



DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC
N.S.C., OAKLAND, CALIFORNIA 94625

MSTSPAC 3541
P-3D
29 July 1969

MSTSPAC NOTICE 3541

From: Commander Military Sea Transportation Service, Pacific
To: Distribution List

Subj: Frequently repeated discrepancies noted during Phase III
Damage Control Evaluations

Encl: (1) Summary of Recurring Discrepancies Noted During Annual
Phase III Damage Control Evaluation

1. Purpose. The purpose of this Notice is to inform Masters of frequently recurring discrepancies during FY 1969 Phase III evaluations, in order that they may initiate action to reduce repetition of these discrepancies and improve the readiness of their commands.
2. Discussion. Enclosure (1) lists the discrepancies noted and the frequency of occurrence. No order of importance has been attached to the list of drills.
3. Action. Masters shall:
 - a. Ensure that their Phase II training schedules reflect additional emphasis in areas of greatest deficiencies.
 - b. Require prompt initial action be exercised at the scene of an emergency by licensed personnel and/or other person in authority; i.e., "Those persons in charge, take charge."
4. Cancellation. This Notice is cancelled when the above information has been noted and for record purposes on 31 August 1969.

R. A. HUBBARD

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ENCLOSURE (1)

SUMMARY OF RECURRING DISCREPANCIES
NOTED DURING ANNUAL PHASE III DAMAGE CONTROL EVALUATION

1. The following summary of deficiencies listed by drill with the frequency of occurrence indicated numerically, in parenthesis, following the discrepancy.

A. MAJOR AND ZONE AREA FIRE

(1) Weaknesses of training and/or leadership (89)

- Prompting was required to check for explosive vapors.
- Initial investigations were incomplete or prompting required.
- Prompting was required to rig hoses.
- Excessive time required for repair party to arrive at scene.
- Check lists were not used by zone or repair party commanders.
- Zone area personnel require instruction on classes of fire and extinguishing agents.
- Instruction was required on correct use of fire fighting equipment.
- Zone area personnel were unsure of location of fire fighting equipment.

(2) Faulty reporting procedures/communications (48)

- Ship's position was not plotted.
- Communication was poor between repair parties and DC Central.
- Zone area personnel were slow in reporting conditions to zone commanders.
- Sound powered phone talker relayed incorrect information to DC Central.
- Zone area personnel were not alertly patrolling their areas.

(3) Faulty or incomplete fire fighting equipment (39)

- Forcible entry tools were not brought to the scene.
- Improper wearing and use of OBAs.

(4) Failure to secure the damaged area (9)

- All closures were not properly made.
- Electrical circuits were not secured at the scene.

ENCLOSURE (1)

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B. ABANDON SHIP DRILL

(1) Discrepancies in the launching operation (163)

- a. Boat hooks, oars, or sweep oar were not readied for use.
- b. Bow and stern tenders did not ride boat down trackway.
- c. Releasing gear was not checked or guarded.
- d. Forward fall was not hooked on first.
- e. Davits were not stopped at witness marks.
- f. Sea painter was not properly led and tended.
- g. Debarkation ladder was not lowered.
- h. Frapping lines were not properly tended.
- i. Manropes were rigged over the outboard side.
- j. Limit switches were not tested.
- k. Winchman was not alert to commands.
- l. Seine float lifelines were not cleared.
- m. Personnel were not seated and holding onto manropes while boat was lowered or raised.
- n. Tricing pendants were improperly tripped.

(2) Material deficiencies (38)

- a. Emergency gear lockers were not stenciled.
- b. Release gear was frozen or difficult to operate.
- c. Blankets were not provided.
- d. Lifejacket whistles were missing.
- e. No preventers were on the debarkation ladder.

(3) Bridge deficiencies (14)

- a. Ship's position, magnetic course and distance to nearest land were not supplied to boat commanders.
- b. Boat handling signals were not used by bridge.

(4) Clothing improperly worn (14)

- a. Lifejackets not properly secured.
- b. Personnel missing head gear.

ENCLOSURE (1)

C. COLLISION DRILL

- (1) Improper procedures/lack of initiative (43)
 - a. Emergency lifeboat was not designated or readied.
 - b. Assistance was not offered to other vessel.
 - c. Shoring contruction was slow or ineffective.
 - d. Incomplete or improper plotting at DC Central.
- (2) Equipment was not provided at scene (25)
 - a. Submersible pump was not brought to scene.
 - b. Inadequate amount of shoring materials were brought to the scene.
 - c. Portable illumination was not provided at scene.
- (3) Faulty communications and reporting procedures (20)
 - a. Faulty communications and reporting procedures.
- (4) Material deficiencies (15)
 - a. Inoperative/or missing equipment
- (5) Improper wearing of clothing (5)
 - a. Hard hats or head covering were missing.

D. MAN OVERBOARD DRILL

- (1) Incorrect action taken/lack of initiative (53)
 - a. Lookouts did not keep man in sight.
 - b. Communications between emergency boat and bridge were not effective.
 - c. Ring buoy was not tossed to man overboard.
 - d. Witness did not indicate which side man went overboard.
 - e. Smoke or light marker was not thrown over the side.
 - f. Shark watch was not posted.
- (2) Missing Equipment (46)
 - a. Lifering with attached lifeline was not supplied in boat.
 - b. Lookouts were not provided with binoculars.
 - c. First aid materials were not supplied.
 - d. Lifejackets were not equipped with pin-on lights.

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- (3) Improper boat launching/recovering procedures (31)
 - a. Emergency boat motor not checked or tested before lowering.
 - b. Sea painter improperly tended.
 - c. Boat handling poor with improper approaches to man and ship.
 - d. Alternate boat was not readied.
 - e. Boat hooks, oars, sweep oar not readied.
- (4) Improper wearing of clothing (7)
 - a. Hard hats were missing.
 - b. Lifejackets and pin-on lights were missing.
 - c. Full set of clothing was not worn, for weather condition.

E. NBC DEFENSE DRILL

- (1) Material Shortage/Deficiencies (52)
 - a. Monitoring teams were lacking proper marking materials.
 - b. Decontamination station lacks proper materials.
 - c. NBC lockers were not completely equipped.
- (2) Improper procedures (45)
 - a. Monitors were not familiar with radiac use.
 - b. Monitor teams were unfamiliar with routes.
 - c. Prompting was required on nomogram solutions.
 - d. Weak leadership was displayed by DC Central.
 - e. Prompting was required to establish MPE.
- (3) Incorrect Closures/Rigging (34)
 - a. Air vent closures were not properly made.
 - b. Water washdown coverage was not properly rigged.
- (4) Clothing Improperly Worn (3)
 - a. Monitoring/Washdown Teams were improperly dressed.

ENCLOSURE (1)

F. HIGHLINE TRANSFER DRILL

(1) Material Deficiencies (80)

- a. Station marker boxes for night use were not supplied.
- b. Bolos were not provided.
- c. One-cell pin-on lights were not provided.
- d. Transfer-At-Sea chair was improperly equipped.
- e. Signal paddles were improperly marked.
- f. Latest type flotation gear was not supplied.
- g. Incomplete shoulder gun and case was supplied.
- h. Phone and distance line was improperly marked.
- i. Stokes litter was improperly rigged.

(2) Crew unfamiliar with proper procedures (9)

- a. Sound powered phone was worn with neck strap fastened.
- b. Knowledge of hand signals was lacking.

G. BRIDGE TEAM PERFORMANCE

(1) Generally good or excellent. Deficiencies were noted in DC communications, plotting, initial actions and lack of reference material at DC Central.

H. EMERGENCY SHIP MANEUVERING

(1) Generally good with the exception of a few minor deficiencies.

I. ENGINEERING CASUALTY DRILLS

(1) Procedural errors (10)

J. STEERING CASUALTY DRILL

(1) Incorrect, omitted, or unfamiliarity with proper procedures (26)

- a. Quartermaster/Helmsman was unsure of initial corrective action.
- b. Improper day shapes were displayed.
- c. Instruction was required in change over emergency steering procedures.

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- (2) Faulty communications (13)
- (3) In a considerable number of instances, prompting was required in changing pumps and crossover procedures.

K. TOWING AND SALVAGE DRILL

- (1) Towing and salvage lectures and instructions given by first officer to crew members were good to excellent. Deficiencies were noted in incomplete inventory of towing equipment with recommendations made.