

DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC AREA
FORT MASON
SAN FRANCISCO, CALIFORNIA 94129

P-01B
11 May 1966

From: Chief Inspector, Military Sea Transportation Service, Pacific Area
To: Master, USNS GENERAL JOHN POPE (T-AP 110)
Commanding Officer, Military Department, USNS GENERAL JOHN POPE (T-AP 110)
Via: Commander Military Sea Transportation Service, Pacific Area
Subj: Formal Administrative Inspection of USNS GENERAL JOHN POPE (T-AP 110)
for fiscal year 1966 (MSTS Report 3590-1)
Ref: (a) COMSTSINST 3590.1E
Encl: (1) Summary Report of Inspection

1. In compliance with reference (a), the formal administrative inspection in USNS POPE for fiscal year 1966 was completed on 4 May 1966. This was the first formal administrative inspection of USNS POPE since being assigned to Commander Military Sea Transportation Service, Pacific Area.

2. Every item in MSTS Form 5041-2 was investigated and found to be in accordance with COMSTS Instructions or other directives of higher authority except as noted herein.

3. The inspection party was constituted as follows:

Chief Inspector	CAPT W. M. PRICE, USN
Assistant Chief Inspector	CAPT R. M. BAUGHMAN
Inspector for Deck Department	CAPT H. C. von WEIEN
Inspector for Deck Communications	Mr. J. H. GLASCO
Inspector for Engine Department	LT R. A. HOUGH, USN
Inspector for Steward Department	LCDR W. M. SWEET, SC, USN
Inspector for Purser Department	LCDR L. P. GORLEY, USN
Inspector for Military Department	LCDR L. P. GORLEY, USN
Inspector for Military Communications	LTJG S. B. CURRY, USNR
Inspector for Chaplain's Activities	CDR D. E. SPRADLING, CHC, USN
Inspector for Damage Control	Mr. I. KAUFMAN
Inspector for Safety Features	
Program	Mr. J. E. SAVISKI
Inspector for Medical Department	CAPT R. B. GREENMAN, MC, USN
Recorder	BRYSON, C. J., YN1, USN

4. The Master of the ship and officers responsible for the various records and functions inspected are as follows:

Subj: Formal Administrative Inspection of USNS GENERAL JOHN POPE (T-AP 110)
for fiscal year 1966 (MSTS Report 3590-1)

		<u>Date Reported</u>
Master	HEINZ, Henry L.	2 September 1965
Chief Engineer	JOHNSON, Melvin E.	3 September 1965
First Officer	THORNTON, Richard E.	16 August 1965
Chief Steward	RHODES, Joseph	8 September 1965
Radio Officer	SUMNER, Charles F.	22 November 1965
	NOWLIN, Milwon K.	28 October 1965
	BUCHANAN, George E.	18 October 1965
Purser	ZEGZDRYN, Edward M.	23 October 1965
	JACOBS, John M.	7 September 1965

5. Major deficiencies noted during this inspection are set forth in enclosure (1). The responsibility for correction of all deficiencies rests with the Master unless otherwise indicated. All minor deficiencies noted have been called to the attention of the Master for immediate corrective action.

6. The appearance of military personnel was excellent. Uniforms were properly tailored and in compliance with U. S. Navy Uniform Regulations. The civilian officers and crew presented an excellent appearance. Uniforms were in compliance with CMPI 594 and were properly tailored. The morale of both civilian and military personnel was excellent.

7. The following grades and mark-percentages are assigned in accordance with the provisions of enclosure (4) to reference (a):

<u>DEPARTMENT</u>	<u>GRADE</u>	<u>MARK-PERCENTAGE</u>	<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>	
DECK	GOOD	83.53	x	25	20.88
Navigation	EXCELLENT	90.00	x	5	4.50
Communications	EXCELLENT	89.00	x	5	4.45
ENGINE	SATISFACTORY	70.15	x	25	17.54
STEWARD	GOOD	87.81	x	20	17.56
PURSER	EXCELLENT	88.75	x	10	8.88
MILITARY	EXCELLENT	88.66	x	10	8.87
				100	82.68

FINAL OVERALL GRADE - GOOD

W. M. PRICE

SUMMARY REPORT OF INSPECTION

PART I - DECK DEPARTMENT

SECTION 1 - GENERAL ADMINISTRATION

There were no major deficiencies on the current inspection.

GENERAL COMMENTS - One minor deficiency was noted. The department was properly organized and the general administration was in accordance with current directives. All records and files were neatly maintained and readily available for this inspection.

A grade of EXCELLENT with a mark-percentage of 89 is recommended.

SECTION 2 - PERSONNEL ADMINISTRATION AND TRAINING

There were no deficiencies on the current inspection.

GENERAL COMMENTS - Personnel administration and training complied with current directives. Morale was considered high, and an adequate training program was in evidence. Personnel approved of handling of all members of the Deck Department reflected in the inspection report.

A grade of EXCELLENT with a mark-percentage of 89 is recommended.

SECTION 3 - GENERAL MAINTENANCE

The following deficiencies were noted during the inspection:

- D-1: A.1. - The deck was not properly maintained.
- R-1: Clean up the deck area.
- D-2: A.2. - The deck was not properly maintained.
- R-2: Remove scale and rust from the deck.
- D-3: A.3. - The deck was not properly maintained.
- R-3: Comply with the maintenance plan.
- D-4: A.12. - The border tile in all troop heads and showers was being forced off the bulkheads by rust. This was particularly noted in the after head on the third deck. Considerable rust and scale also existed in troop heads.
- R-4: Remove the tile, scale, and properly replace tile and wasted metal as necessary.

PART I - DECK DEPARTMENT (Cont'd)

SECTION 3 - CLEANLINESS AND PRESERVATION (Cont'd)

GENERAL COMMENTS - The border tile in the troop heads on the third deck had excessively heavy scale on both sides of the watertight bulkheads, and it is questionable as to the amount of remaining metal. It is recommended that some tile on both sides of the bulkhead be removed and bulkheads gauged to ensure that the strength of the bulkheads meet requirements. In general, Deck Department spaces presented an excellent appearance and reflected an active, effective maintenance program.

A grade of GOOD with a mark-percentage of 85 is recommended.

SECTION 4 - NAVIGATION

The following major deficiency was noted on the current inspection:

- D-5: F.l.h. - The RCA radar was reported to be unreliable.
- R-5: Submit a request to M&R to check and repair the radar as necessary.

GENERAL COMMENTS - Two minor deficiencies were noted. All logs, records, and publications were up to date and maintained in the prescribed manner. Cleanliness and preservation of departmental spaces were outstanding. The navigator appeared to be well informed concerning his duties and responsibilities.

A grade of EXCELLENT with a mark-percentage of 90 is recommended.

SECTION 5 - CARGO PROCEDURES

There were no deficiencies on the current inspection.

GENERAL COMMENTS - Cargo procedures were carried out in accordance with current instructions. Comprehensive instructions have been written for the guidance of all deck officers.

A grade of EXCELLENT with a mark-percentage of 90 is recommended.

SECTION 6 - COMMUNICATIONS

The following major deficiencies existed on the current inspection:

- ✓ D-6: A.25. - Warning sign "This Radiotelephone Has No Security" was not posted near the remote control radiotelephone microphone in the chart room.
- R-6: Post sign in accordance with DNC 26(B).
- ✓ D-7: A.29. - Maintenance manual for the Collins (51J4) radio receiver was not on board, however it has been requested from the M&R Office.
- R-7: Ensure that this manual is on board prior to departure.

PART I - DECK DEPARTMENT (Cont'd)

SECTION 6 - COMMUNICATIONS (Cont'd)

GENERAL COMMENTS - Cleanliness and preservation of the radio room were excellent. Equipment was in good operating condition. Files and records were correct and maintained in an excellent manner.

A grade of EXCELLENT with a mark-percentage of 89 is recommended.

<u>DECK DEPARTMENT</u>	<u>MARK-PERCENTAGE</u>	<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>
General Administration	89.00	x 10	8.90
Pers. Admin. & Training	89.00	x 10	8.90
Pers. Appearance/Bearing	92.00	x 5	4.60
Damage Control	73.10	x 25	18.28
Safety (Material)	85.00	x 15	12.75
Cleanliness & Preservation	85.00	x 25	21.25
Sanitation	87.00	x 5	4.35
Cargo Procedures	90.00	x 5	4.50
		100	83.53

Overall grade - GOOD

The following are responsibilities of the Master and First Officer, but not functions of the Deck Department

	<u>GRADE</u>	<u>MARK-PERCENTAGE</u>	<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>
Navigation	EXCELLENT	90.00	x 100	90.00
Communications	EXCELLENT	89.00	x 100	89.00

PART II - ENGINE DEPARTMENT

SECTION 1 - GENERAL ADMINISTRATION

The following major deficiencies existed on the current inspection:

- D-8: B.2.g. - The machinery history was not up to date.
- R-8: Complete the required Machinery History Cards, entering all work accomplished during reactivation and subsequent thereto.
- D-9: B.2.h. - Work accomplished during reactivation had not been entered on the Machinery History Card - Electrical (NAVSHIP 527A).
- R-9: Enter all work accomplished on electrical equipment during reactivation.
- D-10: B.2.n. - Routine Maintenance and Preservation Check-Off Lists were not being used.
- R-10: Ensure that watch engineers use these forms properly.

PART II - ENGINE DEPARTMENT (Cont'd)

SECTION 1 - GENERAL ADMINISTRATION (Cont'd)

GENERAL COMMENTS - The records and administrative functions were considered unsatisfactory. Numerous instructions were outdated and no longer apply. A thorough review, house cleaning and up-dating must be accomplished. Numerous minor deficiencies were noted.

A grade of UNSATISFACTORY with a mark-percentage of 55 is recommended.

SECTION 2 - PERSONNEL ADMINISTRATION AND TRAINING

The following major deficiencies were noted on the current inspection:

- D-11: D.1., D.2., and D.4. - There was no evidence that the beneficial suggestion program had been implemented in the Engine Department.
- R-11: Encourage all personnel to participate in this program.
- D-12: E.1. - The only record of training within the department was a safety meeting report.
- R-12: Initiate an adequate on-the-job training program.

GENERAL COMMENTS - Records indicated that required engineering casualty control drills and steering engine casualty drills had been conducted, but there was no other record of training in the department. The ship has been plagued with numerous actual casualties during its first few months of operation, and on-the-job training has been conducted during the repair of the equipment, however, the training program itself should be beefed up to include more than just the safety talks.

A grade of SATISFACTORY with a mark-percentage of 70 is recommended.

SECTION 3 - CLEANLINESS AND PRESERVATION

The following major deficiencies existed on the current inspection:

- D-13: A.1.a. - Both engine rooms had excessive rust and scale, and in general, require a complete repainting.
- R-13: Paint both engine rooms as directed by COMSTSINST 4750.1B.
- D-14: A.1.a.(3) - Bilges of both engine rooms and the shaft alley had excessive scale and debris.
- R-14: Scale and repaint as directed by COMSTSINST 4750.1B.
- D-15: A.1.b. - Both port and starboard shafts were excessively rusty.
- R-15: Comply with MSTSPAGINST 4700.3B, paragraph 43.2.
- D-16: A.1.k. - Ventilation ducts throughout the ship were dirty.
- R-16: Clean the ventilation system at the earliest opportunity.

PART II - ENGINE DEPARTMENT (Cont'd)

SECTION 3 - CLEANLINESS AND PRESERVATION (Cont'd)

GENERAL COMMENTS - The engineering spaces require repainting throughout, and considerable debris and loose gear was evident. Improvement in housekeeping is necessary and an aggressive maintenance program should be established. The emergency diesel firepump room had heavy rust and was generally untidy.

A grade of UNSATISFACTORY with a mark-percentage of 55 is recommended.

<u>ENGINE DEPARTMENT</u>	<u>MARK-PERCENTAGE</u>	<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>
General Administration	55.00	x 10	5.50
Pers. Admin. & Training	70.00	x 10	7.00
Pers. Appearance/Bearing	92.00	x 5	4.60
Damage Control	78.00	x 25	19.50
Safety (Material)	74.00	x 15	11.10
Cleanliness and Preservation	55.00	x 25	13.75
Sanitation	87.00	x 10	8.70
		100	70.15

Overall grade - SATISFACTORY

PART III - STEWARD DEPARTMENT

SECTION 1 - PERSONNEL ADMINISTRATION AND TRAINING

There were no major deficiencies on the current inspection.

GENERAL COMMENTS - Administration of the department was excellent. Morale and discipline appeared to be excellent. Maintenance of equipment and spaces indicated that a good training program was in effect. Employees were being encouraged to participate in the beneficial suggestion program and to up-grade themselves. Outstanding employee performance was being recognized.

A grade of EXCELLENT with a mark-percentage of 90 is recommended.

<u>STEWARD DEPARTMENT</u>	<u>MARK-PERCENTAGE</u>	<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>
General Administration	91.00	x 10	9.10
Pers. Admin. & Training	90.00	x 10	9.00
Pers. Appearance/Bearing	92.00	x 5	4.60
Damage Control	85.60	x 10	8.56
Safety (Material)	87.00	x 15	13.05
Cleanliness & Preservation	89.00	x 25	22.25
Sanitation	85.00	x 25	21.25
		100	87.81

Overall grade - GOOD

PART IV - PURSER DEPARTMENT

SECTION 1 - GENERAL ADMINISTRATION

There were no major deficiencies on the current inspection.

GENERAL COMMENTS - The Purser Department was maintained and administered in an excellent manner. Records were maintained correctly, and instructions and publications were current. A good incoming classified log was established. Desks in the Purser's Office are old and should be replaced. The extremely noisy exhaust fan outside the office makes transaction of business impossible when it is turn on full. It is recommended that the feasibility of relocating the counter to face on the perpendicular passageway be studied.

A grade of EXCELLENT with a mark-percentage of 90 is recommended.

SECTION 2 - PERSONNEL ADMINISTRATION AND TRAINING

There were no major deficiencies on the current inspection.

GENERAL COMMENTS - Records and files were properly maintained and above the level of those normally noted on other ships. Considering the length of time since reactivation, the Purser Department reflected evidence of being very well organized and administered. The Indoctrination Check List program was most carefully carried out. Personnel were in proper uniform, and courtesy and cooperation were extended at all times. One minor deficiency was noted.

A grade of GOOD with a mark-percentage of 87 is recommended.

<u>PURSER DEPARTMENT</u>	<u>MARK-PERCENTAGE</u>		<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>
General Administration	90.00	x	50	45.00
Pers. Admin. & Training	87.00	x	45	39.15
Pers. Appearance/Bearing	92.00	x	<u>5</u>	<u>4.60</u>
			100	88.75

Overall grade - EXCELLENT

PART V - MILITARY DEPARTMENT

SECTION 1 - GENERAL ADMINISTRATION

There were no major deficiencies on the current inspection.

GENERAL COMMENTS - The administration of the Military Department indicated that an exceptional amount of effort had been expended since activation to obtain the high standards noted during this inspection. With the exception of the deteriorated condition of the troop heads, all troop areas reflected excellent supervision.

A grade of EXCELLENT with a mark-percentage of 92 is recommended.

PART V - MILITARY DEPARTMENT (Cont'd)

SECTION 2 - PERSONNEL ADMINISTRATION AND TRAINING

There were no major deficiencies on the current inspection.

GENERAL COMMENTS - All Military Department spaces were in an excellent state of cleanliness and preservation and good housekeeping practices were in effect. All records were up to date and correctly filed for ready reference. The military personnel had a positive attitude and military bearing. Morale was excellent.

A grade of EXCELLENT with a mark-percentage of 92 is recommended.

SECTION 3 - COMMUNICATIONS

The following major deficiency existed on the current inspection:

D-17: B.I.d. - Quarterly non-registered publication inventories for November 1965 and February 1966 were improperly conducted. The February 1966 inventory of registered publications (conducted 25 March 1966) did not reflect the publications actually on hand at the time.

R-17: Comply with RPS 4(F).

GENERAL COMMENTS - The general condition of all records indicated great care and time expended to maintain them in neat and proper order. With the exception of the deficiency noted, all reports were being properly submitted. The custodian was knowledgeable of his responsibilities, and appeared to be conscientiously applying his knowledge to the job.

A grade of GOOD with a mark-percentage of 87 is recommended.

SECTION 4 - CHAPLAIN'S ACTIVITIES

There were no major deficiencies on the current inspection.

GENERAL COMMENTS - One minor deficiency was noted. It is recommended that an adequate support for dorsal hanging be placed in the recreation room, which is the space normally used for Divine services. The Chaplain's Office and program were organized in an outstanding manner. The altar appointments and all spaces assigned were outstanding.

A grade of EXCELLENT with a mark-percentage of 93 is recommended.

SECTION 5 - SPECIAL SERVICES

There were no deficiencies on the current inspection.

GENERAL COMMENTS - All spaces used in the special services program was exceptionally clean and neat. Supplies were well stowed and an excellent musical instrument charge-out system was in use. A physical inventory of non-expendable property was made in conjunction with this inspection and all items were accounted for. The organization and cleanliness of the troop library were superior to those of any transport previously inspected.

PART V - MILITARY DEPARTMENT (Cont'd)

SECTION 5 - SPECIAL SERVICES (Cont'd)

A grade of OUTSTANDING with a mark-percentage of 96 is recommended.

<u>MILITARY DEPARTMENT</u>	<u>MARK-PERCENTAGE</u>	<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>
General Administration	92.00	x 10	9.20
Pers. Admin. & Training	92.00	x 10	9.20
Pers. Appearance/Bearing	92.00	x 5	4.60
Damage Control	84.10	x 5	4.21
Safety (Material)	87.00	x 10	8.70
Cleanliness & Preservation	90.00	x 10	9.00
Sanitation	80.00	x 10	8.00
Communications	87.00	x 10	8.70
Medical	88.00	x 20	17.60
Chaplain's Activities	93.00	x 5	4.65
Special Services	96.00	x 5	4.80
		100	88.66

Overall grade - EXCELLENT

PART VI - MEDICAL

SECTION 1 - TRANSPORTS

There were no major deficiencies on the current inspection.

GENERAL COMMENTS - The overall administration and training in this department reflected a very conscientious effort in planning and supervision. Seven minor deficiencies were noted.

A grade of EXCELLENT with a mark-percentage of 88 is recommended.

SECTION 3 - SANITATION

The following major deficiencies were noted on the current inspection:

- D-18: B.I.S. - One meat cutting block in the butcher shop (5-82-1-A) contained numerous cracks and crevices throughout the wood thickness.
- R-18: Replace or cover with a stainless steel top. (Manual of Naval Preventive Medicine (NAVMED P5010), Chapter 1-17.)
- D-19: B.I.d. - Porthole screening was not provided for the main galley and dining areas.
- R-19: Install porthole screens. (NAVMED P5010, Chapter 9-31.)
- D-20: B.I.d. - Dishes and glassware were stowed in an upright position in the main galley (1-127-01-Q), and several dish cabinets contained accumulations of dust and dirt.

PART VI - MEDICAL (Cont'd)

SECTION 3 - SANITATION (Cont'd)

- R-20: Stow dishes and glassware inverted in wire wash racks or in closed cabinets to protect them from dust and other contamination while in storage.
- D-21: B.1.d. - The meat slicer, vegetable peelers, and other utensils in the troop galley (3-85-0-Q) were covered with dust and dried food particles.
- R-21: Thoroughly clean all utensils with a brush and hot detergent solution after each use. (NAVMED P5010, Chapter 1-11.)
- D-22: B.1.d., B.1.e. - Several steam-jacketed kettle drain valves in the troop mess (2-82-0-L) were encrusted with dirt and dried food particles; silverware receptacles in the CPO mess (3-106-3-L) contained heavy accumulations of dust and dirt; and the wooden can opener stand in the crew pantry (3-104-0-Q) was encrusted with dirt and dried food particles.
- R-22: Clean steam-jacketed kettles and all parts with a brush and hot water after each use. Clean silverware receptacles daily and sanitize in hot water at 180°F. at least weekly. Discard the wooden can opener stand, secure the can opener to a stainless steel work table and clean daily. (NAVMED P5010, Chapter 1-18.)
- D-23: B.1.e., B.1.f. - There were steam lines in the deep sink wash and rinse compartments in the captain's pantry (02-87-1-Q), several sculleries (1-132-2-Q, 2-121-1-Q and 3-113-0-Q), troop cafeterias (2-82-2-Q and 2-113-1-Q), and the crew pantry (3-104-0-Q). This is a safety hazard and could result in serious burns.
- R-23: Reroute steam lines, either under or to the side of the compartments, to permit live steam to enter at the lower rear portion of each tank. Lag the lines to ensure that no portion is left exposed. (NAVMED P5010, Chapter 1-12.)
- D-24: B.1.k. - The cold drink vending machine in the crew day room (3-149-1-L) did not have a plastic door over the delivery orifice.
- R-24: Provide a tight-fitting, self-closing plastic door to prevent the entry of dust, dirt, insects, etc. into the machine. (NAVMED P5010, Chapter 1-29.)
- D-25: B.1.n. - Several canvas bunk bottoms and lashings were stained and dirty.
- R-25: Clean or replace as necessary. (NAVMED P5010, Chapter 2-24.)
- D-26: B.1.o. - There was a cross-connection between the potable and salt water hot water heaters in the forward troop washroom and toilet (3-16-0-L).
- R-26: Disconnect the cross-connection. Valves and blind flanges are not dependable as a means of separating the potable water supply from non-potable systems. (NAVMED P5010, Chapter 6-12).

PART VI - MEDICAL DEPARTMENT (Cont'd)

SECTION 3 - SANITATION (Cont'd)

GENERAL COMMENTS - Sanitation and habitability conditions in the USNS POPE have shown steady improvement, however, many areas require additional attention before desired standards are met. Cleanliness of equipment in the troop galley requires improvement. The food serving areas were exceptional in cleanliness and appearance. The bake shop was in excellent condition.

The following grades and mark-percentages are recommended for the various departments:

<u>DEPARTMENT</u>	<u>GRADE</u>	<u>MARK-PERCENTAGE</u>
DECK	GOOD	87.00
ENGINE	GOOD	87.00
STEWARD	GOOD	85.00
MILITARY	GOOD	80.00

PART VII - DAMAGE CONTROL

The following major deficiencies existed on the current inspection:

- D-27: A.2., G.3. - Outdated damage control plans on board.
R-27: Requisition current plans. (COMSTSINST 3120.2C, paragraphs 2-2-3(c) and 2-7-7.)
- D-28: A.6. - Lifejacket instruction cards were incorrect (emergency signal on ship's bell).
R-28: Requisition current edition of cards, and correct those in use pending replacement. (MSTSPAC Notice 9700 of 20 April 1966.)
- D-29: A.10., E.4. - No Damage Control Book was maintained.
R-29: Comply with COMSTSINST 3120.2C, paragraph 2-7-8.
- D-30: B.1.a. - Lifeboats #1 and #2 had no hatchets, and there was only one hatchet in lifeboat #12.
R-30: Requisition required gear.
- D-31: B.1.c. - Emergency lifeboat crews did not have lights and whistles.
R-31: Requisition required gear.
- D-32: B.1.d. - Magnetic hooks on several fire screen doors were missing and doors were lashed open.
R-32: Take immediate action to replace the missing magnetic hooks and keep doors closed until they are repaired. (CG 256, subparagraph 71.25-25(a)(3)).

PART VII - DAMAGE CONTROL (Cont'd)

- D-33: B.1.d. - Dog on deadlight for weather door 1-35-0 was broken.
R-33: Replace dog.
- D-34: B.1.f. - Fire station 5-134-2 had frozen high velocity fog nozzle head; 6-148-1 had defective high velocity fog nozzle head latch; the all-purpose nozzle was missing from 4-210-2.
R-34: Replace or repair equipment.
- D-35: B.1.k. - Break-glass hammer at fire alarm 3-113-2 was missing.
R-35: Replace missing hammer.
- D-36: B.1.l. - Fire main cut-out valves were not marked.
R-36: Requisition and install appropriate label plates.
- D-37: B.1.m. - Instructions for emergency hand steering were not posted.
R-37: Comply with COMSTSINST 3541.5B, section 1.7, paragraph III(c).
- D-38: B.3. - Sound-powered phone jacks, except in the damage control locker, were of the wrong type.
R-38: Comply with COMSTSINST 3120.2C, paragraph 2-7-10.
- D-39: NBC hose clips were not installed.
R-39: Comply with COMSTSINST 3120.2C, paragraph 2-7-11.
- D-40: C.4.c. - Gas masks (Mark V) were not on board.
R-40: Requisition gas masks per allowance list, Part II, Group S-77.
- D-41: C.4.d. - The amount of protective clothing aboard was insufficient.
R-41: Requisition per allowance list Part II, Group S-77.
- D-42: C.6. - Emergency break-away tool kit, signal paddles, station marker, and green and red jackets were not aboard.
R-42: Comply with COMSTSINST 3541.5B, sections 5-3 through 5-8.
- D-43: D.1. - Approximately 50% of interior marking was incomplete.
R-43: Complete marking.
- D-44: D.1.a. - Propellor warning signs were not posted.
R-44: Comply with COMSTSINST 9280.3B, paragraph 4.17, and CG 256.
- D-45: F.7. - There were no Very pistols in the lifeboats.
R-45: Requisition Very pistols.

GENERAL COMMENTS - Damage control lockers were in excellent condition. The training program was very efficient, however review of the training log indicated that a lifeboat was not manned and launched by the Military Department as required by COMSTSINST 3120.2C, paragraph 2-8-3.

PART VII - DAMAGE CONTROL (Cont'd)

The following grades and mark-percentages are recommended for the various departments:

<u>DECK DEPARTMENT</u>	<u>GRADE</u>	<u>MARK-PERCENTAGE</u>	<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>
Equipment & Markings	SATISFACTORY	65.00	x 70	45.50
Phase II Shipboard				
Training & Drills	EXCELLENT	92.00	x $\frac{30}{100}$	$\frac{27.60}{73.10}$

Departmental grade - SATISFACTORY

<u>ENGINE DEPARTMENT</u>	<u>GRADE</u>	<u>MARK-PERCENTAGE</u>	<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>
Equipment & Markings	GOOD	75.00	x 70	52.50
Phase II Shipboard				
Training & Drills	GOOD	85.00	x $\frac{30}{100}$	$\frac{25.50}{78.00}$

Departmental grade - GOOD

<u>STEWARD DEPARTMENT</u>	<u>GRADE</u>	<u>MARK-PERCENTAGE</u>	<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>
Equipment & Markings	GOOD	85.00	x 70	59.50
Phase II Shipboard				
Training & Drills	GOOD	87.00	x $\frac{30}{100}$	$\frac{26.10}{85.60}$

Departmental grade - GOOD

<u>MILITARY DEPARTMENT</u>	<u>GRADE</u>	<u>MARK-PERCENTAGE</u>	<u>WEIGHT FACTOR</u>	<u>WEIGHTED GRADE</u>
Equipment & Markings	GOOD	85.00	x 70	59.50
Phase II Shipboard				
Training & Drills	GOOD	82.00	x $\frac{30}{100}$	$\frac{24.60}{84.10}$

Departmental grade - GOOD

PART VIII - SAFETY FEATURES PROGRAM

The following major deficiencies existed on the current inspection:

- D-46: B.7. - Operating instructions and safety precautions were not posted at the anchor windlass, several cargo winches, and numerous lifeboat winches.
- R-46: Post required instructions and precautions.
- D-47: B.11. - Paint, thinner, mops, and other flammable materials were stowed in the starboard forward locker in the lower area of the forward engine room.
- R-47: Stow paint and thinner in the paint locker and improve housekeeping.

PART VIII - SAFETY FEATURES PROGRAM (Cont'd)

- D-48: B.15.d. - Steam lines in way of dryer door in the ship's laundry were bare.
- R-48: Lag exposed lines.
- D-49: B.15.e. - (a) Some floor plates were loose and/or raised in both engine rooms and shaft alleys; (b) Some floor plate supports were missing.
- R-49: Install supports and secure floor plates with flathead screws.
- D-50: B.15.e. - (a) Coffee makers in officers' rooms and on lower platform of evaporator flat were not secured or grounded; (b) Examination lamp in 01-112-2-L, and electric heater and berth lamp in 03-114-2-L were not grounded.
- R-50: Secure coffee makers and ground all electrical equipment.
- D-51: B.15.f. - The hoisting cable on the dumbwaiter in the troop galley was broken. Capacities and safety precautions were not stenciled on dumbwaiters or cargo elevators.
- R-51: Repair the cable (MSTSPACINST 4700.3B, paragraph 83.3), and stencil capacities and safety precautions (MSTSPACINST 4700.3B, paragraph 83.6).
- D-52: B.16.b. - Guards were not installed over couplings for the port steering gear motor, nor over couplings on the dishwashing machine in 1-132-2-Q.
- R-52: Install guards.
- D-53: B.16.b. - Self-closing valve springs on three valves on fuel oil sounding tubes in passageway 3-118-1-L were not connected to the hand levers.
- R-53: Connect springs to handles.
- D-54: B.16.d. - The electric organ was not secured in 4-146-1-L, and one leg was broken.
- R-54: Secure organ to bulkhead and repair leg.
- D-55: B.16.d. - There were no wire mesh guards on open ends of generators in either engine room.
- R-55: Comply with CG 259, subparagraph 111.10-15(g)(1).

GENERAL COMMENTS - Storage racks should be provided for drums of lubricating oil, chemicals, etc. lashed to stanchions on deck. Medical spaces and living quarters should be frequently inspected for unground personal electrical equipment. All such equipment should have the Chief Engineer's approval. There were fifteen minor deficiencies noted. All officers should review the MSTS Safety Manual (COMSTSINST 5100.17).

The following grades and mark-percentages are recommended:

<u>DEPARTMENT</u>	<u>GRADE</u>	<u>MARK-PERCENTAGE</u>
DECK	GOOD	80.00
ENGINE	SATISFACTORY	74.00
STEWARD	GOOD	87.00
MILITARY	GOOD	87.00