

DOCKING REPORT

NAVSEA 9997/1 (REV. 1/89)

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FROM:	DATE
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TO:
COMMANDING OFFICER, U.S.S.

PLACE DOCKED	DATE DOCKED	DATE UNDOCKED	POSITION NUMBER THIS DOCKING
			DIST. S.R.P. TO AFTMOST KEEL BLOCK

DOCKING PLAN NUMBER	PLAN NUMBERS FOR ZINCS OR CATHODIC PROTECTION	REASON FOR DOCKING
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SHAFTS DIAMETER	SHAFT DIAMETER	DESIGN CLEARANCE	MAXIMUM ALLOWANCE CLEARANCE	READING TAKEN BY
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BEARING CLEARANCES	STERN TUBE		INTERMEDIATE STRUT		MAIN STRUT		SERIAL NO.	NO. BL.	PROPELLERS
	FORWARD	AFT	FORWARD	AFT	FORWARD	AFT			
NO. 1 OR STBD. OUTBD.									INBD. DIA.
NO. 2 OR STBD. INBD.									PITCH
NO. 3 OR PORT INBD.									OUTBD. DIA.
NO. 4 OR PORT OUTBD.									PITCH
BEARING MATERIAL							MATERIAL	INB'D _____ OUTB'D _____	

CONDITION OF SHAFTING AND MATERIAL	INB'D PLAN NO. AND REVISION
	OUTB'D _____

RUDDER AND DIVING PLANES POST DIAMETER	PORT	STARBOARD	CENTERLINE
	IN.	IN.	IN.

BEARING CLEARANCE	PORT	STARBOARD	CENTERLINE
	IN.	IN.	IN.

SONAR REMOVED THIS DOCKING

DOME TYPE	SERIAL
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SONAR EXISTING AT UNDOCKING DOME TYPE	SERIAL	WORK DONE - INCLUDE PAINTING
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REMARKS (continue on separate sheet, if necessary)

DISTRIBUTION

The original docking Report shall be furnished to the Commanding Officer of the ship for placement in the ship's file. Copies shall be forwarded to the appropriate Type Commander and planning yard.

INSTRUCTIONS

GENERAL:

1. **From:** Enter reporting activity.
2. **Date:** Enter date of report.
3. **Place Docked:** Naval Shipyard, station, industrial activity drydock number.
4. **Docking Date:** Enter date ship drydocked.
5. **Undocking Date:** Enter date ship is undocked.
6. **Position No.:** Enter position number employed when ship is dry-docked.
7. **Dist.:** S.R.P. to aftmost keel block: Enter distance from Stern Reference Point.
8. **Docking Plan No.:** List docking plan number and revision employed to drydock the ship.
9. **Plan Numbers for Zinc or Cathodic Protection:** Indicate applicable plan number for installation.
10. **Reason for Docking:** State major reason for drydocking, i.e., propeller repairs, sonar dome and hoist replacement, hull damage, regular overhaul, etc.

SHAFTS:

1. Enter shaft diameter, design clearance and maximum allowed clearance from information provided by ship, manufacturers instructions and Naval Ships Technical Manual.
2. **Bearing Clearances:** Enter existing bearing clearances determined upon docking for stern tubes, intermediate struts and main struts as applicable.
3. **Readings Taken By:** Enter name of supervisor taking readings and ship number.
4. **Bearing Material:** Enter appropriate symbol for type of bearing material in each box.
W-Wood
PP-Phenolic plastic
R-Rubber
O-Other (specify type)
5. Inspect shafting covering for completeness and adherence. Inspect exposed metal surfaces of all outboard shafting. Report condition, i.e., good condition, cracks, scored, corroded, etc.

PROPELLERS: Enter propeller data for each propeller as determined by examination of hub stamping.

List the propeller material as follows:

- M-Manganese Bronze
- N-Nickel Aluminum Bronze
- A-Manganese Nickel Aluminum Bronze
- S-Stainless Steel
- P-Special (If special materials other than above are used, note under remarks.)

RUDDER AND DIVING PLANE DATA: Enter Post Diameter and Bearing Clearance for each rudder and diving plane as determined by measurement at time of docking. Take such rudder bearing clearances as are practicable without unshipping the rudder. Use R for rudder and D for diving planes. Use F and A to designate forward and aft where necessary. Divide port and starboard columns where necessary. Check rudder nut lock.

SONAR: Report dome type and serial number. The serial appears on the skirt and in the shipping orders.

REMARKS: Note when extensive repair or replacement of plates, seams, rivets, etc., is accomplished, including data concerning locations, actions and description of conditions which necessitated actions. Include any other information considered desirable for reference purposes, such as special block heights or other departures from docking plan. Attach additional sheets if required.

SUPPLEMENTARY FORMS:

1. **Propellers:** Submit a supplementary form NAVSEA 9997/2 PROPELLER REPORT and/or NAVSEA 9997/3 PROPELLER REPORT -DETACHABLE BLADE DATA, *ONLY* if repairs are accomplished or, propellers or blades are replaced.
2. **Shafts, Bearings, Fairwaters, Ropeguards and Stern Tube Seals:** Submit supplementary form NAVSEA 9997/4, *ONLY* when repairs or replacements are made or when corrosion or wear is extensive or severe.
 - a. The sketch should be modified by crossing out excess bearings for systems with fewer bearings than sketched.
 - b. Use one form sheet for each line of shafting.
 - c. Clearance readings; identification of material; condition of material; and work accomplished on Bearings, Fairwaters, Ropeguards, Journals, Shaft Covering, Packing, and Stern Tube Seals should be indicated in each applicable box provided for the recording of the condition and work accomplished by entering the proper symbols. If the symbol "O" (Other) is used to indicate information, an arabic numeral may be used, such as "2", to refer to an explanatory footnote "2".
3. **Wooden Hull Data:** Submit supplementary form NAVSEA 9997/5 for all wood-hulled Naval vessels and service craft, *ONLY* if major structural repairs are required.