

File

TO: Chief Inspector

DATE **1 December 1965**

SHIP USNS POPE (T-AP 110)		DATE OF DRILLS 26 November 1965	
☒ STARBOARD ☐ PORT		GRADING SCALE	
BOATS LAUNCHED		GRADE	PERCENTAGE
		OUTSTANDING	95 - 100
		EXCELLENT	88 - 94.9
		GOOD	75 - 87
		SATISFACTORY	62 - 74.9
		UNSATISFACTORY	0 - 61.9
EVALUATION	GRADE	PERCENTAGE	
FIRE DRILL	SATISFACTORY	70%	
ABANDONSHIP DRILL	SATISFACTORY	74%	
REMARKS			

1. The Fire Drill was a simulated Class "A" fire in Crew Berthing, 1-152-3-L. Repair II was at the scene and extinguished the fire with water from one 1 1/2 inch hose.

2. Deficiencies;

- a. No backup hose was provided at the fire.
- b. No OBA's were brought to the fire.
- c. Areas surrounding the fire were not checked.
- d. No talker was present at the scene.
- e. The Repair Party requires more instruction and organization.

3. During the Abandon Ship Drill all starboard boats were waterborne, and crew members were exercised at the oars.

4. Deficiencies;

- a. In general, Sea painters were not properly tended, and lifelines were not put over the sides of the lifeboats.
- b. Boat #3- Boat hooks were not used; sweep oar was not used to clear ship's side.
- c. Boat #5- The bow and stern tenders were not sitting when the tricing pendant was tripped; sea painter had too short a lead.
- d. Boat 7A- Sweep oar was not used; boat was not triced in during debarkation.
- e. Boat #9- Sea painter was released before the falls were disengaged; boat was not triced in during debarkation.

SUBMITTED	DATE
R. C. QUICK	2 December 1965
FORWARDED	DATE
S. E. HARGRAVE	2 December 1965
FORWARDED	DATE
JOHN A. LINDBECK	2 December 1965

VESSEL OPERATIONS DIV OBSERVER
READINESS ASSISTANT
ACS (OPERATIONS)

RECEIVED

Copy to; USNS POPE, p-24, P-3D, P-353

JAN 10 1966

MASTER

WV 21 E 5

DATA to: NAME BOON 1-54 1-30 1-323

WV 10 1300

1000 7 11000000

VC2 (OBSERVATION)

3 December 1962

RECEIVED

f. Boat #11A- Sweep oar was not used in clearing ship's side.
11 - Boat hung off on suspension pendants before debarking crew.

g. Boat #13- Bow and stern tenders were standing while boat was running down trackway.

VE222 OBSERVATION2 DVA OBSERVATION2

3 December 1962

DVA

was not placed in quality description.

a. Boat #1- was damaged and released before the tugs were disconnected; boat

b. Boat #2- sweep out was not used; boat was not placed in quality description.

was damaged; was damaged and too small to tug.

c. Boat #2- the bow and stern tenders were not starting when the starting pendant

d. Boat #3- boat hooks were not used; sweep out was not used to clear ship's side.

was over the sides of the tugs.

e. In General, the boats were not properly managed, and tugboats were not

f. deficiencies:

several were excluded as the only.

3. During the voyage into port all emergency boats were available, and clear

a. the boats had no lights and no communication and organization.

b. no signal was blown at the scene.

c. vessel accompanying the tug were not checked.

d. no one was present to the tug.

e. no rescue was blown at the tug.

3. deficiencies:

page.

Boat #11 was at the scene and extinguished the fire after about 1 1/2 hrs.

1. The tug #11 was a standard class "A" tug in clear condition, 1-125-3-T.

REMARKS				
ABANDONSHIP DRIFT	SWITCHES/CLASH	AVE	UNSWITCHES/CLASH	0 - 01.0
FIRE DRIFT	SWITCHES/CLASH	30	SWITCHES/CLASH	05 - 14.0
EVALUATION	GRADE	PERCENTAGE	GOOD	12 - 81
			EXCELLENT	88 - 94.0
			OUTSTANDING	92 - 100
BOAT LAUNCHED	☐ BOAT		GRADE	PERCENTAGE
	☒ STABOARD		GRADING SCALE	
VE222 OBSERVATION2	BOON (1-54 1-30 1-323)		30 December 1962	
DVA			DVA OF DRIFT	
TO: Chief Observer			1 December 1962	

1500 12126 3290/13 (KFA 8-25)

PBE-24111111 FIRE AND ABANDON SHIRT EVALUATION

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