THIS DEGAUSSING FOLDER MUST BE KEPT WHERE THE OFFICERS AND MEN OF THE CREW WHOSE DUTY IT IS TO OPERATE THE DEGAUSSING GEAR CAN STUDY IT, AND THUS OPERATE THE GEAR PROPERLY.

THIS DEGAUSSING FOLDER MUST NEVER LEAVE THE SHIP UNLESS ITS REMOVAL IS REQUESTED BY A DEGAUSSING OFFICER.

THIS DEGAUSSING FOLDER MUST BE AVAILABLE TO DEGAUSSING PERSONNEL WHENEVER THE VESSEL IS AT A DEMAGNETIZATION STATION, AT A RANGE, OR IN PORT.

DEGAUSSING OFFICERS AT AMERICAN AND BRITISH PORTS ARE AUTHORIZED TO MODIFY OR REMOVE DEGAUSSING PAPERS IN THIS FOLDER AT ANY TIME.

NAME OF VESSEL USAT GENERAL EDWIN D. PATRICK NO.

Ex-USS ADMIRAL C.F. HUGHES AP 124

NAVORD FORM OGP-42 (REV. 9/45)

DEGAUSSING INSTRUCTIONS

(For all ships except minesweepers and ships with M coil only)

Your ship is fitted with the following coils: M, FP-QP, FI-QI.
All references to other coils in these instructions should be ignored.

NORMAL OPERATION

1. **Reason for Degaussing.** Magnetic mines and magnetic torpedoes have firing mechanisms so constructed that they are actuated by the ship's magnetic field. Degaussing reduces the ship's magnetic field and thus gives protection against these weapons.

   Minesweeping reduces the danger from magnetic and other types of mines. For best protection USE YOUR DEGAUSSING AND FOLLOW SWEPT CHANNELS if they are available.

2. **When to Use the Degaussing Equipment.** - The equipment must be USED when:

   (a) IN MAGNETIC MINE DANGER AREAS (defined by the Chief of Naval Operations and published in the Navy Department Bulletin and in Notice to Mariners),

   Except that the equipment need not be operated if:
   (1) in a harbor specifically declared safe by local port authorities, or
   (2) in depths of water greater than 300 fathoms, or
   (3) at a dock, or moored bow and stern to prevent swinging.

   (b) ALERTED FOR TORPEDO ATTACK, or

   (c) testing degaussing effectiveness or when required for maintenance purposes (see Sections 8-10 and 15-19 below).

3. **Currents to be Used in Coils.** - WATCH YOUR AMMETERS AND KEEP EACH CURRENT AT THE VALUE AND POLARITY PRESCRIBED. This is particularly important when additional loads on the generators cause fluctuations in the voltage. It is as dangerous to use too much current in the coils as too little.

   M COIL. - Degaussing Chart No. 1 gives the M coil settings to be used. Set the M coil at the value for the zone in which the ship is located. Change the M coil setting when the ship moves into a different zone. The M coil setting is not changed with changes in course.

"P", or FP-QP COIL. - The setting of the FP-QP coil should be maintained at the value specified in Degaussing Chart No. 1 for the location of the ship. The setting of this coil is not changed with changes in course.

"I", or FI-QI, [redacted] COILS. - Instructions for setting these coils are contained in the Course Correction Setting Diagram [redacted]

4. **Securing the Coils.** - In securing each coil reduce the current to zero whenever possible before opening the line switch. Also see Section 13 below.

EMERGENCY OPERATION

5. **Rapid Changes of Course.** - When rapid changes of course or other emergency prevents setting the coils properly for course, set the FI-QI coil ~~or F and Q coils~~ for EAST-WEST heading ~~and the A coil for NORTH-SOUTH heading~~. This will give the best average protection under these circumstances.

6. **Operation With and Repair of Defective Gear.** - If the degaussing system becomes defective while in or approaching a magnetic mine danger area, the vessel's force should take all action possible to obtain satisfactory operation. If the value of current specified for the coil cannot be obtained, set the current as nearly as possible to the specified value and be sure that the direction is correct.

7. **Precautions During Air Raids When Alongside a Dock or Moored Bow and Stern.** - In case of air attack under these conditions the degaussing should be turned OFF if this can be done BEFORE mines are dropped. If mines are dropped close to the ship the DEGAUSSING MUST BE MAINTAINED UNCHANGED either off or on and the SHIP MUST NOT BE MOVED until competent authority gives permission. These precautions are to assure that the magnetic field in the vicinity of the ship will not be changed by change of degaussing or by motion of the ship after a mine is dropped.

TESTS OF DEGAUSSING EFFECTIVENESS

8. **Need for Magnetic Tests.** - Since the magnetic state of a ship is likely to change, the effectiveness of its degaussing requires periodic checking to assure maximum readiness. The degaussing should be checked, and the Degaussing Charts replaced if necessary, at least once a year and preferably at intervals not exceeding six months.

   It is particularly important that a ship making a change of latitude of several zones on Degaussing Chart No. 1 have its degaussing checked after arrival at the new latitude.

9. **Where to Make Tests.** - The effectiveness of the degaussing may be checked by crossing a Degaussing Range, or at a Deperming Station, or by a Degaussing Vessel (YDG). A list of Degaussing Facilities is given on NAVORD FORM DGP-70 in this Folder. Consult your pilot for the exact location of local facilities.

10. **Degaussing Range Tests.** - In checking at a degaussing range, cross the center of the range on a steady course and speed with proper currents for the locality and course. Record the AMMETER READINGS and the fore and aft drafts when crossing the range.

EFFECT ON MAGNETIC COMPASS

11. **Compass Compensating Coils.** - Currents in degaussing coils may introduce magnetic fields at the compass binnacle. Since the effects of the degaussing coils change when the currents are changed, compass compensation for degaussing currents cannot be accomplished by use of permanent magnets. Compensation is

accomplished by coils mounted on the binnacle.

When the resistors controlling the currents in the compensating coils are properly set, changes in degaussing currents automatically produce the proper changes in the compensating coil currents to maintain compensation. The resistors may require new settings if the normal magnetic adjustment of the compass is altered.

12. Compass Deviations. - Deviation curves with the coils energized at the value for best degaussing, and without the coils energized should be kept up to date. Occasionally, it may be noticed that the compass deviates considerably when the degaussing coil currents are changed rapidly. The compass should, however, if properly adjusted, settle back to the proper reading after about a minute.

13. Schedule for Securing Coils. - The following schedule for securing the coils should be followed where possible if this procedure is recommended by authorities who check the compass compensating gear or if it is found helpful in reducing compass errors which persist after the degaussing is turned off.

Step 1. - Current on according to charts or tables.
Step 2. - Current on in reversed direction with the same value as in Step 1.
Step 3. - Current on in original direction with 3/4 of the value in Step 1.
Step 4. - Current on in reversed direction with 1/2 of the value in Step 1.
Step 5. - Current on in original direction with 1/4 of the value in Step 1.
Step 6. - Current on in reversed direction with 1/8 of the value in Step 1.
Step 7. - Current off.

NOTE: - The cycling procedure above is recommended for M *coil(s).*

WARNING. - Reduce current to zero before opening line switch.

14. Compass Adjustment After Deperming. - Deperming changes the magnetic state of the ship and therefore necessitates a normal magnetic adjustment of the compass. This adjustment preferably should not be made sooner than 12 hours after the deperming and should be checked after a few weeks.

MAINTENANCE OF DEGAUSSING EQUIPMENT

15. General Maintenance. - Maintenance of the degaussing cables, control equipment, and compass compensating coils should conform to the procedure prescribed in general for the vessel's electrical system and equipment, and should include the steps specified in Sections 16, 17, and 18 below. The location and arrangement of the parts of the degaussing system are shown on the forms in the Installation section of this Folder.

16. Check of Operating Condition. - When the system is not in normal use (see Section 2 above) each coil should be energized at least once a week to the Limiting Maximum Ampere value specified on the form for the coil in the Installation section of this Folder. If a reversing switch is provided the coil should be energized both positively and negatively. for 4 hrs,

M - 100 amps, I - 30 amps, P - 30 amps

17. Check for Grounds. -

MERCHANT VESSELS. - The degaussing system should be checked at least weekly for grounds.

NAVY VESSELS. - The insulation resistance of the degaussing system should be checked at least weekly. These measurements on Navy vessels should be made, and remedial action taken if necessary, in accordance with the Bureau of Ships Manual, Chapter 60, Section II, Parts 2 and 3.

18. Removal of Moisture. - Drain plugs on connection boxes and through boxes, when installed, should be opened at least once a month to allow any accumulated moisture to drain.

19. Polarity Tests. - THE CURRENT IN THE COILS MUST FLOW IN THE CORRECT DIRECTION. After any repairs or modifications to the degaussing cables or ammeters, or after any changes in the connections in the degaussing circuits, test to see that the direction is correctly shown by the ammeters. The ammeters read to the right for positive (+) currents and to the left for negative (-) currents.

Test the polarity of each coil with a pocket or boat compass held 2 or 3 feet above or below a part of the coil where it runs fore and aft. Test each coil with the current in the other coils off. With a POSITIVE READING of the ammeter the north-seeking end of the compass needle should be deflected as indicated in the following table:

Coil	*Compass held ABOVE coil, deflection should be:*	*Compass held BELOW coil, deflection should be:*
M, FI, FP, ~~F-=Q~~	Outboard	Inboard
QI	Inboard	Outboard
~~QP (current direction* SAME as FP)~~	~~Outboard~~	~~Inboard~~
QP (current direction* OPPOSITE to FP)	Inboard	Outboard

~~A - - - With a POSITIVE READING of the ammeter the north-seeking end of the compass needle should be deflected to the starboard if the compass is held ABOVE the LOWER limb or BELOW the UPPER limb. If held ABOVE the UPPER limb the deflection should be to port.~~

If the ammeter reads NEGATIVE all compass deflections should be OPPOSITE TO THOSE INDICATED. After testing each degaussing coil, check the polarity of the compass by comparison with the steering compass.

**See Pacific Ocean side of Degaussing Chart No. 1.*

20. Reporting Defects. - In case the degaussing system becomes inoperative or in any way defective, the condition should be reported upon entering port. Degaussing Facilities and offices are given on NAVORD FORM DGP-70 in this Folder. Further information may be secured from the port authorities.

CHARTS

DEPARTMENT OF THE NAVY
BUREAU OF NAVAL WEAPONS
WASHINGTON, D.C. 20360

BUWEPS 8950.6
CM-12
3 Jun 1965

BUWEPS INSTRUCTION 8950.6

From: Chief, Bureau of Naval Weapons
To: Distribution List

Subj: Tabulation and maps of United States degaussing facilities

Encl: (1) U.S.N. Degaussing Facilities (Tabulation)
(2) U.S.N. Degaussing Facilities (Maps)

1. Purpose. This Instruction provides information for use in scheduling degaussing operations. Enclosure (1) provides information on ranging, deperming, and special magnetic test services; operating schedules; and communications. Enclosure (2) provides degaussing facility maps.

2. Cancellation. Degaussing Facilities, NAVWEPS Form 8950/30 (formerly NAVORD Form DGP-70) is cancelled and superseded.

3. Action. Degaussing Stations are requested to examine information in this Instruction which pertains to their facilities and to advise the Naval Ordnance Laboratory, White Oak, Maryland, of changes as they occur.

4. Filing. This Instruction and enclosures (1) and (2) should be placed under "FACILITIES" of NAVWEPS Forms 8950/40, "Degaussing Folder" for Non-minesweepers, and 8950/50, "Degaussing Folder - Minesweepers." This Instruction constitutes DG Form No. 21 of NAVWEPS Form 8950/40, and M/S DG Form No. 23 of NAVWEPS Form 8950/50 and should be marked appropriately. The cross reference sheet should be marked and filed with directives.

W. M. Emshwiller

W. M. EMSHWILLER
By direction

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BUREAU OF NAVAL WEAPONS

BUWEPSINST 8950.6
3 Jun 1965

CROSS-REFERENCE (LOCATOR) SHEET:

Subj: Tabulation and Maps of United States Degaussing Facilities

See: _____
(Recipient enter information as to where the directive is maintained)

U. S. N. DEGAUSSING FACILITIES

R = Range Facility for Magnetic Measurements

D = Deperming and Flashing Facility

S = Special Magnetic Test Facility for Minesweepers

U. S. Naval Degaussing Facilities will provide ranging and deperming services to ships of friendly foreign nations to the extent that these facilities have the capability and are available.

Facilities in NATO countries will provide ranging and deperming services to U. S. Navy ships to the extent that these facilities have the capability and are available. In some cases, payment may be required for such services.

a. All depths are referred to Mean Low Water.

b. UHF radio installed at all degaussing stations, (Refer JANAP 195). Voice call is "Degaussing Control" or "Deperming Control" depending upon the type of facility.

DEGAUSSING STATION	FACILITY	DEGAUSSING STATION	FACILITY
Newport, R. I.	R	San Francisco, California	R
Norfolk, Va.	R, D, S	Bremerton, Washington (Operated by NAVDEGSTA SAN DIEGO)	D
Charleston, S. C.	R, S	Pearl Harbor, Hawaii	R, D
San Diego, Calif.	R, D, S	Yokosuka, Japan	R
Long Beach, Calif. (Annex to NAVDEGSTA SAN DIEGO)	R	Sasebo, Japan (USS SURFBIRD (ADG 383))	R, D, S

PORT	FACILITY	CAPACITY	LOCATION	OPERATION	CONTACT
NEWPORT, R. I. (Gould Island)	30', 39', 63' ranges (depth below MLW, 5' tide range)	All ships except MSB, MSL and similar boats ranged at depths less than 25'.	In the west passage between the southwest corner of Gould Island and Conanticut Island. Off southwest corner of Gould Island.	Mon. through Fri. 0800 to 1600. Other times by appointment made during above hours.	Visual call H-16. OIC, U.S. Naval Degaussing Station, Naval Base, Newport, R. I. Tel: VIking 1-2169.
NORFOLK, VA. (Sewell's Point)	35', 50' and 75' ranges.	All ships other than minesweepers.	Off Pier 10, Naval Base (Sewell's Point)	Mon. through Fri. 0800 to 1600. Other times by appointment made during above hours. Scheduling recommended for all ships.	Visual call H-16. Tel: 444-2551 for scheduling.
NORFOLK, VA. (Lambert Point)	14' and 29' ranges and facilities for moored measurements.	All minesweepers.	Off Lambert Point, West side of Elizabeth River channel at Deperming Facility.	By appointment only. Minimum of 1 week notice recommended for calibration or special measurements.	Visual call H-17. Tel: 444-2551 for scheduling. Facility telephone: EXport 7-6541, Ext. 3075.
NORFOLK, VA. (Lambert Point)	Deperming and Flashing Facility with 43', 48', 66' and 90' Proving Grounds.	All ships	Off Lambert Point, adjacent to West side of Elizabeth River channel, 1 mile south of Craney Island.	By appointment only. At least one week notice desired.	Visual call H 20. Tel: 444-2551 for scheduling. Facility Tel. EXport 7-6541, Ext 3075.

PORT	FACILITY	CAPACITY	LOCATION	OPERATION	CONTACT
CHARLESTON, S.C.	15', 28', 48' (Note 1) and 68' ranges.	All ships except SSBN's.	15', 28', 68' ranges midway between flashing amber lights south of Adgers Wharf. Alternate 48' range adjacent to channel north of Custom House Reach.	Mon. through Fri. 0800 to 1600. Other times by appointment during above hours.	Visual call H-16. Telephone: 723-3428; 723-3429.
CHARLESTON, S.C.	27' facilities for moored measurements.	MSC's and MSO's.	Pier Y, Naval Base, Charleston, S. C.	By appointment only.	Same as above
SAN DIEGO, CALIF.	12', 27', 50' and 80' ranges.	All ships.	Off Ballast Point, Point Loma.	Mon. through Fri. 0730 to 1630. Other times by appointment. Minesweepers and other ships with less than 30' beam, by appointment only.	Visual call H-16. Tel: 224-2995.
SAN DIEGO, CALIF.	Deperming and Flashing Facility.	All ships up to 27' draft and 85' beam.	Pier West of channel between Ballast Point and Naval Fuel Facility.	By appointment only.	Same as above.
SAN DIEGO, CALIF.	15' and 30' facilities for moored measurements.	All minesweepers.	Area West of channel between Ballast Point and Naval Fuel Facility.	By appointment only.	Same as above.
LONG BEACH, CALIF. (Annex to NavDegSta San Diego)	13' and 28' ranges.	All minesweepers and other ships less than 30' beam.	In outer harbor off West side of Naval Base Mole.	By appointment only. Minimum of one week notice recommended.	Visual call H-16. Tel: 2-3311, Ext. 1662.

NOTE 1. Two ranges available. Vessels with drafts exceeding 22 feet must use the 48' range North of Custom House Reach and may be required to run at high tide. These ships cannot use ranges south of Adgers Wharf.

PORT	FACILITY	CAPACITY	LOCATION	OPERATION	CONTACT
SAN FRANCISCO, CALIF. (Marina Park)	Loop range.	Check range only for steel hull ships (DE and larger)	Midchannel between Golden Gate Bridge and Alcatraz.	Mon. through Fri. 0800 to 1600. Other times by appointment made during above hours.	Visual call H-16. OIC, Naval Degaussing Station. Tel: FIllmore 6-4555.
BREMERTON, WASH.	Deperming barge (YFNX-19)	Limited deperming services provided upon request.	Moorings off Illahee, Port Orchard, Wash.	By appointment only. Three weeks notice required. Barge operated by personnel from NAVDEGSTA, San Diego.	OIC, Naval Degaussing Station, San Diego, Calif. Tel: 224-2995 Area Code 714.
PEARL HARBOR, HAWAII	42', 50' and 80' ranges.	All ships except minesweepers.	Off Waipio Peninsula in main channel	Mon. through Fri. 0800 to 1600. Other times by appointment made prior to 1200 during above hours.	Visual call H-1, (Naval Base Signal Tower). OIC, Naval Degaussing Station, Pearl Harbor. Tel: 430-24235.
PEARL HARBOR, HAWAII (Beckoning Point)	15' and 30' ranges.	Minesweepers and smaller ships.	Off channel between Waipio Peninsula and Ford Island (immediately south of Beckoning Point).	By appointment only.	Same as above.
PEARL HARBOR, HAWAII (Beckoning Point)	Deperming and Flashing Facility with 43' and 63' Proving Grounds.	All ships. (Note 1)	Beckoning Point Mooring DP-3 at South entrance to Middle Loch.	By appointment only. 48 hours' notice required (one week notice for CVA'S and CVS's.	Same as above.

NOTE 1. Until mooring facilities are improved, deperming of CVA 59 class and larger will be on an emergency basis only.

PORT	FACILITY	CAPACITY	LOCATION	OPERATION	CONTACT
YOKOSUKA, JAPAN	50' and 80' ranges	All ships except minesweepers	Harbor channel entrance between channel buoys 7 and 8.	Mon. through Fri. 0730 to 1600. Other times by appointment made during above hours.	Visual call H-16. Naval Base Signal Tower. Tel: 3519; 2324.
SASEBO, JAPAN	15', 25' and 42' ranges.	Ships with draft not exceeding 20' and bean not exceeding 60'. All minesweepers are included.	42' and 15' ranges off southwest end of Seaplane Base. 25' range off Hirase Water Point.	Daily on 2 hours' notice, subject to USS SURFBIRD (ADG-383) deployment.	USS SURFBIRD (ADG 383) direct or COMSERVGRU THREE.
SASEBO, JAPAN	Deperming and Flashing Facility.	All ships of C-2 size and smaller.	Deperming buoys near 42' range.	Available from USS SURFBIRD.	Same as above.
USS SURFBIRD (ADG-383)	Mobile Deperming and Flashing Facility.	All ships of C-1 size and smaller for deperming. Flashing available by advance notice only.	As required by WESTPAC.	Available from USS SURFBIRD.	Same as above.
USS SURFBIRD (ADG 383)	Mobile ranges.	All ships.	As required by WESTPAC.	Available from USS SURFBIRD.	Same as above.

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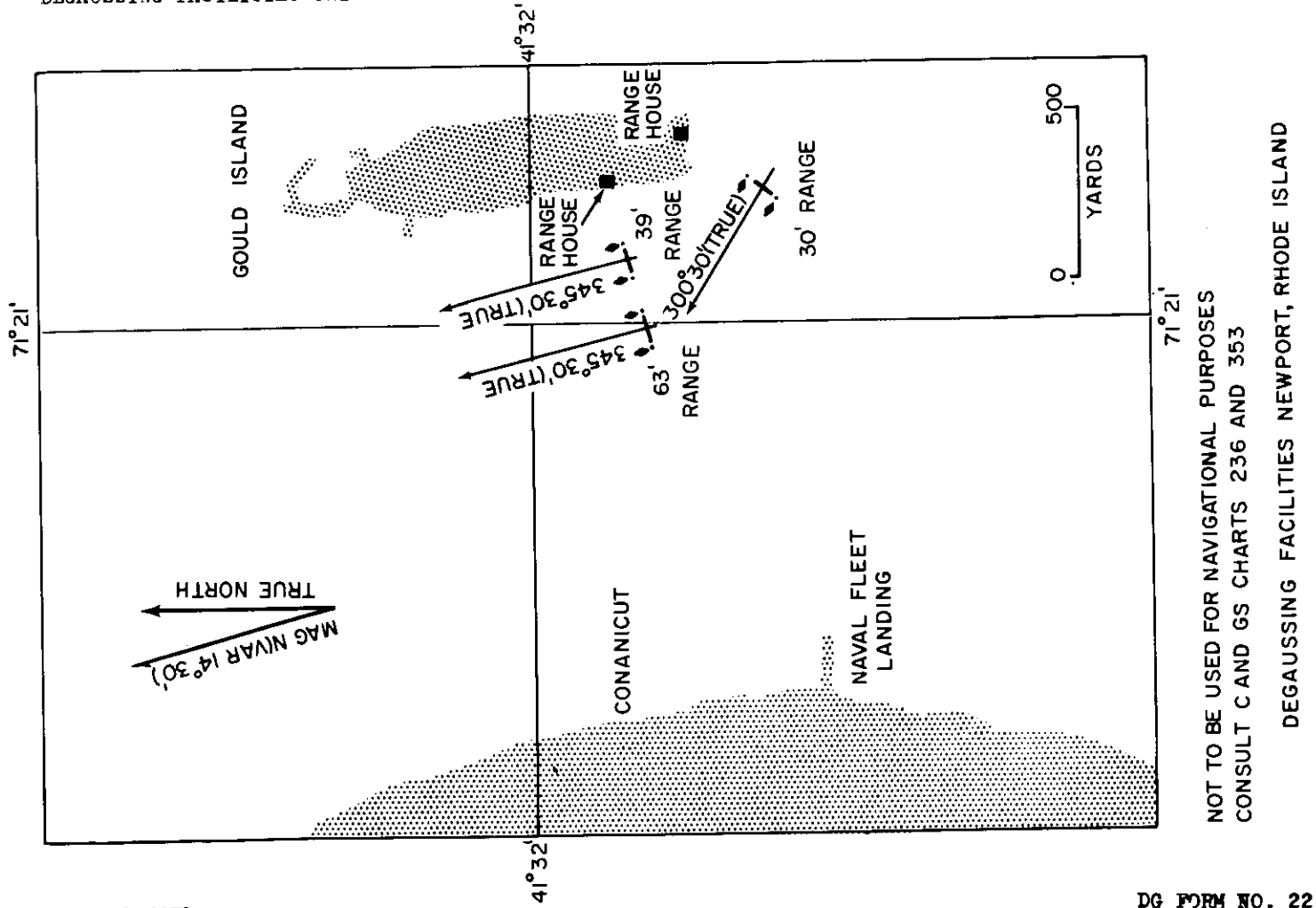

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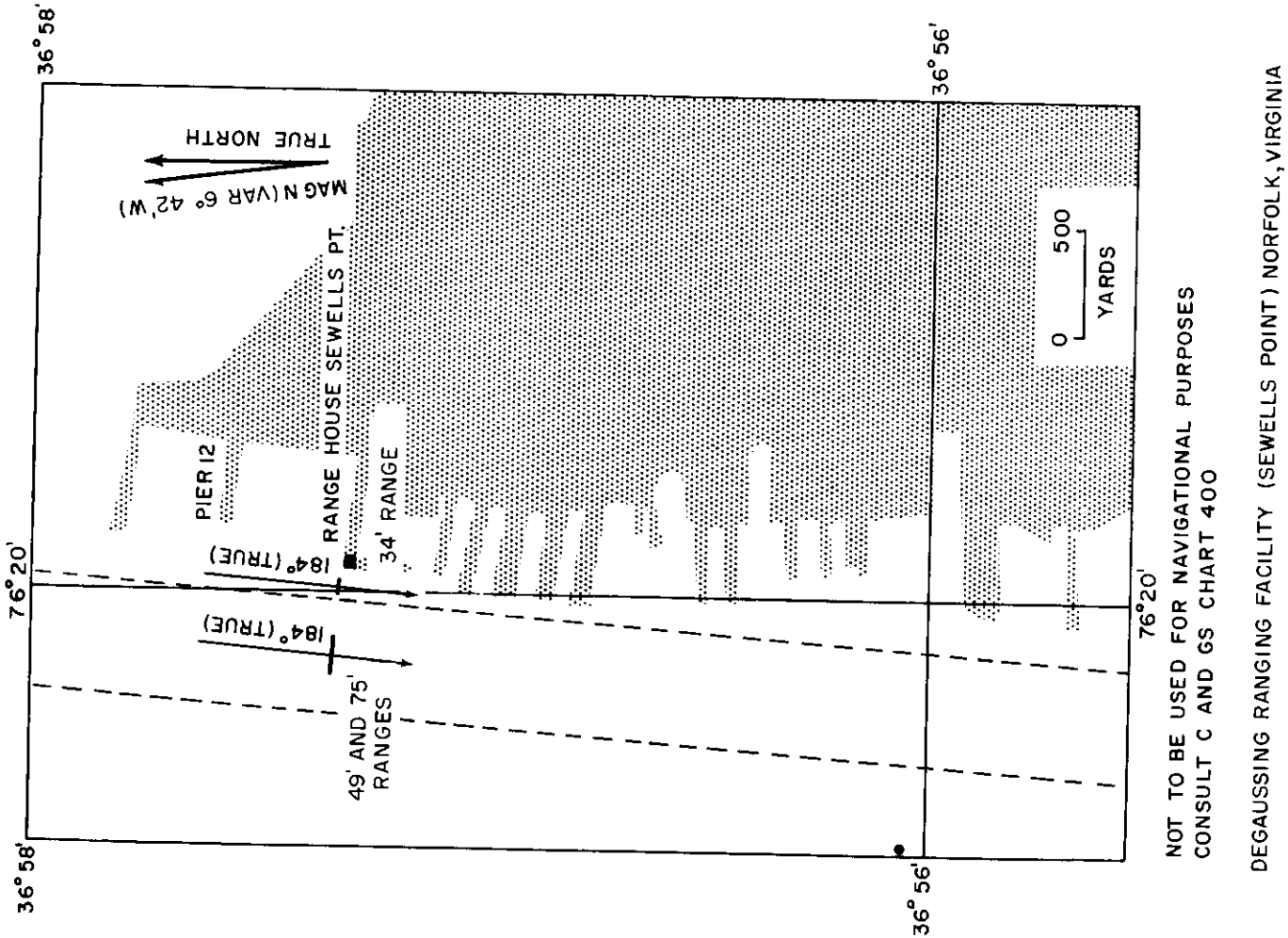

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Enclosure (2)

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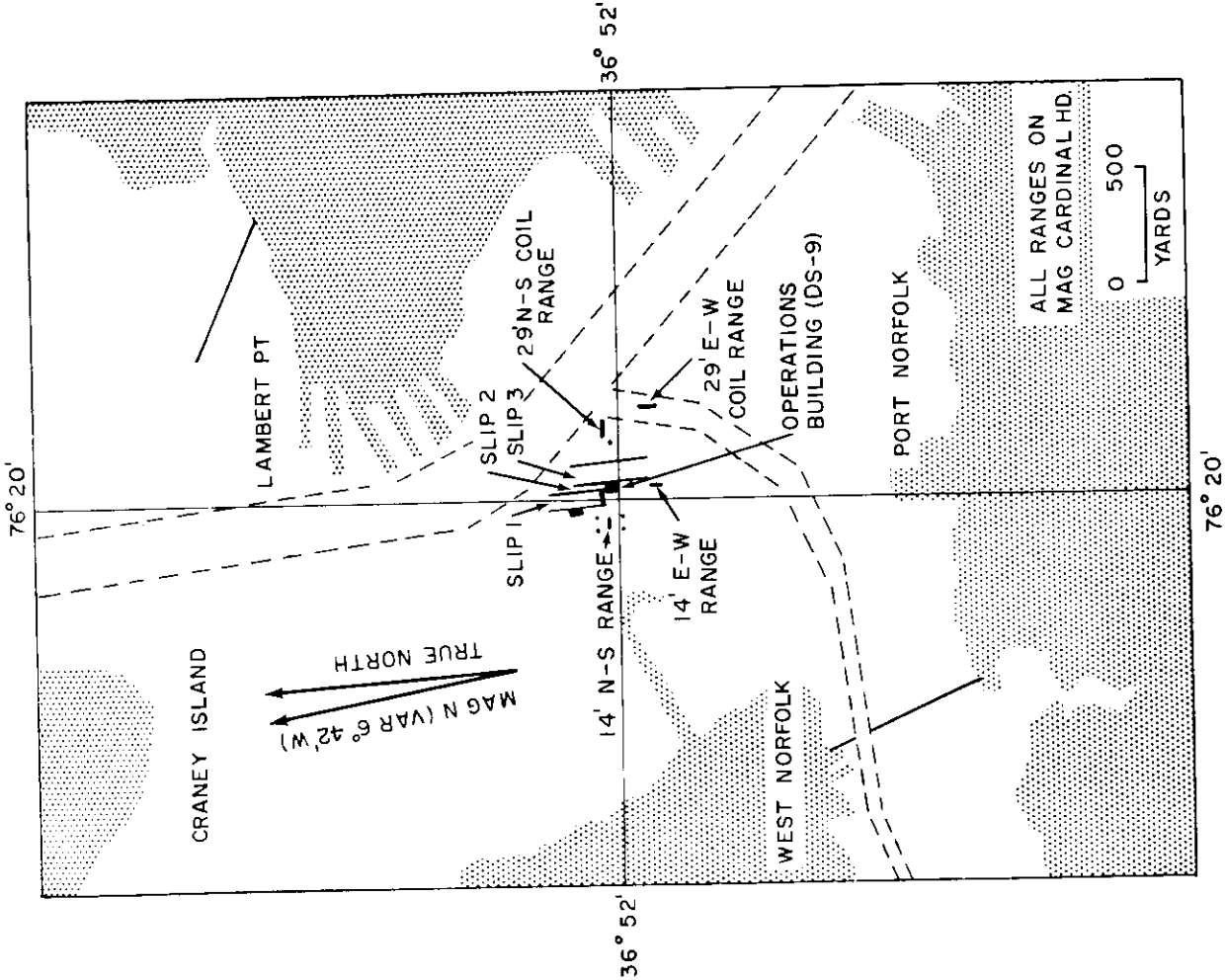

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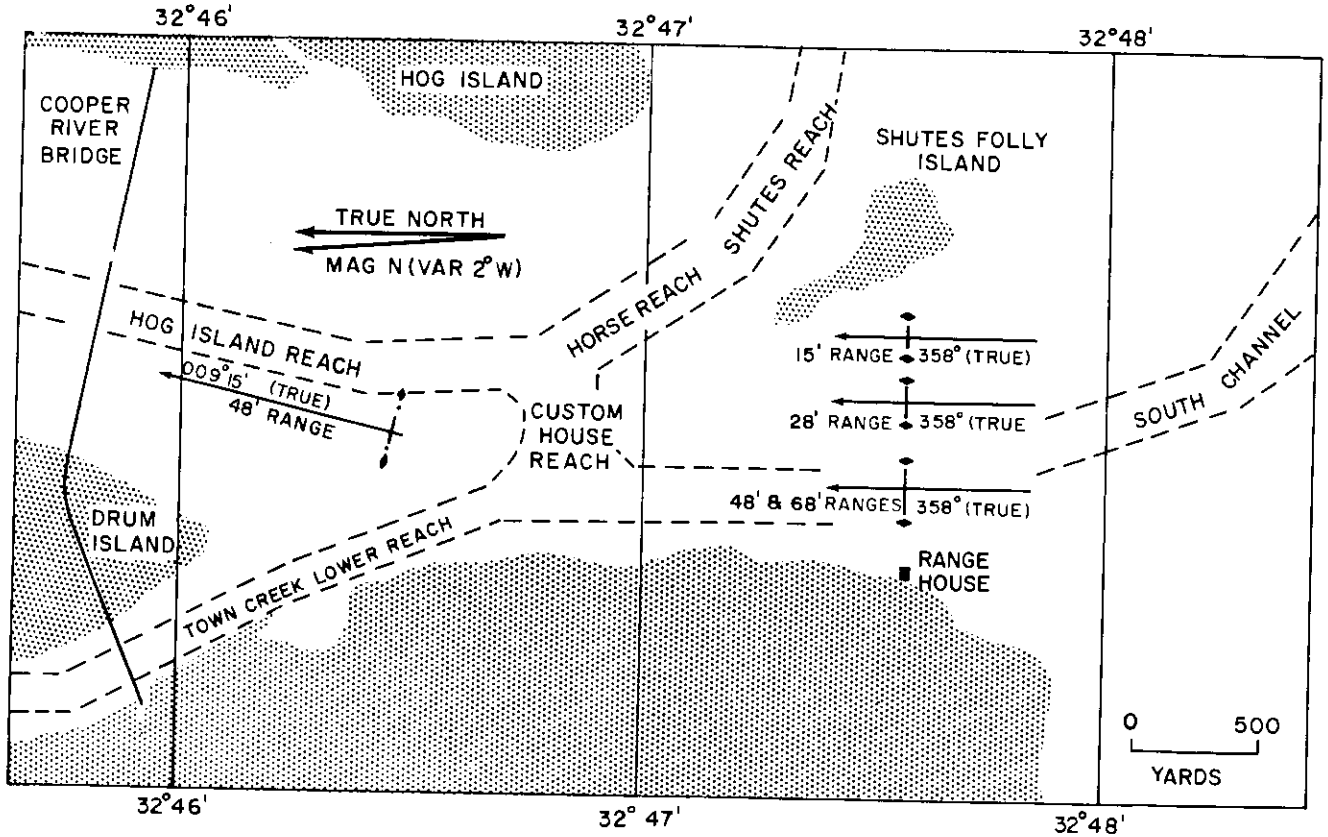

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CONSULT C AND GS CHART 470

DEGAUSSING FACILITIES CHARLESTON, SOUTH CAROLINA

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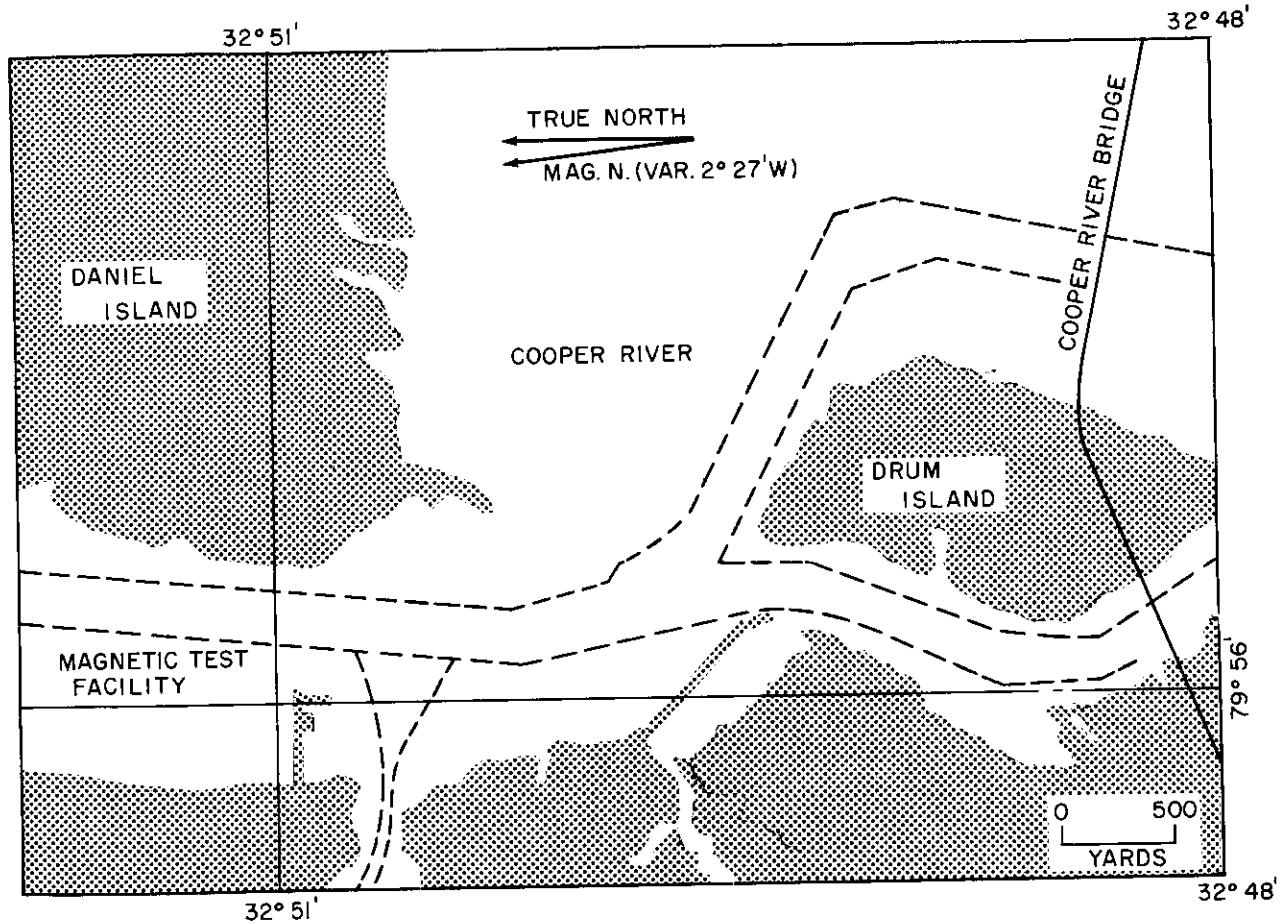

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CONSULT C AND GS CHART 470

DEGAUSSING MINESWEEPER TEST FACILITY, CHARLESTON, S.C.

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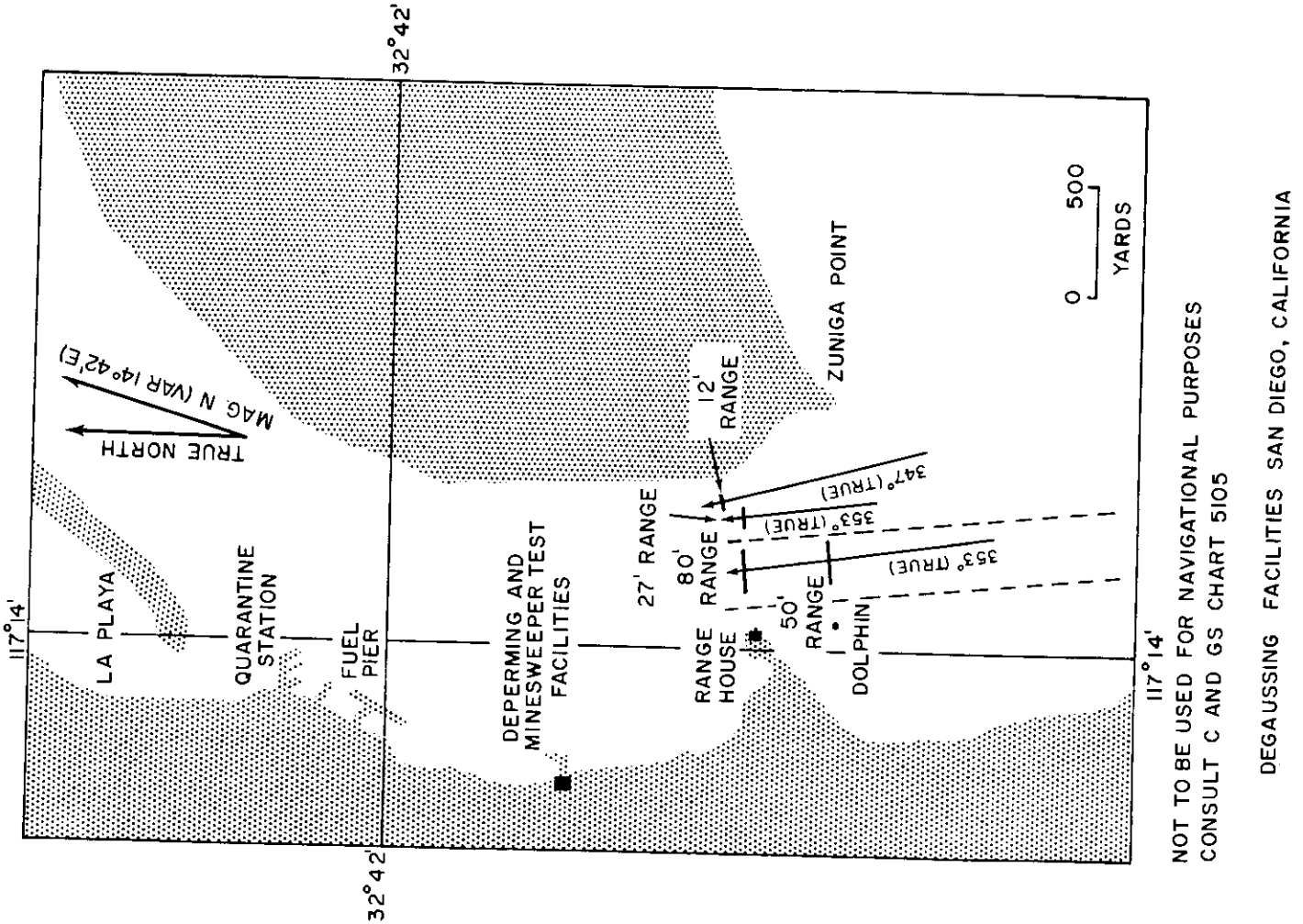

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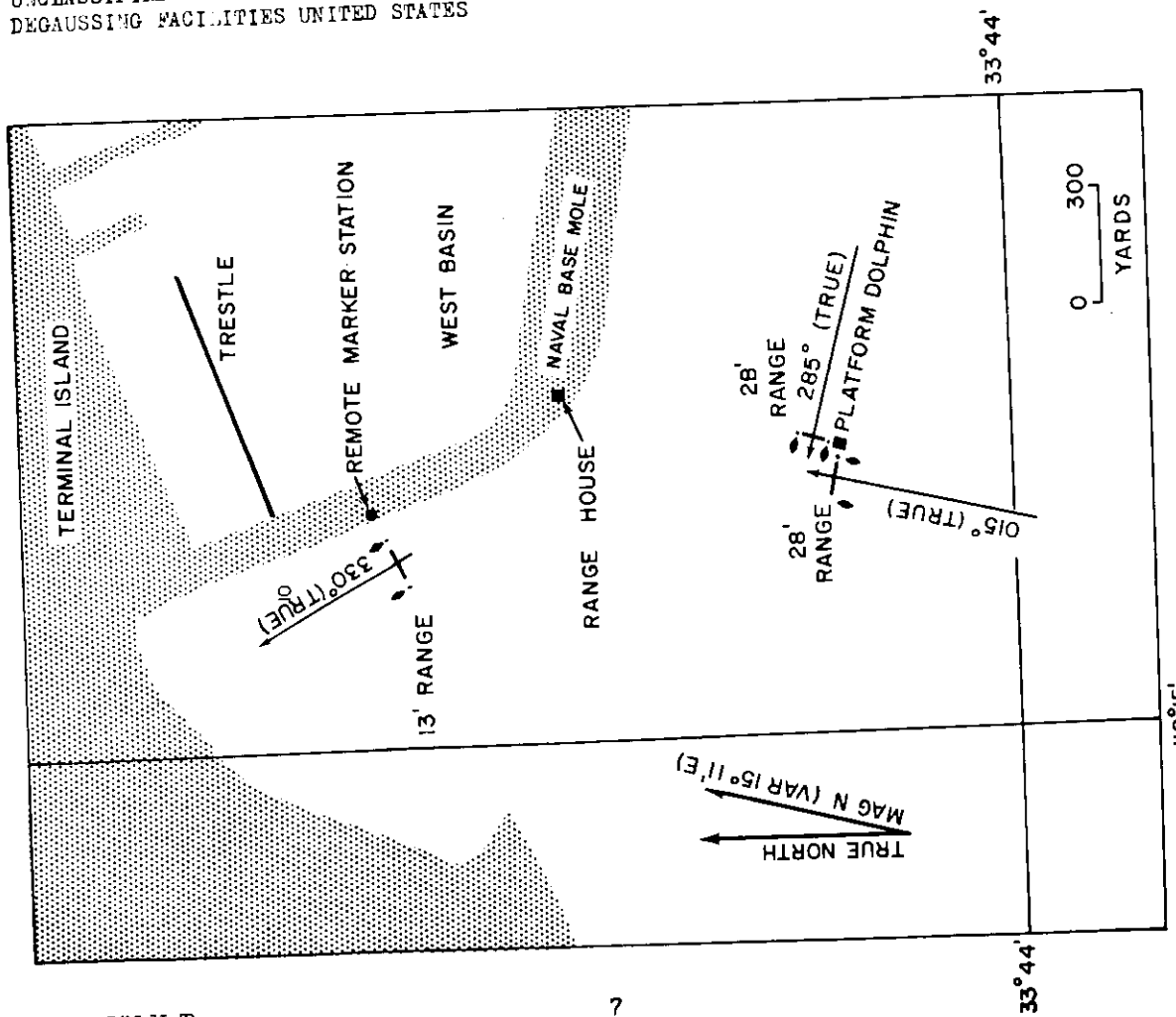

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DEGAUSSING FACILITIES LONG BEACH, CALIFORNIA

DG FORM NO. 22
(Rev -63)

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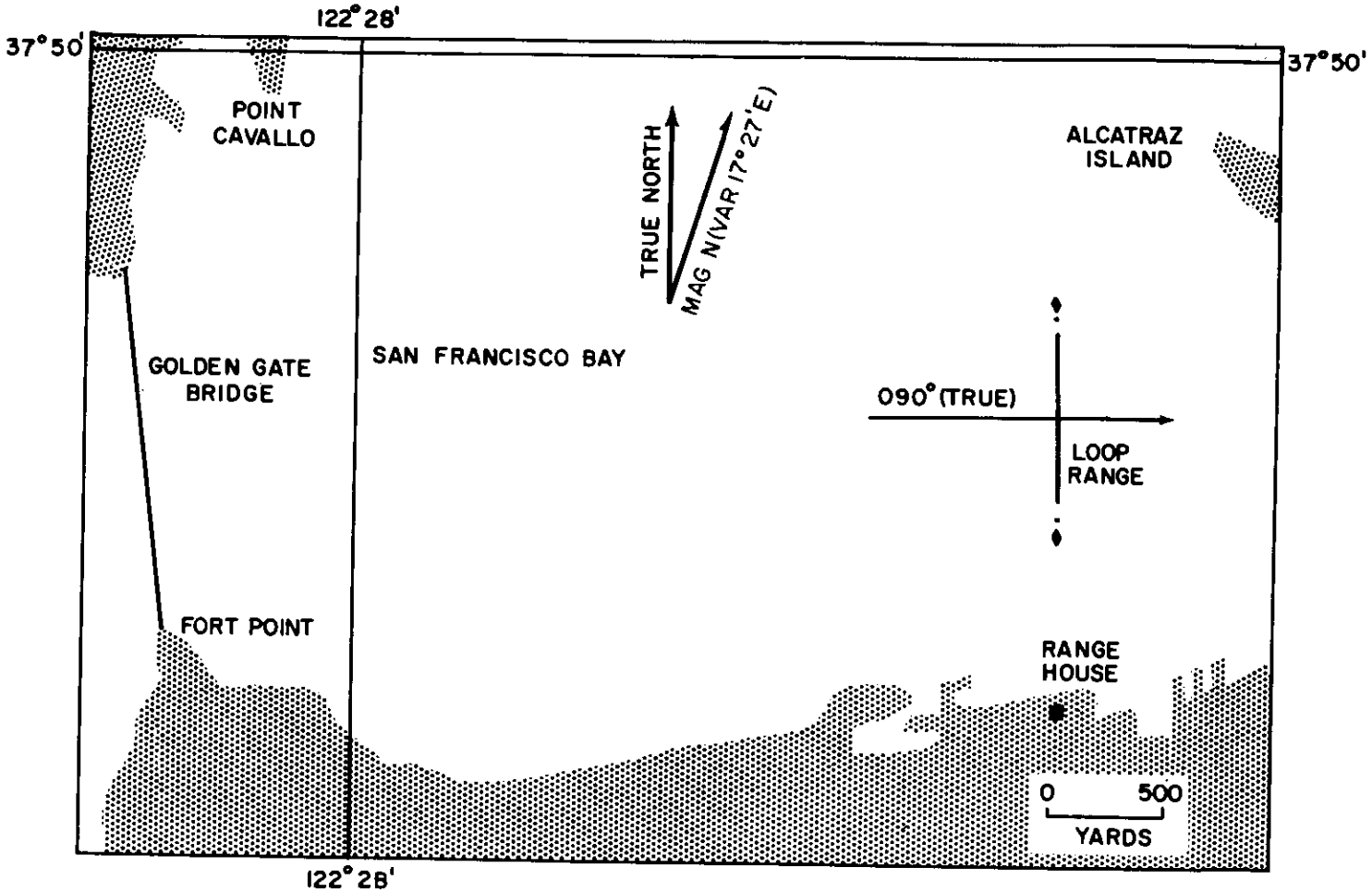
Enclosure (2)



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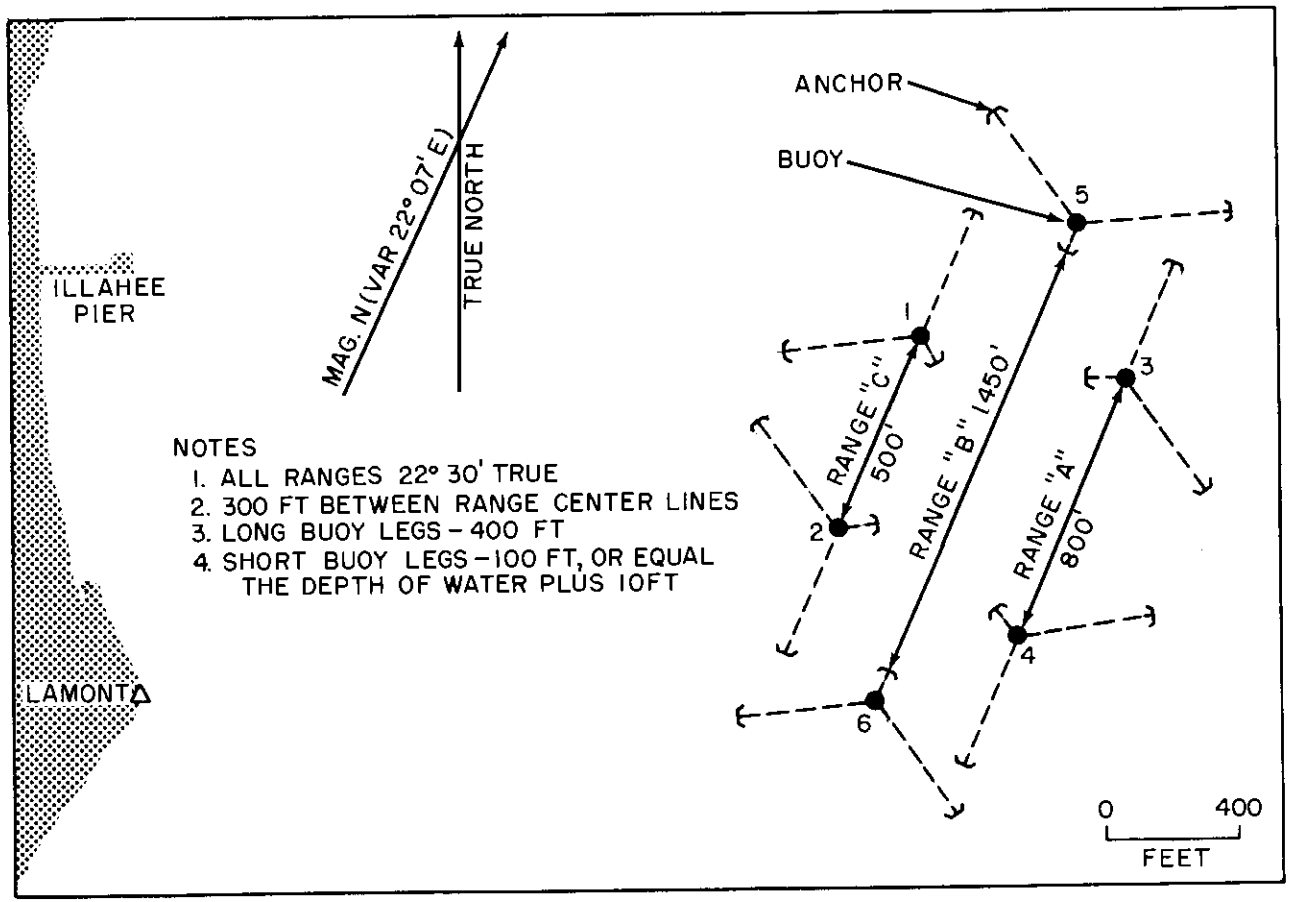
CONSULT C AND GS CHART 5532

DEGAUSSING FACILITIES SAN FRANCISCO, CALIFORNIA (HARBOR ENTRANCE)



NOT TO BE USED FOR NAVIGATIONAL PURPOSES
CONSULT C AND GS CHART 6446

DEGAUSSING FACILITY BREMERTON, WASHINGTON
(ILLAHEE, WASH. DEPERMING MOORINGS)

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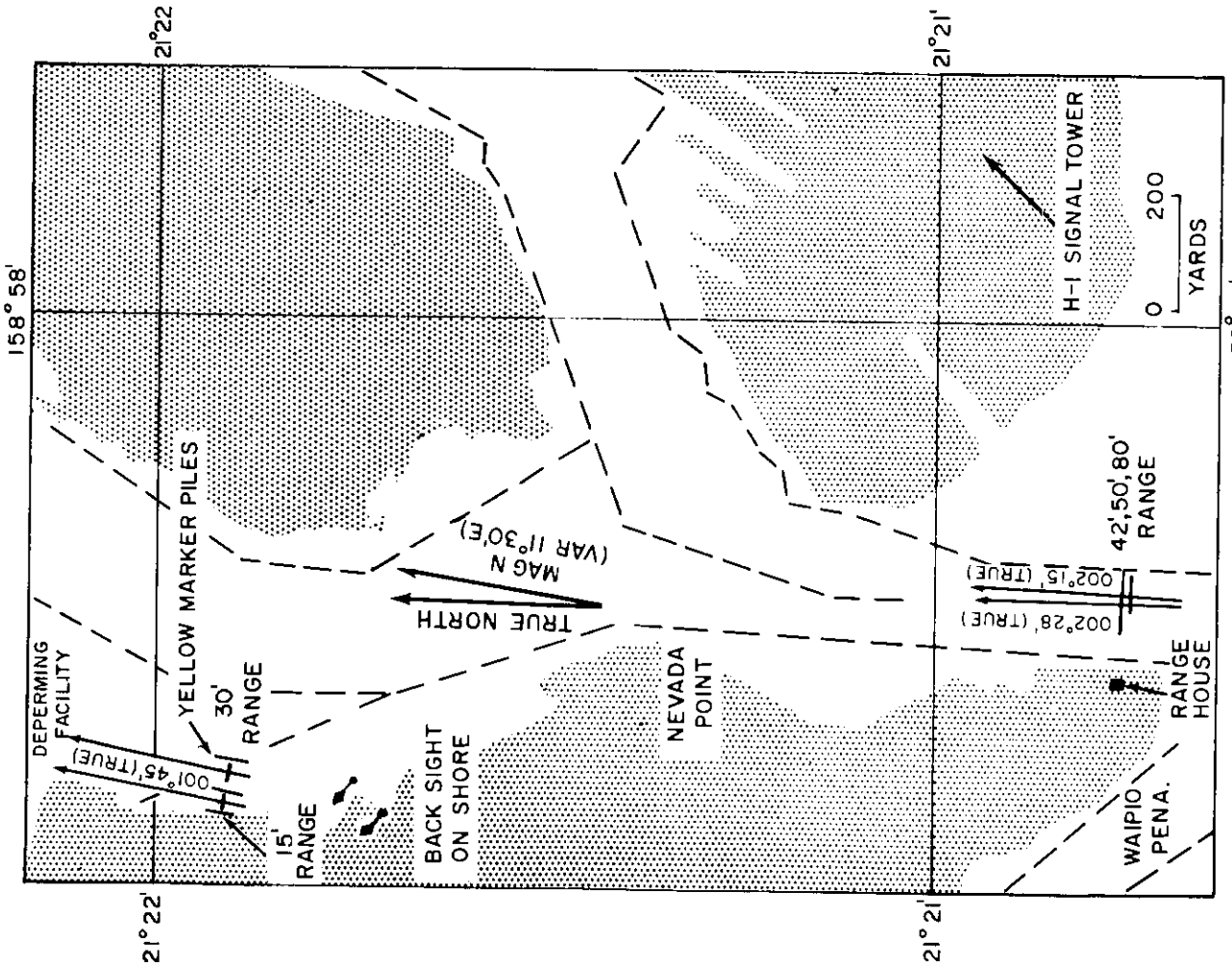
DEGAUSSING FACILITIES UNITED STATES



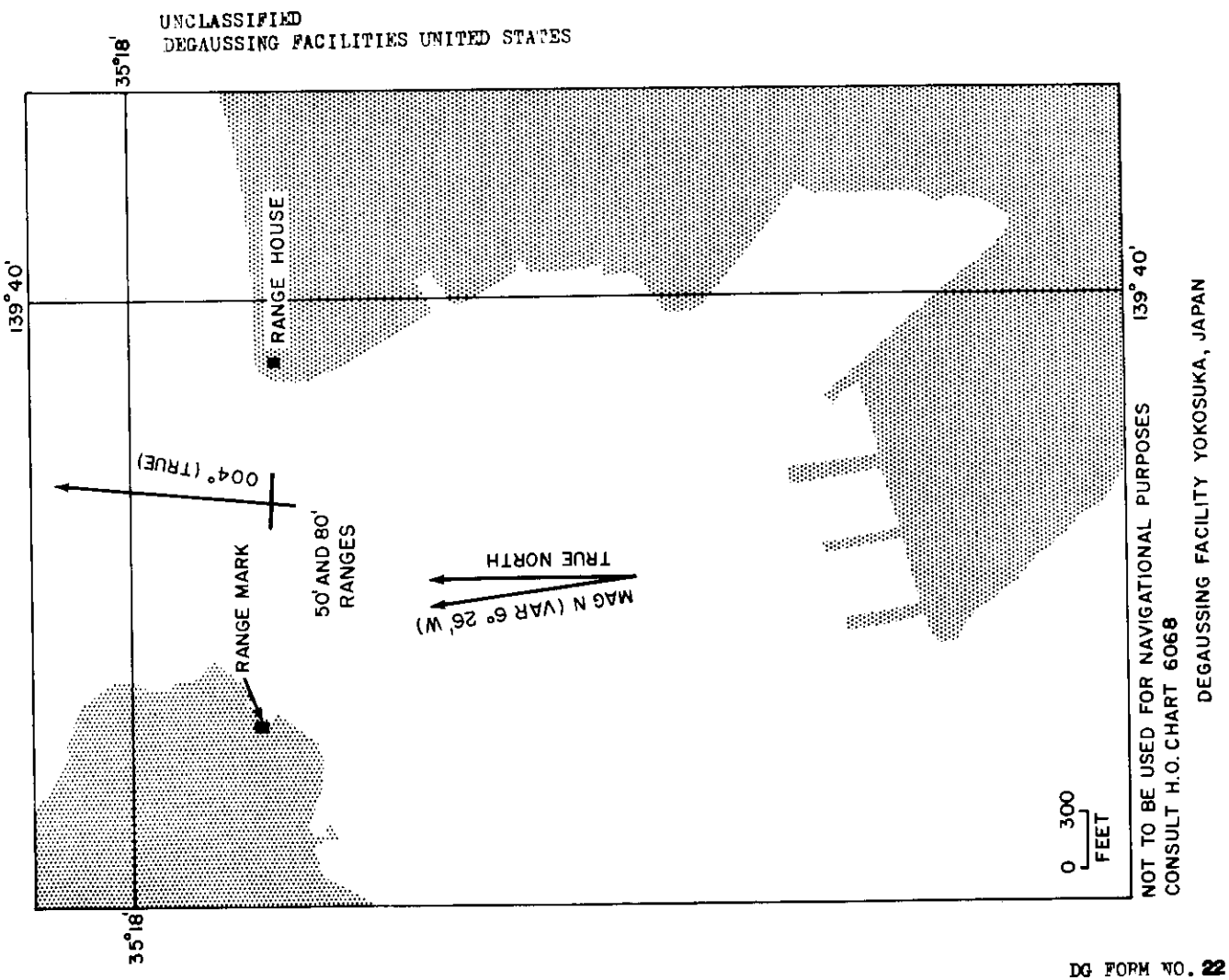
NOT TO BE USED FOR NAVIGATIONAL PURPOSES
CONSULT H.O. CHART 1800

DEGAUSSING FACILITIES PEARL HARBOR, HAWAII

UNCLASSIFIED

DG FORM NO. 22 (BACK)
(New -63)

Enclosure (2)



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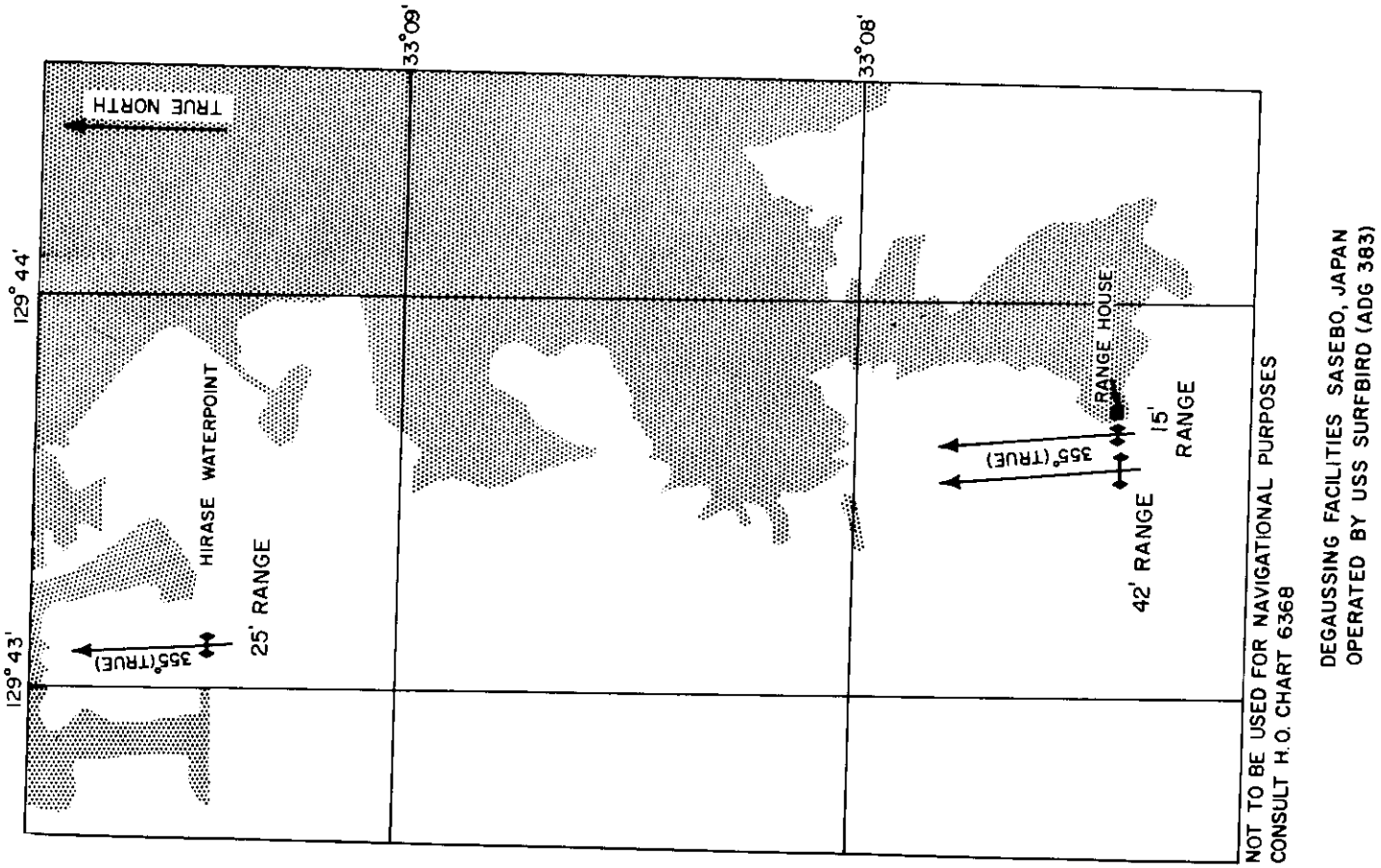
UNCLASSIFIED
DEGAUSSING FACILITIES UNITED STATES



UNCLASSIFIED

DG FORM NO. 22 (BACK)
(New -63)

Enclosure (2)

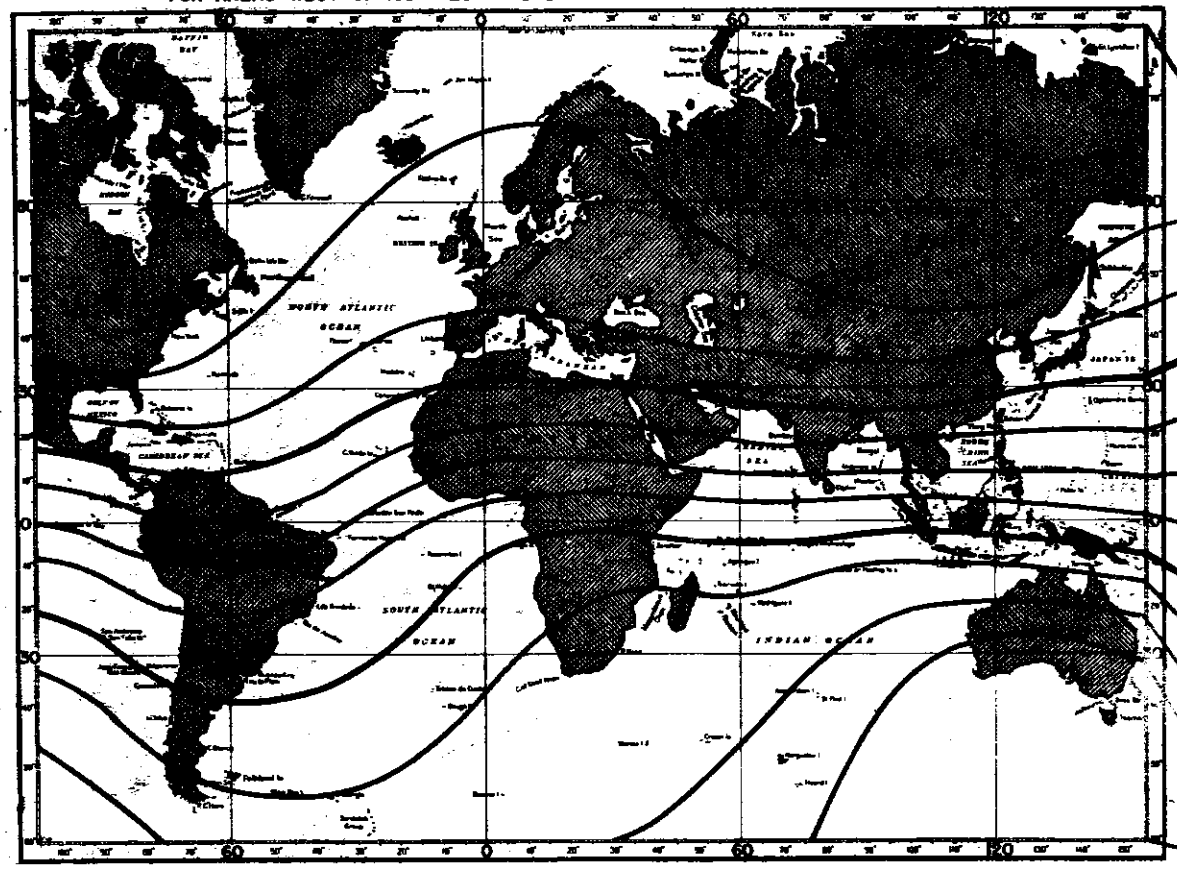
NAVORD FORM 1571(*/45)
(Supersedes Navord 373, Buord DG 487A & Buord DG 487P)

ATLANTIC-INDIAN OCEAN

[redacted]
(FOR OFFICIAL USE ONLY)

DEGAUSSING CHART Nº I.

FOR AREAS WEST OF 105° WEST AND EAST OF 155° EAST SEE PACIFIC CHART (OVER)



COIL SETTINGS [redacted] IN [redacted] AMPERES, [redacted] *				REGIONS	Z ZONE
M		FP*, or FP-OP			
+85				NORTHERN	.56
+74		+30			.44
+63					.33
+52				MIDDLE	.22
+41		+20			.11
+30					.00
+19					-.11
+ 8				SOUTHERN	-.22
- 3		OFF			-.33
-14					-.44
-25					-.55
10,9					STEP

ATLANTIC-INDIAN OCEAN

INFORMATION FOR ISSUING PERSONNEL ONLY, NOT FOR SHIP'S USE

26 April 1948;Degaussing Range,Norfolk,Va.;Z525;M190;D77
Mr18/26; M and P revised based on runs M & S

* STRIKE OUT WHATEVER IS NOT APPLICABLE.

SHIP ▼ USAT GENERAL EDWIN D. PATRICK
PORT OF ISSUE Ex-USS ADMIRAL C.F.HUGHES AP 124 Norfolk,Va. DATE April 26,'48
SIGNATURE OF ISSUING OFFICER R. L. Dodson

▼ ENTER NAME OF SHIP AND NUMBER OR PORT OF REGISTRY.

Copy 2 of 2

'A'- Wake
B1- Eniwetok
C- Kwajalein

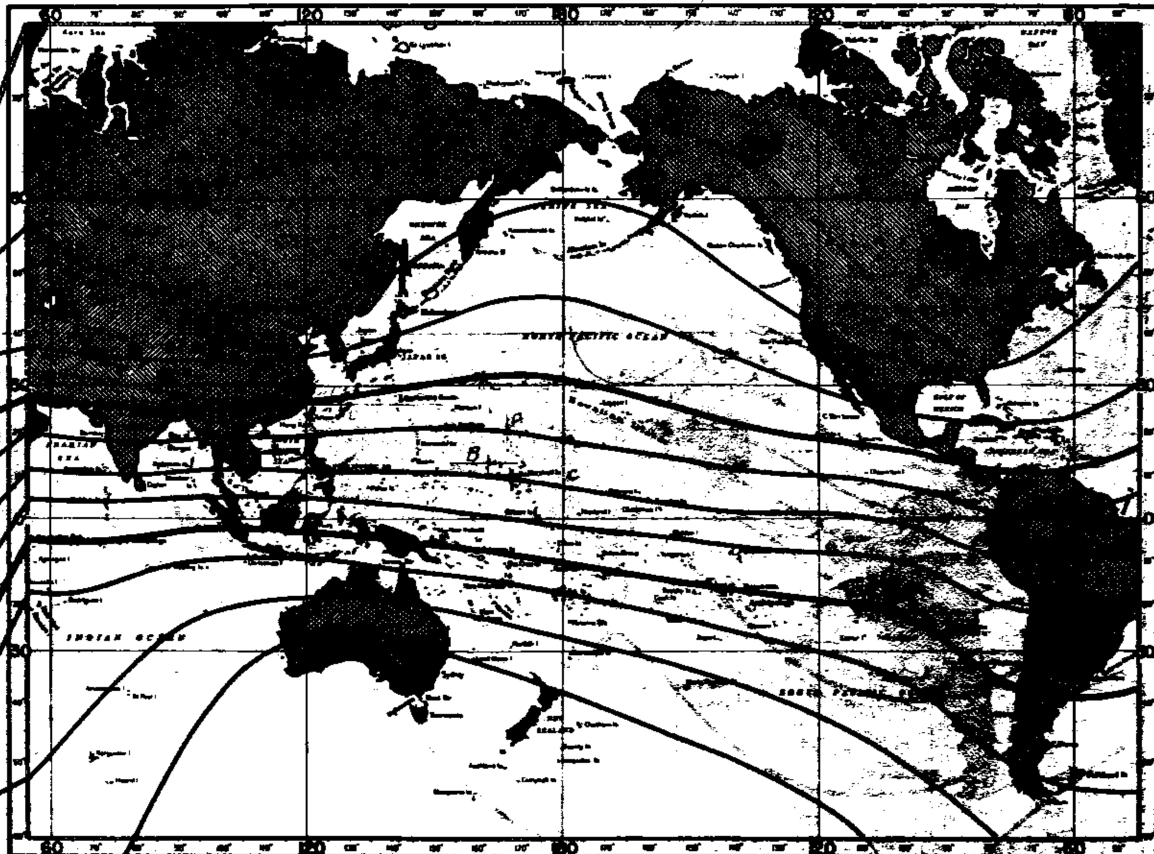
PACIFIC OCEAN

DEGAUSSING CHART № I.

FOR AREAS WEST OF 55° EAST AND EAST OF 45° WEST SEE ATLANTIC - INDIAN OCEAN CHART (OVER)

Z ZONE	REGIONS	COIL SETTINGS [redacted] IN [redacted] AMPERES, [redacted]. *			
			"P", or FP-QP		M
.55	NORTHERN				+85
.44			+30		+74
.33					+63
.22	MIDDLE				+52
.11					+41
.00			+20		+30
-.11					+19
-.22	SOUTHERN				+ 8
-.33					- 3
-.44			OFF		-14
-.55					-25
STEP					10.9

PACIFIC OCEAN



* STRIKE OUT WHATEVER IS NOT APPLICABLE.

NOTE: FOR SPLIT COIL SYSTEM; THE DIRECTION OF FP CURRENT IS SHOWN BY THE FP-QP AMMETER; THE DIRECTION OF QP CURRENT IS {OPPOSITE TO / [redacted]}* THE DIRECTION OF FP CURRENT.

U. S. GOVERNMENT PRINTING OFFICE: 1943 O - [illegible]

(P)

NAVORD FORM 1571(4/45) (BACK)

RESTRICTED
(FOR OFFICIAL USE ONLY)

NAVORD FORM 1573 (4/44)
(Supersedes Navord Form DG 488A, Buord DG 488A, & Buord DG 488P)

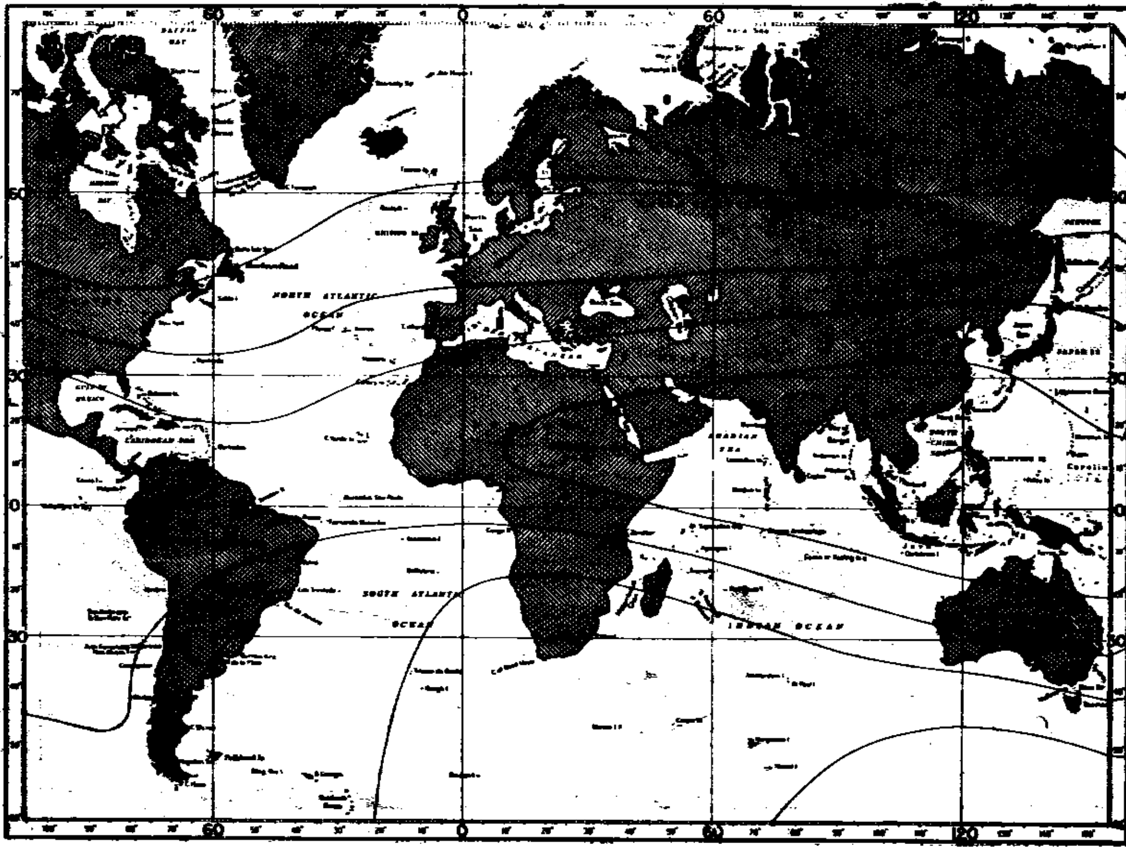
ATLANTIC-INDIAN OCEAN

[redacted]

(FOR OFFICIAL USE ONLY)

DEGAUSSING CHART № 2.

FOR AREAS WEST OF 105° WEST AND EAST OF 155° EAST SEE PACIFIC CHART (OVER)



COIL SETTINGS [redacted] IN AMPERES [redacted]*			H ZONE
*I per FT+QI			
11		SEE COURSE CORRECTION SETTING DIAGRAM No. 1	.115
17			.175
23			.235
28			.295
30			.355
28			.295
23			.235
17			.175
11			.115

ATLANTIC-INDIAN OCEAN

* STRIKE OUT WHATEVER IS NOT APPLICABLE

INFORMATION FOR ISSUING PERSONNEL ONLY, NOT FOR SHIP'S USE
26 April 1948; Degaussing Range, Norfolk, Va.; H190; D77;
Dr18/26

SHIP ▼ USAT GENERAL EDWIN D. PATRICK
Ex-USS ADMIRAL C.F.HUGHES AP 124

PORT OF ISSUE Norfolk, Va. DATE April 26, '48

SIGNATURE OF ISSUING OFFICER [signature]

▼ ENTER NAME OF SHIP AND NUMBER OR PORT OF REGISTRY.

Copy 2 of 2

PACIFIC OCEAN

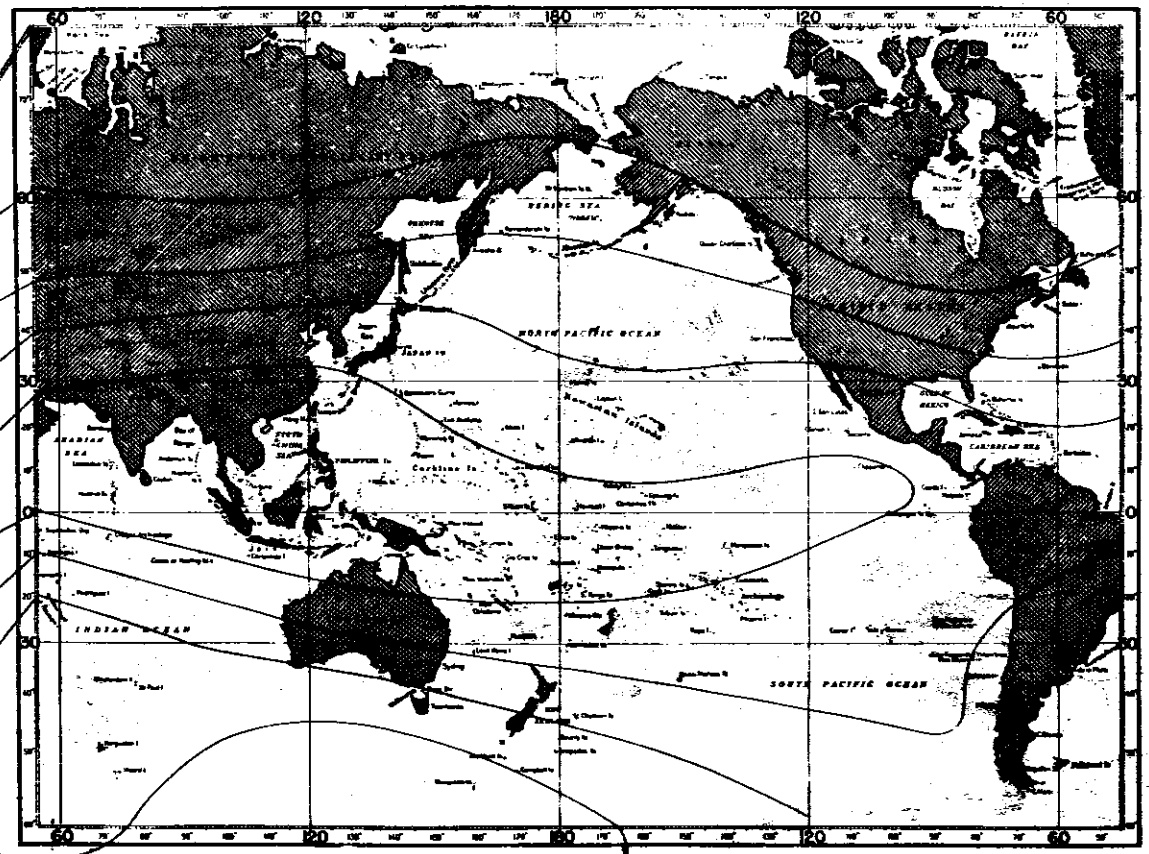
DEGAUSSING CHART Nº 2.

FOR AREAS WEST OF 55° EAST AND EAST OF 45° WEST SEE ATLANTIC-INDIAN OCEAN CHART (OVER)

H ZONE	COIL SETTINGS IN AMPERES, [redacted]*		"I", QF FI-QI
J15			11
J75			17
235			23
295			28
355			30
295			28
235			23
175			17
J15			11

SEE COURSE CORRECTION SETTING DIAGRAM No. 1

PACIFIC OCEAN



* STRIKE OUT WHATEVER IS NOT APPLICABLE.

NAVORD FORM 1573 (4/45) (BACK)

RESTRICTED

(FOR OFFICIAL USE ONLY)

(9)

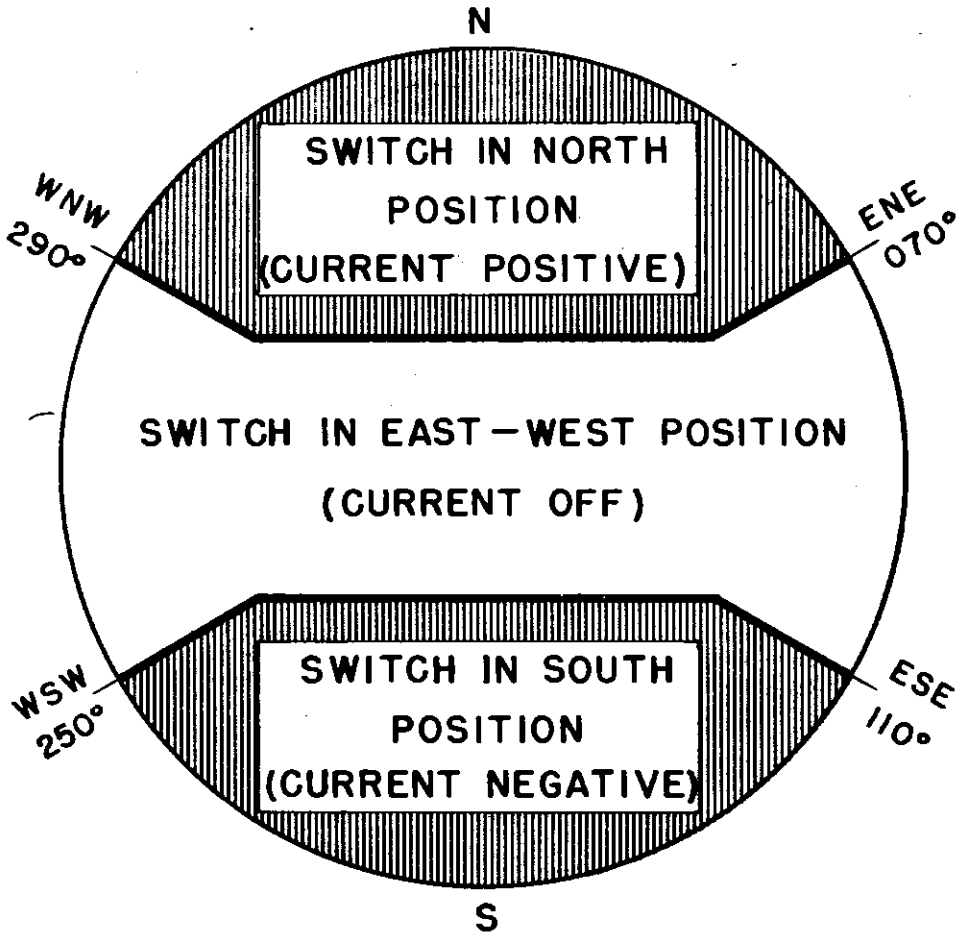
[redacted]

DEGAUSSING

COURSE CORRECTION SETTING DIAGRAM No. I.

FI–QI COIL

HEADINGS ARE MAGNETIC



THE CURRENT IN THE FI-QI COIL IS TURNED ON (POSITIVE) FOR NORTHERLY COURSES, OFF FOR EASTERLY AND WESTERLY COURSES, AND REVERSED (NEGATIVE) FOR SOUTHERLY COURSES BY MEANS OF A SWITCH ON THE BRIDGE OR IN THE CHART HOUSE.

WHEN THE SHIP IS ON A NORTHERLY HEADING SET THE CURRENT IN THE FI-QI COIL AT THE VALUE SHOWN IN DEGAUSSING CHART No. 2 FOR THE LOCATION OF THE SHIP AT THE TIME. WHEN THE COURSE IS SOUTHERLY THE CURRENT SHOULD BE THE NEGATIVE OF THIS VALUE.

CHANGE THE CURRENT VALUE IF THE SHIP MOVES INTO A DIFFERENT ZONE.

IN EMERGENCY, WHEN COURSE CHANGES ARE TOO RAPID TO FOLLOW, SET SWITCH IN EAST – WEST POSITION.

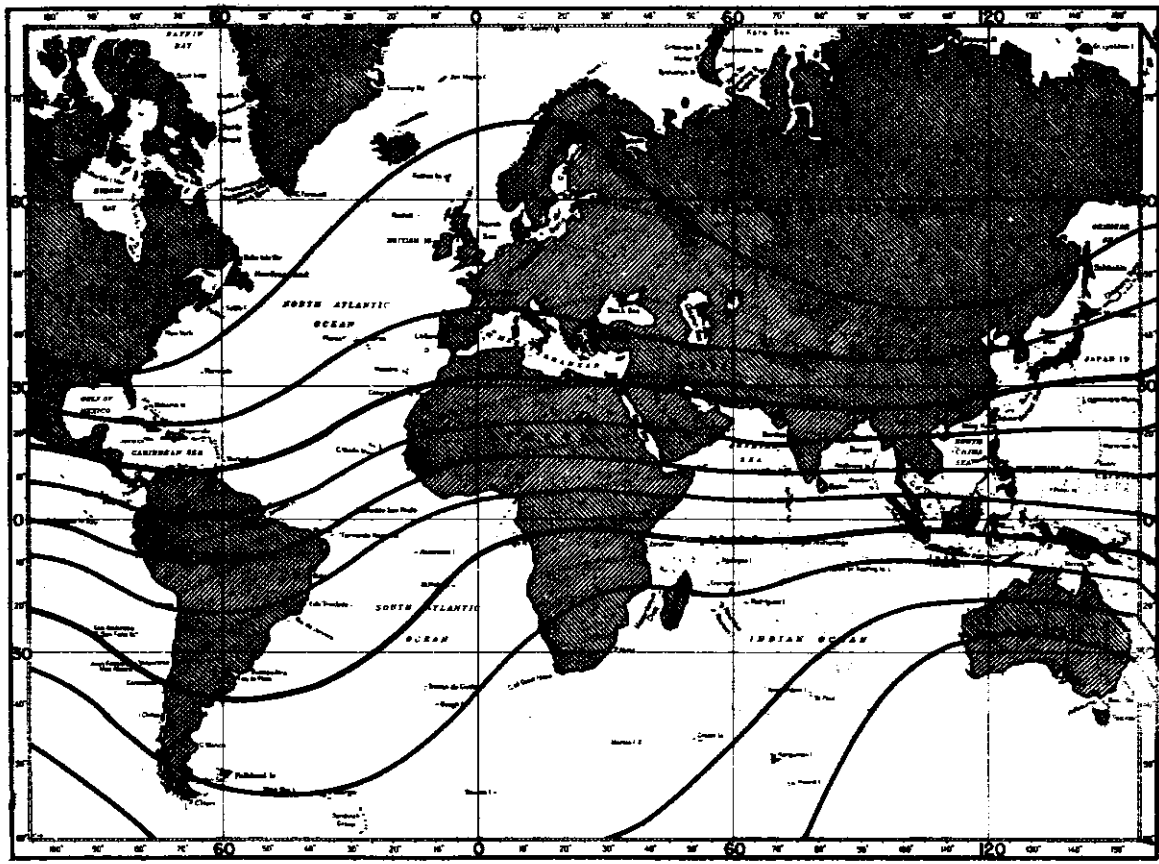
NAVORD FORM 1571(4/45)
(Supersedes Navord 373, Buord DG 487A & Buord DG 487P)

ATLANTIC-INDIAN OCEAN

~~RESTRICTED~~
(FOR OFFICIAL USE ONLY)

DEGAUSSING CHART Nº I.

FOR AREAS WEST OF 105° WEST AND EAST OF 155° EAST SEE PACIFIC CHART (OVER)



COIL SETTINGS ~~OR VARIES~~ IN ~~AMPERES~~ AMPERES, ~~VARIES~~ *				REGIONS	Z ZONE
M		"P" or FP-QP			
+85		+30		NORTHERN	.58
+74					.44
+63					.33
+52		+20		MIDDLE	.22
+41					.11
+30					.00
+19					-.11
+ 8		OFF		SOUTHERN	-.22
- 3					-.33
-14					-.44
-25					-.55
10.9					STEP

ATLANTIC-INDIAN OCEAN

INFORMATION FOR ISSUING PERSONNEL ONLY, NOT FOR SHIP'S USE
26 April 1948;Degaussing Range,Norfolk,Va.;2525;H190;D77
Mr18/26; M and P revised based on runs N & S

* STRIKE OUT WHATEVER IS NOT APPLICABLE.

SHIP ▼ USAT GENERAL EDWIN D. PATRICK
PORT OF ISSUE Ex-USS ADMIRAL C.F.HUGHES AP 124 Norfolk,Va. DATE April 26, '48
SIGNATURE OF ISSUING OFFICER R. H. Denton

▼ ENTER NAME OF SHIP AND NUMBER OR PORT OF REGISTRY.

Copy 1 of 2

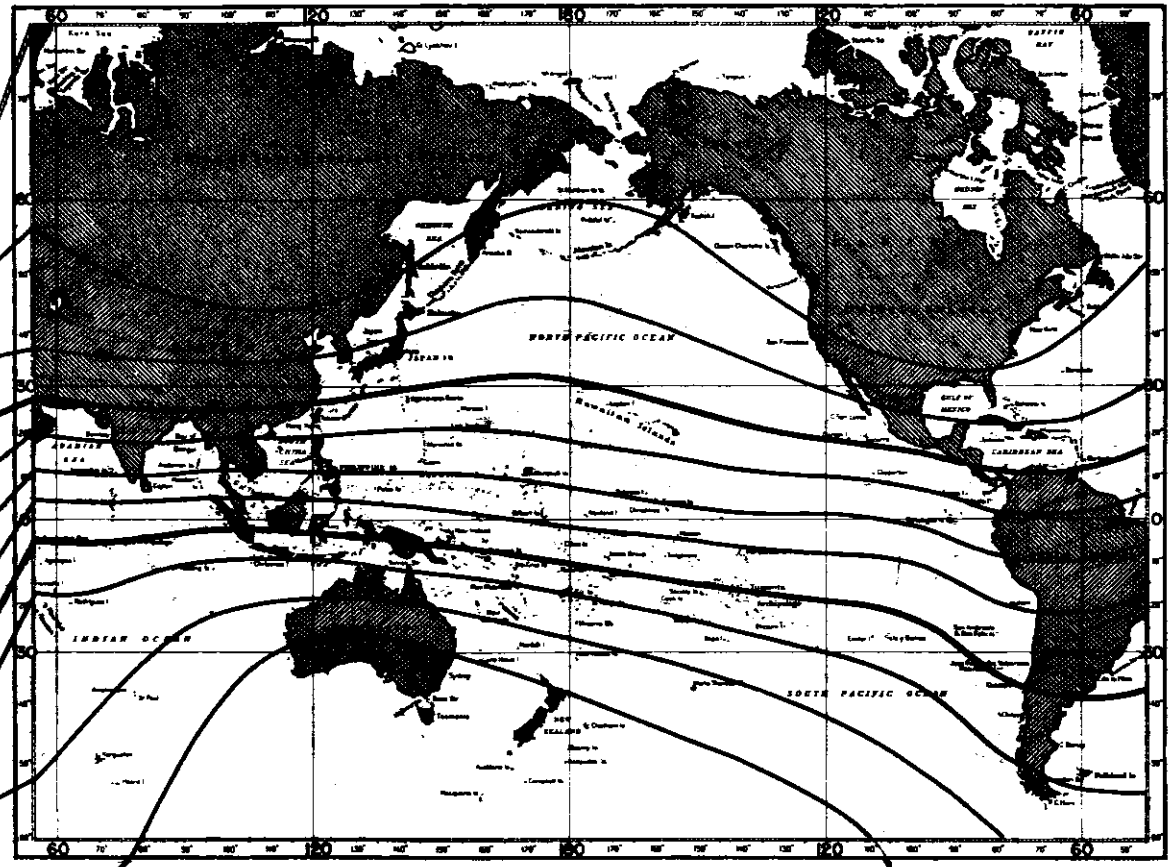
PACIFIC OCEAN

DEGAUSSING CHART Nº I.

FOR AREAS WEST OF 55° EAST AND EAST OF 45° WEST SEE ATLANTIC - INDIAN OCEAN CHART (OVER)

PACIFIC OCEAN

Z ZONE	REGIONS	COIL SETTINGS IN AMPERES, * "P", or FP-QP		M
.55	NORTHERN	+30		+85
.44				+74
.33				+63
.22	MIDDLE	+20		+52
.11				+41
.00				+30
-.11				+19
-.22	SOUTHERN	OFF		+ 8
-.33				- 3
-.44				-14
-.55				-25
STEP				10.9



NOTE: FOR SPLIT COIL SYSTEM; THE DIRECTION OF FP CURRENT IS SHOWN BY THE FP-QP AMMETER; THE DIRECTION OF QP CURRENT IS {OPPOSITE TO} * THE DIRECTION OF FP CURRENT.

* CROSS OUT WHATEVER IS NOT APPLICABLE.

(P)

U. S. GOVERNMENT PRINTING OFFICE: 1943 O - 563585

NAVORD FORM 1571(4/45) (BACK).

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(FOR OFFICIAL USE ONLY)

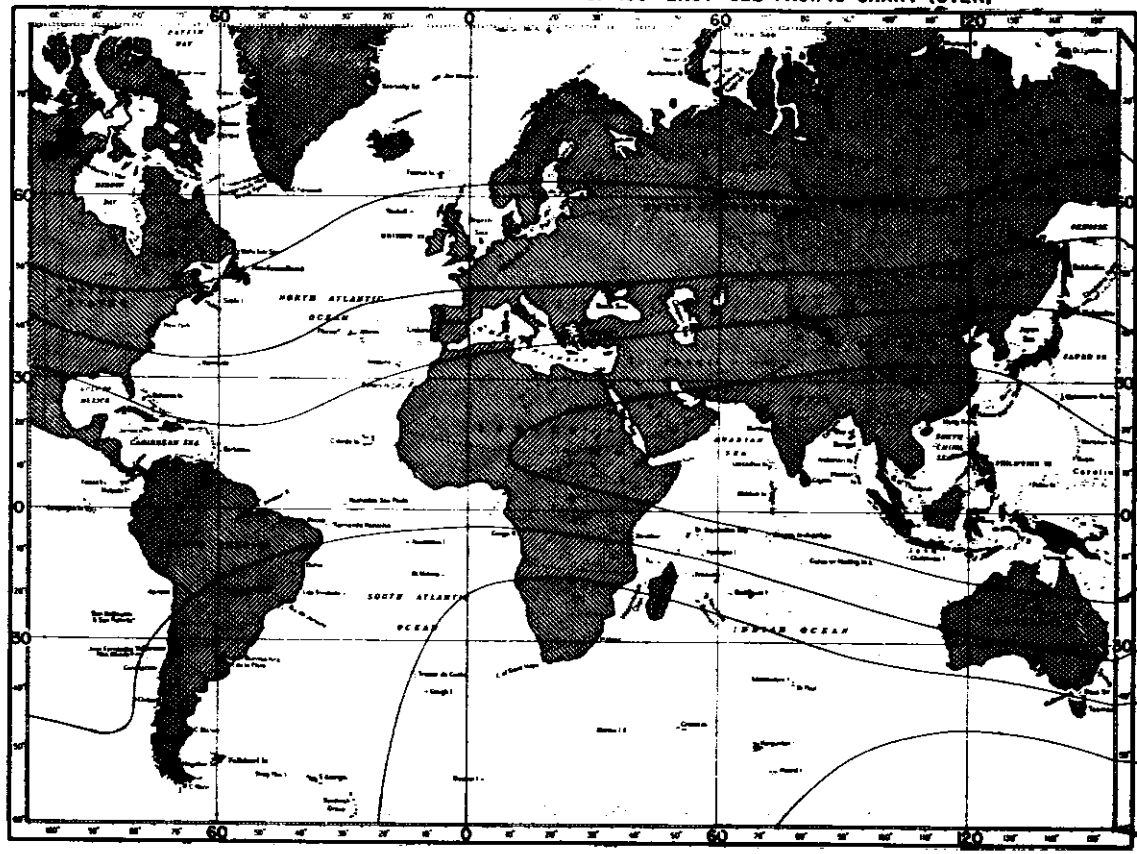
NAVORD FORM 1573 (4/44)
(Supersedes Navord Form DG 488A, Buord DG 488A, & Buord DG 488P)

ATLANTIC-INDIAN OCEAN

(FOR OFFICIAL USE ONLY)

DEGAUSSING CHART Nº 2.

FOR AREAS WEST OF 105° WEST AND EAST OF 155° EAST SEE PACIFIC CHART (OVER)



COIL SETTINGS IN AMPERES*			H
"I" or FI-QI			ZONE
11			.115
17			.175
23			.235
28			.295
30			.355
28			.296
23			.235
17			.175
11			.115

SEE COURSE CORRECTION SETTING DIAGRAM No. 1

ATLANTIC-INDIAN OCEAN

* STRIKE OUT WHATEVER IS NOT APPLICABLE

INFORMATION FOR ISSUING PERSONNEL ONLY, NOT FOR SHIP'S USE

26 April 1948;Degaussing Range,Norfolk,Va.,;H190;D77;
Dr18/26

SHIP ▼ USAT GENERAL EDWIN D. PATRICK
Ex-USS ADMIRAL C.F.HUGHES AP 124

PORT OF ISSUE Norfolk,Va. DATE April 26,'48

SIGNATURE OF ISSUING OFFICER R. H. Deaton

▼ ENTER NAME OF SHIP AND NUMBER OR PORT OF REGISTRY.

Copy 1 of 2

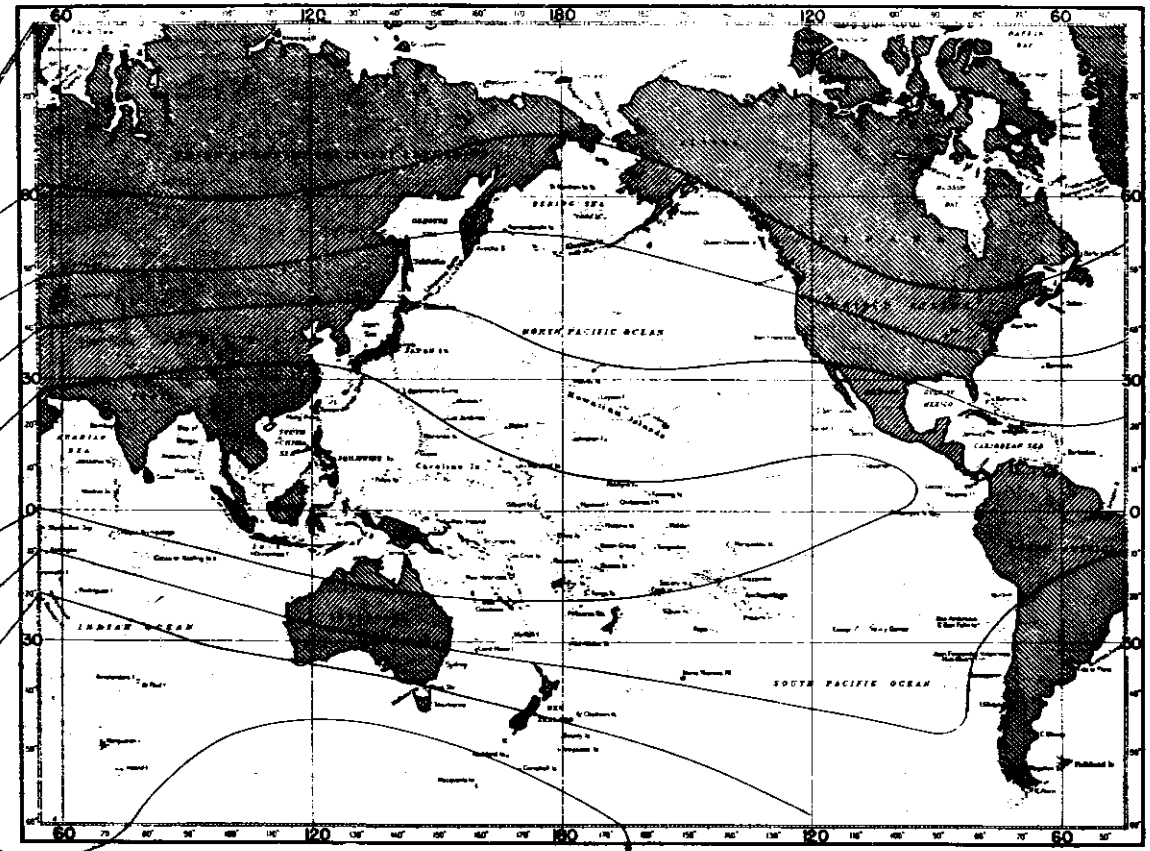
PACIFIC OCEAN

DEGAUSSING CHART Nº 2.

FOR AREAS WEST OF 55° EAST AND EAST OF 45° WEST SEE ATLANTIC–INDIAN OCEAN CHART (OVER)

H ZONE	COIL SETTINGS IN AMPERES, *STRIKE OUT WHATEVER IS NOT APPLICABLE*		
			"I", or FI-QI
.115			11
.175			17
.235			23
.295			28
.355			30
.295			28
.235			23
.178			17
.115	SEE COURSE CORRECTION SETTING DIAGRAM No.1		11

* STRIKE OUT WHATEVER IS NOT APPLICABLE.



PACIFIC OCEAN

NAVORD FORM 1573 (4/45) (BACK)

RESTRICTED/

(FOR OFFICIAL USE ONLY)

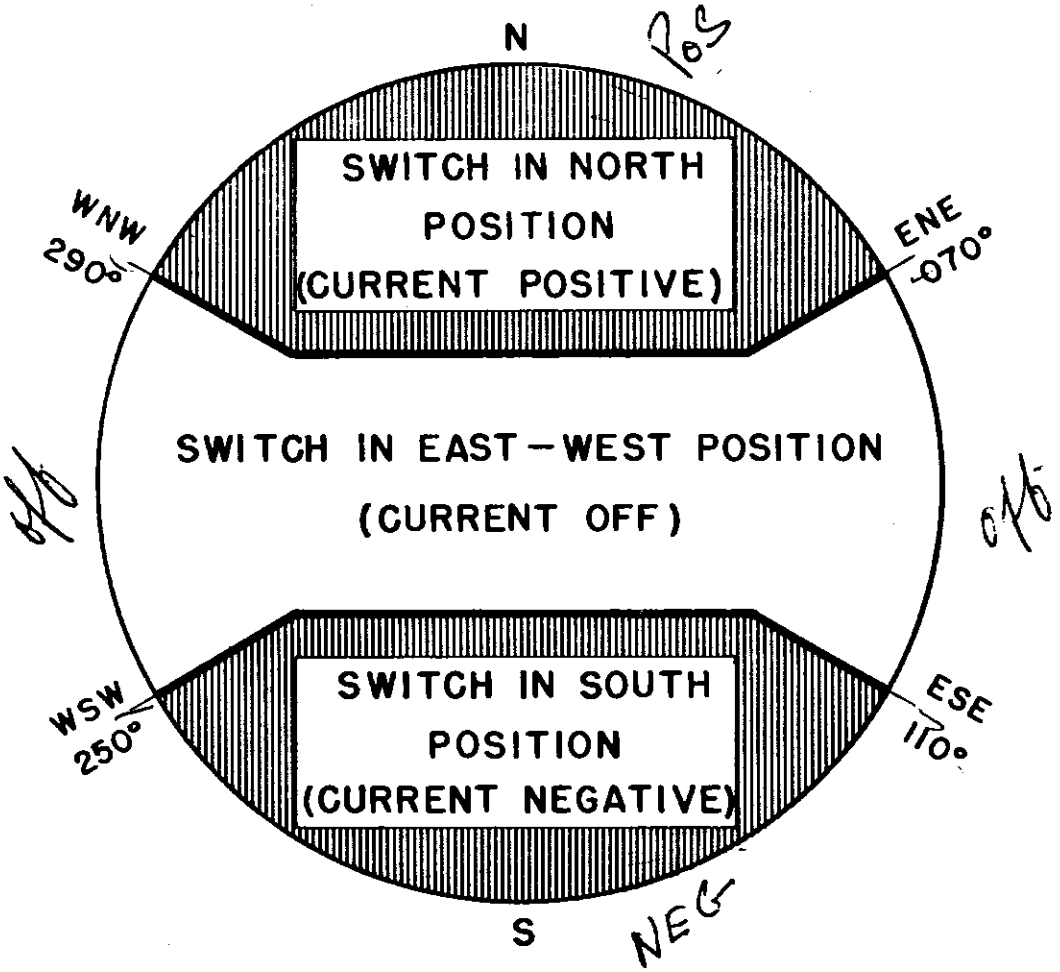
RESTRICTED

DEGAUSSING

COURSE CORRECTION SETTING DIAGRAM No. 1.

FI–QI COIL

HEADINGS ARE MAGNETIC



THE CURRENT IN THE FI–QI COIL IS TURNED ON (POSITIVE) FOR NORTHERLY COURSES, OFF FOR EASTERLY AND WESTERLY COURSES, AND REVERSED (NEGATIVE) FOR SOUTHERLY COURSES BY MEANS OF A SWITCH ON THE BRIDGE OR IN THE CHART HOUSE.

WHEN THE SHIP IS ON A NORTHERLY HEADING SET THE CURRENT IN THE FI–QI COIL AT THE VALUE SHOWN IN DEGAUSSING CHART No. 2 FOR THE LOCATION OF THE SHIP AT THE TIME. WHEN THE COURSE IS SOUTHERLY THE CURRENT SHOULD BE THE NEGATIVE OF THIS VALUE.

CHANGE THE CURRENT VALUE IF THE SHIP MOVES INTO A DIFFERENT ZONE.

IN EMERGENCY, WHEN COURSE CHANGES ARE TOO RAPID TO FOLLOW, SET SWITCH IN EAST – WEST POSITION.

INSTALLATION

INSTALLATION CERTIFICATE FOR THE – COIL

Revised from DEP-30 (REV. 5/65)

DEP - 30 ALSO REQUIRED	Yes or No	DEP - 32 ALSO REQUIRED	Yes or No
	Yes		

(Installing Yard - Name and place)

SHIP	FLAG	OFFICIAL NO.
General Edwin D. Patrick (ex Adm. C.F. Hughes)	U.S.	

M.C. HULL NO.	BUILDERS HULL NO.	LENGTH (Check as necessary)	BETWEEN PERPENDICULARS	BEAM
682		608'11" ☐ OVERALL	☐	75' 6"

COIL SPECIFICATION (Reference No., Source, and Date)

1. LAYOUT

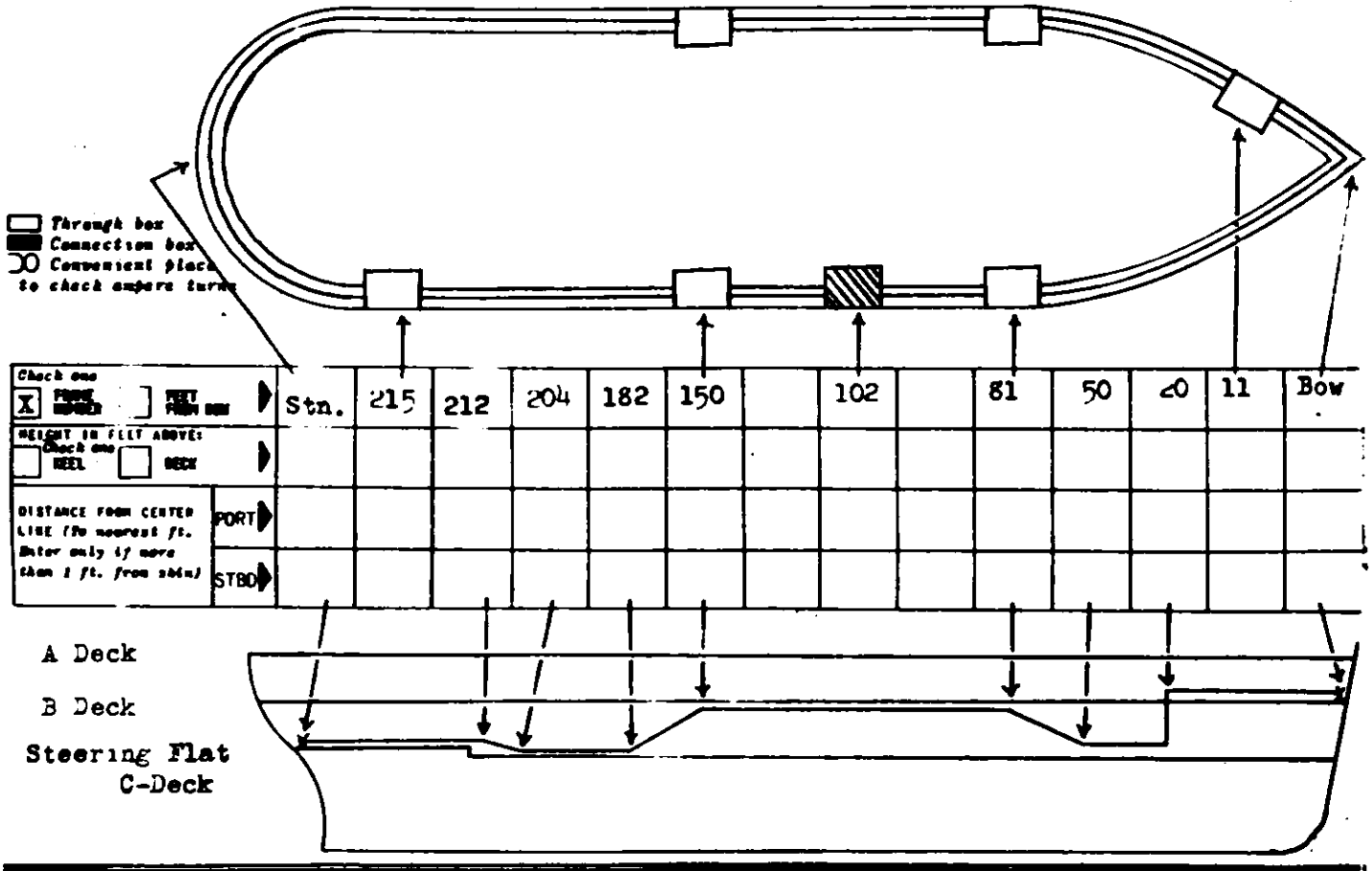
IN PLAN AND PROFILE VIEWS INDICATE THE RELATIVE POSITIONS OF ALL CABLES, THROUGH BOXES, CONNECTION BOXES, AND CONVENIENT POINTS FOR CHECKING AMPERE TURNS. A GROUP OF ADJACENT CABLES MAY BE REPRESENTED BY A SINGLE LINE.

IN PLAN VIEW IDENTIFY THE CABLES, INDICATING THE NUMBER OF CABLES, THE TYPE OF CABLE BY STANDARD CODE, AND THE NUMBER OF SPARE CONDUCTORS. IDENTIFY ALL LOOPS BY "#1", "#2", ETC. AT THEIR CROSSOVERS. ENTER WITHIN EACH AREA ENCLOSED BY A LOOP THE MAXIMUM TOTAL AMPERE TURNS EFFECTIVE WITHIN THAT AREA.

IN PROFILE VIEW DRAW AND NAME THE DECKS NEAREST THE COIL RUNS. SHOW CLEARLY THE RELATION OF THE COIL RUN TO THE DECKS. INDICATE CROSSOVERS BY SMALL CROSSES.

IN TABLE ENTER THE LOCATION OF ALL CROSSOVERS (INCLUDING BOW AND STERN), POINTS AT WHICH A DECK IS PIERCED, EXTREMITIES OF HORIZONTAL AND VERTICAL DEVIATIONS, AND EXTREMITIES OF RUNS THAT SLOPE. DRAW ARROWS FROM COLUMN CONTAINING ENTRY TO THE REFERENCE POINTS.

All Cables are NDGT 30(3)



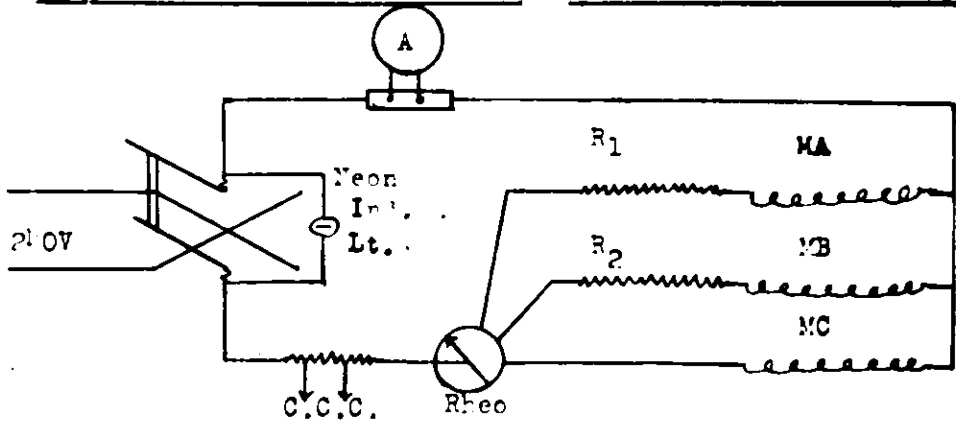
Check one: X FRAME NUMBER ☐ FEET FROM KEEL	Stn.	215	212	204	182	150		102		81	50	<0	11	Bow
HEIGHT IN FEET ABOVE: Check one ☐ KEEL ☐ DECK														
DISTANCE FROM CENTER LINE (To nearest ft. Enter only if more than 1 ft. from stbd) PORT														
STBD														

7

2. SCHEMATIC ELECTRICAL DIAGRAM

DRAW A SIMPLIFIED ELECTRICAL DIAGRAM OF ENTIRE COIL SHOWING ALL LOOPS, BALLAST RESISTORS, RHEOSTATS, AMMETERS, COMPASS COMPENSATION LEADS, AND LEADS TO POWER SUPPLY. LABEL ALL ITEMS IN DIAGRAM, AND TABULATE ACTUAL RESISTANCE USED FOR ALL FIXED RESISTORS. IF COIL IS CONNECTED SO AS TO CONSIST OF TWO OR MORE PARALLEL CIRCUITS, SHOW CLEARLY ALL SUCH PARALLEL CIRCUITS.

FIXED RESISTOR	RESISTANCE RATING	RESISTANCE USED	CURRENT RATING
R_1	1	1	60
R_2	1	1	60
R_3	.25	.25	120
R_4			



* To be adjusted after four hours continuous operation of coils so as to provide specified ampere turns with zero rheostat resistance.

3. [illegible] DATA

A. LOOPS

	M	MA	MB	MC		
NUMBER OF CIRCUITS IN PARALLEL	3					
NO. OF ACTIVE SERIES TURNS PER CIRCUIT	20					
POLARITY OF LOOP	+					

B. CURRENT (Amps)

CABLE RATING FOR INSTALLED	HOT (to be observed after adjustment of fixed series resistor)	D.C. SUPPLY [illegible] HOT (to be observed after adjustment of fixed series resistor)
115	______ a.(after ____ hrs)	______ a.(after ____ hrs)

LIMITING MAX. AMPS. (if any factor) — DETERMINED BY CAPACITY OF: (Check as necessary)

- [ ] RHEOSTAT
- [ ] FIXED RESISTOR
- [x] AMMETER
- [ ] GENERATOR CAPACITY
- [ ] FEEDER CABLE
- [ ] ______

C. INSULATION RESISTANCE (Megs.)

COLD	HOT
	______ after ____ hrs

D. SENSITIVITY

AMPS PER SCALE DIVISION	APPROX. MAX. AMPS. CHANGE BETWEEN RHEOSTAT STEPS	MAXIMUM AMMETER READING
10	1.5	150

E. TOTAL CAPACITY OF GENERATOR(S) SUPPLYING M COIL

KILOWATTS	VOLTS	AMPS.
800	240	3333

M COIL POWER FROM (Check one)

- [x] SHIP'S GENERATORS
- [ ] GENERATOR SUPPLYING ONLY M COIL
- [ ] DG GENERATOR ALSO SUPPLYING OTHER DG COILS

F. CONTROL RHEOSTAT (Manufacturer's Name and Type No.)

G. METHOD OF OBTAINING AMPERE TURN VALUES RECORDED IN PART 3 (i.e., Tongtester, etc.) Tongmeter

4. REMARKS

The information contained herein was taken from the present installation. No Degaussing folder, Installation Certificate or Summary were available. It is submitted to inform the responsible parties of the changes effected in conversion from a Navy troop transport to an Army dependents' transport.

5. CERTIFICATION

TO BE SIGNED BY DEGAUSSING INSPECTOR:

The degaussing equipment described herein is in satisfactory working order, polarities are correctly indicated, and the data recorded herein satisfy the specified requirements.

______ (Date) ______ (Inspector)

______ (Place) , ______ N.O.

TO BE SIGNED BY SUPERVISING NAVAL AUTHORITY:

The degaussing equipment described herein has been satisfactorily completed in accordance with the specification noted on page 1 and relevant general specifications or orders, and has been tested to my satisfaction.

9-3-48 (Date) E. L. Baron (Signature)

RECORD OF MODIFICATION FORMS (DGP-39) ISSUED FOR M COIL

1. ______ (Issued by) ______ (Date)
2. ______ (Issued by) ______ (Date)
3. ______ (Issued by) ______ (Date)
4. ______ (Issued by) ______ (Date)

INSTALLATION CERTIFICATE FOR THE F.-QI AND FP-QP COILS

NAVORD FORM DGP-31 (REV. 5/45)

DGP-32 ALSO REQUIRED	Insert X: NO

(Installing Yard - Name and Place)

SHIP	FLAG	OFFICIAL NO.
U.S.A.T. General Edwin D. Patrick (ex Adm. C.F.Hughes)	U.S.	

M.C. HULL NO.	BUILDER'S HULL NO.	LENGTH (Check as necessary)	BEAM
682		608' 11" ☐ OVERALL ☐ BETWEEN PERPENDICULARS	75' 6"

COIL SPECIFICATION (Reference No., Source and Place)

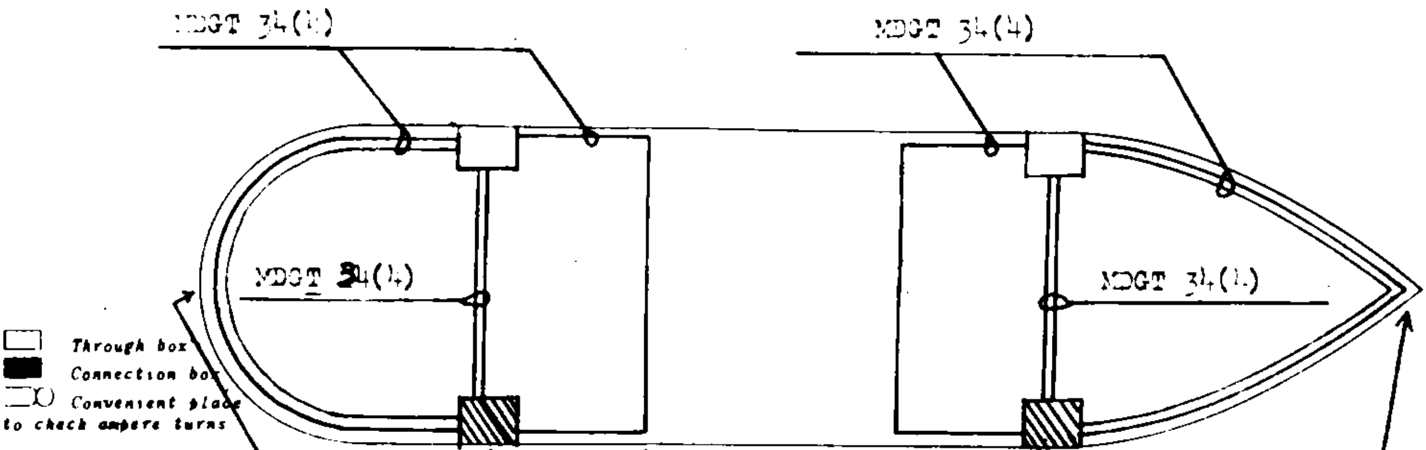
1. LAYOUT

IN PLAN AND PROFILE VIEWS INDICATE THE RELATIVE POSITIONS OF ALL CABLES, THROUGH BOXES, CONNECTION BOXES, AND CONVENIENT POINTS FOR CHECKING AMPERE TURNS. A GROUP OF ADJACENT CABLES MAY BE REPRESENTED BY A SINGLE LINE.

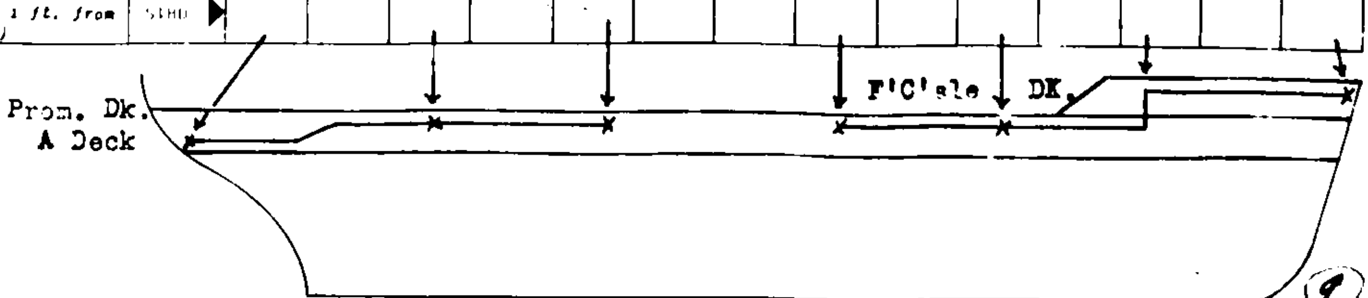
IN PLAN VIEW IDENTIFY THE CABLES, INDICATING THE NUMBER OF CABLES, THE TYPE OF CABLE BY STANDARD CODE, AND THE NUMBER OF SPARE CONDUCTORS. IDENTIFY ALL LOOPS BY "FI 1", "FI 2", ETC. AT THEIR CROSSOVERS. ENTER WITHIN EACH AREA ENCLOSED BY A LOOP THE MAXIMUM TOTAL AMPERE TURNS EFFECTIVE WITHIN THAT AREA.

IN PROFILE VIEW DRAW AND NAME THE DECKS NEAREST THE COIL RUNS. SHOW CLEARLY THE RELATION OF THE COIL RUN TO THE DECKS. INDICATE CROSSOVERS BY SMALL CROSSES.

IN TABLE ENTER THE LOCATION OF ALL CROSSOVERS (INCLUDING BOW AND STERN), POINTS AT WHICH A DECK IS PIERCED, EXTREMITIES OF HORIZONTAL AND VERTICAL DEVIATIONS, AND EXTREMITIES OF RUNS THAT SLOPE. DRAW ARROWS FROM COLUMN CONTAINING ENTRY TO THE REFERENCE POINTS.



Check one: ☒ FRAME NUMBER ☐ FEET FROM BOW		Stn.		204		161			85		34		20		Bow
HEIGHT IN FEET ABOVE: (Check one) ☐ KEEL ☐ DECK															
DISTANCE FROM CENTER LINE (To nearest ft. Enter only if more than 1 ft. from sksn)	PORT														
	STBD														



(9)

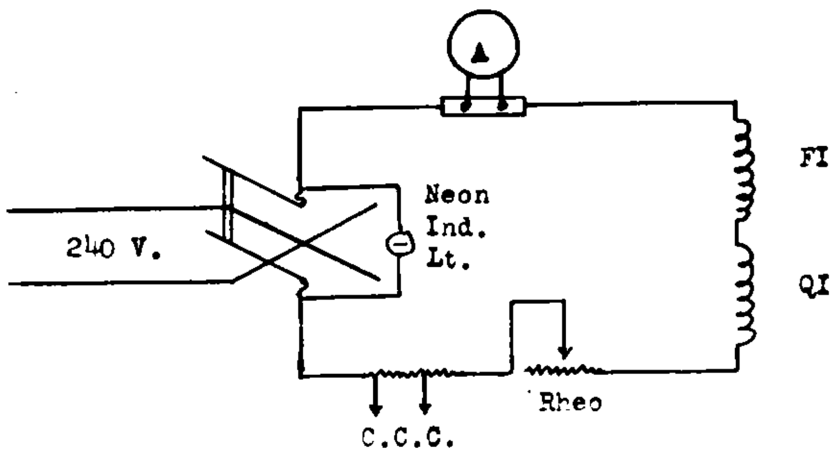
RESTRICTED

2. SCHEMATIC ELECTRICAL DIAGRAM

A. FI-QI COIL

DRAW A SIMPLIFIED ELECTRICAL DIAGRAM OF ENTIRE COIL SHOWING ALL LOOPS, BALLAST RESISTORS, RHEOSTATS, AMMETERS, COMPASS COMPENSATION LEADS, AND LEADS TO POWER SUPPLY. LABEL ALL ITEMS IN DIAGRAM, AND TABULATE ACTUAL RESISTANCE USED FOR ALL FIXED RESISTORS. IF COIL IS CONNECTED SO AS TO CONSIST OF TWO OR MORE PARALLEL CIRCUITS, SHOW CLEARLY ALL SUCH PARALLEL CIRCUITS.

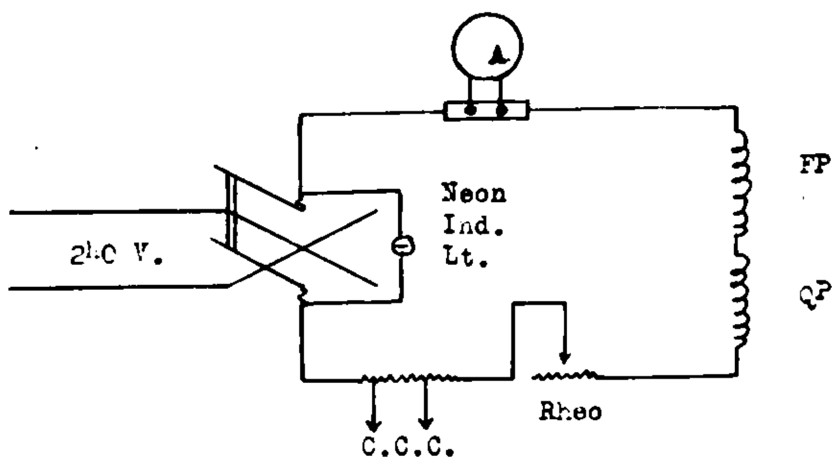
FIXED RESISTOR	RESISTANCE RATING	RESISTANCE USED	CURRENT RATING
R_1*	0.8	0.8	30
R_2*			
R_3*			
R_4*			



B. FP-QP COIL

Draw a simplified electrical diagram, etc. as in A above.

FIXED RESISTOR	RESISTANCE RATING	RESISTANCE USED	CURRENT RATING
R_1*	2.4	2.4	30
R_2*			
R_3*			
R_4*			



*To be adjusted after four hours continuous operation of coils so as to provide specified ampere turns with zero rheostat resistance.

3. [illegible] DATA

FI-QI COIL

A. [illegible]

	FI		QI			
NUMBER OF CIRCUITS IN PARALLEL						
1	1		1	1		
NUMBER OF ACTIVE SERIES TURNS PER CIRCUIT						
9	27		10	30		
POLARITY OF [illegible]						
+	+		–	–		

B. WITH MAXIMUM [illegible]

CABLE RATING (As Installed): 32

LIMITING MAX AMPS (If not cable): 30

[ ] RHEOSTAT [ ] FIXED RESISTOR [X] AMMETER

[ ] GENERATOR CAPACITY [ ] FEEDER CABLE [ ]

FP-QP COIL

A. [illegible]

	FP		QP			
NUMBER OF CIRCUITS IN PARALLEL						
1	1		1	1		
NUMBER OF ACTIVE SERIES TURNS PER CIRCUIT						
7	21		7	1		
POLARITY						
+	+		–	–		

B. WITH MAXIMUM [illegible]

CABLE RATING (As Installed): 32

LIMITING MAX AMPS (If not cable): 30

[ ] RHEOSTAT [ ] FIXED RESISTOR [X] AMMETER

[ ] GENERATOR CAPACITY [ ] FEEDER CABLE [ ]

F1-Q1 COIL			FP-QP COIL		
a. SENSITIVITY			a. SENSITIVITY		
AMPS PER SCALE DIVISION	APPROX. MAX AMPS. CHANGE BETWEEN RHEOSTAT STEPS	MAXIMUM AMMETER READING 30	AMPS PER SCALE DIVISION	APPROX. MAX AMPS. CHANGE BETWEEN RHEOSTAT STEPS	MAXIMUM AMMETER READING 30
e. TOTAL OPERATING [illegible]			e. TOTAL [illegible]		
KILOWATTS 800	VOLTS 240	AMPERES 3333	KILOWATTS 800	VOLTS 240	AMPERES 3333
COIL POWER FROM (Check one)			COIL POWER FROM (Check one)		
[X] SHIP'S GENERATOR	[ ] GENERATOR SUPPLYING ONLY F1-Q1 COIL	[ ] DG GENERATOR ALSO SUPPLYING OTHER DG COILS	[X] SHIP'S GENERATOR	[ ] GENERATOR SUPPLYING ONLY FP-QP COILS	[ ] DG GENERATOR ALSO SUPPLYING OTHER DG COILS
f. CONTROL RHEOSTAT (Manufacturer's Name and Type Number)			f. CONTROL RHEOSTAT (Manufacturer's Name and Type Number)		
#5230 with 1 # 5230-F Resistor			#5230 with 3 #5230-F Resistors		
g. METHOD OF OBTAINING AMPERE TURN VALUES RECORDED IN PART I (i.e. Tongtester, etc.)			g. METHOD OF OBTAINING AMPERE TURN VALUES RECORDED IN PART I (i.e. Tongtester, etc.)		

4. REMARKS

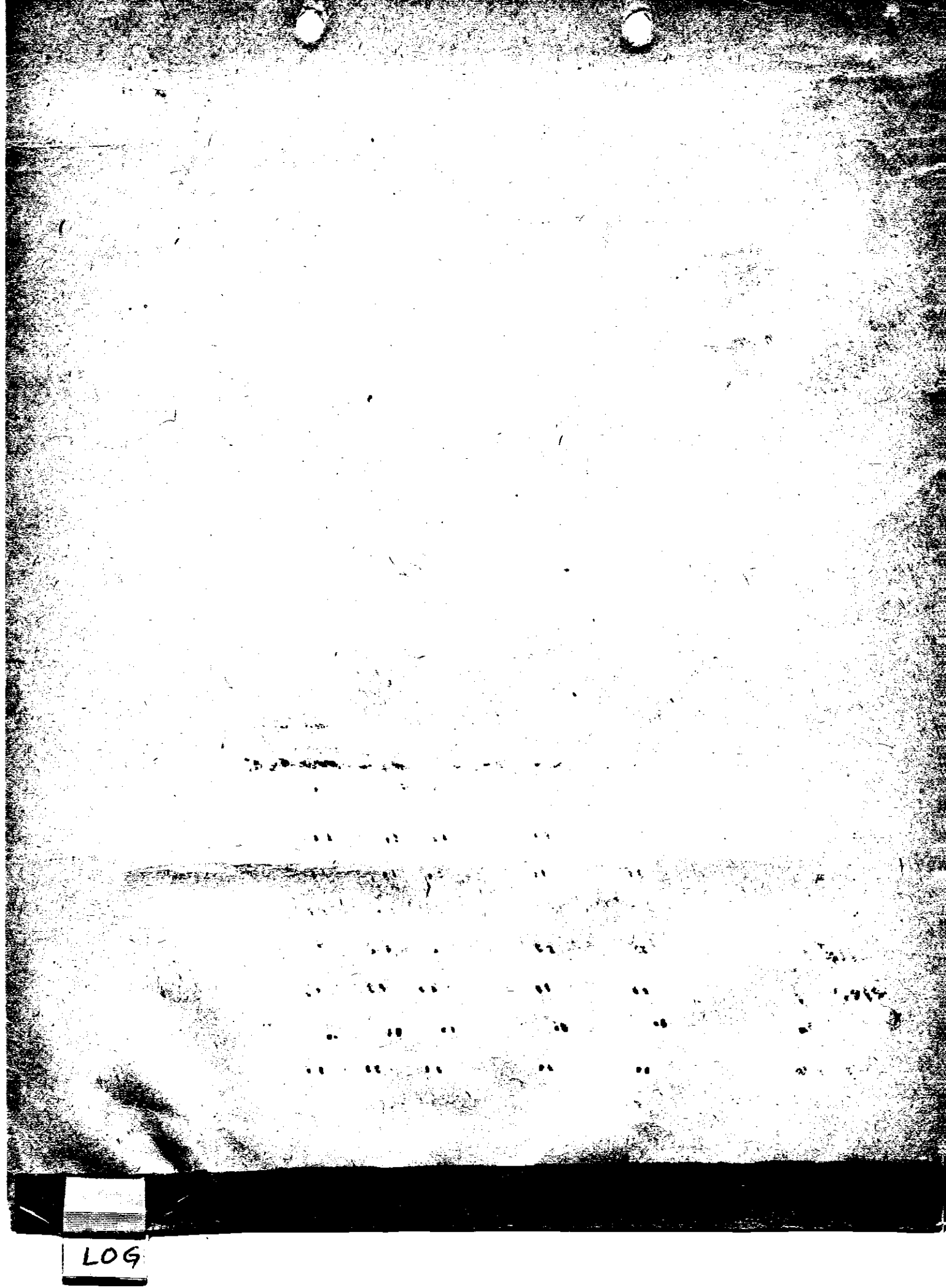
The information contained herein was taken from the present installation. No Degaussing Folder, Installation Certificate, or Summary were available. This is submitted to inform the responsible parties of the changes effected in conversion from a Navy troop transport to an Army dependents' transport.

5. CERTIFICATION

TO BE SIGNED BY DEGAUSSING INSPECTOR:	TO BE SIGNED BY SUPERVISING NAVAL AUTHORITY:
The degaussing equipment described herein is in satisfactory working order, polarities are correctly indicated, and the data recorded herein satisfy the specified requirements.	The degaussing equipment described herein has been satisfactorily completed in accordance with the specification noted on page 1 and relevant general specifications or orders, and has been tested to my satisfaction.
(Date) _____ (Inspector) _____	
(Place) _____, N.D.	9-3-47 (Date) T. L. Bacon (Signature)

RECORD OF MODIFICATION FORMS (DGP-39) ISSUED FOR THE F1-Q1, FP-QP COILS

1. _____ (Issued By) _____ (Date)	2. _____ (Issued By) _____ (Date)
3. _____ (Issued By) _____ (Date)	4. _____ (Issued By) _____ (Date)


LOG

DEGAUSSING LOG
NAVORD FORM DG 823 (REV. 10/44)

NAME OF SHIP USS Admiral CF Hughes

ACTION (Installation, ranging deperming, CC Coils inspection, repair modification, etc.)	DATE	REMARKS (Pertinent details of action; Watch List No. if based on Watch List entry.)	RESISTANCE TO GROUND (Megohms) M	I	P	A
Deperm & Calibrate	7 Feb 1945	Calibration based on Ranging ground data. [illegible] Lt(jg) USNR				
Check Runs	8 Feb 1945	DGL San Rafael.				
Compass Swung	9 Feb 45	San Fran H 24 2-46				
INSPECTION	12 MAR-45	SAN DIEGO B. M. [illegible]	1.5 MEG	50 M	1.5 MEG	—
Repair	2 Apr 45	San Francisco Motors Checked	KH			
Insp	2 June 45	San [illegible]	.17	.4	.5	
Insp	20 Aug 1945	K [illegible]	1.5	1	1.5	
"	[illegible]	[illegible]	[illegible]	1.0	1.0	
Inspected	11-26-45	Mare Island O.K. [illegible]	1.	2.	1.5	
Inspected	3-11-46	San Francisco OK Ferguson	1.	1.5	2	
Inspection	5/12/52	San Fran. Charts Confirmed; Summary made				
INSPECTION	11/16/60	System Satisfactory [illegible]	.5	.6	1.0	
Inspection & Test.	5/22/63	Satisfactory. Removed all obsolete papers from Degaussing folder in accordance with NAVWEPS. 1523 1st Revision A.V. Schiller 12ND.	.2	.3	.3	
Inspection & Test	11/18/63	Satisfactory A.V. Schiller 12ND	1.	.3	.5	

This log is to be kept in the Degaussing Folder for information of Degaussing Authorities. Entries are to be made by Degaussing Authorities, not by ships' personnel.

RESTRICTED

ACTION (Installation, ranging degaussing, CC Coils inspection, repair modification, etc.)	DATE	REMARKS (Pertinent details of action; Watch List No. if based on Watch List entry.)	RESISTANCE TO GROUND (Megohms) M I P
INSPECTION & TEST	1/18/66	SATISFACTORY	
		G R Kyle 12ND	2.2 .9 1.0
INSPECTION			
AND TEST	1/5/67	SATISFACTORY	
		G R Kyle 12ND	2.5 1.0 1.5

DEGAUSSING LOG (BACK) NAVORD FORM OG 823 (REV. 10/66)

RESTRICTED