

0 to 4:

As before. Moored to buoys "Tare" and "Unit", MERS EL KEBIR, ALGERIA with 15 fathoms of chain to bow buoy, one wire and one manilla line to stern buoy in 6½ fathoms of water. Boiler #4 steaming for auxiliary purposes; generators #1 and #2 furnishing electric power.

G. T. Rickett
G. T. RICKETT
Lieut., U.S.N.R.

4 to 8:

As before.

D. S. Karp
D. S. KARP
Lieut. (jg), U.S.N.R.

8 to 12:

As before. 0825 U.S.S. SYMBOL standing in. 0937 U.S.S. YMS 21 standing in. 1053 U.S.S. RHIND underway. 1055 U.S.S. TRIPP standing in. 1059 U.S.S. NICHOLSON underway. 1140 U.S.S. BOISE underway. NOTE: 1035 Lighted fires under #3 boiler. 1121 Secured #4 boiler.

W. E. Chilton Jr.
W. E. CHILTON Jr.
Lieut. (jg), U.S.N.R.

12 to 16:

As before. 1400 Lighted fires under boilers #1 and #2. 1500 Let fires die out under boilers #1 and #2. 1545 Secured from Condition III Air (Modified). NOTE: In accordance with Bureau of Ship's Manual, Chapter 6 revised March 15, 1943. The following report is made: "All C & R sea valves and other C & R underwater fittings have been inspected and found to be in a satisfactory condition". Also "All struts have been inspected in accordance with Comcrubatforltr. S11/(3321) of August 12, 1940, and found satisfactory, except forward palm on #4 shaft where broken weld causes leak into D-6F. Appropriate action has been initiated to Yard Forces". NOTE: In accordance with instructions contained in the Bureau of Ship's Manual, Chapter 6, revised March 15, 1943, the following "Docking and Overhaul" report is made: On October 13, 1943 this vessel entered drydock at Gibraltar for inspection of hull and fittings. Inspection of the propellers, strut bearings, shafts, stern-tube bearings and spring bearings revealed the following deficiencies. (a) #1 Propeller and shaft. A bend on the tip of #2 blade extending along the tip for a distance of 18" and in a distance of 4". At one point, that of the maximum bend, #2 blade was cracked inward from the tip approximately 3". There was a 5" chip out of the tip of #1 blade. This chip extends in 1½". Slight corrosion of one thread in the end of the shaft was noted. (b) #2 Propeller and Shaft. The Duncce Cap was found to be cracked in two places around the base, each crack is 12" in length. There is, in addition, two cracks on the tip, one of 6" and one of 1". The three after threads on #2 shaft are badly corroded. (c) #3 Propeller and Shaft. Pitting is general all around hub of the propeller and on #1 blade two pittings of 2" in diameter 3/16" deep were found in after end of hub to center. An additional pitted spot 2" in diameter and ½" deep was found on the forward end of the hub. The last five threads on the shaft are badly corroded. (d) #1 Main Strut. Inspection revealed a crack in the after land of approximately 16" in length. This crack is visible when viewing the land from aft. One bolt hole for a gasket retaining ring holding bolt is completely corroded. This hole is located at approximately 7 o'clock. There is .165 clearance at the top between the shell of the strut and the brass. It is believed that this clearance, the poor condition of the gasket and retaining ring and the extreme corrosion have all combined to allow salt-water to enter the strut assembly between the barrel and the brass and cause corroding of the interior lands of this strut. (e) #4 Intermediate Strut. In order to effect repair of the cracked barrel, the brasses were removed from the shell. Inspection of the interior lands revealed cracks in the welds between the lands and shell extending throughout the upper half of each land visible. Severe pitting and corrosion is visible in all inner lands indicating that salt-water had entered between the shell and the brass through the cracked barrel. All other fittings were inspected and found to be in a satisfactory condition.

Approved:

G. J. Crosby
G. J. CROSBY
Commander, U. S. Navy
Commanding.

Examined:

C. G. Gesen
C. G. GESEN,
Comdr., DEV-G, U.S.N.R.,
Navigator.

:bevoynqA

U. S. N., Navigator.