FROM:			DATE:
TO: COMMANDING OFFICER, U.S.S.			
SHIP NAME:		HULL NUMBER:	
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

- BEFORE ENTERING DATA INTO THIS FORM, READ THE INSTRUCTIONS ON PAGES 8 & 9 -

SHAFTS & BEARINGS (AS-ARRIVED CONDITIONS)

SHAFT (DESIGN PARAMETERS)		
DESIGN DIAMETER:	DESIGN CLEARANCE:	MAXIMUM ALLOWANCE CLEARANCE:

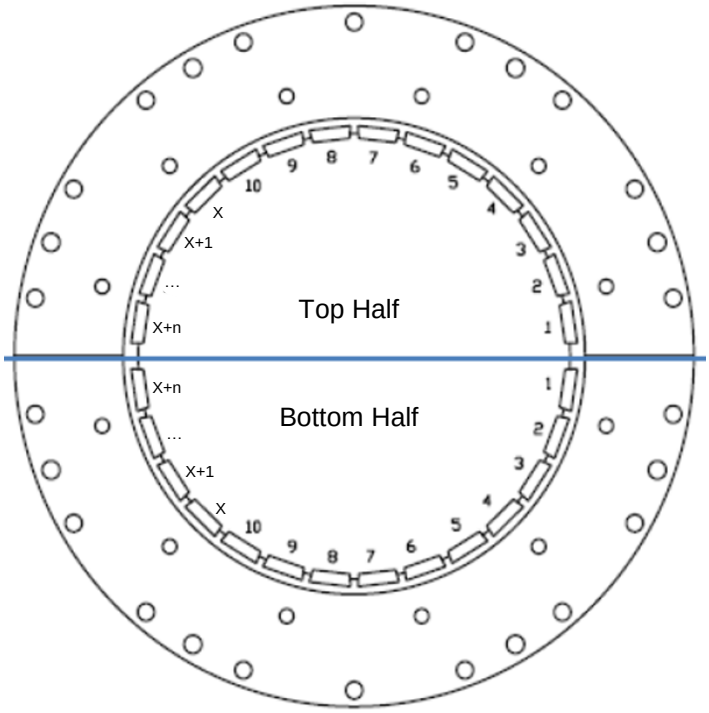
CONDITION OF SHAFTING AND MATERIAL	
NO 1 OR STBD OUTBD	
NO 2 OR STBD INBD	
NO 3 OR PORT INBD	
NO 4 OR PORT OUTBD	

RECORD SHAFT SECTION SERIAL NUMBERS, SHAFT-TO-STAVE RETAINER MEASUREMENT (STSR) AND SHAFT SLEEVE DIAMETER									
READINGS TAKEN BY	STERN TUBE			INTERMEDIATE STRUT			MAIN STRUT		
	SERIAL NO.	STSR – AFT END OF AFT BEARING	SHAFT SLEEVE DIA	SERIAL NO.	STSR – AFT END	SHAFT SLEEVE DIA	SERIAL NO.	STSR – FWD END	SHAFT SLEEVE DIA
NO 1 OR STBD OUTBD									
NO 2 OR STBD INBD									
NO 3 OR PORT INBD									
NO 4 OR PORT OUTBD									

RECORD AVERAGE BEARING LAND INTERNAL DIAMETER (ID), AVERAGE BEARING BUSHING OUTER DIAMETER (OD) AND THE CLEARANCE BETWEEN THEM (BEARING LAND ID – BEARING BUSHING OD)			
NO 1 OR STBD OUTBD			
LOCATION	BEARING LAND ID	BEARING BUSHING OD	CLEARANCE
FWD STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
AFT STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
INTERMEDIATE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
MAIN STRUT BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4.			
5.			
6.			
7. (AFT BEARING LAND)			
NO 2 OR STBD INBD			
LOCATION	BEARING LAND ID	BEARING BUSHING OD	CLEARANCE
FWD STERN TUBE BEARING			

1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
AFT STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
INTERMEDIATE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
MAIN STRUT BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4.			
5.			
6.			
7. (AFT BEARING LAND)			
NO 3 OR PORT INBD			
LOCATION	BEARING LAND ID	BEARING BUSHING OD	CLEARANCE
FWD STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
AFT STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
INTERMEDIATE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
MAIN STRUT BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4.			
5.			
6.			
7. (AFT BEARING LAND)			
NO 4 OR PORT OUTBD			
LOCATION	BEARING LAND ID	BEARING BUSHING OD	CLEARANCE
FWD STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
AFT STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
INTERMEDIATE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
MAIN STRUT BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4.			
5.			
6.			
7. (AFT BEARING LAND)			

STAVE & BEARING READINGS
***NOTE: N/A THE LINES FOR SYSTEMS WITH FEWER BEARINGS THAN LISTED.**



BEARING CLEARANCES AT EACH INDIVIDUAL STAVE						
NO 1 OR STBD OUTBD						
	FWD STERN TUBE	AFT STERN TUBE	FWD INTERMEDIATE STRUT	AFT INTERMEDIATE STRUT	FWD MAIN STRUT	AFT MAIN STRUT
	TOP HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
	BOTTOM HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
NO 2 OR STBD INBD						
	FWD STERN TUBE	AFT STERN TUBE	FWD INTERMEDIATE STRUT	AFT INTERMEDIATE STRUT	FWD MAIN STRUT	AFT MAIN STRUT
	TOP HALF					
1						
2						
3						
4						
5						

6						
7						
8						
9						
10						
11						
12						
13						
14						
	BOTTOM HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
NO 3 OR PORT INBD						
	FWD STERN TUBE	AFT STERN TUBE	FWD INTERMEDIATE STRUT	AFT INTERMEDIATE STRUT	FWD MAIN STRUT	AFT MAIN STRUT
	TOP HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
	BOTTOM HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
NO 4 OR PORT OUTBD						
	FWD STERN TUBE	AFT STERN TUBE	FWD INTERMEDIATE STRUT	AFT INTERMEDIATE STRUT	FWD MAIN STRUT	AFT MAIN STRUT
	TOP HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
	BOTTOM HALF					
1						
2						
3						
4						

5						
6						
7						
8						
9						
10						
11						
12						
13						
14						

PROPELLERS (AS-ARRIVED CONDITIONS)

*ATTACH RESULTS OF VISUAL TECHNICAL INSPECTION (VTI)

PROPELLERS		INB'D _____ OUTB'D _____	
INBD. DIA.	PITCH	INB'D PLAN NO. AND REVISION	NUMBER OF BLADES
OUTBD. DIA.	PITCH	OUTB'D	MATERIAL

RUDDERS AND DIVING PLANES

RUDDERS AND DIVING PLANES (DESIGN PARAMETERS)	
POST DESIGN DIAMETER IN.	DESIGN BEARING CLEARANCE (UPPER/LOWER) IN.
BEARING MANUFACTURER	

RUDDERS AND DIVING PLANES (AS-ARRIVED CONDITIONS)			
POST DIAMETER	PORT ACTUAL IN.	STARBOARD ACTUAL IN.	CENTERLINE ACTUAL IN.
BEARING CLEARANCE	PORT (UPPER/LOWER) IN.	STARBOARD (UPPER/LOWER) IN.	CENTERLINE (UPPER/LOWER) IN.
IF RUDDER REMOVED, REPORT PERCENT CONTACT OF BLUE CHECK ON TAPER	PORT %	STARBOARD %	CENTERLINE %
CONDITION OF RUDDERS/DIVING PLANES			
CONDITION OF BEARINGS (GREASED, RUST PRESENT, ETC)			

RUDDERS AND DIVING PLANES (AS-RELEASED CONDITIONS)			
POST DIAMETER (N/A IF NO WORK ACCOMPLISHED)	PORT IN.	STARBOARD IN.	CENTERLINE IN.
BEARING CLEARANCE	PORT (UPPER/LOWER) IN.	STARBOARD (UPPER/LOWER) IN.	CENTERLINE (UPPER/LOWER) IN.
IF RUDDER REMOVED, REPORT PERCENT CONTACT OF BLUE CHECK ON TAPER	PORT %	STARBOARD %	CENTERLINE %
INFLATABLE BOOT REPLACED (N/A IF SHIP DOES NOT HAVE INFLATABLE BOOT) YES ☐ NO ☐ N/A ☐			

SONAR	
SONAR REMOVED THIS DOCKING	
DOME TYPE	SERIAL

SONAR EXISTING AT UNDOCKING DOME TYPE	SERIAL	WORK DONE – INCLUDE PAINTING

REMARKS *(Continue on separate sheet, if necessary)*

SELECT HULL & APPENDAGES COATING APPLICATIONS ACCOMPLISHED THIS DOCKING
– N/A TO SUBMARINES –

NAVSEA SI 009-32 FY ‘ ‘ APPLICABLE								
LOCATION	a.) Table ‘#’ b.) Line ‘#’	SURFACE PREPARATION	COATINGS DATA			100% RECOAT	TOUCH-UP AND OVER-COAT	SPOT TOUCH-UP ONLY
			# COATS	MIL-SPEC	MANUFACTURER & TRADE NAME			
UNDERWATER HULL (Keel to top of boottop, including propulsion shaft outboard bearing voids)	a.) b.)							
RUDDERS AND STRUTS (If different than underwater hull coating system above)	a.) b.)							
SEA CHESTS (List by Hull Opening ‘##’ in this block.)	a.) b.)							
FIN STABILIZERS (Not Applicable to Aircraft Carriers)	a.) b.)							
DIELECTRIC SHIELDS	a.) b.)							
EXPOSED AREAS OF OUTBOARD SHAFTING COVERED BY GRP	a.) b.)							
EXTERIOR SURFACES ABOVE BOOTTOP (Freeboard surfaces only)	a.) b.)							
OTHER: For surface preparation and / or coating applications which differ from those above, for systems not listed above, or for more room for systems listed above, enter the data below or use similar format to report the data on a supplementary page.								
OTHER	a.) b.)							
OTHER	a.) b.)							
OTHER	a.) b.)							

INSTRUCTIONS

GENERAL:

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

SHAFTS & BEARINGS (AS-ARRIVED CONDITION):

1. Enter shaft design diameter, design clearance and maximum allowed clearance from information provided by ship, manufacturers instructions and Naval Ships Technical Manual.
2. Record as-arrived condition of shafting covering system. Report exposed metal surfaces, condition (i.e., good condition, cracks, scored, corroded, etc) and adherence.
3. Record shaft serial number, STSR measurement, and shaft sleeve diameter. Enter name of personnel taking readings.
   Note: STSR (shaft-to-stave retainer) measurement is the distance between the bearing stave retainer ring and the shaft sleeve at the 6 o'clock position. See Naval Ships Technical Manual S9086-HN-STM-010, Chapter 244 or Underwater Ship Husbandry Manual S0600-AA-PRO-180, Chapter 18 for additional details.
4. Record average bearing land inner-diameter, average bearing bushing outer-diameter and the clearance at each land location.
5. Record as-arrived bearing clearances at each individual stave.

PROPELLERS (AS-ARRIVED CONDITION):

1. Attach results of as-arrived Visual Technical Inspection (VTI).
2. 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 (**AS-ARRIVED & AS-RELEASED CONDITIONS):**

1. Enter post design diameter, design bearing clearance (upper and lower) and bearing manufacturer.
2. Record Post Diameter and bearing Clearance for each rudder and diving plane as determined by measurement at time of docking for as-arrived conditions. 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.
3. Record as-arrived condition of rudders. Report coating deterioration, structural defects and overall condition, i.e., good condition, cracks, scored, corroded, etc.
4. Record as-arrived condition of rudder bearings. Report if the bearings have been greased, if rust is present, etc.
5. Record Post Diameter and bearing Clearances for each rudder and diving plane as determined by measurement at time of undocking for as-released conditions (if any repairs/replacements have been made). 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.
6. Record percent contact of blue check on taper (if rudders are removed).
7. Record whether the inflatable boot has been replaced. Check "Yes" or "No", leave blank if ship does not have inflatable boot.

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.

COATING APPLICATIONS ACCOMPLISHED (AS-RELEASED):

1. Record NAVSEA Standard Item 009-32 fiscal year (in Table title).
2. Record Table and Line numbers of Standard Item 009-32 followed for preservation.
3. Record NACE/SSPC method of preparation (SSPC-SP 1, SP 3, SP 11, SP 10, etc.) in sufficient detail; for example, SSPC-SP 1, "detergent-wash", or "solvent-wash", or "water-wash".
4. Record number of coats for each type of coating (1, 2, etc.).
5. Record MIL-SPEC for each type of coating.
6. Record Manufacture &Trade Name(s) for each coating (both primer/anticorrosive and antifouling)
7. Record the scope of the preservation work accomplished as follows:

   - For 100% Recoat, place an "X" in the appropriate block.
   - For Touch up and Overcoat, estimate zone worked by recording frame numbers.
   - For Spot touch up Only, note spot repair areas by recording frame numbers.

SEE NEXT PAGE FOR CONTINUATION OF INSTRUCTIONS FOR SUPPLEMENTARY FORMS (to be filled out in addition to 9997/1, if criteria listed for each form is met)

INSTRUCTIONS - CONTINUED

SUPPLEMENTARY FORMS (to be filled out in addition to 9997/1, if criteria listed for each form is met):

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. Use one form sheet for each line of shafting.
   b. The sketch should be modified by crossing out excess bearings for systems with fewer bearings than sketched.
   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 number may be used, such as "2", to refer to an explanatory footnote "2".
   d. Record shaft serial number, STSR measurement, and shaft sleeve diameter. Enter name of personnel taking readings.
   e. Record average bearing land inner-diameter, average bearing bushing outer-diameter and the clearance at each land location.
   f. Record As-Released Shaft-to- Stave Readings (bearing clearances at each individual stave). List size (oversized/undersized) of stave, whether the rubber or backing was over/undersized, manufacturer used (Duramax, etc.) and material for each stave. Enter appropriate symbol for type of bearing material in each box.
      W – Wood
      PP – Phenolic Plastic
      R – Rubber
      F - Fiberglass
      O – Other (specify type)
   g. List rotating coupling cover repairs and o-ring information.
   h. Record Mil-Spec for shaft coating system applied.

SHIP CLASS SPECIFIC SUPPLEMENTARY FORMS:

AIRCRAFT CARRIERS ONLY:

1. **Rudders:** Submit supplementary form NAVSEA 9997/6, for all aircraft carrier dockings,for as-arrived and as-released Rudder Bearing Measurements and Conditions.
2. **Underwater Hull & Appendages Fairing Compound:** Submit supplementary form NAVSEA 9997/7, ONLY when Fairing Compound Repairs are accomplished. Record Underwater Hull & Appendages Fairing Compound Repairs and list type and amount for each of the locations.