



*First Officer*

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

Ser P-3D/1767  
27 May 1968

From: Commander, Military Sea Transportation Service, Pacific  
To: Master, USNS GEN JOHN POPE (T-AP 110)


Subj: Fiscal Year 1968 Phase III Underway Damage Control Training;  
evaluation of

Ref: (a) COMSTSINST P3120.2C, Subj: Administrative and Operating  
Procedures for MSTs Ships, Article 2-7-19 to 2-7-22  
(b) COMSTSINST 3541.5B, MSTs Damage Control Manual

Encl: (1) Damage Control Phase III Report, Grade Summary  
(2) Damage Control Phase III Report, Comments on Performance  
(3) Damage Control Phase III Report, Recommendations

1. In accordance with references (a) and (b), Damage Control Training was conducted in the USNS POPE, 16-18 April 1968, in the San Francisco Bay area. Enclosures (1) and (2) contain the evaluation of that training. Enclosure (3) includes recommendations for improvement in the operational readiness of the ship. It is desired that these recommendations be utilized in planning Phase II training.

2. It is noted with pleasure that the USNS POPE has improved from an over-all grade of GOOD, mark percentage of 80.03 last year to an over-all grade of GOOD, mark percentage 86.08 for this evaluation.

  
T. F. SAUNDERS  
Acting

Copy to:  
COMSTS (2)  
USNS POPE (5)

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USNS POPE T-AP110

GRADE SUMMARY

<u>DRILL</u>	<u>SCORE</u>	<u>WEIGHT FACTOR</u>	<u>POINTS</u>
1. ABANDON SHIP	86	20	17.20
2. COLLISION	87	13	11.31
3. MAJOR FIRE	78	12	9.36
4. ZONE AREA FIRES	93	10	9.30
5. NBC DEFENSE	89	10	8.90
6. MAN OVERBOARD	80	8	6.40
7. HIGHLINE TRANSFER	88	6	5.28
8. ENGINEERING CASUALTIES	86	5	4.30
9. BRIDGE TEAM PERFORMANCE	80	5	4.00
10. PERSONNEL CASUALTIES	91	4	3.64
11. STEERING CASUALTIES	92	3	2.76
12. EMERGENCY MANEUVERING	91	3	2.73
13. TOWING AND SALVAGE	90	1	0.90
TOTAL			86.08
GRADE			GOOD

SHIP'S OFFICERS

MASTER	CAPT H. HEINZ
FIRST OFFICER	MR R. COLLINGE
CHIEF ENGR.	MR M. CHAMBERLAIN
FIRST ASST. ENGR.	MR E. PFEIL
CHIEF STEWARD	MR E. WILLIAMS

OBSERVER TEAM

CHIEF OBSERVER	LT J. S. HARDY
PORT CAPTAIN	MR R. C. QUICK
IRO (DCI)	MR H. G. ROBINSON
IRO (DCI)	MR I. A. KAUFMAN
MEDICAL	HML H. E. BASS

Enclosure (1)

## COMMENTS ON PERFORMANCE

### 1. ABANDON SHIP

- a. Frapping lines were not secured and tended as required.
- b. Not enough blankets provided in boats.
- c. Boat hooks not readied or properly used.
- d. All hands not seated when boats were in motion.
- e. Some confusion at boats 6, 7, 9 and 13.
- f. Steering oar and sea painter not utilized to clear side.
- g. Boats not stopped at witness marks; limit switches used as stops.

### 2. COLLISION

- a. Plotting at DCC not complete; poor use of ship's plans.
- b. No lifeboat designated or readied.
- c. Some prompting at the scene.
- d. Both repair parties were slow arriving at the scene.
- e. Repair I submersible pump did not work.
- f. Insufficient equipment provided at the scenes.

### 3. MAJOR FIRE

- a. Lack of coordination between DCC and other key stations.
- b. Too much noise and confusion on Bridge.
- c. Communications not effective.
- d. Hoses not run over the side.
- e. Investigation, initial action and closures at the Repair I fire were poor, but the same procedures were excellent at the Repair II fire.
- f. Firefighting by Repair I was very good, but Repair II was not well organized in this area.
- g. OBA procedures need improvement.

### 4. ZONE AREA FIRES

- a. Excellent drills; every zone was well patrolled and ready for action.
- b. Reporting procedures and knowledge of nearest equipment were the two most common problems.

### 5. NBC DEFENSE

- a. Excellent job on Bridge and at DCC.
- b. Not all possible closures were properly made.
- c. Best washdown system on the transports.
- d. Decon station not well organized or equipped; men not trained.
- e. Not enough gas masks, or DT 60's.

Enclosure (2)

## COMMENTS ON PERFORMANCE

### 6. MAN OVERBOARD

- a. Drill run three times; once at night; very good practice; only one drill scored; following comments are general for all drills:
  - (1) Boat motor not tested; trouble with running engine.
  - (2) Men standing in boat.
  - (3) Boat hooks not used.
  - (4) Slack in frapping lines.
  - (5) First aid not carried out.
  - (6) Lights missing on life jackets.
  - (7) Slow tossing ring buoy and smoke marker overboard.
  - (8) Witness not indicating side.
  - (9) Slow putting helm hard over and posting lookout.

### 7. HIGHLINE TRANSFER

- a. Outstanding job on bridge.
- b. Not all assigned personnel were wearing life jackets.
- c. Not enough hard hats for all required personnel.
- d. No red station lights; on order.
- e. No bolo provided.
- f. Need new jack boxes on phone and distance line.
- g. Tending lines for chair and litter are too small.
- h. No messenger for phone and distance line.

### 8. ENGINEERING CASUALTIES

- a. Not ready for initial action.
- b. Not using proper sequence of actions.
- c. Control and correction not always fully effective.

### 9. BRIDGE TEAM PERFORMANCE

- a. See comments under various drills referring to Bridge and DCC.

### 10. PERSONNEL CASUALTIES

- a. No major deficiencies were noted.
- b. Minor problems with reporting procedures, route to sick bay and location of nearest equipment.

COMMENTS ON PERFORMANCE

11. STEERING CASUALTIES

- a. No major deficiencies were noted.
- b. Slow establishing communications on all watch sections.
- c. Slow shifting to after steering station on 8-12 watch.
- d. No instructions posted for hand steering.

12. EMERGENCY MANEUVERING

- a. No major deficiencies were noted.

13. TOWING AND SALVAGE

- a. Tow wire needs maintenance. ✓ OK- 6.1.68 @

## RECOMMENDATIONS FOR IMPROVEMENT

### 1. TRAINING

- a. Review plotting methods and procedures for DCC personnel.
- b. Conduct a class for all phone talkers in sound powered phone procedures.
- c. Conduct a class in OBA handling.
- d. Organize and train Decon station personnel.
- e. Conduct classes in the importance and actual use of frapping lines, boat hooks, steering oars, and sea painters.
- f. Conduct classes for all crew members in man overboard procedures.
- g. Continue to emphasize engineering casualty exercises.

### 2. MATERIAL

- a. Ensure complete equipment in proper working order is brought to the scene of casualties.
- b. Order missing NBC gear.
- c. Place lights on all emergency boat crew life jackets.
- d. Replace, repair or order, as appropriate, needed highline gear.
- e. Post instructions for hand steering.
- f. Wire brush and preserve tow wire.

Enclosure (3)