FOM P. 4592170 — CNTR. P: 30910560 BELLS PER BELL BOOK.

FOM - S - 8472160 - CNTR. S = 32126790

DEPT. @ 1854 FOM-P-4592470 - CNTR. P = 30913330

FOM-S-8472420 - CNTR. S = 32129390

UNDERWAY ON 16 NOZZLES MACH. IN OPERATION AS BEFORE. ELECT. WIRING ON AIR COMP.

WATCH ENGR'S SIGNATURE- H. Karsten

2000-2400 WATCH Underway 16 Nozzles machinery as before shifted to low sea suct at 2010. Call out Electrician to work on pump on #2 Evap. Chief Electrician working on Air Compressor. #2 Evap secured to repair pump. Added 1 gal Lub Oil to #4 Feed pump at 2000 hrs and again at two (2) gal at 2300 hrs. Retarde Clock 20 min at 2300 hrs. made half-hourly rounds of Spring bearing's. made rounds of Space + mach. all Condition's Normal. Cond. .41 SB 8.29 Ph 9.11 P/6 sal. At 2300 hrs went up to 18 Nozz by op bridge.

Carried out Reg. Underway Steaming Watch Routine WATCH ENGR'S SIGNATURE- D. L. Pinkoff

2400-0400 WATCH Underway, Recorded machininery in service. at 0100 Retarded clocks 20 min added 1 gal. Lub. Oil each to Feed Pump P/s; Made routine watch tests and inspection of engine room machinery spaces. Pumped settlers, Fuel Oil suction from outboard settler.

Cond. tested .41 WATCH ENGR'S SIGNATURE- Harold J. DuMond

0400-0800 WATCH UNDERWAY ON 18 NOZZLES.- MACHINERY IN OPERATION AS BEFORE. RETARD CLOCK 20 MIN. @ 0500. CHANGE + CLEAN #5 + #6 F.O. ~~BUR~~ BURNERS. CLEAN F.O. SUCT. STRAINER. OPEN W.T. DOORS @ 0500. - B-4 ON BOTTOM BLOW THRU M.U. EVAP. - CHANGE LUB. OIL ON #25 SPRING BEARING. COMPLY WITH COMSTS. INSTR. #4700.7

M.U.F. #2-S- = 21'-0' - SUCT. ON DB.

M.U.F. #2-P = 23'-0' MAIN COND. .41 WATCH ENGR'S SIGNATURE- H. Karsten

0800-1200 WATCH UNDERWAY 18 NOZZLES - MACH. AS BEFORE - CHANGED AND CLEANED F.O. BURNERS & DISCHARGE STRAINERS - BLEW TUBES P/S BOILERS @ 0800-0816 - 1ST/AE IN SPACE @ 0830 - CHANGED AND CLEANED L.O. STRAINERS ON #3 & #4 AUX. GEN. SHIFTED F.O. SETTLER TO IN'BD. @ 1000 - TESTED FIRE ALARM @ 1132 - SHIFTED FW ~~DIST~~ DISP SUCTION TO #3 STBD. @ 1135 PUMPED E.R. & SHAFT ALLEY BILGES - MADE ROUNDS TESTS AND INSPECTIONS OF MACH. AND SPACE. COMPLIED WITH STANDING & NIGHT ORDERS - COMSTS INSTR. 4700.7 - REG. STEAMING WATCH ROUTINE.

Cond. .41 PB 7.04 SB 8.29 WATCH ENGR'S SIGNATURE- D. L. Pinkoff

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | F-660 W-660 | HOURS | F-440 W-440 |
| AKL | 9.39 | AKL | 11.10 |
| T-AKL | 11.10 | T-AKL | 19.27 |
| SAL. | 7.87 | SAL. | 8.29 |
| PHOS. | 30 | PHOS. | 50 |
| R.ph | 11 ~~30.5~~ | R.ph | 11 |

SULFITE-45 SULFITE-45

CHIEF ENGR'S SIGNATURE- L. L. Clemmer

USNS Gen. John Pope (TAP-110) | VOYAGE NO. | FROM Okinawa | TO | TYPE OF VESSEL | DATE 7-23-24-67

| | WATCH 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 |
| DETENTION TIME | | | | | | |
| REVOLUTION COUNTER (END OF WATCH) | 3103 / 1030 | 3105 / 2800 | 3107 / 3880 | 3109 / 4696 | 3111 / 5610 | 3113 / 5420 |
| TOTAL REVOLUTIONS (FOR WATCH) | 21680 | 21770 | 21060 | 20836 | 20920 | 19810 |
| AVERAGE RPM | 90.3 | 90.7 | 87.7 | 86.8 | 87.1 | 82.5 |
| F.O. METER (END OF WATCH) | 1308 / 0570 | 1308 / 3550 | 1308 / 6270 | 1308 / 9210 | 1307 / 1760 | 1309 / 4340 |
| F.O. CONSUMED | 3020 | 2980 | 2720 | 2930 | 2550 | 2580 |
| MACHINERY PARTICULARS — PRESSURES: THROTTLE | 414 | 414 | 420 | 420 | 415 | 418 |
| H.P. AHEAD | 410 | 410 | 415 | 416 | 410 | 418 |
| L.P. AHEAD | 24.5 | 24.5 | 21 | 21 | 20 | 16.25 |
| VACUUM | 27.7 | 27.7 | 28 | 28.2 | 28 | 28.5 |
| L.O. TO TURBINES | 12.8 | 12.8 | 12.7 | 12.7 | 12.7 | 12.7 |
| AUX. STEAM | 150 | 150 | 150 | 156 | 150 | 160 |
| BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| GLAND STEAM | 1.8 | 1.8 | .5 | .5 | 1.2 | 1.7 |
| H.P. BLEEDER | 60 | 60 | 60 | 60 | 60 | 60 |
| I.P. BLEEDER | 5.2 | 5.2 | 5.5 | 5.4 | 5.5 | 6.5 |
| L.P. BLEEDER | | | 11" Hg | | | 13 |
| TEMPERATURES: STEAM AT THROTTLE | 728 | 730 | 715 | 713 | 715 | 720 |
| L.P. EXHAUST | 120 | 121 | 118 | 116 | 115 | 116 |
| CONDENSATE | 118 | 117 | 114 | 114 | 113 | 110 |
| CIRC. WATER IN | 90 | 90 | 89 | 88 | 88 | 88 |
| CIRC. WATER OUT | 98 | 98 | 98 | 96 | 96 | 96 |
| L.O. TO COOLERS | 128 | 128 | 126 | 125 | 126 | 124 |
| L.O. FROM COOLERS | 110 | 110 | 110 | 110 | 110 | 110 |
| TEMPERATURE THRUST BEARING | 120 | 118 | 117 | 118 | 116 | 115 |
| FORWARD H.P. ROTOR BEARING | 126 | 127 | 125 | 125 | 127 | 125 |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) — TEMPERATURES (CONT'D): AFT. H. P. ROTOR BEARING | 130 | 136 | 134 | 135 | 135 | 134 |
| FORWARD L. P. ROTOR BEARING | 130 | 133 | 130 | 130 | 130 | 130 |
| AFT. L.P. ROTOR BEARING | 130 | 130 | 127 | 130 | 128 | 132 |
| HOTTEST GEAR BEARING FORWARD | 148 | 147 | 140 | 140 | 144 | 138 |
| HOTTEST GEAR BEARING AFT | 144 | 140 | 135 | 135 | 135 | 132 |
| AUX. COND. CONDENSATE | 128 / 128 | 129 / 129 | 130 / 130 | 126 / 126 | 129 / 130 | 132 / 133 |
| 1ST STAGE FEED WATER HEATER | 175 | 179 | 175 | 175 | 174 | 170 |
| O. C. FEED WATER HEATER | 236 | 239 | 238 | 238 | 239 | 238 |
| 3RD STAGE FEED WATER HEATER HP | .051 | .051 | .05 | .051 | .051 | . |
| 3RD STAGE FEED WATER HEATER LP | .135 | .135 | .114 | .135 | .135 | . |
| BOILER PARTICULARS — P TEMPERATURES: F.O. TO BURNERS | 160 | 160 | 150 | 155 | 155 | 150 |
| F. O. BACK PRESSURE | | | | | | |
| AIR TO FURNACE | 6.5 / 5.5 | 6.5 / 5.5 | 3.9 / 3.9 | 4.6 / 4.5 | 4.4 / 4.5 | 4.2 / 4.0 |
| UPTAKE | | | | | | |
| MAIN STEAM | 440 | 440 | 440 | 446 | 440 | 440 |
| T PRESSURES: SUPER HEAT | 728 | 730 | 715 | 713 | 715 | 720 |
| F.O. TO BURNERS | 160 | 172 | 180 | 180 | 180 | 180 |
| F.O. TEMP. IN SETTLING TANKS | 102 / 112 | 109 / 115 | 114 / 109 | 113 / 114 | 110 / 108 | 111 / 110 |
| PORT BOILER UPTAKE | 310 | 300 | 295 | 295 | 300 | 295 |
| STBD. BOILER UPTAKE | 310 | 300 | 295 | 295 | 300 | 295 |
| MISCELLANEOUS: ENGINE ROOM TEMPERATURE | 105 | 100 | 99 | 99 | 99 | 97 |
| FIRE ROOM TEMPERATURE | | | 99 | | | 97 |
| NOZZLES IN USE | 18 | 18 | 16 | 16 | 16 | 14 |
| NO. OF BURNERS IN USE | 6 | 6 | 6 | 6 | 6 | 6 |
| BURNER TIP SIZE | 51 / 55 | 51 / 55 | 51 / 55 | 51 / 55 | 51 / 55 | 51 / 55 |
| $CO_2$ % PORT BOILER | | | 13.5 | | | 12.5 |
| $CO_2$ % STBD. BOILER | | | 14.5 | | | 13.0 |
| OIL LEVEL MAIN SUMP | 1'-3" | 1'-3" | 1.4' | 1'-4" | 1'-4' | 1.5' |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | ~~TEMP. OF~~ HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 728 | 8 | 144 | 128 | 26.6 | 60 | 1350 | 1350 | 240 |
| | 4 | 1200 | 440 | 728 | 9.5 | 100 | 134 | 26.2 | 40 | 1300 | 1300 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 730 | 8 | 142 | 126 | 27 | 60 | 1500 | 1500 | 240 |
| | 4 | 1200 | 440 | 730 | 9.5 | 150 | 134 | 26.2 | 40 | 1350 | 1350 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 715 | 8 | 142 | 123 | 27 | 64 | 1250 | 1250 | 240 |
| | 4 | 1200 | 440 | 715 | 9.5 | 148 | 132 | 26.5 | 40 | 1250 | 1250 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | 713 | 8 | 140 | 120 | 26.8 | 65 | 1250 | 1250 | 240 |
| | 4 | 1200 | 440 | 713 | 9.5 | 148 | 132 | 26.4 | 40 | 1200 | 1200 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | 715 | 8 | 142 | 125 | 26.5 | 65 | 1400 | 1400 | 240 |
| | 4 | 1200 | 440 | 715 | 9.5 | 148 | 133 | 26.5 | 40 | 1360 | 1300 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | 720 | 8 | 143 | 124 | 26.5 | 64 | 1500 | 1500 | 240 |
| | 4 | 1200 | 440 | 720 | 9.5 | 150 | 133 | 26.0 | 40 | 1500 | 1500 | 240 |

FUEL - WATER AND LUBE OIL

| | | |
|---|---|---|
| FUEL OIL | METER AT NOON | 13094340 |
| | METER PREVIOUS NOON | 13077550 |
| | 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 | |

| | | |
|---|---|---|
| BOILER WATER | ON HAND AT START OF DAY | |
| | EVAPORATED OR RECEIVED | |
| | ON HAND | |
| | CONSUMED | |
| LUBE OIL | ON HAND AT START OF DAY | |
| | RECEIVED | |
| | ON HAND | |
| | CONSUMED | |
| DIESEL OIL | 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 |
|---|---|---|---|---|---|
| 3 | 4 | 4 | 4 | 4 | 4 |

SUMMARY

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

REMARKS

1200-1600 WATCH Underway, Machinery in service: Boiler B-3-4 and aux.; Generator. G-3-4 and aux.; Main Circ. M-2, Cond. M.C.-3, L.O. Pumps and Air ejector. ME-R; Aux. Circ Lub. Oil Purifier, Cleaned and changed Burner and F.O. Strainers. Pumped settlers, Fuel Oil Suction From inboard settler. Added 2 gals. L.O. each to P/s Feed Pump. Electrician working on S.S. Air Comp. 59-100 PSIG. Cleaned L.O Purifier Bowl, suct. and disch. str. Made routine watch tests and inspections of engine room machinery spaces.
Cond. Main and Aux tested Hourly .41 WATCH ENGR'S SIGNATURE- Harold J. Du Mond

1600-2000 WATCH
UNDERWAY ON 18 NOZZLES MACH. IN OPERATION AS BEFORE. BLOW TUBES IN B-3 & B-4. CHANGE & CLEAN #5 F.O. BURNER B-3 ON BOTTOM BLOW THRU M.U. EVAP. MADE ROUTINE ROUNDS COMPLY WITH CONSTS WITH ENGINE ROOM & SHAFT ALLEY INSPECTIONS.

MUF #2-S = 21 SUCT ON DB.
M.U.F. #2-P = 23 WATCH ENGR'S SIGNATURE- H. Karsten.

2000-2400 WATCH
Underway 18 Nozz. Machinery as before except at 2000 hrs. B/B Reduced speed to 16 Nozzles. Shifted F.O. settler's to out'bd at 2020. Changed & cleaned F.O. discharge & Gen L.O. strainer's. Changed burner's. At 2110 Mr. Barney D2 4/E took a drag on #7 P/S to Tanks to achieve head psi. Made half-hourly check on all spring bearings. Made rounds, Tests, & Insp't. of Mach. & space. All condition's Normal. Pumped bilges & Shaft Alley's. Complied with night & standing order's & Consts Instr. 4700.7 M.Cond. .41 Aux. Cond. .41 B4 7.46 B3-6.21
Carried out Reg. Underway steaming watch Routine WATCH ENGR'S SIGNATURE- D L Puckett.

2400-0400 WATCH Underway, Recorded machinery in service; Changed and cleaned burners, Fuel Oil and Lub. Oil strainers; Pumped settlers, Fuel oil Suction From Outboard settler. Added 1 gal. L.O. each P/s Feed Pumps Made routine watch tests and inspections of engine room machinery spaces

Cond tested -.41 WATCH ENGR'S SIGNATURE- Harold J. Du Mond

0400-0800 WATCH
UNDERWAY ON 16 NOZZELS. MACHINERY IN OPERATION AS BEFORE. CHANGE & CLEAN #6 F.O. BURNER. CLEAN SUCT. STRAINER. B-3 ON BOTTOM BLOW THRU M.U. EVAP. ADD COMPOUND TO B-3 & B4. OPEN W.T. DOORS ORDERS FROM BRIDGE. SAL. TEST @ 0730 = B-3 = 5.8 g/g - B-4 = 6.2 g/g

#2-S MUF. = [illegible] SUCT. ON DB.
#2-P MUF. = [illegible] MAIN COND. .41 WATCH ENGR'S SIGNATURE- H. Karsten

0800-1200 WATCH
Underway 16 nozz. Machinery in operation as before, except at 0800 Reduced speed to 80 RPM's B/P/B. Blew tubes P/S boiler's 0805-0830 tested fire & smoke detector & fire Alarm 0908-0914 from the bridge. Changed & cleaned Gen. L.O. & F.O. discharge strainer's & burner's. made half-hourly rounds on spring bearing's, Machinery & space. All conditions Normal. Pumped bilge's & Shaft Alley's Complied with standing orders & consts instr. 4700.7 Cond. .41 Aux Cond. .41 B3 7.04 B4. 6.63
Carried out Regular Underway Steaming watch Routine WATCH ENGR'S SIGNATURE- D.L. Puckett
CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | [illegible] | HOURS | [illegible] |
| AKL | 5.84 | AKL | 8.76 |
| T-AKL | 10.51 | T-AKL | 11.68 |
| SAL. | 5.39 | SAL. | 7.04 |
| PHOS. | 20 | PHOS. | 30 |
| R.ph | 11 | R.ph | 11 |
| SULFITE | 25 | SULFITE | 25 |

CHIEF ENGR'S SIGNATURE- L.L. Clemons

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen John Pope (T-AP-110) | | Okinawa | | | 7-24-25-67 |

## MACHINERY PARTICULARS

| | WATCH 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 |
| DETENTION TIME | | | | | | |
| REVOLUTION COUNTER (END OF WATCH) | 3116<br>5000 | 3117<br>4690 | 3119<br>4390 | 3121<br>4050 | 3123<br>3720 | 3125<br>3380 |
| TOTAL REVOLUTIONS (FOR WATCH) | 19580 | 19640 | 19700 | 19660 | 19670 | 19580 |
| AVERAGE RPM | 81.5 | 82.0 | 82.1 | 81.9 | 81.9 | 81.6 |
| F.O. METER (END OF WATCH) | 1309<br>6880 | 1309<br>9410 | 1310<br>1830 | 1310<br>4280 | 1310<br>6750 | 1310<br>9180 |
| F.O. CONSUMED | 2540 | 2530 | 2420 | 2456 | 2470 | 2430 |
| PRESSURES — THROTTLE | 418 | 420 | 420 | 418 | 420 | 418 |
| PRESSURES — H.P. AHEAD | 416 | 415 | 420 | 416 | 420 | 418 |
| PRESSURES — L.P. AHEAD | 16.5 | 16.5 | 16.5 | 16.5 | 16.5 | 16.0 |
| PRESSURES — VACUUM | 28.4 | 28.5 | 28.5 | 28.4 | 28.5 | 28½" |
| PRESSURES — L.O. TO TURBINES | 12.75 | 12.75 | 12.75 | 12.7 | 12.75 | 12.7 |
| PRESSURES — AUX. STEAM | 150 | 150 | 150 | 150 | 150 | 150 |
| PRESSURES — BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| PRESSURES — GLAND STEAM | 1.8 | 1.8 | 1.6 | 1.6 | 1.5 | 1.5 |
| PRESSURES — H.P. BLEEDER | 60 | 60 | 60 | 60 | 60 | 60 |
| PRESSURES — I.P. BLEEDER | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 5.5 |
| PRESSURES — L.P. BLEEDER | | | 13 | | | 13 |
| TEMPERATURES — STEAM AT THROTTLE | 715 | 720 | 715 | 722 | 720 | 720 |
| TEMPERATURES — L.P. EXHAUST | 116 | 115 | 116 | 116 | 116 | 116 |
| TEMPERATURES — CONDENSATE | 112 | 111 | 110 | 110 | 110 | 112 |
| TEMPERATURES — CIRC. WATER IN | 89 | 88 | 89 | 86 | 88 | 89 |
| TEMPERATURES — CIRC. WATER OUT | 96 | 95 | 98 | 96 | 95 | 97 |
| TEMPERATURES — L.O. TO COOLERS | 124 | 124 | 125 | 125 | 125 | 126 |
| TEMPERATURES — L.O. FROM COOLERS | 110 | 110 | 110 | 110 | 110 | 110 |
| TEMPERATURES — TEMPERATURE THRUST BEARING | 118 | 115 | 116 | 118 | 116 | 117 |
| TEMPERATURES — FORWARD H.P. ROTOR BEARING | 125 | 126 | 125 | 125 | 126 | 126 |

## MACHINERY PARTICULARS (CONT'D)

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| TEMPERATURES (CONT'D) — AFT. H. P. ROTOR BEARING | 136 | 131 | 138 | 138 | 140 | 130 |
| TEMPERATURES (CONT'D) — FORWARD L. P. ROTOR BEARING | 125 | 129 | 131 | 131 | 133 | 127 |
| TEMPERATURES (CONT'D) — AFT. L.P. ROTOR BEARING | 130 | 130 | 130 | 130 | 130 | 127 |
| TEMPERATURES (CONT'D) — HOTTEST GEAR BEARING FORWARD | 135 | 140 | 140 | 135 | 141 | 140 |
| TEMPERATURES (CONT'D) — HOTTEST GEAR BEARING AFT | 138 | 133 | 130 | 138 | 133 | 130 |
| TEMPERATURES (CONT'D) — AUX. COND. CONDENSATE | 124<br>129 | 119/121 | 120<br>122 | 118<br>118 | 122/124 | 124 |
| TEMPERATURES (CONT'D) — 1ST STAGE FEED WATER HEATER | 165 | 170 | 170 | 170 | 171 | 171 |
| TEMPERATURES (CONT'D) — D. C. FEED WATER HEATER | 238 | 239 | 238 | 239 | 239 | 238 |
| TEMPERATURES (CONT'D) — 3RD STAGE FEED WATER HEATER HP<br>LP | .051<br>.135 | .051<br>.135 | | .051<br>.135 | .051<br>.135 | |

## BOILER PARTICULARS

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| TEMPERATURES — F.O. TO BURNERS | 135 | 150 | 120 | 125 | 125 | 130 |
| TEMPERATURES — F. O. BACK PRESSURE | | | | | | |
| TEMPERATURES — AIR TO FURNACE | 4.5<br>4.5 | 4.0<br>3.0 | 4.0<br>4.0 | 4.5<br>4.5 | 4.5<br>4.5 | 3.8/3.6 |
| TEMPERATURES — UPTAKE | | | | | | |
| TEMPERATURES — MAIN STEAM | 440 | 440 | 440 | 446 | 440 | 440 |
| PRESSURES — SUPER HEAT | 715 | 720 | 715 | 722 | 720 | 720 |
| PRESSURES — F.O. TO BURNERS | 180 | 170 | 180 | 182 | 182 | 180 |
| PRESSURES — F.O. TEMP. IN SETTLING TANKS | 110<br>105 | 110/103 | 113<br>104 | 108<br>104 | 110/107 | 110/108 |
| PRESSURES — PORT BOILER UPTAKE | 290 | 295 | 295 | 290 | 295 | 290 |
| PRESSURES — STBD. BOILER UPTAKE | 290 | 290 | 290 | 300 | 300 | 290 |

## MISCELLANEOUS

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| ENGINE ROOM TEMPERATURE | 100 | 98 | 98 | 99 | 99 | 101 |
| FIRE ROOM TEMPERATURE | | 98 | 98 | 99 | 99 | 101 |
| NOZZLES IN USE | 14 | 14 | 14 | 14 | 14 | 14 |
| NO. OF BURNERS IN USE | 6 | 6 | 6 | 6 | 6 | 6 |
| BURNER TIP SIZE | 51<br>55 | 51/55 | 51<br>55 | 51<br>55 | 51/55 | 51/55 |
| $CO_2$ % PORT BOILER | | | 12.0 | | | 13.0 |
| $CO_2$ % STBD. BOILER | | | 13.5 | | | 14.0 |
| OIL LEVEL MAIN SUMP | 1'4" | 1'-4" | 1.4 | 1'4" | 1'-4" | 1.5' |

## 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~~ 18C | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 715 | 8 | 142 | 124 | 26.8 | 6.5 | 1400 | 1400 | 240 |
| | | | | H2A | | | | | | | | |
| | 4 | 1200 | 440 | 715 | 9.5 | 149 | 133 | 26.2 | 40 | 1300 | 1300 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 720 | 8 | 142 | 124 | 27.5 | 64 | 1150 | 1150 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | 720 | 9.5 | 124 | 132 | 26.2 | 40 | 1050 | 1050 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 715 | 8 | 142 | 122 | 26.3 | 64 | 1100 | 1100 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | 715 | 9.5 | 147 | 132 | 26.3 | 40 | 1100 | 1100 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | 722 | 8 | 140 | 120 | 27.6 | 64 | 1050 | 1050 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | 722 | 9.5 | 148 | 132 | 27.2 | 40 | 1000 | 1000 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | 720 | 8 | 141 | 124 | 27.2 | 64 | 1150 | 1150 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | 720 | 9.5 | 149 | 133 | 27.2 | 40 | 1150 | 1150 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | 720 | 8 | 142 | 124 | 27.0 | 64 | 1400 | 1400 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | 720 | 9.5 | 148 | 132 | 27.0 | 40 | 1400 | 1400 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 13109180 | BOILER WATER | ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 13094340 | | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | | ON HAND | |
| | ON HAND AT START OF DAY | | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL | ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | | RECEIVED | |
| | REMAINING ON BOARD | | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | | |
| | ON HAND | | ON HAND | | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

## SUMMARY

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

REMARKS

Underway:

1200-1600 WATCH Machinery in service: Boilers - B-3-4 and aux.; Generator - G-3-4 and aux; Main Circ.-M-2, Cond.-MC-3, Lub Oil Pumps Air Ejector. ME-R. Aux Circ and Cond. pumps, F.W. Pump-W-3. L.O. Purifier. Pumped settlers. Fuel Oil suction from inboard settler. Cleaned, changed burner and F.O. Strainer. Made routine watch tests and inspections of engine room machinery spaces.

WATCH ENGR'S SIGNATURE- Harold J. DuMond

Cond. tested - .41

1600-2000 WATCH UNDERWAY ON 14 NOZZLES MACHINERY IN OPERATION AS BEFORE BLOW TUBES IN B-3 + B-4. CHANGE + CLEAN #5 F.O. BURNER. CLEAN F.O. SUCT. STRAINER. B-4 ON BOTTOM BLOW THRU. M.U. EVAP. MADE ROUTINE INSPECTIONS + COMPLIED WITH COMSTS STANDING ORDERS #4700.7. CLOSE #1 + #2 W.T. DOORS - BRIDGE

SAL TEST @ 1900 B-3 = 5.8 % B-4 = 5.4 %

#2 MUF - P = 22'-0" SUCT ON D.B.

#2 MUF - S =

WATCH ENGR'S SIGNATURE- H. Karsten

2000-2400 WATCH UNDERWAY 14 NOZZLES - MACH AS BEFORE - CHANGED + CLEANED F.O. BURNERS + STRAINERS - CHANGED + CLEANED L.O. STRAINERS ON #3 + #4 AUX. GENERATORS - PUMPED E.R. AND SHAFT ALLEY - MADE ROUNDS TESTS AND INSPECTIONS OF MACH. AND SPACE - & REG. STEAMING WATCH ROUTINE - COMPLIED WITH STANDING AND NIGHT ORDERS - COMSTS INSTR. 4700.7

Cond. .41 P 5.80 S 6.63

WATCH ENGR'S SIGNATURE-

2400-0400 WATCH Underway. Recorded machinery in service; Added 1 gal. Lub oil each to P/s Feed Pumps; Pumped settlers. Fuel Oil suction from outboard settler; Changed and cleaned burners, Fuel Oil and Lub. Oil strainers; Made routine watch tests and inspections of engine room machinery spaces.

Cond. tested - .41

WATCH ENGR'S SIGNATURE- Harold J. DuMond

0400-0800 WATCH UNDERWAY ON 14 NOZZLES. MACHINERY IN OPERATION AS BEFORE. B-3 ON BOTTOM BLOW THRU. M.U. EVAP - CHANGE + CLEAN #6 F.O. BURNER. CLEAN SUCT. F.O. STRAINER. PUMPED E.R. + SHAFT ALLEY BILGES. MADE ROUTINE INSPECTS. OF E.R. + SHAFT ALLEY. COMPLY WITH COMSTS. #4700.7

SAL TEST 0700 = B-3 - 4.14 % - B-4 - 4.97 %. MAIN COND. .41

MUF #2 - S = 22'-0" SUCT. ON DB

MUF #2 - P = 22'-0"

WATCH ENGR'S SIGNATURE- H. Karsten

0800-1200 WATCH Underway 14 nozzles, mach. as before Blew tube's P/S boiler's 0800-0824 + Tested from the bridge, smoke + fire detection + fire Alarm system's. 0845-0905. Cleaned + changed L.O. gen. strainer's, f.o. discharge strainer's + burner's. Tested thrust And Gov. throttle's. Changed oil + cleaned sump's of #3 + 4 stbd spring bearing's Made half-hourly check of all spring bearing's. pumped bilges + shaft alley's. made rounds, Tests + inspection of mach. + space. Cond. .41 Aux Cond. .41 B3. 4.56 % B4 5.59 %

Carried out Regular underway steaming Watch Routine

WATCH ENGR'S SIGNATURE- D. L. Puckett

CHIEF ENGINEER

Complied with standing order's + Comsts Instr. 4700.7

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | F-766 W-722 | HOURS | F-466 W-425 |
| AKL | 10.51 | AKL | 2.76 |
| T-AKL | 17.52 | T-AKL | 15.18 |
| SAL. | 5.5 | SAL. | 4.97 |
| PHOS. | 40 | PHOS. | 30 |
| R.ph | | R.ph | |
| SULFITE | 37.5 | SULFITE | 37.5 |

CHIEF ENGR'S SIGNATURE- L. L. Clemons

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen. John Pope (T-AP-110) | | Okinawa | | | 7-25-26-67 |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| RUNNING TIME | 240 | 240 | 240 | 240 | 98 | - |
| DETENTION TIME | | | | | | |
| REVOLUTION COUNTER (END OF WATCH) | 3127<br>2790 | 3129<br>0460 | 3130<br>4230 | 3131<br>6840 | 3132<br>0310 | |
| TOTAL REVOLUTIONS (FOR WATCH) | 19490 | 17670 | 13770 | 12610 | 3470 | |
| AVERAGE RPM | 81.2 | 73.6 | 57.3 | 52.5 | [illegible] | |
| F.O. METER (END OF WATCH) | 1311<br>1630 | 1311<br>3060 | 1311<br>5120 | 1311<br>6490 | 1311<br>7850 | 1311<br>8500 |
| F.O. CONSUMED | 1450 | 2060 | 1430 | 1370 | 1360 | 650 |

| MACHINERY PARTICULARS | | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| PRESSURES | THROTTLE | 414 | 420 | 420 | 418 | | |
| | H.P. AHEAD | 410 | 420 | 215 | 185 | | |
| | L.P. AHEAD | 16 | 7.5 | -4" | 7.6" | | |
| | VACUUM | 28.4 | 28.5 | 29.0 | 29 | | 24 |
| | L.O. TO TURBINES | 12.7 | 12.75 | 13.5 | 13. | | 13.3 |
| | AUX. STEAM | 150 | 150 | 140 | 140 | | 140 |
| | BACK PRESSURE | 9 | 9 | 9 | 9 | | 9 |
| | GLAND STEAM | 1.5 | 1.5 | 1.7 | 1.8 | | .6 |
| | H.P. BLEEDER | 60 | 60 | 58 | 58 | | 60 |
| | I.P. BLEEDER | 5.2 | 5.2 | 5.5 | 5.2 | | 5.5 |
| | L.P. BLEEDER | | | 25" | — | | |
| TEMPERATURES | STEAM AT THROTTLE | 720 | 710 | 650 | 648 | | |
| | L.P. EXHAUST | 117 | 114 | 110 | 110 | | 130 |
| | CONDENSATE | 112 | 106 | 107 | 96 | | 92 |
| | CIRC. WATER IN | 88 | 90 | 88 | 86 | | 81 |
| | CIRC. WATER OUT | 96 | 95 | 90 | 88 | | 92 |
| | L.O. TO COOLERS | 126 | 122 | 118 | 116 | | 112 |
| | L.O. FROM COOLERS | 110 | 110 | 110 | 110 | | 109 |
| | TEMPERATURE THRUST BEARING | 115 | 115 | 112 | 115 | | |
| | FORWARD H.P. ROTOR BEARING | 125 | 124 | 118 | 115 | | |

| MACHINERY PARTICULARS (CONT'D) | | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| TEMPERATURES (CONT'D) | AFT. H. P. ROTOR BEARING | 134 | 128 | 120 | 120 | | |
| | FORWARD L. P. ROTOR BEARING | 125 | 123 | 115 | 115 | | |
| | AFT. L.P. ROTOR BEARING | 125 | 124 | 120 | 120 | | |
| | HOTTEST GEAR BEARING FORWARD | 135 | 136 | 126 | 115 | | |
| | HOTTEST GEAR BEARING AFT | 140 | 132 | 120 | 124 | | |
| | AUX. COND. CONDENSATE | 124<br>124 | 121/121 | 118/118 | 114<br>114 | | 114<br>116 |
| | 1ST STAGE FEED WATER HEATER | 170 | 162 | 105 | 105 | | 100 |
| | D. C. FEED WATER HEATER | 238 | 239 | 238 | 238 | | 238 |
| | 3RD STAGE FEED WATER HEATER H.P. | .051 | .051 | .05 | .05 | | |
| | 3RD STAGE FEED WATER HEATER L.P. | .135 | .135 | .13 | .13 | | |

| BOILER PARTICULARS | | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| TEMPERATURES | F.O. TO BURNERS | 125 | 80 | 100 | 106 | [illegible] | 100 |
| | F. O. BACK PRESSURE | | | | | | |
| | AIR TO FURNACE | 4.5<br>4.4 | 2.5/2.5 | 1.5<br>1.5 | 1.4<br>2.4 | 1.2/2.0 | 2.0<br>2.2 |
| | UPTAKE | | | | | | |
| | MAIN STEAM | 440 | 440 | 440 | 440 | 440 | 440 |
| PRESSURES | SUPER HEAT | 720 | 710 | 650 | 648 | | |
| | F.O. TO BURNERS | 182 | 180 | 180 | 180 | [illegible] | 180 |
| | F.O. TEMP. IN SETTLING TANKS | 104<br>104 | 112/105 | 110/106 | 104<br>108 | 110/106 | 110<br>106 |
| | PORT BOILER UPTAKE | 300 | 285 | 270 | 270 | 270 | 270 |
| | STBD. BOILER UPTAKE | 295 | 275 | 270 | 265 | 270 | 270 |

| MISCELLANEOUS | 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| ENGINE ROOM TEMPERATURE | 101 | 99 | 98 | 98 | 96 | 100 |
| FIRE ROOM TEMPERATURE | | | 98 | 98 | 98 | 100 |
| NOZZLES IN USE | 14 | 10 | 10 | 10 | BLOCK | |
| NO. OF BURNERS IN USE | 6 | 6 | 4 | 4 | 4 | 2 |
| BURNER TIP SIZE | 5'/5.5 | 5'/5.5 | 5'/5.5 | 5'/5.5 | 5'/5.5 | 5'/5.5 |
| $CO_2$ % PORT BOILER | | | 10.0 | | | 5.0 |
| $CO_2$ % STBD. BOILER | | | 12.0 | | | 8.0 |
| OIL LEVEL MAIN SUMP | 1'4" | 1'4" | 1'5" | 1'4" | [illegible] | 1.2 |

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 720 | 9 | 142 | 123 | 27" | 65 | 1250 | 1250 | 240 |
| | 4 | 1200 | 440 | 720 | 9.5 | 156 | 134 | 26.6" | 40 | 1150 | 1150 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 710 | 8 | 141 | 123 | 27.5 | 64 | 1150 | 1150 | 240 |
| | 4 | 1200 | 440 | 710 | 9.5 | 148 | 132 | 27 | 40 | 1050 | 1050 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 650 | 8 | 140 | 122 | 28 | 64 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | 650 | 9.5 | 147 | 132 | 27.5 | 40 | 1000 | 1000 | 240 |
| 2400 TO 0400 | 3 | 1200 | 450 | 648 | 8 | 138 | 118 | 27.4 | 65 | 1100 | 1100 | 240 |
| | 4 | 1200 | 450 | 648 | 9.5 | 145 | 128 | 27.2 | 40 | 1050 | 1050 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 8 | 140 | 118 | 27 | 65 | 1100 | 1100 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 145 | 125 | 27 | 40 | 1100 | 1100 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 8 | 136 | 118 | 26.4 | 64 | 1100 | 1100 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 145 | 125 | 27.0 | 40 | 1100 | 1100 | 240 |

## FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 13118500 | BOILER WATER | ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 31109180 | | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | | ON HAND | |
| | ON HAND AT START OF DAY | | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL | ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | | RECEIVED | |
| | REMAINING ON BOARD | | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | | |
| | ON HAND | | ON HAND | | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

## SUMMARY

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

REMARKS

Underway.

1200-1600 WATCH Machinery in service: Boilers -B-3-4 and aux.; Generators -G-3-4 and aux.; Main Circ.-M-1, Cond.-M.C.-3, Lub. Oil Pumps and Air Ejector-ME-R. Aux. Circ and cond. Pumps; Lub Oil Purifier F-W-3-Pump. Pumped Settlers, Fuel Oil suction from inboard settler. Added 1 gals. Lub Oil each P/S Feed Pumps. Made routine watch tests and inspections of engine room machinery spaces.

Cond. tested.-.41 WATCH ENGR'S SIGNATURE- Harold J. DuMond

1600-2000 WATCH UNDERWAY ON 10 NOZZLES. MACHINERY IN OPERATION AS BEFORE. REDUCE SPEED TO 70 R.P.M. @ 1600. - BLOW TUBES IN B-3 + B-4. - B-4 ON BOTTOM BLOW THRU M.U. EVAP. ADD COMPOUND TO B-3 - SAL. TEST: B-3-4.14 G/G + B-4 = 4.14 G/G. MADE RUNNING ROUNDS OF E.R. 1/2 HR. ROUNDS OF SPRING BEARINGS COMPLY WITH COMSTS INSTR 4700.7 CLOSE #1 + #2 W.T. DOORS (CORDSE) M.U.F. #2-S = 21-0 = 41% SUCT. ON D.B. M.U.F. #2 P = 22-0 = 41% MAIN COND. .41

WATCH ENGR'S SIGNATURE- J. Karsten

2000-2400 WATCH Underway on No 22. 70 R.P.M. machinery as before. At 2000 hrs Reduced speed to 50 RPM. B.O.B. Changed & cleaned burners, f.o. disch. strainers, then l.o. strainers. Made half-hourly rounds on all spring bearings, made rounds of mach. & space. pumped bilges & shaft alleys. All W.T. doors closed for War Zone cruising conditions. Complied with night + standing orders & Comsts instr. 4700.7. Cond. 9 Rounds .41 B-3 was blowed. Carried out Engineer Department Standing Watch Routine

WATCH ENGR'S SIGNATURE- [illegible]

2400-0400 WATCH Underway 50 RPM. Recorded Machinery in service. Pumped settlers, Outboard settler is Fuel Oil suction. Added 1 gal. Lub. Oil each P/S Feed Pumps. Changed and cleaned Fuel Oil and lub. Oil strainers. Made routine watch tests and inspections of engine room machinery spaces.

Cond. test -.41 WATCH ENGR'S SIGNATURE- Harold J. DuMond

0400-0800 WATCH UNDERWAY 50 RPM. MACHINERY IN OPERATION AS BEFORE. REDUCE SPEED TO 50 RPM @ 0400. BELLS PER BELL BOOK. FWE - [illegible] ARRIVAL @ 0518. FOM P = 46.17690 CNTR P = 31320310 M.E. MAIN UNIT ON FOM S = 8499280 CNTR S = 32538170 JACKING GEAR. FWE @ 0719 FOM P = 46182410 CNTR P = 31324880 FOM S = 8499680 CNTR S = 32543250

OILER-BURR - FWT ALLAT JR ENGR - FRINK WATCH ENGR'S SIGNATURE- [illegible]

0800-1200 WATCH IN ANCHORAGE DANANG, VIETNAM - MACH AS BEFORE - CHANGED & CLEANED F.O. BURNERS AND DISCHARGE STRAINERS - CHANGED & CLEANED L.O. STRAINERS ON #3 & #4 AUX. GEN. PUMPED BILGES DOWN TO A SAFE LEVEL - MADE ROUNDS TESTS AND INSPECTIONS OF MACH. AND SPACE. COMPLIED WITH STANDING AND NIGHT ORDERS COMSTS INSTR. 4700.7 COND. .41 P 5.80 S 4.97 - JACKING GEAR ENGAGED

OILER TAITAGUE FWT McLEOD JR. ENGR. FRINK WATCH ENGR'S SIGNATURE- D. L. Duckett

CHIEF ENGINEER

ARRIVAL @ 0518

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | F 232 W 233 | HOURS | F 232 W 232 |
| AKL | 6.92 | AKL | 13.43 |
| T-AKL | 8.76 | T-AKL | 16.35 |
| SAL. | 4.14 | SAL. | 5.39 |
| PHOS. | 30 | PHOS. | 30 |
| R.ph | 11 | R.ph | 11 |
| SULFITE | 20 | SULFITE | 41.5 |

FOM P = 46176910 CNTR P = 31320310
FOM S = 8499280 CNTR S = 32538170

FWE @ 0719
FOM P = 46182410 CNTR S = 32543250
FOM S = 8499680 CNTR P = 31324880

CHIEF ENGR'S SIGNATURE- L. L. Clemons

USNS Gen. John Pope (T-AP-110) | VOYAGE NO. | FROM Okinawa | TO | TYPE OF VESSEL | DATE 7-26-27-67

| | WATCH 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 |
| DETENTION TIME | | | | | | |
| REVOLUTION COUNTER (END OF WATCH) | 3134 8770 | 3132 8740 | 3134 8760 | 3136 8780 | 3138 8730 | 3140 8730 |
| TOTAL REVOLUTIONS (FOR WATCH) | 20080 | 22[illegible] | 22[illegible] | 20016 | [illegible] | 20000 |
| AVERAGE RPM | 83.6 | 2[illegible].7 | 77.5 | 83.4 | [illegible] | 83.3 |
| F.O. METER (END OF WATCH) | 1311 9410 | 1312 2[illegible] | 1312 2880 | 1312 5310 | 1312 7740 | 1313 0150 |
| F.O. CONSUMED | 910 | 940 | 2730 | 2430 | 2430 | 2360 |

| MACHINERY PARTICULARS | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| PRESSURES | THROTTLE | | 430 | 425 | 424 | 422 | 425 |
| | H.P. AHEAD | | 430 | 425 | 422 | 422 | 430 |
| | L.P. AHEAD | | 15 | 15 | 15 | 15 | 16 |
| | VACUUM | 28 | 28.5 | 28.5 | 28.5 | 28.5 | 28.5 |
| | L.O. TO TURBINES | 13.5 | 12.75 | 13 | 12.7 | 12.7 | 12.7 |
| | AUX. STEAM | 140 | 145 | 140 | 150 | 150 | 148 |
| | BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| | GLAND STEAM | 1.1 | 1.2 | 1.5 | 1.4 | 1.2 | 1.7 |
| | H.P. BLEEDER | — | 60 | 60 | 60 | 60 | 60 |
| | I.P. BLEEDER | — | 5.5 | 5.5 | 5 | 5 | 5.5 |
| | L.P. BLEEDER | | | 14 | 18 | 14 | 14 |
| TEMPERATURES | STEAM AT THROTTLE | 736 | 725 | 730 | 725 | 725 | 730 |
| | L.P. EXHAUST | 90 | 112 | 115 | 115 | 114 | 110 |
| | CONDENSATE | 90 | 92 | 108 | 109 | 106 | 100 |
| | CIRC. WATER IN | 80 | 82 | 86 | 86 | 86 | 86 |
| | CIRC. WATER OUT | 80 | 90 | 94 | 95 | 94 | 93 |
| | L.O. TO COOLERS | 114 | 114 | 125 | 126 | 126 | 125 |
| | L.O. FROM COOLERS | 110 | 113 | 110 | 110 | 110 | 110 |
| | TEMPERATURE THRUST BEARING | 112 | | 117 | 118 | 116 | 117 |
| | FORWARD H.P. ROTOR BEARING | | | 123 | 123 | 125 | 123 |

| MACHINERY PARTICULARS (CONT'D) | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| TEMPERATURES (CONT'D) | AFT. H. P. ROTOR BEARING | | | 128 | 128 | 124 | 128 |
| | FORWARD L. P. ROTOR BEARING | | 128 | 129 | 128 | 130 | 128 |
| | AFT. L.P. ROTOR BEARING | | 128 | 127 | 130 | 133 | 127 |
| | HOTTEST GEAR BEARING FORWARD | | 138 | 140 | 140 | 142 | 140 |
| | HOTTEST GEAR BEARING AFT | | 132 | 135 | 135 | 136 | 133 |
| | AUX. COND. CONDENSATE | 110 110 | 112 | 114 116 | 119 118 | 114/120 | 116 |
| | 1ST STAGE FEED WATER HEATER | | 168 | 168 | 170 | 171 | 170 |
| | D. C. FEED WATER HEATER | 238 | | 238 | 239 | 239 | 238 |
| | 3RD STAGE FEED WATER HEATER | | | | | | 03/14 |

| BOILER PARTICULARS | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| TEMPERATURES | F.O. TO BURNERS | 85 85 | 125 | 120 | 128 | 120 | 120 |
| | F. O. BACK PRESSURE | | | | | | |
| | AIR TO FURNACE | 8.1 9.2 | 3.7/3.8 | 4.0 4.2 | 5.3 4.3 | 3.7/4.2 | 3.8/6.3 |
| | UPTAKE | | | | | | |
| | MAIN STEAM | 440 | 470 | 440 | 440 | 470 | 440 |
| PRESSURES | SUPER HEAT | | | | 725 | 725 | 730 |
| | F.O. TO BURNERS | 182 | 180 | 180 | 186 | 180 | 180 |
| | F.O. TEMP. IN SETTLING TANKS | 110 104 | 115/120 | 117 108 | 118 115 | 115/120 | 118/120 |
| | PORT BOILER UPTAKE | 255 | 275 | 310 | 310 | 310 | 300 |
| | STBD. BOILER UPTAKE | 252 | 270 | 310 | 305 | 308 | 290 |

| MISCELLANEOUS | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| ENGINE ROOM TEMPERATURE | 100 | 100 | 100 | 101 | 100 | 99 |
| FIRE ROOM TEMPERATURE | — | 100 | 100 | | 100 | 99 |
| NOZZLES IN USE | — | 14 | 14 | 14 | 14 | 14 |
| NO. OF BURNERS IN USE | 2 | 6 | 6 | 6 | 6 | 6 |
| BURNER TIP SIZE | 51 55 | 51/55 | 51 55 | 51 55 | 51/55 | 51/55 |
| $CO_2$ % PORT BOILER | | | 12.0 | | | 11.5 |
| $CO_2$ % STBD. BOILER | | | 12.5 | | | 12.0 |
| OIL LEVEL MAIN SUMP | 1'2" | 1'2 | 1.3 | 1'3" | | 1.5' |

## 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~~ Aux. Vac. | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 8 | 138 | 118 | | 65 | 1150 | 1150 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 145 | 124 | | 40 | 1050 | 1050 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | | 8 | 134 | 116 | | 65 | 1050 | 1050 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 146 | 131 | | 40 | [illegible] | [illegible] | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | | 8 | 141 | 122 | 28 | 64 | 1050 | 1050 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 147 | 131 | 28 | 40 | 1050 | 1050 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | 725 | 8 | 140 | 126 | 28 | 65 | 1100 | 1100 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 145 | 130 | 27.8 | 40 | 1000 | 1000 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | 725 | 8 | 140 | 122 | 28 | 64 | [illegible] | [illegible] | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 147 | [illegible] | 28 | 40 | [illegible] | [illegible] | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | 730 | 8 | 140 | 122 | 28 | 64 | 150 | 150 | 240 |
| | 4 | 1200 | 440 | 730 | 9.5 | 148 | 132 | 28 | 40 | 150 | 150 | 240 |

## FUEL - WATER AND LUBE OIL

| | | |
|---|---|---|
| FUEL OIL | METER AT NOON | 1330150 |
| | METER PREVIOUS NOON | 1311850 |
| | 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 | |

| | | |
|---|---|---|
| BOILER WATER | ON HAND AT START OF DAY | |
| | EVAPORATED OR RECEIVED | |
| | ON HAND | |
| | CONSUMED | |
| LUBE OIL | ON HAND AT START OF DAY | |
| | RECEIVED | |
| | ON HAND | |
| | CONSUMED | |

| | |
|---|---|
| DIESEL OIL | |
| 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

## SUMMARY

| | | | |
|---|---|---|---|
| RUNNING TIME | | PERCENT OF SLIP | |
| DETENTION TIME | | BBL FUEL/MI | |
| TOTAL REVOLUTIONS | | WIND DIRECTION | |
| AVERAGE R.P.M. | | STATE OF SEA | |
| TOTAL MILES BY ENGINE | | [illegible] OF WEATHER | |
| TOTAL MILES BY OBSERVATION | | | |

REMARKS

1200-1600 WATCH

Machinery in service: Boilers – B-3-4 and aux.; Generators – G-3-4 and aux.; Main Airejector E.E.-R., Cond.-3; Circ.-M-2, Lub Oil Pumps, Lub Oil Purifier, Aux. Circ. and cond pumps F-W-3. 1315 secured jacking gear, cut M. Steam and hhd. Stops. 1328 Bells as per Bell Book. 1359 FWD 1359 secured Steam stops ingaged jacking gear. Pumped settlers F.O. section from inboard settler.

Cond. tested .41

WATCH ENGR'S SIGNATURE- Harold J. DuMond

1600-2000 WATCH

FOR WATCH MACHINERY IN OPERATION AS BEFORE SET CLOCK @ 1700 TEST TELEGR. REMOTE-TACHOMETER - GEN STOP @ 1815 PERFORMED A BELL CHG. RPM STBY @ 1834 BELLS PER BELL BOOK DEPT. @ 1912 UNDERWAY ON 14 NOZZLES

WATCH ENGR'S SIGNATURE- [illegible]

2000-2400 WATCH

UNDERWAY 14 NOZZLES - MACH. AS BEFORE - CHANGED & CLEANED F.O. BURNERS AND DISCHARGE STRAINERS - CHANGED AND CLEANED L.O. STRAINERS ON #3 & #4 AUX. GEN. PUMPED E.R. AND SHAFT ALLEY BILGES - MADE ROUNDS TESTS AND INSPECTIONS OF MACH. AND SPACE - COMPLIED WITH STANDING AND NIGHT ORDERS, COMSTS INSTRUCTION #700.7. REGULAR STEAMING WATCH ROUTINE.

COND. .41 P- 7.87 S- 5.39

WATCH ENGR'S SIGNATURE- D Z Puckett

2400-0400 WATCH

Underway. Recorded machinery in service. Changed and cleaned burner Fuel Oil and Lub Oil strainers. unable to pump settlers. Fuel Oil suction from outboard settler. Made routine watch tests and inspections of engine room machinery spaces Added 1 gal each Lub Oil to P-S Feed Pumps.

Cond tested .41

WATCH ENGR'S SIGNATURE- Harold J. DuMond

0400-0800 WATCH

UNDERWAY ON 14 NOZZLES. MACHINERY IN OPERATION AS BEFORE B-4 ON [illegible] - VERIFIED BOILER'S OUT OF [illegible] @ 0525 CALLED CHIEF @ 0545. ADD COMP NO TO L.O. MADE ROUNDS & INSPECTIONS COMPLY WITH COMSTS #4700.7 [illegible]

MUF - S - P - .41 % [illegible] BS 4 - [illegible] % - [illegible]

MUF - P - 23 [illegible] .41 % COND .41

WATCH ENGR'S SIGNATURE- [illegible]

0800-1200 WATCH

Underway in Nagasaki, machinery in operation as before WT doors closed for WT Zone cruising condition. Blow tubes [illegible] @ 0525 [illegible] - 0-3534 OK F.O. S&B. Tested the TS smoke alarm & indicator at 0918 from bridge. Pumped bilges & shaft alley. Made hourly rounds on spring bearing & main & main engine all conditions normal. MUF. Cond. S [illegible] 5.39 % BS 4.04 % COMPLIED WITH STANDING AND NIGHT ORDERS (COMSTS #700.7) Carried out regular underway steaming watch routine.

WATCH ENGR'S SIGNATURE- [illegible]

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | F-256 W-732 | HOURS | F-536 W-534 |
| AKL | 6.42 | AKL | 6.16 |
| T-AKL | 2.76 | T-AKL | 6.05 |
| SAL. | 5.80 | SAL. | 6.21 |
| PHOS. | 30 | PHOS. | 40 |
| R.ph | 11 | R.ph | 1 |
| SULFITE-14 | | SULFITE-20 | |

STBY @ 1834 FOM P = 4619280 - CNTR = 3132516

FOM S = 2500470 - CNTR = 3254444

DEPT. @ 1912 FOM P = 4619490 - CNTR = 3132[illegible]

FOM S = 2500790 - CNTR = 3254444

CHIEF ENGR'S SIGNATURE- L. L. Clemons

USNS Gen. John Pope (T-AP-110) | VOYAGE NO. | FROM Okinawa | TO | TYPE OF VESSEL | DATE 7-27-28-67

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| RUNNING TIME | 240 | 240 | 240 | 240 | 132 | |
| DETENTION TIME | | | | | | |
| REVOLUTION COUNTER (END OF WATCH) | 3142<br>8770 | 3144<br>8730 | 3146<br>2870 | 3147<br>6200 | [illegible]<br>3440 | |
| TOTAL REVOLUTIONS (FOR WATCH) | 20040 | [illegible] | 14140 | 13330 | 7240 | |
| AVERAGE RPM | 83.5 | [illegible] | 58.9 | 55.5 | [illegible] | |
| F.O. METER (END OF WATCH) | 1313<br>2600 | [illegible] | 1313<br>6560 | 1313<br>7990 | [illegible]<br>1650 | 1314<br>0436 |
| F.O. CONSUMED | 2450 | [illegible] | 1460 | 1430 | [illegible] | 800 |
| MACHINERY PARTICULARS – PRESSURES: THROTTLE | 424 | 425 | 430 | 430 | | |
| H.P. AHEAD | 424 | 425 | 220 | 215 | | |
| L.P. AHEAD | 15 | 15 | — | -5 | | |
| VACUUM | 28.6 | 28.5 | 29.5 | 29.4 | | 28 |
| L.O. TO TURBINES | 12.7 | 12.7 | 13 | 13 | | 13.2 |
| AUX. STEAM | 150 | 150 | 150 | 150 | | 150 |
| BACK PRESSURE | 9 | 9 | 9 | 9 | | 9 |
| GLAND STEAM | 2. | [illegible] | 1.2 | 1. | | 1.8 |
| H.P. BLEEDER | 60 | 60 | 60 | ~~60~~ | | 58 |
| I.P. BLEEDER | 5.2 | 5.2 | 5.5 | — | | 5.0 |
| L.P. BLEEDER | 18.5" | 15" | 25" | — | | 25" |
| MACHINERY PARTICULARS – TEMPERATURES: STEAM AT THROTTLE | 726 | 725 | 650 | 644 | | |
| L.P. EXHAUST | 112 | 113 | 107 | 108 | | 133 |
| CONDENSATE | 106 | 105 | 92 | 92 | | 93 |
| CIRC. WATER IN | 82 | 82 | 83 | 83 | | 84 |
| CIRC. WATER OUT | 90 | 90 | 86 | 86 | | 86 |
| L.O. TO COOLERS | 129 | 126 | 118 | 119 | | 112 |
| L.O. FROM COOLERS | 110 | 110 | 110 | 110 | | 110 |
| TEMPERATURE THRUST BEARING | 115 | 114 | 112 | 112 | | 110 |
| FORWARD H.P. ROTOR BEARING | 130 | 124 | 117 | 115 | | |

Maneuvering

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) – TEMPERATURES (CONT'D): AFT. H. P. ROTOR BEARING | 120 | 122 | 122 | 122 | | |
| FORWARD L. P. ROTOR BEARING | 125 | 130 | 120 | 120 | | |
| AFT. L.P. ROTOR BEARING | 125 | 127 | 120 | 120 | | |
| HOTTEST GEAR BEARING FORWARD | 135 | 137 | 130 | 130 | | |
| HOTTEST GEAR BEARING AFT | 138 | 132 | 128 | 128 | | |
| AUX. COND. CONDENSATE | 114<br>114 | [illegible] | 112<br>113 | 110<br>112 | | 118<br>120 |
| 1ST STAGE FEED WATER HEATER | 170 | 168 | 110 | 110 | | 108 |
| D. C. FEED WATER HEATER | 238 | [illegible] | 238 | 238 | | 238 |
| 3RD STAGE FEED WATER HEATER HP | .051 | [illegible] | .05 | .051 | | |
| LP | .136 | [illegible] | .14 | .136 | | |
| BOILER PARTICULARS – TEMPERATURES: F.O. TO BURNERS | 125 | 110 | 100 | 108 | | 65 |
| F. O. BACK PRESSURE | | | | | | |
| AIR TO FURNACE | 4.5<br>4.5 | 4.7<br>2.3 | 1.5<br>1.5 | 2.6<br>2.6 | | 2.0<br>1.0 |
| UPTAKE | | | | | | |
| MAIN STEAM | 440 | 440 | 440 | 440 | | 440 |
| BOILER PARTICULARS – PRESSURES: SUPER HEAT | 726 | 725 | 650 | 644 | | 465 |
| F.O. TO BURNERS | 180 | 180 | 180 | 182 | | 180 |
| F.O. TEMP. IN SETTLING TANKS | 112<br>119 | 116<br>106 | 115<br>107 | 112<br>106 | | 114<br>110 |
| PORT BOILER UPTAKE | 300 | 275 | 275 | 270 | | 275 |
| STBD. BOILER UPTAKE | 290 | 280 | 275 | 270 | | 275 |
| MISCELLANEOUS: ENGINE ROOM TEMPERATURE | 98 | 97 | 95 | 95 | | 98 |
| FIRE ROOM TEMPERATURE | | | 95 | | | 98 |
| NOZZLES IN USE | 14 | 14 | Block 10 | Block 10 | | |
| NO. OF BURNERS IN USE | 6 | [illegible] | 4 | 4 | | 2 |
| BURNER TIP SIZE | 51<br>55 | [illegible] | 51<br>55 | 51<br>55 | | 51<br>55 |
| $CO_2$ % PORT BOILER | | | 10.5 | | | |
| $CO_2$ % STBD. BOILER | | | 12.5 | | | |
| OIL LEVEL MAIN SUMP | 1'3" | 1'3" | 1'2' | 1'2" | | 1' |

Maneuvering

## GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 726 | 8 | 136 | 116 | Voc. | 65 | 1200 | 1200 | 240 |
| | 4 | 1200 | 440 | 726 | 9.5 | 145 | 125 | | 40 | 1100 | 1100 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 725 | 8 | 138 | 120 | | 65 | 1100 | 1100 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 145 | 126 | | 40 | 1100 | 1100 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 650 | 8 | 138 | 118 | | 64 | 1050 | 1050 | 240 |
| | 4 | 1200 | 440 | 650 | 9.5 | 144 | 124 | | 40 | 1050 | 1050 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | 644 | 8 | 136 | 116 | 28.2 | 64 | 1050 | 1050 | 240 |
| | 4 | 1200 | 440 | 644 | 9.5 | 142 | 122 | 28.2 | 46 | 950 | 950 | 240 |
| 0400 TO 0800 | | | | | | | | | | | | |
| 0800 TO 1200 | 3 | 1200 | 440 | 465 | 8 | 137 | 120 | 28 | 64 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | 465 | 9.5 | 144 | 127 | 28 | 40 | 1000 | 1000 | 240 |

Maneuvering

## FUEL - WATER AND LUBE OIL

| | | | | |
|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 13140430 | BOILER WATER: ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 13130650 | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | ON HAND | |
| | ON HAND AT START OF DAY | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL: ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | RECEIVED | |
| | REMAINING ON BOARD | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | |
| | ON HAND | | ON HAND | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

## SUMMARY

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

REMARKS

Underway.

1200-1600 WATCH Machinery in service: Boilers – B-3-4 and aux.; Generator – G-3-4 and aux.; Main Circ.-M-1, Cond.-MC-3, Lub Oil-L-3, Pumps, Lub Oil Purifier, Aux. Circ and Cond. Pumps; F.W.-3, S.S. Air Comp. No. 2; Pumped settlers, Fuel Oil suction from Inboard settler, Changed and cleaned Burner and F.O. Strainer. Fire and Emerg. Drill, stand by 1515; 1524 secured from Fire and Emerg. Drill; Abandon ship Drill 1526; 1531 Secured from all Drills, secured Stand by. Made routine watch tests and inspections of engine room machinery spaces.

Cond. tested – .41

WATCH ENGR'S SIGNATURE- Harold J. DuMond

1600-2000 WATCH UNDERWAY ON 14 NOZZLES MACHINERY IN OPERATION AS BEFORE. BLOW TANKS B-3 + B-4. BOTTOM BLOW TANK NO. EVAP. + B-3. CHANGED + CLEAN #5 + #6 F.O. BURNERS. CLEAN F.O. SUCT. STRAINER. PUMP BILGES. MADE ROUNDS + INSPECTION COMPLY WITH STANDING + NIGHT ORDERS + COMSTS INSTR #4700.7

SAL TEST @ 1900 B-3 – 6.0-4% B-4 – 6.02%

M.C. F.P. S = 21'-0" = .41% SUCT. ON D.B.

M.C. F.P. P = 22'-0" = .41%

WATCH ENGR'S SIGNATURE- H. Rouston

2000-2400 WATCH Underway 14 nozzles mach. as before. at 2000 hrs. reduced speed to 54 RPMs B.O.B. C&C F.O. discharge S&B; C&C L.O.S. G3&G4. Made rounds, tests & inspections of mach. & mach. space all conditions normal & satisfactory. made ½ hourly checks on all spring bearings. pumped bilges & shaft alleys. Complied with night & standing orders and COMSTS Instr. 4700.7. Main & Aux. Cond. .41 B4-6.21; B3 7.04 Carried out regular underway steaming watch duties

WATCH ENGR'S SIGNATURE- L. L. Fischer

2400-0400 WATCH Underway 54 R.P.M. Recorded machinery in service; Pumped Settlers, outboard settler Fuel Oil Suction, Changed, Cleaned burners, F.O. and Lub Oil strainers. Made routine tests and inspections of engine room machinery spaces. Added 1 gal Lub Oil each to P/s Feed Pump.

Cond. tested – .41

WATCH ENGR'S SIGNATURE- Harold J. DuMond

0400-0800 WATCH UNDERWAY 54 R.P.M. MACHINERY IN OPERATION AS BEFORE. TIME CHECKS 0412½ REDUCE SPEED TO 15 R.P.M. @ 0502 – CLEAN F.O. SUCT. STRAINER. ARRIVAL AT ANCHORAGE 0612. BELLS FOR DEAD BOAT.

WATCH ENGR'S SIGNATURE- H. Rouston

0800-1200 WATCH Anchoraged Vang Tau – Engaged Jacking Gear @ 0830 – Mach. as Before – C&C F.O. B&S – C&C L.O. S-G.3 & G-4. All Bilges safe Level – Made Rounds Tests and Inspection of Mach. and Space – All W.T.D and Hatch Emergency Escape Secured – Reg. Sea watch in Port – Complied with Standing and Night orders – COMSTS Instr. 4700.7

OILER TAITAGUE FWT McLeod

WATCH ENGR'S SIGNATURE- D. F. Quackenbush

CHIEF ENGINEER

| BOILER WATER READINGS | | ARRIVAL @ 0612 | |
|---|---|---|---|
| STB'D | PORT | F.O.M. P = 4628720 | CNTR. P – 3148 6940 |
| HOURS F-[illegible] W-[illegible] | HOURS F-[illegible] W-540 | F.O.M. S = 6510250 | CNTR. S – 3270 6196 |
| AKL 8.76 | AKL 9.23 | | |
| T-AKL 12.[illegible] | T-AKL 13.43 | Fwe @ 0817 | |
| SAL. 6.21 | SAL. 6.21 | FOM P 462 9380 | Cntr P 3148 6910 |
| PHOS. [illegible] | PHOS. 40 | FOM S 651 0580 | cntr S 3270 6270 |
| R.ph 11 | R.ph 11 | | |
| SULFITE-25 | SULFITE 29.5 | | |

CHIEF ENGR'S SIGNATURE- L. L. Clemmons

USNS Gen John Pope (T-AP-110) | VOYAGE NO. 10 | FROM Vung Tau | TO | TYPE OF VESSEL | DATE 7-28-29-67

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| RUNNING TIME | | | | | | 40 |
| DETENTION TIME | | | | | | 48 |
| REVOLUTION COUNTER (END OF WATCH) | | | | | | 3249 2790 |
| TOTAL REVOLUTIONS (FOR WATCH) | | | | | | 3640 |
| AVERAGE RPM | | | | | | 91.0 |
| F.O. METER (END OF WATCH) | 1314 0850 | 1314 1350 | 1314 1770 | 1314 2210 | 1314 2580 | 1314 3800 |
| F.O. CONSUMED | 450 | 470 | 420 | 440 | 370 | 1220 |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | — | | | | | 420 |
| H.P. AHEAD | — | | | | | 420 |
| L.P. AHEAD | — | | | | | 26.5 |
| VACUUM | 27.8 | 27.6 | 27 | 23. | 23 | 28 |
| L.O. TO TURBINES | 13.2 | 13.2 | 13.2 | 13.2 | 13.2 | 12.7 |
| AUX. STEAM | 150 | 150 | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| GLAND STEAM | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | 1.5 |
| H.P. BLEEDER | — | | 58 | — | | 60 |
| I.P. BLEEDER | — | | 5.0 | — | | 5.5 |
| L.P. BLEEDER | — | | 25" | — | | 20 |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | — | | | | | 720 |
| L.P. EXHAUST | 132 | 125 | 120 | 122 | 122 | 128 |
| CONDENSATE | 94 | 94 | 96 | 96 | 96 | 97 |
| CIRC. WATER IN | 82 | 84 | 84 | 84 | 84 | 84 |
| CIRC. WATER OUT | 94 | 85 | 84 | 84 | 84 | 84 |
| L.O. TO COOLERS | 114 | 112 | 112 | 112 | 109 | 110 |
| L.O. FROM COOLERS | 116 | 110 | 110 | 110 | 106 | 110 |
| TEMPERATURE THRUST BEARING | — | | 109 | 109 | 110 | 110 |
| FORWARD H.P. ROTOR BEARING | — | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) | AFT. H. P. ROTOR BEARING | | | | | | |
| | FORWARD L. P. ROTOR BEARING | | | | | | |
| | AFT. L.P. ROTOR BEARING | | | | | | |
| | HOTTEST GEAR BEARING FORWARD | | | | | | |
| | HOTTEST GEAR BEARING AFT | | | | | | |
| | AUX. COND. CONDENSATE | 114 114 | 117/118 | 117 118 | 116 116 | 115/115 | 115/115 |
| | 1ST STAGE FEED WATER HEATER | 105 | 114 | 115 | 115 | 115 | 115 |
| | D. C. FEED WATER HEATER | 238 | 238 | 238 | 238 | 238 | 238 |
| | 3RD STAGE FEED WATER HEATER | | | | | | .051 .114 |
| BOILER PARTICULARS – TEMPERATURES | F.O. TO BURNERS | 265 | 270 | 240 | 250 | 245 | 125 |
| | F. O. BACK PRESSURE | | | | | | |
| | AIR TO FURNACE | 1.8 1.8 | 1.8 1.8 | 2.4 2.0 | 1.6 2.6 | 1.8 1.8 | 5.2/6.8 |
| | UPTAKE | | | | | | |
| | MAIN STEAM | 440 | 440 | 440 | 440 | 440 | 480 |
| BOILER PARTICULARS – PRESSURES | SUPER HEAT | | | | | | |
| | F.O. TO BURNERS | 180 | 180 | 186 | 182 | 180 | 180 |
| | F.O. TEMP. IN SETTLING TANKS | 115 112 | 115/112 | 113 112 | 113 112 | 114/115 | 112/115 |
| | PORT BOILER UPTAKE | 260 | 270 | 375 | 370 | 335 | 330 |
| | STBD. BOILER UPTAKE | 250 | 255 | 355 | 345 | 295 | 325 |
| MISCELLANEOUS | ENGINE ROOM TEMPERATURE | 114 | 94 | 92 | 93 | 92 | 90 |
| | FIRE ROOM TEMPERATURE | | 94 | 92 | | 92 | 90 |
| | NOZZLES IN USE | — | | | | | 18 |
| | NO. OF BURNERS IN USE | 2 | 2 | 2 | 2 | 2 | 6 |
| | BURNER TIP SIZE | 50 60 | 50/60 | 50 60 | 50 60 | 50/60 | 50/55 |
| | $CO_2$ % PORT BOILER | | | | | | 12.5 |
| | $CO_2$ % STBD. BOILER | | | | | | 14.0 |
| | OIL LEVEL MAIN SUMP | 1'2" | 1'2" | 1.2 | 1'2" | 1'4" | 1.5' |

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 (Voc) | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 8 | 138 | 118 | 28. | 65 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 145 | 132 | 28. | 40 | 900 | 900 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | | 8 | 140 | 123 | 28 | 64 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 142 | 130 | 28 | 40 | 150 | 150 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | | 8 | 140 | 120 | 28 | 64 | 950 | 900 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 145 | 128 | 28 | 40 | 950 | 900 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 8 | 140 | 120 | 27.8 | 65 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 145 | 128 | 27.8 | 40 | 1000 | 1000 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 8 | 139 | 121 | 28 | 64 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 146 | 126 | 27.5 | 40 | 150 | 150 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | 725 | 8 | 140 | 120 | 28 | 64 | 1000 | 1000 | 240 |
| | 4 | 1200 | 440 | 725 | 9.5 | 146 | 128 | 28 | 40 | 1000 | 1000 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 1314380 | BOILER WATER | ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 1314436 | | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | | ON HAND | |
| | ON HAND AT START OF DAY | | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL | ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | | RECEIVED | |
| | REMAINING ON BOARD | | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | | |
| | ON HAND | | ON HAND | | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

SUMMARY

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

REMARKS

1200-1600 WATCH Anchored. Machinery in service: Boilers - B-3-4 and aux; Generators - G-3-4 and aux.; Main Circ, M-2, Cond-MC-3, Lub Oil Pumps Air Ejector ~~at~~ ME-R. Aux. Circ. and Cond Pumps S.S. Air Comp. F.W-3 Pump. Jacking gear ingaged. Changed burners. Jr. Eng Repaired Flange gasket. Master Controller Steam line. Made routine watch tests and inspections of engine

Cond. tested. 41 WATCH ENGR'S SIGNATURE- Harold J. DeMord

1600-2000 WATCH PORT WATCH MACHINERY IN OPERATION AS BEFORE B-4 ON BOTTOM BLOW TANK [illegible] ADD DIESEL OIL [illegible] DEEP BILGES AT SAFE LEVEL [illegible] WITH COMSTS #4700.7

SAL. TEST B-4 = 5.19% B-3 = 6.21%

OILER-BOBR-FWT KLINT WATCH ENGR'S SIGNATURE- [illegible]

2000-2400 WATCH ANCHORAGED VUNG TAU, VIETNAM - MACH. AS BEFORE - CHANGED & CLEANED F.O. BURNERS & STRAINERS SHAFT EMERGENCY HATCH AND ALL W.T.D. SECURED - E.R. & SHAFT ALLEY BILGES AT SAFE LEVEL - MADE ROUNDS TESTS AND INSPECTIONS of MACH. AND SPACE - REGULAR SEA WATCH IN PORT ROUTINE - COMPLIED WITH STANDING AND NIGHT ORDERS - COMSTS INSTRUCTION 4700.7 Secured 1st. stage to main air ejector.

OILER TAITAGUE FWT McLEOD

WATCH ENGR'S SIGNATURE- D L Duckett

2400-0400 WATCH Port watch. Anchored. Recorded Machinery in service: Diesel Fuel Purifier Leaking Fuel in bilged secured sump Pumped bilges. Cleaned burners. Made routine watch tests and inspections of engine room machinery spaces Added 1 gal each L.O. P/s Feed Pumps

Oiler - Mechem - FWT - Trapp Cond tested - .41 WATCH ENGR'S SIGNATURE- Harold J. DeMord

0400-0800 WATCH PORT WATCH MACHINERY IN OPERATION AS BEFORE B-3 ON BOTTOM BLOW TANK [illegible] ADD LUB. OIL TO MAIN ENG. [illegible] CHECK [illegible] & [illegible] COMPS [illegible] COMSTS #4700.7

SAL. TEST. B-3 = 4.99% B-4 = 5.00%

OILER-BOBR - FWT. KLINT WATCH ENGR'S SIGNATURE- [illegible]

0800-1200 WATCH In port watch Machinery as before at 0900, set spring bearing for underway operations, disengaged jacking gear, opened main steam stops, started 1st stage main air ejector. Wheel clearance received from bridge @ 0852, set clock at 0847, tested engine order telegraph 0900, Tested steering motor's at 0900 Stbd in operation. Set special sea detail at 1012. Stdby at 1012. Report mn & ready at that time. Jr. Eng on watch at 1000 hrs. Oiler Taitague. FWT. McLeod. 1ST A/E in space for maneuvering. Carried out Reg. maneuvering & underway steaming watch Routine.

Main & Aux Cond. - 41; B-4 5.8 B-3 5.39. WATCH ENGR'S SIGNATURE- D L Duckett

CHIEF ENGINEER

| BOILER WATER READINGS | | Stdby at 1012 | | dept. at 1100 | |
|---|---|---|---|---|---|
| STB'D | PORT | Fom-P | 463 1100 | Fom-P | 463 1350 |
| HOURS F-[illegible] W-[illegible] | HOURS F-[illegible] W-564 | Fom-S | 851 1930 | Fom-S | 851 2140 |
| AKL 8.18 | AKL 6.16 | Total | 1314 3030 | Total | 1314 3490 |
| T-AKL 11.62 | T-AKL 11.46 | | | | |
| SAL. 5.80 | SAL. 5.59 | cntr. P | 31487140 | cntr. -P | 31489150 |
| PHOS. 30 | PHOS. 30 | cntr S | 32706930 | cntr. S | 32708880 |
| R.ph 11 | R.ph 11 | | | | |
| SULFITE 22.5 | SULFITE 21 | | | | |

CHIEF ENGR'S SIGNATURE-

USNS Gen. John Pope (T-AP-110) | VOYAGE NO. | FROM Vung Tau | TO Da Nang | TYPE OF VESSEL | DATE 7-29-30-67

| | | WATCH 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 |
| | DETENTION TIME | | | | | | |
| | REVOLUTION COUNTER (END OF WATCH) | 3151<br>4890 | 3159<br>6560 | 3155<br>8940 | 3158<br>1000 | 3160<br>2440 | 3162<br>4890 |
| | TOTAL REVOLUTIONS (FOR WATCH) | 22100 | 21770 | 22080 | 22060 | 21740 | 22400 |
| | AVERAGE RPM | 92.1 | 91.5 | 92.0 | 91.9 | 91.4 | 93.3 |
| | F.O. METER (END OF WATCH) | 1314<br>6670 | 1314<br>9490 | 1315<br>2260 | 1318<br>5000 | 1315<br>7750 | 1316<br>0610 |
| | F.O. CONSUMED | 2870 | 2820 | 2770 | 2740 | 2750 | 2760 |
| MACHINERY PARTICULARS – PRESSURES | THROTTLE | 424 | 422 | 425 | 422 | 422 | 420 |
| | H.P. AHEAD | 420 | 420 | 423 | 420 | 420 | 418 |
| | L.P. AHEAD | 26.5 | 26 | 26.5 | 26 | 26.5 | 26.0 |
| | VACUUM | 28.2 | 28.2 | 28. | 28. | 28 | 28 |
| | L.O. TO TURBINES | 12.7 | 12.75 | 12.7 | 12.7 | 12.6 | 12.7 |
| | AUX. STEAM | 140 | 150 | 150 | 150 | 150 | 150 |
| | BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| | GLAND STEAM | 2. | 1.6 | 1.7 | 2 | 2 | 2.5 |
| | H.P. BLEEDER | — | | 60 | — | | 60 |
| | I.P. BLEEDER | — | 5.5 | 5.5 | — | 5.5 | 5.5 |
| | L.P. BLEEDER | 14" | 10 | 9" | 14" | 9.5" | 9" |
| MACHINERY PARTICULARS – TEMPERATURES | STEAM AT THROTTLE | 720 | 720 | 720 | 722 | 725 | 730 |
| | L.P. EXHAUST | 116 | 119 | 117 | 118 | 119 | 118 |
| | CONDENSATE | 116 | 113 | 114 | 114 | 116 | 114 |
| | CIRC. WATER IN | 84 | 84 | 85 | 84 | 84 | 87 |
| | CIRC. WATER OUT | 96 | 91 | 96 | 96 | 97 | 98 |
| | L.O. TO COOLERS | 126 | 128 | 127 | 126 | 128 | 128 |
| | L.O. FROM COOLERS | 110 | 110 | 110 | 110 | 110 | 110 |
| | TEMPERATURE THRUST BEARING | 115 | 118 | 118 | 119 | 117 | 118 |
| | FORWARD H.P. ROTOR BEARING | 120 | 125 | 123 | 120 | 126 | 123 |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) | AFT. H. P. ROTOR BEARING | 125 | 130 | 130 | 130 | 130 | 130 |
| | FORWARD L. P. ROTOR BEARING | 125 | 135 | 130 | 130 | 132 | 132 |
| | AFT. L.P. ROTOR BEARING | 125 | 131 | 130 | 130 | 130 | 130 |
| | HOTTEST GEAR BEARING FORWARD | 146 | 148 | 148 | 148 | 148 | 148 |
| | HOTTEST GEAR BEARING AFT | 142 | 141 | 138 | 138 | 137 | 140 |
| | AUX. COND. CONDENSATE | 114<br>114 | 114/114 | 114/115 | 114<br>114 | 114/120 | 118/120 |
| | 1ST STAGE FEED WATER HEATER | 180 | 180 | 180 | 175 | 180 | 180 |
| | D. C. FEED WATER HEATER | 238 | 238 | 238 | 238 | 238 | 238 |
| | 3RD STAGE FEED WATER HEATER ΔP / LP | .051<br>.135 | .051<br>.135 | | .051<br>.135 | .051<br>.135 | .05<br>.13 |
| BOILER PARTICULARS – TEMPERATURES | F.O. TO BURNERS | 160 | 155 | 150 | 160 | 160 | 150 |
| | F. O. BACK PRESSURE | | | | | | |
| | AIR TO FURNACE | 5.5<br>5.5 | 5.4<br>4.5 | 4.0/5.0 | 5.5<br>4.4 | 4.4/4.4 | 4.5/5.6 |
| | UPTAKE | | | | | | |
| | MAIN STEAM | 446 | 440 | 440 | 446 | 440 | 440 |
| BOILER PARTICULARS – PRESSURES | SUPER HEAT | 726 | 720 | 720 | 722 | 725 | 730 |
| | F.O. TO BURNERS | 182 | 180 | 180 | 180 | 180 | 180 |
| | F.O. TEMP. IN SETTLING TANKS | 114<br>90 | 117/100 | 118/105 | 118<br>110 | 112/104 | 121/108 |
| | PORT BOILER UPTAKE | 310 | 300 | 305 | 306 | 300 | 300 |
| | STBD. BOILER UPTAKE | 310 | 288 | 300 | 295 | 300 | 295 |
| MISCELLANEOUS | ENGINE ROOM TEMPERATURE | 100 | 98 | 97 | 99 | 99 | 101 |
| | FIRE ROOM TEMPERATURE | — | 98 | 97 | | 99 | 101 |
| | NOZZLES IN USE | 18 | 18 | 18 | 18 | 18 | 18 |
| | NO. OF BURNERS IN USE | 6 | 6 | 6 | 6 | 6 | 6 |
| | BURNER TIP SIZE | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 | 51/55 |
| | $CO_2$ % PORT BOILER | | | 13.5 | | | 13.5 |
| | $CO_2$ % STBD. BOILER | | | 13.5 | | | 13.5 |
| | OIL LEVEL MAIN SUMP | 1'6" | 1'6" | 1'7" | 1'7" | 1'7" | 1.5' |

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 (Vac) | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 720 | ~~138~~ 658 | ~~118~~ 138 | 118 | 28" | 64 | 1150 | 1150 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | 720 | ~~145~~ 9.5 | ~~145~~ 145 | 128 | 28" | 40 | 1100 | 1100 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | 720 | 8 | 138 | 121 | 28" | 64 | 1150 | 1150 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | 720 | 9.5 | 140 | 129 | 28" | 40 | 1000 | 1000 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | 720 | 8 | 140 | 122 | 28" | 64 | 1050 | 1050 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | 720 | 9.5 | 146 | 131 | 28" | 40 | 1050 | 1050 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | 722 | 8 | 138 | 118 | 28" | 65 | 1100 | 1100 | 240 |
| | | | 440 | | | | | | | | | |
| | 4 | 1200 | 440 | 722 | 9.5 | 145 | 130 | 28" | 40 | 1000 | 1000 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | 725 | 8 | 142 | 122 | 28 | 64 | 1150 | 1150 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | 725 | 9.5 | 145 | 131 | 28" | 40 | 1050 | 1150 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | 730 | 8 | 142 | 124 | 28" | 64 | 1150 | 1150 | 240 |
| | | | | | | | | | | | | |
| | 4 | 1200 | 440 | 730 | 9.5 | 148 | 132 | 27.5" | 40 | 1150 | 1150 | 240 |

FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | 13160570 | BOILER WATER | ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 13143800 | | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | | ON HAND | |
| | ON HAND AT START OF DAY | | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL | ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | | RECEIVED | |
| | REMAINING ON BOARD | | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | | |
| | ON HAND | | ON HAND | | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

SUMMARY

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

REMARKS

Underway

1200-1600 WATCH Machinery in service: Boilers -B-3-4 and aux. Generator: -G-3-4 and aux.; Main Cond. MC-3, Circ.-M-2, Lub Oil Pumps and Air Ejector: ME-R-; ~~S.S. Air Comp.~~; Lub Oil Purifier; Pumped settlers, suction from in board settler. Made routine watch tests and inspections of engine room machinery spaces.

Cond. tested -.41 WATCH ENGR'S SIGNATURE- Harold J. DeMond

1600-2000 WATCH

UNDERWAY ON 18 NOZZLES. MACHINERY IN OPERATION AS BEFORE. CHANGED & CLEANED FUELS IN B-3 + B-4 FROM 1620 TO 1655. CHANGED & CLEANED #1 F.O. BURNER. CLEAN F.O. SUCT. STRAINER. PUT B-4 ON BOTTOM DECK THRU M.O. EVAP. COMPLY WITH CHG IN "HEAT 7. MADE ROUTINE IN SPECTIONS OF MACH SPACE

MUF #2 S = 21'-0" = .41%  SAL. TEST B-3 = 5.80 - B-4 = 6.21

MUF #2 F = 23'-0" = .41%  MAIN COND. #1 WATCH ENGR'S SIGNATURE- H. Klotz

2000-2400 WATCH

Under way 18 Nozzles Machinery as before C&C LOS-G3-G4 C&C F.O. D.S. & b.'s Shifted F.O. Sett. to Outbd. at 2235. Made half-hourly check on all spring bearings. Made round, tests & insped. of Mach & Mach. Space. Pumped bilges & Shaft Alley's. Complied with night & Standing order's & Coms Ins. 4700.7

Main & Aux Cond. .41; B4-6.63; B3-6.21

Carried out Reg. Underway Storming Watch Routine WATCH ENGR'S SIGNATURE- D. L. Tackett

2400-0400 WATCH Underway. Machinery in service as before. Pump Settlers. Fuel Oil suction from outboard settler. Changed and cleaned burner; Fuel Oil and Lub Oil Strainer. Made routine watch tests and inspections of engine room machinery spaces.

Cond. tested. -.41 WATCH ENGR'S SIGNATURE- Harold J. DeMond

0400-0800 WATCH

UNDERWAY ON 18 NOZZLES. MACHINERY IN OPERATION AS BEFORE. CHANGED & CLEANED #1 F.O. BURNER. CLEAN F.O. SUCT. STRAINER — PUT ON BOTTOM DECK THRU M.O. EVAP. ADD COMPLIED TO B-4. MADE ROUTINE IN SPECTION. COMPLY WITH COMS 4700.7 BILGES & SAFE LEVEL

SAL. TEST B-3 = 4.50 % — B-4 = 5.50

MUF #2 S = 21'-0" = .41%

MUF #2 F = 23'-0" = .41% WATCH ENGR'S SIGNATURE- H. Klotz

0800-1200 WATCH

Under way 18 nozzles Machinery as before Blew tubes P/S boiler's 0800-0812 1st A/Eng. in space 0820. C&C LOS. G-3 & G-4 C&C F.O. & D.S. & burner's. Made continuous check of all spring bearing's. Made rounds, tests & inspection's of Mach & Mach space all condition's normal. Pumped bilges & Shaft Alley's. Complied with Standing order's & Coms instr. 4700.7 Shifted to settler's at 1132.

Main & Aux. Cond. .41 B-4 5.39, B-3 6.21

Carried Out Regular Underway Storming Watch Routine WATCH ENGR'S SIGNATURE- D. L. Tackett

CHIEF ENGINEER

BOILER WATER READINGS

| STB'D | | PORT | |
|---|---|---|---|
| HOURS | F-[illegible] N-[illegible] | HOURS | F-[illegible] N-[illegible] |
| AKL | 7.01 | AKL | [illegible] |
| T-AKL | 11.02 | T-AKL | 11.03 |
| SAL. | 5.50 | SAL. | 6.21 |
| PHOS. | 30 | PHOS. | 30 |
| R.ph | 11 | R.ph | 11 |

SULFITE 20 SULFITE 25

CHIEF ENGR'S SIGNATURE- L. L. Clemmer

| USNS | VOYAGE NO. | FROM | TO | TYPE OF VESSEL | DATE |
|---|---|---|---|---|---|
| Gen John Pope | | Da Nang | | | 7-30-31-67 |

| | 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) | 1316 2690 | 1316 3020 | 1316 3450 | 1316 3840 | 1316 4310 | 1316 4710 |
| F.O. CONSUMED | 420 | 330 | 430 | 390 | 470 | 400 |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | 720 | | | | | |
| H.P. AHEAD | 410 | | | | | |
| L.P. AHEAD | 16 | | | | | |
| VACUUM | 27.8 | 27" | 23" | 23" | 23" | 23" |
| L.O. TO TURBINES | 13.2 | 13.2 | 13.5 | 13.3 | 13.2 | 13.5 |
| AUX. STEAM | 140 | 150 | 150 | 150 | 150 | 150 |
| BACK PRESSURE | 9 | 9 | 9 | 9 | 9 | 9 |
| GLAND STEAM | 3 | 2 | 2.0 | 1.8 | 1.8 | 1.5 |
| H.P. BLEEDER | — | | | | | |
| I.P. BLEEDER | — | | | | | |
| L.P. BLEEDER | — | | | | | |
| TEMPERATURES – STEAM AT THROTTLE | | | | | | |
| L.P. EXHAUST | 114 | 135 | 130 | 128 | 125 | 126 |
| CONDENSATE | 116 | 97 | 96 | 96 | 97 | 96 |
| CIRC. WATER IN | 86 | 86 | 87 | 86 | 86 | 84 |
| CIRC. WATER OUT | 92 | 86 | 87 | 87 | 87 | 85 |
| L.O. TO COOLERS | 128 | 107 | 107 | 106 | 106 | 112 |
| L.O. FROM COOLERS | 110 | 105 | 104 | 110 | 110 | 110 |
| TEMPERATURE THRUST BEARING | 120 | | 105 | 105 | | 110 |
| FORWARD H.P. ROTOR BEARING | 125 | | | | | |

| | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) – AFT. H. P. ROTOR BEARING | 120 | | | | | |
| FORWARD L. P. ROTOR BEARING | 136 | | | | | |
| AFT. L.P. ROTOR BEARING | 130 | | | | | |
| HOTTEST GEAR BEARING FORWARD | 145 | | | | | |
| HOTTEST GEAR BEARING AFT | 138 | | | | | |
| AUX. COND. CONDENSATE | 118 118 | 115/118 | 118 3/4 | 116 116 | 120/121 | 3/4 118 |
| 1ST STAGE FEED WATER HEATER | 165 | 100 | 108 | 108 | 100 | 105 |
| D. C. FEED WATER HEATER | 238 | 237 | 238 | 238 | 238 | 238 |
| 3RD STAGE FEED WATER HEATER | | | | | | |
| BOILER PARTICULARS – TEMPERATURES – F.O. TO BURNERS | 165 | 210 | 275 | 240 | 25 | 170 |
| F. O. BACK PRESSURE | | | | | | |
| AIR TO FURNACE | 4.5 4.5 | 4.5/4.2 | .8 .8 | .8 .8 | | .8 .5 |
| UPTAKE | | | | | | |
| MAIN STEAM | 440 | | | | | 440 |
| PRESSURES – SUPER HEAT | 710 | | | | | |
| F.O. TO BURNERS | 182 | | | | | 180 |
| F.O. TEMP. IN SETTLING TANKS | 110 109 | 125/104 | 119/105 | 120 104 | 112/101 | 118/108 |
| PORT BOILER UPTAKE | 295 | 245 | 250 | 250 | 250 | 270 |
| STBD. BOILER UPTAKE | 290 | 245 | 250 | 250 | 330 | 270 |
| MISCELLANEOUS – ENGINE ROOM TEMPERATURE | 101 | 95 | 96 | 96 | 95 | 96 |
| FIRE ROOM TEMPERATURE | | 95 | 96 | 96 | 95 | 96 |
| NOZZLES IN USE | 10 | | | | | |
| NO. OF BURNERS IN USE | 4 | 2 | 2 | 2 | | 2 |
| BURNER TIP SIZE | 51 55 | 55/55 | 50/6 | 50 60 | 55/55 | 50/60 |
| $CO_2$ % PORT BOILER | | | | | | 8.0 |
| $CO_2$ % STBD. BOILER | | | | | | 6.0 |
| OIL LEVEL MAIN SUMP | 1'5" | 1'5" | 1.5' | 1'6" | 1'5" | 1.5" |

## 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 (Vac) | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | 720 | 8 | 140 | 120 | 28. | 65 | 1050 | 1050 | |
| | 4 | 1200 | 440 | 720 | 9.5 | 145 | 132 | 25. | 46 | 100 | 1000 | |
| 1600 TO 2000 | 3 | 1200 | 440 | | 8 | 140 | 132 | 28 | 64 | 950 | 950 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 145 | 130 | 28 | 40 | 1000 | 1000 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | | 8 | 140 | 124 | 27.5" | 64 | 950 | 950 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 148 | 132 | 27.5" | 40 | 950 | 950 | 240 |
| 2400 TO 0400 | 3 | 1200 | 440 | | 8 | 140 | 120 | 27.8" | 65 | 1050 | 1050 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 148 | 130 | 27.8" | 40 | 950 | 950 | 240 |
| 0400 TO 0800 | 3 | 1200 | 440 | | 8 | 140 | 123 | 27.5 | 64 | 1050 | 1050 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 148 | 132 | 27.5 | 40 | 1000 | 1000 | 240 |
| 0800 TO 1200 | 3 | 1200 | 440 | | 8 | 142 | 126 | 27.5 | 64 | 1000 | 950 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 148 | 132 | 27.5 | 40 | 1000 | 950 | 240 |

## FUEL - WATER AND LUBE OIL

| | | |
|---|---|---|
| FUEL OIL | METER AT NOON | 1316470 |
| | METER PREVIOUS NOON | 1316050 |
| | 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 | |

| | | |
|---|---|---|
| BOILER WATER | ON HAND AT START OF DAY | |
| | EVAPORATED OR RECEIVED | |
| | ON HAND | |
| | CONSUMED | |
| LUBE OIL | ON HAND AT START OF DAY | |
| | RECEIVED | |
| | ON HAND | |
| | CONSUMED | |

DIESEL OIL 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | 4 | 4 | 4 |

## SUMMARY

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

REMARKS

1200-1600 WATCH Underway, Machinery in service: Boilers - B-3-4 - and aux.; Generator. - G-3-4 and aux.; Main. Circ., Cond. and Lub. Oil Pumps Air ejector. ME-R. Lub Oil Purifier F.W. Pump. Pumped settlers. Fuel Oil suction from in board settler. at 1545 secured Mn. Steam stops. and blkd. stops ingaged Jacking gear. at 1300 slowed. to Block 10 Noz, 74 R.P.M.

Cond. tested - .41 WATCH ENGR'S SIGNATURE Harold J. DeMond

1600-2000 WATCH PORT WATCH: MACHINERY IN OPERATION AS BEFORE. MAIN ENGINE [illegible] MADE ROUTINE INSPECTIONS OF ENG. ROOM & SHAFT ALLEYS. [illegible] IN MACH ALLEY. COMPLY WITH CONTD. IN ER. #470.1

SAL. TEST B-4 = 4.50 % & B-3 = 5.59 % MAIN COND. = .41 %

JR. ENGR. - CROW - OILER - MORR - FWT ALLNT. WATCH ENGR'S SIGNATURE-

2000-2400 WATCH Port Watch machinery as before water tight door's closed for war zone condition's. Made rounds, tests, & inspect. of mach. & space. all condition Normal & sat. pumped bilges & shaft alley's to safe Level. Shifte to high Sea Suction at 2020 hrs. #1 Evap distilling To #3 @ at 2300.

Oiler - Tritague; FWT - McLeod. Jr. Eng - Fink
Carried out Regular Aux. Steaming Watch Routine. WATCH ENGR'S SIGNATURE- D. L. Puckett

2400-0400 WATCH Port watch. Recorded machinery in service; Jr. Eng Repaired Reach rod to bal. Valve stem. - Throttle Valve. Made routine watch tests and inspections of engine room machinery spaces. Fuel Oil suction from. in board settler. Nipple - cooling water. line No. 6 Sp. bearing needs replacing.

Cond. tested - .41
Jr. Eng. Wetherald, Oiler - Meehem, FWT. Trapp WATCH ENGR'S SIGNATURE- Harold J. DeMond

0400-0800 WATCH PORT WATCH MACHINERY IN OPERATION AS BEFORE — B-3 ON BOTTOM BLOW — ADD [illegible] TO B-3 CHECK SHAFT ALLEY & [illegible] WATER (GREASE) [illegible] B-3 & B-4 TO 3/0 CHANGED [illegible] #3 & 5 FO BURNER.

SAL. TEST B-3 = 4.99 & B-4 = 4.50

JR. ENGR. - CROW - OILER MORR - FWT ALLNT WATCH ENGR'S SIGNATURE-

0800-1200 WATCH Port Watch mach. as before Ship conducted manover board drill at 0800. C & C LOS. B-3 B-4, C & C F.O.S. & Burner's. Tested Fire & smoke detecting system 0900 - 0920. Made rounds, tests, & inspection's of Mach. & Mach space. all Condition's Normal & satisfactory. Main & Aux. Cond. .41 B-4 - 5.39 B-3 - 5.39 bilges & shaft alley's at safe level.
Carried Out Regular Aux. Steaming watch Routine
Oiler - Tritague FWT - McLeod Jr. Eng. Fink WATCH ENGR'S SIGNATURE- D. L. Puckett

CHIEF ENGINEER

| BOILER WATER READINGS | | | |
|---|---|---|---|
| STB'D | | PORT | |
| HOURS | F-232 W-232 | HOURS | F-232 W-232 |
| AKL | 5.84 | AKL | 4.53 |
| T-AKL | 2.26 | T-AKL | 14.52 |
| SAL. | 5.39 | SAL. | 4.97 |
| PHOS. | 20 | PHOS. | 40 |
| R.ph | 11 | R.ph | 11 |

SULFITE 15 SULFITE 42

Arrival - F.O.M. - P - 4640710 - S - 8521340
F.W.E. F.O.M. - P - 4641110 - S - 8521520
Arrival Cntr - ~~P 31637501~~ P.
Cntr - ~~P 31637950~~ P - 31637950
S - 32860740
FWE - Cntr - P - 31640010
S - 32862560

CHIEF ENGR'S SIGNATURE-

USNS Gen John Pope (Tap-110 | VOYAGE NO. | FROM At Da Nang | TO | TYPE OF VESSEL | DATE 7-31-67

| | 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) | 1316 5080 | 5400 | 1316 5780 | | | |
| F.O. CONSUMED | 370 | 320 | 390 | | | |
| MACHINERY PARTICULARS – PRESSURES – THROTTLE | — | | | | | |
| H.P. AHEAD | — | | | | | |
| L.P. AHEAD | — | | | | | |
| VACUUM | 22.6 | 22.5 | 22.5 | | | |
| L.O. TO TURBINES | | | | | | |
| AUX. STEAM | 145 | 145 | 150 | | | |
| BACK PRESSURE | 9 | 1 | 9 | | | |
| GLAND STEAM | 1.6 | 1.7 | 1.5 | | | |
| H.P. BLEEDER | | | | | | |
| I.P. BLEEDER | | | | | | |
| L.P. BLEEDER | | | | | | |
| MACHINERY PARTICULARS – TEMPERATURES – STEAM AT THROTTLE | — | | | | | |
| L.P. EXHAUST | 126 | 126 | 126 | | | |
| CONDENSATE | 96 | 96 | 97 | | | |
| CIRC. WATER IN | 86 | 88 | 88 | | | |
| CIRC. WATER OUT | 86 | 85 | 85 | | | |
| L.O. TO COOLERS | 114 | | 104 | | | |
| L.O. FROM COOLERS | 110 | | 102 | | | |
| TEMPERATURE THRUST BEARING | 115 | | | | | |
| FORWARD H.P. ROTOR BEARING | | | | | | |

| | | WATCH 1200 TO 1600 | 1600 TO 2000 | 2000 TO 2400 | 2400 TO 0400 | 0400 TO 0800 | 0800 TO 1200 |
|---|---|---|---|---|---|---|---|
| MACHINERY PARTICULARS (CONT'D) – TEMPERATURES (CONT'D) | AFT. H. P. ROTOR BEARING | | | | | | |
| | FORWARD L. P. ROTOR BEARING | | | | | | |
| | AFT. L.P. ROTOR BEARING | | | | | | |
| | HOTTEST GEAR BEARING FORWARD | | | | | | |
| | HOTTEST GEAR BEARING AFT | | | | | | |
| | AUX. COND. CONDENSATE | 118 118 | 111/117 | 120/118 | | | |
| | 1ST STAGE FEED WATER HEATER | 100 | 105 | 105 | | | |
| | D. C. FEED WATER HEATER | 238 | 238 | 238 | | | |
| | 3RD STAGE FEED WATER HEATER | | | | | | |
| BOILER PARTICULARS – TEMPERATURES | F.O. TO BURNERS | 160 | 155 | 150 | | | |
| | F. O. BACK PRESSURE | | | | | | |
| | AIR TO FURNACE | 0.8 0.8 | | 1.8 1.5 | | | |
| | UPTAKE | | | | | | |
| | MAIN STEAM | 440 | 440 | 440 | | | |
| BOILER PARTICULARS – PRESSURES | SUPER HEAT | | | | | | |
| | F.O. TO BURNERS | 180 | 180 | 180 | | | |
| | F.O. TEMP. IN SETTLING TANKS | 112 110 | 111/111 | 111 | | | |
| | PORT BOILER UPTAKE | 255 | 260 | 260 | | | |
| | STBD. BOILER UPTAKE | 320 | 320 | 325 | | | |
| MISCELLANEOUS | ENGINE ROOM TEMPERATURE | 99 | 96 | 97 | | | |
| | FIRE ROOM TEMPERATURE | | 98 | 97 | | | |
| | NOZZLES IN USE | | | | | | |
| | NO. OF BURNERS IN USE | 2 | 2 | 2 | | | |
| | BURNER TIP SIZE | 50 60 | 50/60 | 50/60 | | | |
| | $CO_2$ % PORT BOILER | | | | | | |
| | $CO_2$ % STBD. BOILER | | | | | | |
| | OIL LEVEL MAIN SUMP | 1'5" | 1'5" | 1.5" | | | |

GENERATORS

| WATCH | GENERATOR NUMBER | R.P.M. | STEAM PRESSURE | STEAM TEMP. | L.O. PRESSURE | L.O. TO COOLER | L.O. FROM COOLER | TEMP. OF HOTTEST BEARING | L.O. GOVERNOR PRESSURE | AMPS POSITIVE | AMPS NEGATIVE | VOLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 TO 1600 | 3 | 1200 | 440 | | 8 | 140 | 120 | 65 | 65 | 1050 | 1050 | 240 |
| | | | | | | | | 27.4 27.4 | | | | |
| | 4 | 1200 | 440 | | 9.5 | 145 | 130 | 40 | 40 | 1000 | 1000 | 240 |
| 1600 TO 2000 | 3 | 1200 | 440 | | 8 | 140 | 124 | 27.5 | 65 | 950 | 850 | 240 |
| | 4 | 1200 | 440 | | 9.5 | 147 | 132 | 27.5 | 40 | 950 | 850 | 240 |
| 2000 TO 2400 | 3 | 1200 | 440 | | 9 | 140 | 124 | 27.5 | 65 | 950 | 850 | 240 |
| | 4 | 1200 | 440 | | 10 | 147 | 132 | 27.5 | 40 | 950 | 850 | 240 |
| 2400 TO 0400 | | | | | | | | | | | | |
| 0400 TO 0800 | | | | | | | | | | | | |
| 0800 TO 1200 | | | | | | | | | | | | |

FUEL - WATER AND LUBE OIL

| | | | | | |
|---|---|---|---|---|---|
| FUEL OIL | METER AT NOON | | BOILER WATER | ON HAND AT START OF DAY | |
| | METER PREVIOUS NOON | 13164710 | | EVAPORATED OR RECEIVED | |
| | CONSUMED BY METER | | | ON HAND | |
| | ON HAND AT START OF DAY | | | CONSUMED | |
| | RECEIVED DURING DAY | | LUBE OIL | ON HAND AT START OF DAY | |
| | EXPENDED DURING DAY | | | RECEIVED | |
| | REMAINING ON BOARD | | | ON HAND | |
| DOMESTIC WATER | ON HAND AT START OF DAY | | | CONSUMED | |
| | EVAPORATED OR RECEIVED | | DIESEL OIL | | |
| | ON HAND | | ON HAND | | |
| | 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 |
|---|---|---|---|---|---|
| 4 | 4 | 4 | | | |

SUMMARY

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

REMARKS

In Port.

1200-1600 WATCH Machinery in service: Boilers B-3-4 and aux.; Generators-G-3-4 and aux.; Main Circ. M-2, Cond. MC-3, Lub Oil Pumps and Air ejector ME-R; F.W. Pump W-3, Lub. Oil Purifier. at 1330 secured F.W. at 1400 cut in F.W. - secured for repairs on line, Pumped settlers, F.O. suction from outboard settler. Made routine watch tests and inspections of engine room machinery spaces

Cond tested - .41

Jr. Eng - Wetherald, Oiler - Mechem, F.W.T. Trapp WATCH ENGR'S SIGNATURE- Harold J. DuMond

1600-2000 WATCH PORT WATCH MACHINERY IN OPERATION AS BEFORE. START DIESEL OIL PURIFIER TO REDUCE [illegible] OIL (3 HRS) TEST [illegible] 1/2 HOUR & [illegible] AND [illegible] SOUND. [illegible] SHAFT ALLEY [illegible] [illegible] SAFE [illegible]

MCF #2 [illegible]

SAL. TEST [illegible] - R-4 = [illegible] MCF #3 [illegible]

Jr. ENGR - GAGE - CHIEF BURR - F.W.T. KLINT WATCH ENGR'S SIGNATURE- [illegible]

2000-2400 WATCH In port watch. Machinery as before. Make rounds Tests & inspections. Pumped bilges & shaft alley's ~~to~~ safe level.

carried out Reg. Aux. steaming watch Routine.

Oil - Tzi Tzque F.W.T - McLeod Jr. Eng. Frink Elect. C. Brock WATCH ENGR'S SIGNATURE- D J Tuckett

2400-0400 WATCH

WATCH ENGR'S SIGNATURE-

0400-0800 WATCH

WATCH ENGR'S SIGNATURE-

0800-1200 WATCH

WATCH ENGR'S SIGNATURE-

CHIEF ENGINEER

BOILER WATER READINGS

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

CHIEF ENGR'S SIGNATURE-