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 DD841/S3-1
 Ser 1972P45

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25 November 1952

From: President, Board of Inspection and Survey
 To: Chief of Naval Operations
 Via: (1) Chief, Bureau of Ships
 (2) Chief, Bureau of Ordnance

Subj: U.S.S. NOA (DD-841); Material Inspection -
 report of

Encl: (1) Report of Material Inspection of the U.S.S.
 --NOA (DD-841) held 27 October 1952 at Norfolk,
 Virginia, by the Sub-Board of Inspection and
 Survey, Norfolk

1. Forwarded, approved.

R. W. BRUNER
 Acting

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COPY

REPORT OF MATERIAL INSPECTION

OF

U.S.S. NOA (DD-841)

HELD

27 OCTOBER 1952

BY

U.S. NAVY SUB-BOARD OF INSPECTION AND SURVEY

NORFOLK, VIRGINIA

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Material Inspection Report of the U.S.S. NOA (DD-841).

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Captain, USN
Senior Member

-S. N. OHLIN.....
Commander, USNR
Member and Recorder

-M. G. EVANS.....
Commander, USN
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-J. W. GRIMES.....
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U.S. NAVY SUB-BOARD OF INSPECTION AND SURVEY
 NAVAL BASE
 NORFOLK, VIRGINIA

DD841/S3
 Serial 2479
 29 October 1952

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From: Senior Member, U.S. Navy Sub-Board of Inspection and Survey,
 Norfolk, Virginia
 To: President, Board of Inspection and Survey
 Subj: U.S.S. NOA (DD-841); Report of Material Condition of
 Ref: (a) CNO ltr OPL45/AW DDR879/DD841/S3-1 Ser 1426P45 of 3 Sept 1952
 Encl: (1) Copy of reference (a)

I - LOG

1. Those Members of the U.S. Navy Sub-Board of Inspection and Survey, Norfolk, Virginia, whose signatures appear on the preceding page and who were designated by the Senior Member, conducted the Material Inspection of the U.S.S. NOA (DD-841) in compliance with reference (a).
2. The Sub-Board met on board that vessel at 8:30 a.m. on 27 October 1952. The vessel was moored to pier #21 at Convoy Escort Piers, U.S. Naval Base, Norfolk, Virginia.
3. The Sub-Board made a careful inspection of the U.S.S. NOA (DD-841) and was assisted by the Commanding Officer, Commander G. H. Rood, USN, the Heads of the Departments, and other officers attached to the vessel.

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29 October 1952II - FINDINGS

- First The Sub-Board finds the U.S.S. NOA (DD-841) fit for further service, and that the repairs and alterations herein recommended are not considered disproportionate to the value of the vessel for the service to which assigned. The vessel is a ~~unit of~~ Destroyer Force, U.S. Atlantic Fleet.
- Second The Sub-Board finds the Operations Installation, Equipment and Spaces to be, in general, in good condition with respect to cleanliness, maintenance and operating condition.
- Third The Sub-Board finds the Hull Structure, Hull Fittings, and ~~Hull~~ Auxiliaries to be, in general, in good condition as to cleanliness, in good condition as to preservation, and in unsatisfactory condition with respect to integrity of structure and mechanism.
- Fourth The Sub-Board finds the Machinery Installation, Equipment and Spaces to be, in general, in satisfactory condition.
- Fifth The Sub-Board finds the Electrical Installation, Equipment and Spaces to be, in general, in good condition.
- Sixth The Sub-Board finds the Electronics Installation, Equipment and Spaces to be, in general, in good condition.
- Seventh The Sub-Board finds the Damage Control Installation, Equipment and Facilities to be, in general, in good to excellent condition.
- Eighth The Sub-Board finds the Ordnance Installation, Equipment and Spaces to be in good condition with respect to cleanliness, preservation and operating condition.
- Ninth The Sub-Board finds the Medical Installation, Equipment and Spaces to be, in general, in good condition.
- Tenth The Sub-Board finds the Supply Installation, Equipment and Spaces to be, in general, in good condition.

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Eleventh

In the opinion of the Sub-Board, no special credit or discredit attaches to the present Commanding Officer, or to any other officer now attached to the vessel, in connection with the condition and efficiency of this vessel.

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1. The U.S.S. NOA (DD-841) is 390' 6" overall, 40' 10-5/8" beam, 2250 ton standard displacement, twin screw, 60,000 S.H.P., geared turbine driven Destroyer, constructed by Bath Iron Works, Bath, Maine, and commissioned 2 November 1945.
2. (a) This vessel has operated in the Atlantic, Pacific, Caribbean and Mediterranean areas since commissioning.
(b) The last major overhaul period was from 20 November 1950 to 20 February 1951 at Philadelphia Naval Shipyard, Philadelphia, Pennsylvania. The vessel was undergoing overhaul at the time of inspection alongside the U.S.S. SIERRA (AD-18). The prospective date of next regular overhaul is 7 January 1952 at Norfolk Naval Shipyard, Portsmouth, Virginia. The vessel was last drydocked 28 February - 1 March 1951 at Boston Naval Shipyard, Boston, Massachusetts. The vessel has been underway 222 days since last regular overhaul period. The ship has sustained no major damage or derangement since commissioning.
3. The last inspection by a Board of Inspection and Survey was 22 July 1948. This vessels preparation and cooperation in this inspection was good.
4. The U.S.S. NOA (DD-841) is an active unit of Destroyer Force, U.S. Atlantic Fleet.
5. At this inspection the vessel was considered to be in good condition as to preservation and unsatisfactory in integrity. The general condition of cleanliness was good.
6. The U.S.S. NOA (DD-841) is considered to be in satisfactory condition of material readiness for war.

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29 October 1952IV - OPERATIONS --- EQUIPMENT, INSTALLATIONS AND SPACESA. OPERATIONS GENERAL (Including Navigation)

1. The general condition of compartments, instruments and equipment was good. Spaces assigned were adequate and standard for the type. Cleanliness was good.

2. Navigation, engine and steering control equipment was standard for the type. Navigational lights were properly installed. Arrangements and equipment were adequate and equipment appeared in good condition. Visibility from the bridge was good.

3. The magnetic compasses appeared in good condition. They were last compensated 12 January 1952 with "DG" both on and off. The face plate for the compass at secondary conn was missing (item 44c).

4. The allowance of charts was on board or requisition. The last Notice to Mariners posted was #36-52. The rates of the "A" and "B" chronometer were undetermined as they were new chronometers. The rate of the "C" chronometer was satisfactory.

5. The DRA equipment is located where the reading of the instrument is difficult. It is recommended that the DRA equipment be relocated (item 43c).

6. The records were up-to-date and suitably kept.

7. ShipAlt DD727 (Bearing Repeater on Open Bridge) should be accomplished (item 18e).

B. COMMUNICATIONS

1. The general condition of the radio, signalling and coding equipment was good and standard for the type.

2. The assigned radio spaces and equipment were considered adequate for the type. Destruction bills, gear and weighted bags were provided where required except for Emergency Radio. Ship's force should provide these for Emergency Radio. The coding room door was not secure; in that the door could be removed from the track; in that the lock face plate could be removed. It is recommended that ShipAlt DD697 (Modify Coding Room Door) be accomplished (item 69c). The last inventory of classified matter was 30 September 1952.

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3. Visual signalling equipment was adequate and standard for the type. This equipment appeared in satisfactory condition. Nancy equipment was installed. This equipment was inoperative (item 7er). Multi-purpose kit was available. There was only one on board and the vessel rates three. The ship's force should requisition the missing kits.

4. The following ShipAlts have not been completed:

- ShipAlt DD714 - Rearrange Emergency Radio Room (item 16er)
- ShipAlt DD788 - Additional UHF and Teletype Equipment (item 19er)
- ShipAlt DD842 - Reduction of Electronic Interference (item 20er)
- ShipAlt DD882 - Install TT69/UG pr TT70/UG Teletypewriter (item 25er)

Completion of the above ShipAlts will bring this vessel up to standard with other vessels of its type.

C. C.I.C.

1. The C.I.C. was standard for the type as to space, equipment and arrangement. Lighting and ventilation were adequate. Facilities for obtaining, displaying and dissemination of operational information are adequate. Equipment was reported as operating well.

2. The following ShipAlts have not been completed:

- ShipAlt DD780 - Model VK Series Radar Repeater (item 18er)
- ShipAlt DD847 - Installation of AN/UPX-1 Equipment (item 21er)
- ShipAlt DD871 - C.I.C. Rearrangement (item 23er)

D. A.S.W.

1. QHBa equipment and attack plotter MK 1-2 were installed. This equipment was having Field Changes accomplished on it. Operation was reported as good.

2. The following ShipAlts have not been accomplished:

- ShipAlt DD766 - Remote Audible Indication of QHBa Sonar Equipment (item 17er)
- ShipAlt DD869 - Install Sonar Set (AN/UQC-1)(Underwater Telephone (item 22er)
- ShipAlt DD889 - Install Scanning Sonar Bearing Indicator (item 26er).

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29 October 1952V - HULL STRUCTURE, FITTINGS AND AUXILIARIES

- I. 1. General
- General Comment — a. The hull structure, hull fittings and hull auxiliaries were found to be, in general, in good condition as to cleanliness, in good condition as to preservation and in unsatisfactory condition with respect to integrity of structure and mechanism.
- Hull Maintenance Records — b. The hull maintenance records were good as to completeness. The hull C.S.M.P. was good as to card arrangement. The entries on the history cards dated back to 1949 and appeared to be up-to-date.
- Records for outstanding alterations and repairs were up-to-date. The Type Commander's A&I program was on board.
- The schedule for watertight integrity tests and inspections was on board. A schedule of tests and inspections was established to conform with BuShips Manual, Chapter 6, Section 6-18.
- Record of weekly test of safety devices was maintained by the hull department.
- The Booklet of General Plans, corrected March 1952, was on board. BuShips index of blueprints was on board. It was estimated that 90% of the prints were on board.
- The hull allowance list was up-to-date. The last inventory of Title "B" equipage and repair parts was conducted in June 1952. An estimated 90% of Title "B" equipage and repair parts was on board. The custody cards were in order and signed. A shortage list was maintained.
- The posting of safety precautions and operating instructions with the deck machinery was complete.
- Stability and buoyancy data is contained in Section IX.

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29 October 19522. Shell Plating, Framing, Inner BottomOutside
Shell Above
Waterline

a. The outside shell plating above the waterline was good as to integrity and preservation. Shell plating was slightly buckled at frame 50, port and starboard, and frame 110, portside. No structural defects were noted. Several minor dents were noted and the propeller guards were slightly dented. The rubber scupper extensions were generally in need of repair (item 8c).

Outside
Shell Below
Waterline

b. The vessel was afloat at the time of inspection. The last drydocking for routine purposes was at the Philadelphia Naval Shipyard between 29 November and 15 December 1950. The entire bottom was wet sandblasted. A 1.28% strength of diammonium phosphate and a .32% of strength of sodium phosphate was used in the sandblast and the two washes. Three undercoats of formula 14 and one coat of antifouling, formula 15HP, were sprayed on the bottom. Four coats of formula 145 were brushed on the boottop area. 100% of the zincs were renewed. No major hull repairs were accomplished.

Inside
Shell and
Framing

c. The inside shell and framing, not in tanks, voids and cofferdams, was generally good as to integrity of structure, except for the cracks that developed in the shell plating in compartments C-308-A and C-311-V during recent depth charge structural test.

The shell plating and framing was slightly buckled at frame 50, port and starboard and frame 110, portside. Other minor dents were noted on both sides. Repairs are not recommended.

There was considerable water in compartment C-308-A. This water was entering the space through a crack in the port shell plating, which developed during the depth charge structural test. Repair is scheduled for accomplishment by Tender personnel at this time. Rust and scale was undermining the preservative on the lower shell plating and framing. It is recommended that the space be cleaned and preserved (item 50c).

There was about 2" of water noted in the bottom of A-503-A. The water was removed, but the source of entry could not be located. The preservative on the lower shell plating and

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The O2 deck level was barely satisfactory as to preservation and good as to integrity. Considerable rust was noted on deck area under bridge gratings and on the interiors of the foundations for the port and starboard torpedo directors. Cleaning and preserving of these areas is recommended (item 35c).

Non-
 Weather

b. Interior decks were good as to preservation and integrity. The interior decks, generally, were painted although abrasive cloth cleats were installed in some of the crew's living compartments.

Deck
 Coverings

c. Neoprene-terrazzo was installed in the crew's washrooms and under the steam kettles in the galley. The neoprene-terrazzo installed in the crew's washroom, A-204-1L, was worn through at one spot because of a buckle in the deck plating. This area was undermined with rust and it appeared as if the deck plating was rusted through. Repairs have been requested and are recommended (item 2c). The neoprene-terrazzo installed in the crew's water closet space, C-104-L, was worn through and undermined with moisture. Repairs have been requested and are recommended (item 11c). Hubbellite was installed in the sick bay and the galley. There was no hubbellite installed under the galley ranges, causing water to collect in this area. It is recommended that the deck area under the galley ranges be made flush with the remainder of the galley deck area to facilitate proper drainage (item 36c). Rubber matting was installed in the way of electrical switchboards and electronic equipment. Rugs were installed in the wardroom. All deck coverings, other than noted, were in good material condition.

4. Bulkheads

Structural

a. The structural bulkheads were good as to preservation. Integrity was unsatisfactory. The ship reported that the allowed drop in air testing of several compartments could not be maintained. It was noted that electrical cable stuffing tubes were loose throughout the ship. It is recommended that compartments be tested as outlined in BuShips Manual, Chapter 29, Section II (item 55c). A work item was submitted for the shipyard to assist ship's force in air testing of compartments (item 28c).

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- Non-Structural
- b. The non-structural bulkheads were generally in good condition.
5. Tanks, Voids and Cofferdams
- a. Peak tank, A-501-W was good as to integrity of structure and preservation. The tank was dry and painted white. Peak tank, A-1-W, was full of miscellaneous hull equipment and could not be inspected.
- b. Fresh water tanks, B-7-W, B-8-W and feed water tank, B-14-W, were open for inspection. Integrity of structure was good. Preservation was satisfactory. Surface rust was noted along the framing and shell plating. A work item was submitted to clean and paint with zinc dust all feed and fresh water tanks (item 29c).
- c. The fuel tanks were reported good as to integrity of structure. None were open for inspection. A work item was submitted to clean fuel tanks, C-7-F and C-8-F (item 30c). A work item was submitted to straighten the fuel oil trunk, frame 60, starboard side (item 31c).
- d. Voids, C-311-V and C-312-V, were open for inspection. C-311-V was unsatisfactory as to integrity of structure. The tender personnel had just completed box welding an 8" crack at frame 196, starboard side. Two hairline cracks "u" shaped were noted on the bottom shell plating at frame 199. One on the portside and one on the starboard side. Very slight leakage was noted through these. It is recommended that these cracks be repaired (item 56c).
- The state of preservation of C-311-V and C-312-V was generally satisfactory. The voids were unpainted, except for the welded seams, which was preserved with zinc chromate. Many areas of the galvanized surfaces were affected with rust and scale. It is recommended that voids, C-311-V and C-312-V, be cleaned and preserved (item 57c).

The starboard rudder weldment was open for inspection. The integrity of structure and preservation was unsatisfactory. Considerable water was noted in the bottom and heavy rust and

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scale had affected the surfaces (item 53c).

The port rudder weldment was reported to be full of water. It was reported that about 18" of concrete was placed in the bottom of the weldment to stop leaks. A work item was submitted to remove the concrete, repair leaks, clean and preserve (item 32c).

Desicans were not used. It is recommended that ship's force install silica-gel or suitable desicans in voids as required by BuShips Manual, Chapter 38, Section 38-122.

6. Miscellaneous Structure

Foundations

a. The foundations were generally well preserved and structurally sound. The foundation of the after emergency fire pump was unsatisfactory as to preservation. The underside was covered with heavy rust and scale (item 59c). Surface rust was undermining the preservative on some of the auxiliary unit foundations through the main machinery spaces. A general cleaning and preserving of these foundations is required.

Deck

Erections

b. The deck erections, including the deck house sides, were good as to integrity and preservation, except for the corrosion which was taking place at the butt joints and lap joints of the aluminum deck and bulkhead plating of the after main deck house. This has been noted to be prevalent among this class vessel and in the opinion of the Sub-Board it is because of the deterioration of the caulking compound and the gaskets between two dissimilar metals. It has been requested and recommended by the Sub-Board that these affected areas be investigated by shipyard representative and necessary repairs accomplished (item 12c).

7. Hull Auxiliaries

Rudders

a. The vessel was waterborne at the time of inspection. Operation of the rudders was reported as good. As viewed from the interior of the vessel, the rudder posts were in a good state of preservation. The deck flange around the rudder posts required cleaning and preservation (item 60c). The vessel was last drydocked during the period 29 November - 15 December 1950. The rudder post diameters and bearing

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clearances were taken and recorded on the docking report. Both the port and starboard rudders were removed during the last docking and rebuilt, tested and reinstalled.

i.
Steering
Gear

b. The electro-hydraulic steering gear was in a good state of preservation. The ram was slightly scored, but bright. The equipment was reported to be in good operating condition. A work item was submitted to test the steering gear (item 33c). It appeared that the oil leakage from the oil line flanges and joints was excessive.

Anchor
Windlass
and
Ground
Tackle

c. The electro-hydraulic anchor windlass was in good operating condition and was in a good state of preservation. The brake drums were bright and the brake bands appeared in good condition. Lubrication appeared to be adequate. The 1 1/4" die-locked anchor chain had surface rust. Cleaning and painting of the chain has been requested and is recommended (item 13c). Standard connecting links were used and an unshackling kit was on board. The two 4,000# bower anchors were in good condition.

Deck Winches,
Capstans,
Cranes

d. The electrically operated boat winch was generally in a good state of preservation. Operation was reported as good. The upper flange collars had recently been cleaned and packed with grease. The heel fittings were covered with rust and scale. It appeared that water was entering the heel fitting casings around the inspection plate gasket. It is recommended that the heel fittings be cleaned and preserved and the inspection plate gaskets renewed (item 62c). Boat davits were last tested 2-6-51. Test data plates were installed. It is recommended that the davits be tested (item 63c).

The topside handling crane was in a good state of preservation. Operation was reported as good, except for the chain fall. Some of the working parts and gears were worn and several of the parts were warped. It is recommended that the chain fall be surveyed (item 64c).

8. Miscellaneous Hull Fittings and Equipment

Sea
Chests

a. As viewed from the interior of the vessel, the sea chests were good as to integrity of structure. No defects were noted or reported. Preservation was generally good. Some of the valve stems, packing glands, bolt heads and nuts

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required cleaning and preservation.

 Access
 Closures

b. The watertight doors, hatches and scuttles were generally good as to operation and fit. The bushings on the quick acting doors were worn (item 14c). The quick acting watertight doors 1-43-1 and 1-43-2 were out of alignment (item 15c). Gaskets were generally in good condition and knife edges were bright.

 Piping
 Systems

c. The firemain and flushing systems were of copper-nickel tubing with composition valves. The section of the firemain inspected in compartment C-205-LM was in excellent condition. The cut-out valve was tight, the tubing was in good material condition and free of marine growth. No maintenance difficulties were reported.

A section of the sanitary drainage system in compartment C-203-L was opened for inspection. The piping was of galvanized steel and was in good condition.

The fresh water system (cold and hot) was reported in good condition. Hot water heating was reported as adequate. Standard drinking water coolers were installed, but Freon suction lines were not lagged in accordance with BuShips Bulletin of Information #29 of 1 January 1948 (item 37c).

 Ventilation,
 Heating,
 Insulation

d. The ventilation system appeared good as to integrity and unsatisfactory as to cleanliness. Clean-out access plates appeared adequate, but there was no vacuum cleaner on board for cleaning the ventilation system. It is recommended by the Sub-Board that a vacuum cleaner be procured in accordance with General Amendment #400 (item 38c) and that the ventilation system be inspected and cleaned in accordance with BuShips Manual, Chapter 38, Articles 38-107 and 109 (item 39c). The two bucket type ventilators on the fantail were corroded on the interiors. Repairs have been requested (item 16c). The bulkhead closure stop for the exhaust vent from C-205-LM was frozen in place. Repairs are recommended (item 4c).

Heating and temperature control was reported as inadequate. It was noted during the inspection that thermostats were not set properly and that heater units were dirty. It is recommended that thermostats be checked for proper operation and that heater units be cleaned in accordance with BuShips

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Manual, Chapter 38, Article 38-109.

Insulation was of fiber glass and vermiculite. The fiber glass insulation was generally in good condition. Repairs were being accomplished with Brattice cloth. The insulation in C-301-A was punctured in numerous spots and required attention (item 40c). Fiber glass insulation was installed in the overhead of the galley exhaust vent. It is recommended that this insulation be removed to facilitate cleaning of vent duct (item 41c).

 Chemical
 Fire
 Extinguishing

e. The paint and inflammable liquids storeroom, A-401-A, the forward diesel generator room, A-307-E, and the after diesel generator room, C-202-E, had fixed CO2 fire extinguishing systems installed for their protection. The CO2 cylinders were pressure tested in 1949 and semi-annual weighing of the cylinders was being accomplished. Interlocking pressure switches were installed with the ventilation systems for the protected compartments. The pressure switches for A-401-A and C-202-E were inoperative at the time of inspection (item 5c). The pull releases appeared in good condition.

Portable 15# CO2 fire extinguishers were adequate. Weighing was being conducted monthly, but all lead wire seals were not intact. Inspection of portable extinguishers in accordance with BuShips Manual, Chapter 93, Article 93-124 is recommended.

There were two portable duplex pressure proportioners on board. Proportioners were in good condition, except for missing timers (item 6c).

 Access
 Ladders

f. Inclined ladders were of galvanized steel stringers with CRS treads. Ladders, generally, were in good material condition, except for the ladder in hatch 1-68. The treads were worn and had been built up by welding. This ladder gets excessive wear from the mess cooks and its present condition is hazardous for the carrying of hot foods. It is recommended that these be replaced (item 7c). Vertical ladders were of formed galvanized steel stringers and treads and were in good condition.

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- Mast and Spars
- g. The aluminum tripod mast was excellent as to preservation and integrity.
- Boats, Life Floats, Floater Nets, Life Jackets
- h. There was one 26 foot motor whale boat on board. The boat was reported to be in good operating condition and only required minor repairs to rubbing strakes and coamings (item 17c). Routine testing of lifting pads has been requested (item 18c).
- There was one Mark I OC2 inflated abandon ship boat on board. This boat was stowed in a U shaped wire mesh basket on the starboard wing on the bridge. It was reported that this boat leaks and repairs have been requested (item 3c).
- There were six 25-man life floats installed with hydrostatic releases. The floats appeared in good condition. The hydrostatic releases were in good condition. Floatation and drop tests have been requested (item 19c).
- There were five floater nets on board and were stowed in U shaped wire mesh baskets. Routine tests have been requested for the forthcoming availability (item 20c).
- A full allowance of life jackets was reported as being on board. The jackets inspected were in good condition. Sample tests of life jackets has been requested (item 21c).
- Miscellaneous Deck Fittings
- i. Chocks, bitts and other mooring fittings were well preserved and appeared in good structural condition. Life lines were of phosphor-bronze wire and were in good condition. Ten lifeline stanchions were bent or corroded and required repairs (item 22c).
- Labelling
- j. Labelling was generally complete. Some label plates were corroded and required replacement in accordance with DesLant Class Item DD3 (Replacement of Compartment Access and Miscellaneous Hull Labels) (item 86c). "No Smoking" signs were not prominent in the vicinity of the inflammable liquids locker, topside paint mixing station and battery charging room (item 42c).

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- Miscellaneous
 Weight
 Handling
 Fittings
- k. The portable radial davits were well preserved. Load test label plates were installed. One 650# davit was bent and re-pairs have been requested (item 23c).
- Replenishment
 At-Sea Gear
- l. All replenishment-at-sea fittings were installed and full allowance of gear was reported as being on board and in good condition. Load test label plates were posted.
9. Arrangement of Living Spaces, Equipment and Hull Office
- Living
 Spaces
- a. The space normally available for the crew actually exists, except for the peacoat locker, C-207-A, which was removed to enlarge the shipfitters and carpenter shop, C-207-AEL. This was considered an encroachment on the crew's living spaces since peacoats were stowed on jackstays in various compartments, causing poor housekeeping conditions. Aluminum bunk frames with canvas bottoms were installed for the crew. Aluminum lockers and steel transom lockers were installed for the crew. Deslaint Class Item DD29 (Install Hinges on Transom Lockers in Lieu of Present Clips or Brackets) has not been accomplished (item 93c). The cleanliness of the living compartments was good.
- Washroom
 Spaces
- b. CRS lavatories, urinals and trough type water closets were installed in the crew's washrooms and water closet spaces. Porcelain water closet bowls were installed in the officer's and CPO's spaces. The cleanliness of these spaces was good.
- Recreation
 Space
- c. The crew's messing compartment was used for recreation purposes. No athletic gear locker was provided. It is recommended that ShipAlt DD712 (Install Athletic Gear Locker) be accomplished (item 71c).
- Hull Office
- d. There was no hull office provided.
10. Damage Control
- Damage
 Control
 Equipment
- a. The damage control equipment was stowed in three repair lockers. The repair lockers were small and the equipment required to be in the lockers could not be neatly stowed. It is recommended that large items, such as submersible pumps, portable CO2 fire extinguishers and emergency cutting equipment, be bulkheaded in the immediate vicinity of the repair lockers. The equipment appeared in excellent condition.

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Watertight
 Integrity

b. The watertight integrity was considered unsatisfactory because of the condition of the structural bulkheads (see paragraph 4a) and the condition of the cofferdams and voids (see paragraph 5d).

1.

Fire
 Fighting
 Facilities

c. The fire fighting facilities were considered adequate. The fire hose appeared in good condition. There were two P-500 emergency fire pumps and two P-60 handy billies on board. The pumps were in good operating condition. The use of the top-side paint station, without adequate CO2 fire extinguishing protection, was considered a fire hazard. The accomplishment of ShipAlt DD713 (Install Topside Paint Station) is recommended to alleviate this condition (item 72c).

Facilities
 For
 Improving
 List and
 Trim

d. Standard facilities for improving list and trim after damage are available. These included unwatering compartments using the drainage system, portable or installed submersible pumps, I.C.E. emergency pumps, shifting or pumping overboard fuel or water or jettisoning topside weights.

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VI - MACHINERY INSTALLATION

General

1. The machinery installation, equipment and spaces were found to be, in general, in a satisfactory condition.

The file of blueprints and instruction books appeared to be complete. The bell sheets were being kept in a satisfactory manner. The engineering log was being properly maintained, except the entry concerning the results of weekly tests and inspection of safety devices had not recently been entered. The machinery history and C.S.M.P. was maintained in a good manner. The revised machinery index was on board. Safety precautions and operating instructions appeared to be adequately posted, except the warning sign to wear goggles was not posted near the emery wheel (item 80s). The inventory of spares conducted in March 1952 indicated that 90% of the allowed were on board. Missing items have been requisitioned. The ship was commissioned in November 1945. The last full power trial was completed in September 1951. It was reported that the full power trial requirements were easily met. The last regular navy yard overhaul was completed in February 1951. The next regular navy yard overhaul is scheduled to commence in January 1953.

The equipment disassembled for this inspection is listed in the various paragraphs of this section.

 Main
 Engines

2. The main engine installation consists of two sets of General Electric turbines, each set comprising a geared cruising turbine, a high pressure turbine and a low pressure turbine, transmitting power through a double reduction gear. A total shaft horsepower of 60,000 is developed on both shafts with 525 pounds pressure and 825 degrees F. steam temperature. The turbine blading and interior of the casings as viewed through the inspection ports was good. It was noted that the outer edge of the forward end of the L.F. turbine blading on both main engines was rough. The rough condition extended approximately three inches from the outer edge. The internal bolts were tight. The bearings on the starboard cruising H.P. and L.F. turbine were lifted for this inspection. It was noted that all bearings and journals were slightly scored and that a horizontal pitted condition, closely resembling a crack (approximately three-thousands of an inch deep, one-eighth inch at widest point and four inches long) existed on the forward end of the H.P. and after end of the L.F. turbine journals on the starboard engine.

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The pitted condition was noted upon disassembly of the starboard engine for this inspection. On 21 October 1952, the pitted area on the journal of the forward end of the H.F. turbine was magna-fluxed and inspected by the Portsmouth Naval Shipyard and, as a result of such inspection, it was reported that no cracks were evident and that continued operation would not aggravate this condition. The Portsmouth Naval Shipyard further recommended that only a slight stoning was necessary to remove the scored condition on the journals (item 4s). The bridge gauge reading taken on the H.F. turbine, #1 main engine, indicated no appreciable drop. The bridge gauge reading could not be taken on the L.F. turbine journal due to improper fitting of the bridge gauge for this turbine. There is evidence that this gauge has been damaged and is inaccurate. It is recommended that the navy yard investigate to determine the accuracy of the gauge (item 8ls). It was noted that the outboard nozzle on the H.F. turbine, #2 main engine was excessive (item 16s). The ship reported that the nozzle valves leaked at the packing gland (item 15s).

The ship reported that the main engines operate satisfactorily and that all bearing temperatures are normal at all speeds. The general condition of the main engines is satisfactory.

Reduction Gears

3. Two sets of General Electric double reduction gears are installed to transmit power to the shafts. One set is on each shaft. Each cruising turbine is connected to the high pressure turbine through a Falk single reduction gear. All gears are of the double helical type. The starboard gear was inspected through the inspection ports and the port gear was inspected by lifting the housing. The starboard gear appeared to be in good condition. All gears appeared to mesh uniformly. There was no fitting noted. The port gear was in a similar condition, except that approximately three-fourths of an inch of a gear tooth on the forward end of the intermediate L.F. gear was broken off. The appearance of this tooth indicated that it had been broken for a considerable length of time. The Portsmouth Naval Shipyard inspected and magna fluxed this tooth on 20 October 1952 and reported that no further damage would be caused by continued operation of this unit. The Shipyard advised that the stoning of the damaged tooth be the only repairs necessary at this time (item 3s). The ship reported that both gears have been operating satisfactory. A work item was submitted for routine inspection of thrust bearings (item 7s).

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Lubrication 4. In general, the lubrication systems were in good condition. Navy 219OT is used in the main engine systems. It was reported that there has been no evidence of acid, water or sludge. The strainers were clean and in good condition. The samples submitted for this inspection were in good condition. The ship reported that the lube oil purifiers are operated for 12 hours daily while underway. The last lube oil analysis, submitted 24 October 1952, indicated that the lube oil now on board is in good condition. Work items were submitted to cover testing of #2 main lube oil cooler and conduct routine overhaul of #2 lube oil purifier (items 8s and 9s).

Shafting and Propeller 5. The vessel was waterborne and only the internal sections of the shafting were inspected. The internal sections were well preserved and in good condition. The #1 spring bearing cap on the starboard shaft was removed for inspection. The bearing and journal was in good condition. Lead readings indicated that the clearances were within the allowed tolerance.

The ship was last drydocked 28 February 1951.

It was reported that vibration in the starboard shaft had been noticed at various speeds. In August 1952, a diver's investigation of the propellers revealed that each blade in the starboard propeller had been damaged. The first blade has three nicks approximately one and one-half inch deep. The second blade has thirty-six inches of the leading edge rolled over to a depth of four and one-half inches. The third blade has eight and one-half inches of its leading edge rolled to a depth of one and one-half inches. The fourth blade has six inches of its leading edge rolled over to a depth of one and one-half inches. A work item was submitted to cover repairs to the damaged propeller (item 1s). The port propeller was reported to be in good condition.

Condensers 6. The main condenser installation consists of two Worthington, horizontal single pass condensers, each containing 6404 tubes to provide 11,000 square feet of cooling surface. The auxiliary condensers consist of two Worthington horizontal, two pass units. Tubes, tube sheets and heads are of copper nickel composition. There were no plugged tubes.

The interior of the main condensers were inspected through the low pressure turbine inspection ports. The interior was clean and only minor surface rusting was noted. The watersides of #2 main condenser

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were inspected and appeared to be in good condition, except considerable marine growth was noted (item 82s). There were numerous plastic inserts broken in both main and auxiliary condensers. The watersides of the auxiliary condenser were in good condition.

Pumps 7. The following pumps were opened for this inspection. The condition of the pumps is as noted:

- #1 main feed pump - Unsatisfactory. Journal scored, blading bent and nozzles are worn excessively (item 2s).
- #1 auxiliary feed booster pump - Satisfactory.
- #4 main feed booster pump - Satisfactory.
- #4 lube oil pump - Good.
- #3 main condensate - Good.
- #2 fire and flushing pump - Satisfactory.
- #2 emergency feed pump - Unsatisfactory. Valve gear worn excessively (item 10s).
- #3 fire and bilge pump - Satisfactory.
- #1 fuel oil service pump - Satisfactory.
- #1 fuel oil transfer pump - Good.

All other pumps were reported to be in satisfactory operating condition. Work items were submitted to cover routine overhaul of the various pumps (items 11 through 26s).

Piping,
 Valves
 and
 Fittings

8. The general condition of the piping, valves and fittings was considered satisfactory. The marking appeared to be essentially complete. Steam blowout line to #1 fire and flushing pump was broken off (item 27s). A number of work items were submitted to cover minor repairs to the piping systems, routine overhaul of valves and tests on the various systems (items 28s through 64s).

Air
 Compressors

9. One high pressure, Worthington, four-stage air compressor and one low pressure, Worthington, two-stage air compressor are installed. The low pressure air compressor was disassembled for this inspection. Measurements of the various parts indicated that this equipment was in good condition. Work items were submitted to cover routine tests and inspections of the air systems (items 65s and 66s).

Boilers

10. The boiler installation consists of four Babcock-Wilcox, three drum, divided furnace, single uptake, air encased, superheat control boilers designed to operate with 615 PSI drum pressure and a total

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steam outlet temperature of 850° F. #2 and #3 boilers were open for inspection and cleaning. The general condition of the boilers was satisfactory.

The watersides were in good condition, some scattered, minor pitting in evidence. The outlet sides of the superheater tubes in #3 boiler were pitted internally; however, these pits did not appear excessive in depth.

The waterwall stud tubes were exposed in both boiler furnaces. The floor and rear wall of #2 boiler saturated side was heavily slagged and deep penetration was noted at the brick joints. The plastic refractory fronts were cracked. The superheater furnaces appeared to be in satisfactory condition. A work item was submitted to inspect and repair all boiler furnaces during the forthcoming shipyard availability (item 67s). The tubes were, generally, in good condition. There was considerable build-up of slag and soot in the generating tube banks at the front and rear sections of the water drums of both boilers. A work item was submitted to waterwash the tubes, superheaters and economizers (item 68). It is recommended that Shipalt DD824, which authorizes modification of the inner casing panels at the front and rear of the water drum to facilitate inspection and cleaning, be accomplished as soon as practicable (item 97s).

The inner casings were in satisfactory condition, but the sliding feet were rusty (item 83s).

- Uptakes and Smokepipes 11. The uptakes and smokepipes were in satisfactory condition, except the uptake spaces required cleaning (item 84s). A section of metal plating in #2 stack outer casing was rusted through (item 72s).
- Blower, Forced Draft 12. Eight Westinghouse, turbine driven, horizontal, propeller type blowers are installed, two for each boiler. #1 and #7 units were opened for inspection. The bearings, journals, turbine wheels and other component parts were in good condition. A work item was submitted for routine inspection and overhaul of the remaining units (item 73s).

- Fuel Apparatus 13. The fuel apparatus was in good condition. Some carbon and residue was noted in #2 fuel oil heater (item 74s).

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- Boiler
 Feed
 Water
 Equipment
14. The feed water equipment, generally, was in good condition. Boiler feed water was being treated and tested as prescribed. There was no record of an oxygen test, and it is recommended that feed water be tested periodically for oxygen content (item 85s).
- Distilling
 Apparatus
15. Two Griscom-Russell, double effect, low pressure, sole shell distilling units are installed, one 12,000 G.P.D. unit and one 4,000 G.P.D. unit.
- The tube nest headers, baffles and vapor feed heater of the larger unit were covered with heavy scale deposits (item 75s). The associated pumps of the small unit were in good condition, except the brine pump shaft was badly pitted and corroded (item 86s).
- Refrigeration
 Plant
16. Two Carrier Corp., 2 cylinder, 2 ton Freon-12 compressors are installed. The preservation and cleanliness was good. #1 unit was disassembled for inspection and found in good condition, except the discharge valves, which were worn and leaked (item 76s). A work item was submitted to inspect and overhaul #2 unit (item 77s).
- Instruments,
 Mechanical
 Measuring
17. These were, generally, in serviceable condition. The vacuum gauges required calibration (item 87s).
- Repair
 Equipment
18. The repair equipment was in good condition and properly stowed. The allowance of lifting and jacking equipment was reported complete.
- Steam
 Smothering
 Apparatus
19. Fire room bilge and boiler casing steam smothering systems are installed and were in satisfactory condition. Warning plates were not installed at the fire room bilge system remote control valves (item 88s).
- Ship's
 Service
 Generator
 Turbines
20. (a) Two Westinghouse, 6 stage, impulse turbines designed to operate at 525 PSI and 8250 F. are installed as prime movers for the ship's service generators. #1 unit was opened for inspection. The 2nd, 3d and 4th stage diaphragms were steam cut at the joints between the upper and lower halves (item 78s). The turbine rotor and nozzle blocks appeared to be in good condition. The turbine bearing and the thrust bearing clearances were within allowable limits. A dent, approximately 3/8" in diameter and 1/32" in depth, was noted in the a-c generator bearing journal. Apparently something had been dropped on the journal in the past. The journal was lightly stoned. The dent had caused the bearing to groove circumferentially, however, adequate bearing surface remained and there was

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no indication of wear. It was recommended that the bearing not be replaced.

The thrust bearing of the #2 unit had worn .010" since installation and it was replaced.

The casings of #1 and #2 units were last lifted in 1948. In view of the conditions found in #1 generator turbine, it is recommended that the casing of #2 unit be lifted for inspection (item 89s).

The reduction gears of both units were inspected and no major defects noted.

Emergency
 Generators,
 Diesel
 Engine

(b) Two General Motors, 3-268A, diesel engines are installed as prime movers for two 100 KW emergency generators. Neither unit was disassembled, but the crankcases were clean and no evidence of blowby was noted. The total operating hours were: #1 - 146, #2 - 181.

Boat
 Engine,
 Diesel

(c) The Buda, DA, diesel engine, which powers the ship's boat, was satisfactory as to preservation and cleanliness and was reported to be in good operating condition.

Repair
 Shops

21. A combination electrical and machine shop is installed. The machine tool accessories and other equipment was well stowed and preserved. A work item was submitted to overhaul and align the lathe (item 79s). The combined carpenter and shipfitter shop was satisfactory as to preservation, cleanliness and stowage. Some hand tools were rusty and not neatly stowed, and the anvil located on the weather deck was heavily rusted and corroded (item 90s). Safety precautions were not prominently posted at grinding equipment (item 80s).

Machinery
 Spaces

22. The machinery spaces and equipment were satisfactory to good as to preservation and cleanliness, but some of the painting was not in accordance with existing instructions (item 91s).

Damage
 Control

23. Damage control as related to machinery installation is good. Complete split plant operation is provided for and the flexibility of the various systems is considered adequate. Charts depicting the various piping systems and valves were not posted in the engine rooms (item 92s).

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Engineer and Damage Control Office 24. The engineer and damage control office was satisfactory as to size, preservation and cleanliness.

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General

1. The material and cleanliness condition of the electrical installation and equipment was considered good. The operating condition was reported good. Continued readiness for service was considered good.

Records,
Electrical
Department

2. The engineer's log was properly maintained except for the entry required weekly in regard to weekly inspection of safety devices (Refer to BuShip's Manual, Chapter 6-19). The history record was complete in regard to required cards but the information should be transferred to NAVSHIPS 527A (electrical history) cards. History entries therein were considered adequate. The C.S.M.P. was complete and up-to-date. Megger cards were properly filed and up-to-date. An adequate ground and megger test record was maintained and no abnormal low megger readings were noted, except IJP tie switch work books, operating records and storage battery folder, repair records were properly maintained. The last overall inventory of spare parts was completed 30 September 1952, and 93% of this equipment was reported on board. A "No Smoking" sign should be posted in the battery charging locker.

Ship's
Service
Generators

3. Two Westinghouse, 450 volt, 400KW, 3 phase, 60 cycle, 1200 RPM, turbo driven a-c generators with attached exciters, located in the forward and after engine rooms, are installed. The material condition was considered good. The operating condition was reported good. Ship's force requested removal of this equipment for overhaul during the forthcoming shipyard availability, but is not recommended because of material condition and the megger readings of each (item 16e). The interiors, armature, rotor and field windings were slightly dirty; #1 exciter commutator was slightly grooved and #2 commutator was smooth and of good color; slip rings were slightly rough because of slight rust spots; and the brushes and brush riggings were in good condition. The work required to maintain the continued serviceability of this equipment is routine cleaning and slight stoning of #1 exciter commutator (item 9e). A more closely supervised preventive maintenance program would materially improve the overall condition of this equipment and keep them in good or better operating condition, and was recommended to ship's force. The hours of operation since last overhaul were: #1 - 7750; #2 - 6895. Megger readings submitted are listed below and are essentially the same as taken by the Board:

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	Stator	Rotor	Exciter
#1	15 megs	20 megs	20 megs
#2	15 megs	5 megs	5 megs

Air gap readings were submitted and were normal for the equipment.

Emergency
and
Casualty
Power
Generators

4. Two General Electric, 450 volt, 100KW, 3 phase, 60 cycle, 1200 RPM, diesel driven a-c generators with attached exciters, located one forward and one aft, are installed. The material and cleanliness condition of this equipment was considered good. The operating condition was reported good. The equipment was clean and the component parts were in good condition. Preventative maintenance should keep this equipment in continued good material, cleanliness and operating condition.

Motor
Generators

5. The motor generators inspected were in a good material and cleanliness condition. The commutators and slip rings were smooth and the other component parts were in good condition. No overgreasing of this equipment was noted.

Switchboards

6. The switchboards were in good material and cleanliness condition. These had been recently cleaned. The operating condition was reported good. The vessel is scheduled for a regular shipyard overhaul, and a work item is submitted for the cleaning of the installed switchboards upon completion of the shipyard overhaul (item 10e). Ship's force reported the generator voltage regulators to be erratic in operation. It was recommended to ship's force that they follow the instruction book instructions and adjust (item 1e).

Protective
Devices

7. The protective devices appeared in good material condition and were reported in good operating condition.

Wiring,
Cable
and
Appliances

8. The wiring, cables and appliances appeared in good serviceable condition. No excessive deterioration of cable armor was noted. Fifteen electric heater reflectors required plating (item 8e).

Motors

9. The motors inspected were in good material condition and reported in good operating condition except three vent motors vibrated and should be balanced (item 2e). A few of the motors inspected were overgreased and should be cleaned by a Tender or shipyard. It was recommended to ship's force that they submit a supplementary work item for yard to assist ship's force in removing and cleaning the

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