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Ltr, COMNAVFE, CNFE/LS-3, Serial 1044, Subj: Repairs of U.S.S. Southwind; request for, 25 Feb 50

AG 564 (25 Feb 50) GD 1st Ind 33½ Russia Southwind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS

3 MAR 50

TO: Commander Naval Forces, Far East

MAILED 1200 MAR 3 '50

Approved

BY COMMAND OF GENERAL MacARTHUR:

C. D. CONLEY
Major, AGD
Asst Adj Gen

GD P&P AFE/jcm
2 March 1950

G-4 ROUTING
A C/S G-4
DEP C/S G-4
EXECUTIVE
PLANS & POLICY
OPERATIONS
CONST & FAC
AG. - GHQ.
SUPPLY
PETROLEUM
PERSONNEL ADMINISTRATION

RESTRICTED CONFIDENTIAL

MEMORANDUM FOR RECORD

SUBJECT: Repairs of U.S.S. Southwind; request for

1. COMNAVFE letter, Serial 1044, subject as above, 25 Feb 50, requested permission to accomplish repairs to U.S.S. Southwind at Fleet Activities, Yokosuka, on a reimbursable basis. CNO has authorised COMNAVFE to effect the repairs in order to enable the vessel to return to the United States under her own power. The repairs can be accomplished under the current personnel ceiling at Yokosuka and work will be scheduled so as not to interfere with Occupation Force vessels. COMNAVFE states that reimbursement will be accomplished in accordance with COMNAVFE Serial 22, to SCAP, subject: Policy on use of Repair Facilities in Japan for Repairs to United States Naval Vessels, 5 Jan 49, and SCAP 1st Ind thereon, AG 564 (5 Jan 50) GD, 23 Feb 49, to COMNAVFE.

2. SCAP letter, AG 564 (4 Mar 47)GD, subject: Policy on Use of Repair Facilities in Japan for Repairs to United States Naval Vessels, 14 Dec 48, to COMNAVFE, stated that repairs to naval vessels, except regular overhauls, not organic to the occupation forces of Japan may by authority of SCAP, in each case, be made at Yokosuka on a cost reimbursable basis under the supervision of NSS. COMNAVFE was directed to establish a procedure to determine the cost of repairs and the method by which reimbursement will be effected.

3. COMNAVFE Serial 22, to SCAP, subject: Policy on use of Repair Facilities in Japan for Repairs to United States Naval Vessels, 5 Jan 49, outlined a procedure. BUSANDA Msg 071530Z, Jan 49, to COMNAVFE, contained the necessary authority for Disbursing Officer, Yokosuka, to issue U.S. Treasury checks in dollars to GPA for indigenous services and materials used in repair of non-occupation forces vessels, U.S. Fleet Activities, Japan.

4. SCAP 1st Ind, 23 Feb 49, to COMNAVFE letter of 5 Jan 49, approved the procedure with some comment regarding exchange rate. This comment regarding exchange rate is no longer applicable as the military exchange rate is now 360 yen to $1.00 for all reimbursable exchanges between the Armed Forces, U.S., and the Japanese.

3 MAR 1950

P&P

2360

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MEMO FOR RECORD (CONT)

5. The U.S.S. Southwind is an icebreaker which has recently been returned by U.S.S.R. The U.S. Armed Forces are in urgent need of icebreakers. Authorization of repairs requested by COMNAVFE and CNO on a reimbursable basis will permit the Southwind to return to the United States by her own power, and thus be available for any Arctic operations for which it may be needed. CNO 242221Z Feb 50 to COMNAVFE indicates Southwind will be deployed to Atlantic Fleet for duty. Commander Fleet Activities, Yokosuka serial 011 6 Feb 50 to BUSHIPS requested funds for necessary repair. BUSHIPS 241540Z Feb 50 granted $81,000 to cover cost of material, equipment and labor required for Southwind.

6. Instant 1st Ind to COMNAVFE approves COMNAVFE request.

7. Within established policy.

8. Completes action on G4 Journal No. 2360. Relates to G-4 Journal Nos. 77185 and 75612. and 1726

A. T. H. ATH

M. N. H. MNH

F. L. R. FLR

CNFE/L9-3
L 1044

80-1e

25 FEB1950

From: Commander Naval Forces, Far East
To: Supreme Commander for the Allied Powers
(Attn: G-4 P&P)

Subj: Repairs of U.S.S. Southwind; request for

Ref: (a) GHQ SCAP ltr AG 564(4 Mar 47)GD of 14 Dec 1948 to ComNavFE
(b) ComNavFE ltr ser 22 of 5 Jan 1949 to SCAP
(c) SCAP 1st Ind AG 564(5 Jan 49)GD of 23 Feb 1949 on ComNavFE ltr ser 22 of 5 Jan 1949

1. It is requested that permission be granted to accomplish repairs to the U.S.S. Southwind at Fleet Activities, Yokosuka on a reimburseable basis. The Chief of Naval Operations has authorized Commander Naval Forces, Far East to repair the U.S.S. Southwind at Yokosuka in order to enable the vessel to return to the United States under own power.

2. The repairs, if authorized, will be accomplished by personnel within the current personnel ceiling at Fleet Activities, Yokosuka and work will be scheduled so that it will not interfere with work on Occupation Force vessels.

3. Reimbursement will be accomplished in accordance with reference (a), (b) and (c). It is understood that payment will be made at the current rate of exchange.

G. P. HUNTER
Chief of Staff

Copy to:
ComFltAct Yokosuka

CONFIDENTIAL

NAVAL SPEEDLETTER

Use in lieu of dispatches, telegrams, teletypes, and mailgrams when appropriate. Do not handle through Communication Offices. Despatch Phraseology may be used. If used for classified matter handle as prescribed in U. S. Navy Regs., Art. 76. Upon receipt EXPEDITE HANDLING and DELIVERY as much as possible.

Via: ( ) Airmail ( ) Regular

File: CFA/L9-3/C6: RR: dv

Serial: 011

Date: 6 February 1950

To: Bureau of Ships

334 Russian Frigates

SUBJECT: Funds for overhaul of USS SOUTH WIND - Request for

Ref: (a) ComNavFE Confidential dispatch to CNO 180645Z of Jan 1950
(b) CNO Confidential dispatch to ComNavFE 312113Z of Jan 1950

1. Request $81,000.00 be allotted this Activity to cover cost of materials, equipment and labor estimated in Ref. (a) as necessary for overhaul of USS SOUTH WIND. Overhaul approved by Ref. (b). Approximately $45,000.00 of requested funds to cover cost of I.C.E. repair parts.

G-4 ROUTING
C/S G-4
AC/S G-4
EXECUTIVE
PLANS & POLICY
OPERATIONS
CONST & FAC
SUPPLY
PETROLEUM
PERSONNEL
ADMINISTRATION

(3)

G-4 Jan 50

1726

Copies to.

CINCFE
COMNAVFE
COMSERPAC
CINCPACFLT
CNO

Signature and Title

B.W. BECKER, RADM, USN
Commander Fleet Activities, Navy No. 3923

Sender's Mailing Address

COMMANDER FLEET ACTIVITIES
NAVY NO. 3923
F. P. O., SAN FRANCISCO, CALIF.

ATTENTION ADDRESSEE: Address reply exactly as indicated on right. →

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
AND
FAR EAST COMMAND

ROUTING SLIP

FROM: AG MAIL AND RECORDS UNIT DATE: 13 FEB 1950

TO:

Commander-in-Chief	Ordnance
Aide-de-Camp	PM
Chief of Staff	PIO
DCofS FEC	Ryukyus Mil Govt
DCofS SCAP	QM
SGS	Signal
Comptroller	Sp Services
G-1	Trans
G-2	TI&E
G-3	Civ Aff
G-4 ✓	Civ Comm
JSPOG	CI&E
AG	Civ Int
Antiaircraft	Civil Property Custodian
Central Purchasing O	Civ Trans
Chaplain	Diplomatic
Chemical	ESS
Civ Personnel	Gen Proc
Engineer	Government
Hq Comdt	Legal
IG	NRS
JA	PH&W
Medical	Statistics & Reports

FOR:

Approval	Note and Return
Comment or Concurrence	Distribution Desired
Information ✓	Signature
Initials	Dispatch
Issuance of Orders	Attachment of Reference
Necessary Action	File

PLF

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GENERAL HEADQUARTERS, FAR EAST COMMAND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

INCOMING MESSAGE

33 4 P FIS
Pusan
Southwind

Restricted
DEFERRED

FROM : CNO WASH DC

TO : COMNAVFE TOKYO JAPAN

INFO : CINCLANTFLT, CINCFE TOKYO JAPAN, COMSERVPAC PEARL HARBOR TH, CINCPACFLT OAHU TH, BUPERS WASH DC, COM SERV FORCE ATLANTIC FLEET, COMFLEETACT YOKOSUKA JAPAN

NR : 242221 Z

CNO 312113 Z Jan NOTAL refers. Plan to commission ice-breaker Southwind and upon completion of repairs deploy vessel to East Coast for duty in Atlantic Fleet.

Request you advise:

A. Minimum allowances both officers and enlisted required for commissioning and passage to East Coast.

B. Recommended reporting dates for officers and crew.

C. Date of completion of repairs and readiness for sea.

NO SIG

INFORMATION : COMMANDER IN CHIEF, CHIEF OF STAFF, G-3, G-4, AG, JSPOG

58130 DEFERRED Restricted TOO : 242221 Z
MCN : 57311

Consult Crypto-Center before declassifying.
Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 17 a (1) (2), and 41 c (2) (3), 380-5, 15 Nov 49.

U. S. GOVERNMENT PRINTING OFFICE 16—57558-1

Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 51*i* and 60*a*, AR 380–5.

GENERAL HEADQUARTERS, FAR EAST COMMAND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

INCOMING MESSAGE

334
Russian PFs
(USS Southwind)

Confidential
DEFERRED

25 Feb 50

FROM : BUSSHIPS WASH DC

TO : COMFLACT YOKOSUKA JAPAN

INFO : CINCFE TOKYO JAPAN, COMNAVFE TOKYO JAPAN, COMSERVPAC PEARL HARBOR TH, CNO WASH DC

NR : 241540 Z

REURCONF SPD Ltr Ser 011 dtd 6 Feb 1950. Alot 11600/50 hereby granted Appn 1701601 MBS 1950 in amt $81,000 cover cost material, equipment and labor required overhaul USS Southwind.

NO SIG

INFORMATION : G-3, G-4, TRANS

58014

DEFERRED
Confidential

TOO : 241540 Z
MCN : 57290

Consult Crypto-Center before declassifying.
Paraphrase not required. Handle as correspondence of classification carried hereon per paragraphs 17 a (1) (2), and 41 c (2) (3), AR 380-5, 15 Nov 49.

REPORT OF SURVEY OF

U.S.S. SOUTHWIND

HELD 3 JANUARY - 6 JANUARY 1950

BY

SUB-BOARD OF INSPECTION AND SURVEY, JAPAN AREA

NAVY #3923

C/O FPO, SAN FRANCISCO, CALIFORNIA

CC:
CNO - 1
BUSHIPS - 3
BUORD - 3
INSURV - Original and carbon copy master
CINCPAC - 1
CINCFE - 1
COMSERVPAC - 1
COMNAVFE - 4
COMFLTACT YOKOSUKA - 1
U.S.S. SOUTHWIND - 1

USS SOUTHWIND
ICE BREAKER

CONFIDENTIAL

Raymond O. Burzynski,
Captain, U.S. Navy, Senior Member.

John G. Gysi,
Lieutenant Commander, U.S. Navy, Member.

Harold E. Hastings,
Lieutenant Commander, U.S. Navy, Member.

Robert Young,
Chief Carpenter, U.S. Navy, Member.

Kay L. Dixon,
Lieutenant (junior grade), U.S. Navy,
Member and Recorder.

A true copy. Attest:

K. L. Dixon

Kay L. Dixon,
Lieutenant (junior grade),
U.S. Navy, Recorder.

SUB-BOARD OF INSPECTION AND SURVEY
JAPAN AREA
NAVY NO. 3923
F.P.O. SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

From: Sub-Board of Inspection and Survey, Japan Area.
To: President of Board of Inspection and Survey.

Subject: U.S.S. SOUTHWIND--Survey, report of.

References: (a) CinCPacFlt ltr serial 753 of March 1949 to Captain Raymond O. Burzynski, 62022, U.S. Navy.
(b) CNO Restricted dispatch 131833Z of December 1949.
(c) CNFE Restricted speedltr 5984 dated 14 December 1949.

Enclosures: (1) Copy of reference (a).
(2) Copy of reference (b).
(3) Copy of reference (c).

I - LOG

1. The following officers designated by the Commander in Chief U.S. Pacific Fleet conducted a survey of the U.S.S. SOUTHWIND in compliance with reference (a) as supplemented by reference (b) and (c):

CAPT. R.O. BURZYNSKI, USN	Senior Member
LCDR J.G. GYSI, USN	Member
LCDR H.E. HASTINGS, USN	Member
CHCARP R. YOUNG, USN	Member
LTJG K.L. DIXON, USN	Member & Recorder

The Sub-Board met on board the vessel at 1100 on 3 January 1950. The vessel was moored to a berth in dry dock #6 at U.S. Fleet Activities, Yokosuka, Japan.

2. The Sub-Board made a survey of the U.S.S. SOUTHWIND and was assisted by LT. T. Thorpe, U.S. Navy and CWOHC H.C. Williams U.S. Navy for Ordnance and Medical items respectively. The vessel was returned to the custody of the United States by the U.S.S.R. on 27 December 1949. The Board was handicapped in determining the material condition because no information was available concerning the operation and maintenance of the vessel since its turn over to the U.S.S.R. in 1945, also, the vessel is an unusual one, both in structure, propulsion, and auxiliaries. The inspection required training of personnel in the operation of certain equipment to determine its condition. The duration of the tests and inspection was six days.

II - GENERAL COMMENTS

1. The U.S.S. SOUTHWIND is a triple screw ice breaker of 269 foot overall length, 63 feet 6" beam and 6300 tons standard displacement; the forward screw is electrically driven by a 3300 H.P. Westinghouse motor; the two after screws are each electrically driven by a 5000 H.P. Westinghouse motor. The main propulsion power plant consists of six Fairbanks Morse diesel engines each of 2000 horsepower. The vessel was built by the Western Pipe and Steel Co., of San Pedro, California and was completed in July 1944. The vessel was turned over to the U.S.S.R. in March 1945.

2. There are no records to indicate what repairs and maintenance work was accomplished on the vessel under U.S.S.R. custody. Inquiries indicate that repairs were made as necessary without scheduled overhaul periods. The C.O. thought the vessel had been dry docked in April 1949. The armament was removed by the U.S.S.R. after assuming custody and merely "laid" on board for the return to the U.S. Except for the Ordnance and diesel machinery, the vessel is considered satisfactory. The condition of all diesel engines is poor indicating no operating maintenance. It is believed the engines were run until a breakdown occured and then repairs effected. With six main diesel engines available such procedure was practical although expensive. The U.S.S.R. damaged and lost the bow propeller. The bow shaft has been removed but was available on board the vessel for future installation.

III - OPERATION - EQUIPMENT, INSTALLATION AND SPACES

(a) NAVIGATION

General 1. The Navigation department is, in general, in a satisfactory condition. Few charts and publications were on board upon receipt of the vessel and these were incomplete and uncorrected. No logs or other navigational records were found. No C.S.M.P. relative to navigation is aboard.

Pilot House 2. The pilot house, A-0201-C is adequate in space and general arrangement. It permits visibility thru eleven (11) sixteen (16) inch ports on the forward bulkhead and three (3) sixteen (16) inch and one (1) twelve (12) inch port on port and starboard bulkheads respectively. Three of the forward ports are equipped with rotary view screens. The twelve (12) inch ports are mounted in the weather deck doors on either side. Communication with the chart house is by voice tube, automatic and sound powered telephones and general announcing circuits. Blinker light controls (with contact makers missing) are mounted on each wing of the bridge adjacent to electrically operated whistle controls. Pull type whistle and siren controls are mounted on the overhead of the pilot house and the general alarm and chemical attack makers are located on the after bulkhead. Two twelve (12) inch signal searchlights are mounted directly above the pilot house and a high volume bull horn is installed on the mainmast. The closing of ports and doors affords adequate protection against gun blast, strafing, and the weather. The pilot house instruments are considered adequate, grouped according to purpose, and associated switches are within ready reach of the operator. Instrument illumination is considered satisfactory. Steering control facilities are considered adequate and in satisfactory condition. Control is by wheel in the pilot house and is an all electrically operated and controlled system employing both "follow up" and "non-follow up" control features. Both electrical and mechanical rudder angle indicators and electrical rudder angle telegraphs are installed. Two gyro compass repeaters are installed in the pilot house, one on the steering control stand and one on the port bulkhead adjacent to the RDF receiver. A gyro repeater (pelorus) also is installed on each wing of the bridge. The magnetic steering compass is located directly in front of the steering stand in the pilot house and the standard compass is mounted at frame 81 top of pilot house deck.

Engine control facilities are considered adequate and in satisfactory condition. Two independent methods of engine control are provided in the pilot house and on the bridge wings. Engine order telegraphs to bow and to port and starboard (stern) motors are installed and provide electrical transmission of engine orders to those stations. Also the three engines (main motors) can be directly controlled from the pilot house or from either wing of the bridge. Control of all three units, in either direction can be assumed at either the pilot house or wing stations without electrical or mechanical shifting. The pilot house controls and bridge wing controls are connected together mechanically through a common jack shaft for each respective motor (i.e. port, starboard, and bow) and the movement of the control lever at any station on the bridge or wings causes a corresponding movement of the control levers at the other two stations. Shift from pilot house to motor room control can be accomplished only in the motor rooms. Shaft r.p.m. indicators for each of the three shafts are located on the forward bulkhead directly in front of the control pedestals.

Navigational control facilities are adequate and in satisfactory condition. Well located chart and log tables are provided. Lever type whistle and siren controls are mounted on the overboard and electrical whistle contact markers are installed on each bridge wing. Navigational light controls are located in the after starboard corner of the pilot house and are readily accessible. An underwater log indicator is mounted on the forward bulkhead. No wind force and direction indicators are provided.

Open Bridge

3. The open bridge is directly above the pilot house and complete 360° vision is afforded. Sound powered telephone, voice tube, and 12" signal light communication facilities are provided. No protection against the weather, gun blast, or strafing is provided. A gyro compass repeater (pelorus) is centrally located on the open bridge. No steering or engine control facilities are installed.

Chart Room

4. The chart room, A-201-C, is considered adequate in space and general arrangement. No outside vision is afforded. Communication is by voice tube, sound powered and automatic telephone and general announcing system. A suitable chart desk, underwater log, bearing, and speed indicators are installed. Instruments are grouped according to purpose, are adequate and illumination is satisfactory. Ventilation to chart room is considered adequate.

Mainmast Conning Station (Crow's Nest)

5. This station is considered adequate in space and general arrangement. Complete 360° vision is afforded. Communication is by sound powered telephone. Adequate protection against the weather and gun blast and very limited protection against strafing is provided. Heating facilities are installed. A combination stand containing engine order and steering order telegraphs is provided. A gyro compass repeater outlet is provided; however the repeater itself is stowed below. Instruments are considered grouped according to purpose, are adequate, and associated controls are within ready reach of the operator. Illumination is satisfactory.

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Secondary Conning Station

6. The secondary conning station or after docking station is located at frame 143, upper deck. Relative 040°-320° vision is afforded. Communication is by sound powered telephone. No protection against the weather and gun blast is provided and limited protection against strafing would be afforded operating personnel should they repair to the gun tub immediately aft of conning station. A combination engine and steering order telegraph is installed together with an adjacent gyro repeater outlet. Instruments are considered grouped according to purpose, are adequate and associated controls are within ready reach of the operator. Illumination is satisfactory.

Steering Gear Room

7. The steering gear room, C-204-E is considered adequate in space and general arrangement. The electrically controlled and operated system is controllable from either the pilot house or locally in the steering gear room. A combination rudder angle telegraph receiver-transmitter and a gyro compass repeater is installed. Communication is by sound powered telephone, automatic telephone and general announcing system. Ventilation is adequate.

Gyro Compass Room

8. The Gyro Compass room, B-301-ICL is considered adequate in space and general arrangement. A Sperry MK XIV, Mod. I compass is installed. Communication is by sound powered telephone, automatic telephone and general announcing system. Adequate ventilation is provided.

Instruments And Degaussing

9. The condition of the portable navigation instruments on board upon receipt of the vessel is considered satisfactory and a general cleaning, adjustment and calibration only is considered necessary. There are few charts and publications aboard and these are incomplete and uncorrected. No compass or chronometer records were found. The gyro and magnetic compass installation is in satisfactory condition. All gyro compass repeaters can be energized simultaneously. The degaussing system consists of a single "M" coil installation and is in satisfactory condition. No degaussing folder or other records indicating date of last calibration were found. With the exception of several missing blackout curtains navigational stations are considered adequately equipped with darken ship facilities.

(b) COMMUNICATION

General

1. The general material and operating condition of the vessel signaling, traffic handling equipment and facilities is satisfactory. There is a coding room which is part of the Captain's cabin and seperated there-from by a non-structural bulkhead. A Confidential safe is the only equipment installed. Traffic handling equipment and facilities are adequate for this type vessel and are satisfactory; exceptions being the multipurpose signal kit which is incomplete and inoperative, and semaphore equipment missing. Unsatisfactory operating features noted were: (1) There is no yardarm blinker key installed and (2) No permanently installed flag bags. A wooden locker with pidgeonholes for flag stowage is presently in use.

located on the port side of the signal bridge. Speedy and efficient hoisting and re-stowage of flags is not possible under present conditions. (3) No shelter or publications stowage is provided on the signal bridge.

Communication spaces are adequate and arrangement is good. The main radio room, compartment, B-0102-C, is roomy, well lighted and well ventilated. The auxiliary radio room, compartment B-211-ICL, is satisfactory. Ventilation and lighting is good. Communication with other parts of the ship is by sound powered telephone. The chart room, compartment A-0201-C contains the sonar equipment and is roomy, well lighted and well ventilated.

2. There are no operating logs, maintenance records, test records, or CSMP cards on board. Instruction books and blueprints are on board but not indexed. No CSMB, RMB or SMB is on board. There are no facilities for destruction of classified material. Stowage space is adequate.

(c) C.O.C.

1. There is no C.O.C. equipment installed aboard this vessel. The chart room may have been used by the U.S. as a C.O.C. room. It contains the QCJ sonar equipment and a chart desk but no plotting tables, DRT, status boards or other C.O.C. equipment.

IV - HULL STRUCTURE, FITTINGS, AND AUXILIARIES.

1. General

General Comments

a. The condition of the steel hull with respect to integrity is satisfactory; the preservation is unsatisfactory because several ballast tanks, water tanks, and all heeling tanks are covered with rust where paint is worn or scaled off. The general condition of all water-tight doors and hatches, is satisfactory. The condition of w.t. manhole covers is unsatisfactory because of the large number of missing studs and gaskets. Other hull fittings including rigging are satisfactory. The condition of hull auxiliaries with respect to integrity of mechanism and state of preservation and cleanliness is satisfactory. The anchor windlass, steering engine, and boat and airplane cranes are in satisfactory condition.

Hull Maintenance Records

b. There are no hull maintenance records available. There are available some instruction books for auxiliary machinery and some ship hull plans. A docking plan is available. There are some spare parts and consumable allowance list items aboard.

2. Shell Plating, Framing Inner Bottoms

Outside Shell Above Waterline

a. The general condition of the outside plating, fittings, and other structure above water line with respect to integrity of structure and state of preservation is considered satisfactory. There is a small amount of rust where no paint exists.

Outside Shell Below Waterline

b. The condition of the outside shell below the waterline is not known. However the vessel has been observed under very light draft condition and the exposed underwater body is in good condition. The vessel was reported drydocked in April 1949. The vessel will be dry docked at Yokosuka, Japan about 21 January 1950.

Inside Shell And Framing

c. The condition of the inside shell plating and framing is considered satisfactory. Several frames in the extreme stern were reinforced after the vessel had been damaged while towing a vessel through an ice field.

Tank Tops And Inner Bottom

d. The general condition of tank tops and inner bottoms with respect to integrity and state of preservation was satisfactory. All bilges in machinery spaces were reasonably clean and preserved.

3. Decks, Platforms and Flats

Weather

a. All weather decks were in satisfactory condition for integrity and state of preservation. Some of the wood planking, main deck aft was slightly damaged and requires renewal. Some deck seams should be recaulked and payed.

Non-Weather

b. The general condition of non weather decks is satisfactory. Some areas require painting. Preservation is good.

Deck Coverings In "Wet" Spaces

c. Some wet spaces are covered with tile. A few pieces have been removed but in general the condition of tile is satisfactory.

4. Bulkheads

Structural

a. The integrity and state of preservation of structural bulkheads is satisfactory. There are approximately 20 holes in bulkheads that require plugging. Most of the holes are about 1" in diameter and appear to be unused cable and pipe stuffing tubes installed during the orignal construction of the vessel and never plugged.

Non Structural

b. The general condition of non-structural bulkheads is satisfactory.

5. Tanks, Voids, Cofferdams

Peak Tanks

a. The forward and aft peak tanks used for trimming are in satisfactory condition as to integrity. However they should be cleaned and scaled where necessary and completely painted.

Fresh Water Tanks

b. The condition of structure of the fresh water tanks is satisfactory. However the maintenance and preservation is unsatisfactory. Tanks should be scaled, wire brushed and painted. All tanks were inspected.

Fuel Oil Tanks

c. The structure and preservation of fuel tanks is good. Two tanks were inspected and found in excellent condition. Other tanks were filled with fuel.

Cofferdams And Voids — d. The condition of structure and state of preservation of cofferdams and voids is generally satisfactory as to integrity. However preservation and maintenance is unsatisfactory; all cofferdams and voids require some scaling, complete wire brushing and painting.

Heeling Tanks — e. The six heeling tanks located on the second deck are satisfactory as to integrity. The maintenance and preservation is unsatisfactory. All tanks require wire brushing and painting.

6. Miscellaneous Structure

Foundations — a. The condition of foundations as to integrity and state of preservation is satisfactory.

Deck Erections — b. Deck houses and bridge structure are in satisfactory condition as to preservation and integrity.

7. Hull Auxiliaries

Rudder — a. There is no written information regarding the condition of the rudder. The U.S.S.R. reported verbally that the condition including bearing clearances is satisfactory. The vessel will be dry docked in several weeks when inspection and necessary repairs will be made.

Steering Gear — b. The steering gear is an electrically driven, directly connected, quadrant type manufactured by the Western Gear Works of Seattle, Washington. The general condition including maintenance and preservation is considered satisfactory. Operation at anchor was satisfactory.

Anchor Windlass — c. The vessel is equipped with 2 Skagit Steel and Iron Works electrically driven anchor windlasses and one Clyde Iron Works electrically driven deep sea anchor windlass. The vessel carries 135 fathoms of die-lock chain on both starboard and port bower anchors. The deep sea anchor is equipped with 300 fathoms of 1 1/4" steel wire rope. The bower anchor windlass was not tested but was reported in good operating condition. The ground tackle showed evidence of very little use. All chain and cable was in satisfactory condition.

Towing Machine — d. The towing machine is a series "236" Johnson-type with auxiliary mooring drums. The cable drum has a capacity of 300 fathoms of 2" diameter steel towing howser. The U.S.S.R. reported the machine in operating condition. Inspection and no load test indicate that the equipment is in satisfactory condition.

Boat And Airplane Cranes — e. The boat and airplane cranes are electrically gear driven type manufactured by the Western Gear Works of Seattle, Washington; maximum capacity, at 20' per minute, is 25,000 lbs. Both cranes are in satisfactory operating condition and show evidence of very little use.

Boat Handling Gear — f. The vessel is equipped with 2 Lane type boat davits in satisfactory condition except for the boat falls that require renewal. No record of tests are available.

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8. Miscellaneous Hull Fittings and Equipment

Sea Chests

a. The condition of all sea chests is satisfactory as can be determined from visual inspection without docking. All unsatisfactory conditions will be corrected at docking scheduled late January.

Access Closures

b. The general condition of access closures is satisfactory. Some doors and hatches require minor adjustments; a few require renewal of gaskets.

c. The studs of manhole covers leading to the heeling tanks on the main deck are missing. The U.S.S.R. personnel reported that this condition has existed since the receipt of the vessel from the U.S. Navy. The U.S.S.R. considered these openings as non water tight. These studs are being replaced at Yokosuka.

Piping System

d. The fire main, secondary drain, deck drains, flushing system are in satisfactory condition. Sections of piping and valves removed verified this condition. Some sections of fire main should be cleaned for inproved operation.

Some sections of fire main indicate very little use. Some strainers are leaky. There is an adequate supply of fire hole available.

Ventilation Heating And Insulation

e. The general condition of ventilation ducts and heaters with respect to integrity of joints and state of preservation was satisfactory.

The vent systems were clean.

Insulation is cork. A small amount must be replaced particularly where installed on doors and hatches.

Chemical Fire Extinguishing

f. The CO2 fixed fire extinguishing systems are in satisfactory condition. Some bottles require filling with CO2. Portable CO2 fire extinguishers are in unsatisfactory condition and require replacement of horn, hose and refilling with CO2.

Access Ladders

g. The general physical condition and state of preservation of all ladders is considered satisfactory.

Masts And Standing Rigging

h. The condition of masts, standing rigging including life lines is satisfactory.

Boat's Life Rafts

i. The condition of a non-standard 26' motor whale boat is unsatisfactory. It requires renewal of decking, upper heading, and engine cover. The two 26' pulling life boats are in satisfactory condition. The six life rafts of 25 person capacity each, require complete overhaul and test. All outfit items are missing.

Miscellaneous Deck Fittings

j. The material conditions of chocks, bitts, padeyes, life lines and stanchions are satisfactory.

Labelling — k. The labelling condition is generally satisfactory. Labelling is usually both in Russian and English.

9. Arrangement of Spaces and Equipment

Living Spaces — a. Berthing, messing, washrooms and commissary spaces are considered adequate. The physical condition and state of preservation of these spaces is satisfactory. Some berths require new support chains.

Store-rooms — b. The physical condition cleanliness state of preservation of store rooms is considered satisfactory.

Office Spaces — c. The furniture in office spaces requires minor repairs.

Crew's Lockers — d. Crew's lockers were unsatisfactory in spaces where they were used. Extensive repairs to doors, hinges and locking devices are necessary.

Messing — e. Mess benches and tables were in satisfactory condition.

Washrooms — f. Lavatories require painting and minor repairs to faucets.

10. Damage Control

a. Some damage control items are missing.

b. The vessel is equipped with 3-60 g.p.m. handy billys and 3 submersible pumps; all are inoperable and require complete overhaul.

c. The watertight integrity is generally satisfactory except for work required on doors, hatches and plugging of cable and pipe holes in bulkheads.

d. The portable fire fighting facilities are generally unsatisfactory. The salt water fire main system is satisfactory including hose and applicators.

e. Facilities for inproving list and trim are excellent.

V - MACHINERY INSTALLATION

General — 1. The general condition of machinery is unsatisfactory due to lack of progressive maintenance on the main and auxiliary diesel engines resulting in excessive wear as outlined in applicable sections of the report.

There are some machinery blueprints and instructions books on board, but no operating or maintenance records were found. Numerous spares and used engine parts are scattered throughout several storerooms, but percentage of allowance on board is not known. Stowage is inadequate for the number of parts now on board.

Date of last major overhaul, drydocking, full power trial, and inventory is not known.

The following machinery was opened for inspection: #4, 8, 3,4,7, and 6 cylinders of #1,2,3,4,5, and 6 main engines respectively; #1,2,3, and 4 cylinders of #1,2,3, and 4 auxiliary engines respectively; both steam generators' (fire and water sides) port thrust and spring bearing, evaporator tube nest, #2 fire and bilge pump (water end) #1 H.P. and #2 L.P. air compressor valves, evaporator brine overboard pump (water end) #1 sanitary pump (water end) #1 fresh water pump (water pump) #2 main lube oil pump and the lube oil transfer pump.

Diesel Engines Main Propulsion

2. The six (6) main propulsion diesel engines are Fairbanks Morse model 38D 8 1/8, type 8 1/8 x 10 O.P., two cycle, ten cylinder, 2000 horsepower at 810 RPM's.

One cylinder was disassembled on each engine, readings were taken and compared with established wear limit charts. All engines are determined to be in poor operating condition because the main and connecting rod bearings inspected are worn over the wear limit.

The engines are dirty internally. Exhaust manifolds contain a lot of carbon partially blocking exhaust ports, injector tips are coated with carbon; oil was found in the air intake manifolds, crankcases contain sediment, and the lub oil is very dirty.

Modification of main and connecting rod bearing doweling disseminated in Bureau of Ship's Bulletin of Information number 21 has not been accomplished on any of the engines.

Detailed breakdown of engine inspection is as follows: #1 engine #4 cylinder; top compression ring missing on lower piston, lower shell of upper main bearing and the upper shell of the lower main bearing are worn down to the brass; upper shell of the upper connecting rod bearing and lower shell of the lower connecting rod bearing are worn over wear limits; injector adapter seals leaking in #1 cylinder; starting air pilot lines are crimped and broken.

#2 engine #8 cylinder; #2 and #3 oil rings broken on upper piston; upper shell upper connecting rod bearing and upper shell lower main bearings are scored; oil leaks around the cylinders liners, #8 cylinder liner water jacket injector seal is worn, oil in the exhaust manifold, and water pump gaskets leak.

#3 engine #3 cylinder; upper shell upper connecting rod bearing is worn over wear limit and is chipped; lower shell lower connecting rod bearing worn over wear limit; lower shell upper main and lower shell upper connecting rod bearings are scored; gas leaks from injector and test valve gasket; injector and test valve spring does not operate properly; starting air lever spring does not operate; water pump needs packing.

#4 engine #4 cylinder; lower shell of upper main bearing and both shells of lower main bearing are worn over wear limit; the upper shells of both top and bottom connecting

rod bearings are worn over wear limit; #10 cylinder liner is cracked vertically on the inboard side and water drained from the cylinder when the test cock was opened; exhaust gas leaks at gaskets on mainfold and cylinder block.

#6 engine #7 cylinder; lower shell of the upper connecting rod bearing is worn over wear limit and the upper shell is scored; upper shell of the upper main bearing is worn over wear limit and the lower shell is scored; upper shell of the lower main bearing is scored and the babbitt is chipped; gasket for injector and test cock is broken; water jacket for injector is leaking; control lever spring for fuel pump is worn out; water temperature gage glass is broken; gaskets in sea water pump leak; packing in sea water and fresh water pump requires renewal.

#6 engine #6 cylinder; top compression ring missing from lower piston; lower shell of the lower main bearing is worn over wear limit and the upper shell is scored; babbitt in lower shell of the upper main bearing and the lower shell of the upper connecting rod bearing is chipped; lower shell of the lower connecting rod bearing is pitted; air discharge pipe is broken; the upper piston could not be removed from the cylinder.

Lubrication System Main Engine

3. The lube oil system for the main engines is apparently satisfactory except for cleanliness. Partial analysis of oil samples taken from the main engines indicate that scrap oils containing no detergents were being used.

Line Shafting Bearings Thrust And Propellers

4. The general condition of shafting and bearings is good. The port Kingsbury thrust bearing cap was lifted and visible portions of the journal and bearing are bright and smooth. The forward stub shaft and propeller has been removed, hull opening blanked off, and the stub shaft and propeller nut stowed topside. No propeller was found. Stern tubes are satisfactory.

Pumps

5. The general condition of the pumps is satisfactory except for packing and general cleaning. Both priming pumps are missing from the fire and bilge pumps. #1 fresh water pump shaft is worn where it runs in the packing gland. Brine overboard discharge and sanitary pumps need new casing and impeller wearing rings. Lube oil transfer and filter pump gears are scratched.

Piping, Valves, Fittings

6. The condition of the piping in general is satisfactory, except for cooling water and sanitary piping. There are numerous leaks at valves and flanges, and several in the piping to various auxiliaries. There is quite a lot of stencilling, but almost all valve tags are in Russian. Lagging in general is satisfactory.

Air Compressors

7. There are seven (7) electrically driven air compressors on board to service four (4) systems. All are operable and apparently in satisfactory condition except for minor adjustment and repair.

Diesel engine startings: two 600 pound, 24CFM, two stage, $5\frac{1}{2}/2\frac{1}{2}$ x 4 manufactured by Worthington Pump and Machinery Co., located in #1 and 3 generator rooms.

High pressure: one 2,000 pound, 90CFH, three stage, air cooled compressor manufactured by Ingersoll-Rand Co., located in #2 generator room. The valves were pulled, and need cleaning and lapping in.

Low Pressure: two 100 pound, two stage, 4/5 x 4 compressors manufactured by Ingersoll-Rand Co., and located in #2 generator room. The valves were pulled; need cleaning and spotting in.

Engine control: three 200 pound, two stage, type 1-YCV-12 compressors manufactured by Westinghouse Air Brake Co.; two located in the after motor rooms and one in the forward motor-room.

Boilers

8. The two auxiliary boilers are Cyclotherm steam generators, each with a capacity of 3600 pounds per hour at 100 PSI. Number one boiler was the only one being operated when the vessel was returned and is apparently in satisfactory condition except for minor repairs needed. Two of the 3" tubes in the outer row are fitted with ferrules at the combustion chamber tube sheet header. The baffles in the combustion chamber are burned away. Waterside contains some scale, and there is minor pitting on the tubes. Plastic insulation around baffles needs replacing.

Number two boiler: all of the twenty three #2 tubes in the outer row and seven of the twenty-two tubes in the inner row have apparently been over rolled, split, and fitted with ferrules at the combustion chamber tube sheet header. There is some scale on the watersides of the tubes and shell, and minor pitting on the tubes. Plastic insulation around the baffles requires renewal.

Up Takes And Smoke Pipes

9. Diesel engine exhausts, silencers, and spark arresters are in general satisfactory.

Auxiliary boiler stacks need cleaning.

Fuel Apparatus

10. Fuel apparatus is in satisfactory condition except for cleanliness of purifiers. Transfer pumps and purifiers are operable. Pneumacators and tank level indicators should be calibrated. Fueling-at-sea hose is on board stowed in brackets. Sounding tubes are satisfactory.

Boiler Feed Water Equipment

11. The boiler feed water equipment in general is satisfactory. Boiler water test cabinet is about 85% complete.

Distalling Apparatus

12. One Soloshell double effect, low pressure, submerged tube distilling plant manufactured by Griscolm Russell Co., normal capacity 10,000 gallons daily, 13,000 gallons clean tube; and apparently in satisfactory condition. Tube nests and shells have a thin coating of scale that flakes off easily. Tubes have very little say. Plant is fitted with starch and cold-cracking connections. Date of last cleaning and testing is not known.

Refrigeration

13. The refrigeration plant is composed of seven hermatically sealed Westinghouse model AFF-75M units; five units connected to the system with two units for standby. The plant is in good condition. Each compressor was given suction and discharge test, and they performed satisfactorily.

Instruments Mechanical Measuring

14. The mechanical measuring instruments generally are in satisfactory condition. Gages for one boiler have been replaced with Russian gages. Gage testing apparatus could not be located. Several thermometers and gages are broken or missing.

Repair Equipment

15. Repair requipment on board is in satisfactory condition but precentage of allowance is not known.

There are sufficent padeyes with load limit labels installed in the overheads of the generator rooms to effect repairs on the engines.

Portable repair equipment is in fair condition, but scattered throughout the ship.

Machine Tools

16. The machine shop is well equipped with a 14" Reed Prentice lathe, Cincinnati bench grinder, 16" Genco shaper, Leland Gelford drill press, work benche vises, lockers, and tool room. The machine tools are in condition for performance of accurate work. Adequate safety devices are installed, and there is sufficient illumination for safe and accurate work.

There is a suitable assortment of machine accessories and hand tools available for use. Some percision measuring instruments are on board; sufficient for accurate measurement of work; but percentage of allowance is not known.

Generator And Boiler Rooms

17. The generator rooms and the boiler room are reasonably clean except in the corners and behind machinery. Bilges in the generator rooms contain some oil and water, but very little rust and scale. Auxiliary machinery foundations on the lower levels need scraping and painting.

Fire Extinguishing And Smothering Apparatus

18. Each generator room has three 50# CO2 bottles installed in a bank on the upper level, manually controlled at the bottles, and piped to the bilges out-board of each engine and in between the engines. Each generator also has a 15# CO2 bottle mounted on an adjacent stanchion and piped to the generator duct casing.

There is a steam smothering system near the overhead in each generator room and controlled from the deck above, just outside the engine room hatch.

One horizontal, double suction, single stage electrically driven 300 gal per minuteat 100 psi fire and bilge pump in #1 and 3 generator rooms with fire hose connections.

Ship's Service Generator Prime Mover

19. Four (4) Fairbanks Morse model 38E5 1/4, type 5 1/4 x 7 1/4 O.P. two cycle, six cylinder, 500 horsepower at 900 RPMs.

One cylinder of each engine was disassembled, readings taken and compared with established wear limit charts.

All four engines are determined to be in poor condition because wear in the main and connecting rod bearings exceeds set limits. Pistons in two of the engines are cracked or broken. Piston rings in three of the engines are broken or missing.

The engines are dirty internally. Exhaust mainfolds contain a lot of carbon partially blocking exhaust ports, injector tips are coated with carbon, crank cases contain solid sediment, and the lube oil is very dirty.

Modification of main and connecting rod bearing doweling has not been accomplished on these engines.

Detailed breakdown of engine inspection is as follows:

#1 engine #1 cylinder: the upper shell of the upper main bearing and the lower shell of the lower main bearing are worn .012"-.013" over wear limit. Cylinder liner is worn .015" over wear limit. The lower piston is cracked about two-thirds around the circumference of the crown.

#2 engine #2 cylinder: bottom compression ring broken and bottom oil ring missing from lower piston, and the piston skirt is broken off below the bottom ring groove about 1/3 of the circumference of the skirt; upper shell of lower main bearing and upper connecting rod bearings are worn down to the brass; gas leaks between exhaust mainfold and pipe; tachometer cable is missing.

#3 engine #3 cylinder: #2 oil ring broken on upper piston, lower shells of both upper and lower main bearings are worn to the minimum allowed thickness; upper shell of the upper connecting rod bearing and lower shell of the lower connecting rod bearing are worn over wear limit; lower shell of the upper connecting rod bearing is aluminum; gas leaks between exhaust manifold and engine block and from exhaust pipe to exhaust manifold; an additional plate has been installed around the injector mounting body of #6 injectors; #1 and 6 air starting valve mountings are bad; sea water pump gaskets leak.

#4 engine #4 cylinder, #3 oil control ring of the upper piston is missing and #1 oil control ring of lower piston is broken; upper shells of both the upper and lower main bearings are worn..007"-.009" over wear limit; both connecting rod bearings are aluminum backed; intake mainfold scavenging air pressure gage is missing; lube oil and sea water pump flange gaskets leak; air cylinders test valves are worn excessively.

Power Boat Engine Diesel

20. There is one 25 H.P. four cylinder Buda Lanova diesel engine mounted in a 26 foot whale boat, and it is in poor condition. External parts of the engine and accessories are rusty. #2 and 4 cell cambers are broken off in the combustion chamber of the cylinder head. Cylinder liners have shoulders worn at the top of the piston travel. Piston rings and bearings require renewal. The lube oil temperature and pressure, and water temperature gages are broken.

VI - ELECTRICAL INSTALLATION

General

1. The condition of the electrical installation is generally satisfactory. It is believed that operational readiness can be attained without extensive overhaul and replacement of a large number of parts. The overall cleanliness of equipment is good. There were few electrical records or logs on board and the number of instruction books and blueprints is incomplete. The electrical records found were individually kept in journal type notebooks and entries were made over a period from 2 April, 1945 to 12 December, 1949 inclusive. Entries were not regularly made and consisted principally of minor repair items and ground test readings on the main propulsion generators, motors, and auxiliary equipment. The ground test entries were made approximately every ten days to two weeks and no readings below mimimum allowable were noted for the four years and eight months period covered by the records. According to the ground test record the last test by ship's force, although not complete, was made on 12 December, 1949 and no unsatisfactory readings were noted. A complete set of electrical spare parts is not on board and date of last inventory is not known.

Main Propulsion And Ship's Service Generators

2. (a) The main propulsion generator plant consists of six (6) Westinghouse D.C. units installed two (2) in each of the three engine rooms. Each is diesel engine driven, and rated as follows: KW-1375, Volts D.C.-900, Amps.-1530, RPM-810. Prime movers are direct connected ten cylinder, 2000 HP, opposed piston, non-reversible, 810RPM Fairbanks-Morse diesel engines. A flexible operating set up is provided. Either No. 1 or No. 2 generator may be used to drive the bow motor or both No. 1 and No. 2 may be employed for that purpose together. Nos. 1,3, and 5 may be connected to the starboard stern motor, or any combination of these three generators may be employed. Likewise any combination of Nos. 2,4, and 6 may be connected to the port stern motor. However, if No. 1 and No. 2 is connected to the bow motor it cannot be connected to a stern motor. The generators are separately excited and the output voltage is varied by both rheostat control of the field and by control of the diesel engine speed. The variation from zero voltage to full voltage is accomplished by movement of the control wheel in the motor room, or by the speed control levers in the pilot house and/or bridge wings. The overall condition of the units is satisfactory, each is clean and insulation resistance readings are high. Brushes and commutators show only normal evidence of wear. Prime movers are considered adequate. The few records found do not indicate the total number of operating hours since commissioning, total number since overhaul (or if overhauled) or total number while vessel was in the custody of the U.S.S.R. Russian personnel on board upon receipt of the vessel likewise also apparently lacked this information. It is believed that only a routine cleaning, renewal of short brushes, and careful check of control circuits is required at this time to maintain seviceability and insure operational readiness.

(b) Ship's Service generators. The generating plant consists of four (4) diesel driven units each having an alternator and exciter on the same shaft. The alternators used

for ship's service light and power are rated at 250 KVA, 450 Volts, 3 phase, 321 amps., .80 power factor, 60 cycle, 900 RPM. Exciters are rated at 120 volts D.C., 35 amps., 4.2 KW. Prime movers are Fairbanks-Morse, 300 h.p., 900 r.p.m. diesel engines. These are considered adequate in capacity. Units Nos. 1 and 2 are installed in the forward (No.1) engine room and Nos. 3 and 4 are located in the after (No.3) engine room. These generators can be operated separately or any combination can be synchronized and run in parallel. Under normal conditions Nos. 1 and/or 2 supply the forward distribution board and Nos. 3 and/or 4 will supply the after distribution board. The condition of all four (4) units (electrical end) is satisfactory. Brushes, slip rings and field coils are in good condition. Insulation resistance readings were very good. The few electrical records found on board do not indicate the total number of operating hours since commissioning, total number since overhaul (or if overhauled), or total number while vessel was in the custody of the U.S.S.R. It is believed that only a routine cleaning and inspection of control appliances is required at this time to maintain serviceability and operational readiness.

Emergency And Casualty Power Generators

3. One limited capacity diesel driven unit is installed in the steering gear room; data: 18.7 KVA, 15 KW, 450 volts, 3 phase, 60 cycle A.C., 24 amps., 1200 r.p.m. Unit is separately excited by a 1.5 KW, 23 amp., 64 volt D.C. exciter. The prime mover is considered adequate. This generator supplies only three circuits, XFE-419-Radio control, XFE-438-Auxiliary radio control and XFE 409-control governor compressors Nos. 1,2, and 3. The electrical end is in satisfactory condition and the condition of brushes and slip rings indicates that set was not extensively operated. Total number of operating hours and date of last overhaul is not known. It is believed that a thorough cleaning would suffice to maintain serviceability and operational readiness of electrical end at this time.

Motor Generators

4. Motor generator sets are in a generally satisfactory condition. Special heavy duty A.C.-D.C. motor generators sets are installed for a number of applications; principally two (2) 50 KW, 120 Volt D.C. output sets for general ship's service D.C. requirements for 24" searchlights, degaussing, and battery charging, two (2) 50 KW, 250 Volt D.C. output sets for steering gear, one 15 KW 240 Volt D.C. output set for heeling pumps, one (1) 81.9 KW, 230 Volt D.C. output set for boat-airplane crane and towing winch power, and three main propulsion excitation motor generator sets each consisting of 1-50 HP, 440 Volt 3 phase A.C. 60 cycle 1750 rpm motor, 1-15 KW 250 Volt D.C. generator for main generator excitation, 1-20.7 KW, 300 Volt D.C. generator for main motor excitation and 1-2 KW, 125 Volt, D.C. control exciter. Both A.C. and D.C. ends of these and the smaller motor generator sets aboard are in very good condition and do not evidence the amount of wear expected by the board. Commutators, brushes, slip rings and windings are in good condition and the insulation resistance readings of all units is above the minimum allowable.

Switch-Boards

5. (a) Main Propulsion

In general, main propulsion boards are in satisfactory condition and only routine cleaning, calibration of instruments and check for loose connections is believed required. The name plate is missing from No. 3 control board and all have had Russian printed labels installed adjacent to originally installed U.S. circuits labels and instrument designators.

(b) Light and Power

In general the ship's service generator and distribution switchboards and instruments are in satisfactory condition, but require a routine cleaning and instrument calibration. The frequency meter glass is broken and an interlock disconnect handle is missing from No. 1 switchboard. All panels have Russian designator labels installed directly above or below the U.S. labels or Russian labels have been substituted entirely for the U.S. labels. The degaussing switchboard is in satisfactory condition and a general cleaning, tightening of connections, and calibration only is believed necessary at this time to maintain serviceability and operational readiness.

(c) Interior Communication and Action-Cutout Switchboard.

This switchboard also is in a generally satisfactory condition and a general cleaning, replacement of Russian print labels, renewal of seventy (70) blown fuse indicators, and calibration of indicating instruments is believed to be the only work required to maintain serviceability and insure operational readiness.

(d) General

Distribution panels thruout the ship are of the enclosed dead front type, are considered adequate and are in a generally satisfactory condition. Cleaning, checking for loose connections; and replacement of Russian lettered circuits labels only is considered necessary. The electric shop test panel and the battery charging switchboard each are in satisfactory condition, however a thorough cleaning and calibration of all insturments is recommended.

Protective Devices

6. The protective devices are considered adequate and by visual inspection appear to be in satisfactory condition; however all circuit breaker, relay, overload and reverse current trip settings should be carefully examined for proper adjustment and all circuits inspected for proper sized fuses. Some devices have apparently been tampered with or reset by the U.S.S.R. personnel. All should be carefully checked before the circuits in which they are installed are renergized.

Cable And Wiring

7. The cable and wiring thruout the ship is in a generally satisfactory condition. On the weather decks some cable armor is cracked or rusted and corroded thru but not to an extent requiring large scale cable renewal. Cable and

wiring below decks is in good condition. A few "jury" rigs were found, however investigation and removal of same will not entail a great amount of work. Several disconnected and dead end cables were found. No cables were seen which showed evidence of prior overheating and/or overloading. Several cable marker tags are missing or are improperly attached and it is recommended that this condition be corrected.

Motors

8. (a) Main Propulsion

Three Westinghouse propulsion motors are installed, one driving a bow propeller and two driving stern propellers. Name plate data of each is as follows:

Bow Motor (1): Manufacturer: Westinghouse.
Horsepower-3300-Volts 900 D.C.
Amps. 2940-RPM 140/210
Serial No. 3316P948.

Stern Motors (2): Manufacturer: Westinghouse
Horsepower-5000, Volts 900 D.C.
Amps. 4400-RPM 105/145
Serial (Port): 3318P623
(Starboard) 3318P624

The general condition of the three units is considered satisfactory. Although the number of operating hours is not known the condition of commutators and brushes indicates only moderate use. The bow propeller had been removed prior to receipt of the vessel from the U.S.S.R. and it is believed that this motor was not used to a great extent. The interiors of all units were exceptionally clean and free of carbon dust. According to records found the last ground test made by the U.S.S.R. ship's force was on 12 December 1949 and the readings were satisfactory. Tests made by the board indicated three megohms resistance to ground in the bow motor armature and field circuits and forty and forty five megohms resistance to ground for port and starboard stern motors respectively. The total number of operating hours since commissioning or while in U.S.S.R. custody is not known.

(b) General Service Motors

These motors are, in general, in satisfactory condition as to cleanliness and insulation resistance, and none show the need of extensive repairs. Insulation resistance readings are satisfactory and interior cleanliness is good. The priming pump and motor for each of the two fire and bilge pumps have been removed from their foundations and to date of this survey report have not been found on board.

Controllers

9. Controllers are generally in a satisfactory condition although actual operating tests of all controllers on board were not made due to the operating condition of diesel prime movers for ship's service generators and resultant lack of sufficient ship's power. All protective device and relay settings should be carefully checked and Russian print circuit labels replaced with U.S. print type.

Lighting System

10. The lighting system is generally in a satisfactory condition, except in crew's washrooms and heads where minor repairs and replacement of a small number of fixtures is required. Four lighting circuits, namely FB 100, FB 106, FB 107, and FB 111 were found by the board to be grounded. Several lighting switch boxes have circuit labels completely painted over. Desk, bunk, and mirror lighting in officer's country requires minor repairs and replacement of missing parts and fixtures.

Interior Communication System

11. The ship's interior communication system is in a generally satisfactory condition although a moderate amount of overhaul is required prior to extensive operation. The steering telegraph indicator in steering gear room is 180° out of synchronization with the transmitters and bell is missing. The transmitter handle is missing from the Crow's nest engine order telegraph to bow motor room. The general announcing system is in satisfactory condition with the exception of the reproducer installation from which three Navy class L reproducers are missing and seven are inoperative. Sound powered telephone circuits require the renewal or replacement of missing or Russian printed circuit labels and several missing jack box covers. Two call bell circuits, 1EX and 2EX are grounded and several leather push button covers are worn thru and should be replaced. A twenty (20) line automatic telephone system in a generally poor condition is installed. The battery bank consisting of four (4) 50 AH batteries and the battery charging generator should be completely overhauled. Five automatic telephone sets are missing and three telephone hand sets are broken. The telephone directories engraved on metal plates have either been subsituted for similar ones printed in Russian or have Russian printed plates installed adjacent to the English lettered directories. All transmitter - reproducer units of the 21MC Captain's command announcing system have been removed from the ship; however approximately fifty percent of cable and connection boxes remain. By whom removal was accomplished, date, and authority for same is not known. Two reproducers in the 17MC air defense system are missing from each of gun mounts 1 and 2. One (1) Holmes 35 MM motion picture projector with lense, amplifier, and speaker missing and in a generally otherwise unsatisfactory condition is aboard.

Searchlights

12. The two General Electric 24" Carbon arc searchlights are in satisfactory condition and show evidence of but little use. The mount for No. 1 light is broken at the bottom of the trunnion arm and unit is lashed to the adjacent railing. In addition to correction of the latter only routine cleaning, inspection and adjustment of lamp mechanism is considered necessary to maintain serviceability. The two Ward-Leonard 24" searchlight rheostats are in excellent condition. The two 12" incandescent searchlights also are in satisfactory condition and require only cleaning and painting.

Fire Control

13. Switches and outlets for the following electrical fire control circuits are installed on the IC-Fire Control switchboard but the equipment itself was not found on board: GR-attack plotter, 2U-3" 50 cal. cease firing, 4U-HMG cease firing, 5U 20MM cease firing, SLG A/S projec-

tor; 7PA depth charge projector firing, 2PA-main gun firing, GM1, GM2, and GM3-HMG control and firing.

Storage Batteries

14. The lead acid storage batteries, including gyro compass emergency batteries are in a generally unsatisfactory condition. Adequate battery charging facilities are installed on board.

Gyro Compass

15. A Sperry MK XIV, Mod. I master compass in unsatisfactory condition is installed. Compass and follow up circuits require complete overhaul and balancing. The eighteen (18) emergency 6V-15AH batteries are in unsatisfactory condition and test discharge and replacement of trays found to be below 80% capacity is recommended. The gyro compass room is considered adequate in space and general arrangement. Ventilation is adequate.

Degaussing System

16. The degaussing system consists of a single "M" coil installation. The system, including cable, switchboard and connection boxes is in satisfactory condition. The degaussing folder is missing and no other degaussing records or data were found.

Damage Control

17. Considering the type vessel the adequacy of the damage control installation is satisfactory, although but only a limited number of casualty power outlets are installed. Emergency lighting is supplied by portable relay and non-relay operated hand lanterns; however all lanterns found are inoperable due to dead or missing batteries, burned out lamps or defective switches. The sound powered telephone system is considered adequate for damage control purposes. Power outlets for submersible pumps are considered adequate in number and spacing. No completely equipped electrical damage control kits were found on board.

VII - ELECTRONIC INSTALLATION

General

The material condition of all Radio, Sonar, Radio Direction Finding and Test Equipment is satisfactory except for minor repairs as noted in appropriate paragraphs below. Adequacy of space and accessibility for maintenance and repair is very good in all electronic spaces except the lower sound room which contains the drivers for both the QCJ sonar equipment and the NMB fathometer as well as the QCJ hoisting and lowering mechanism. Space and accessibility here is only fair. Lighting and ventilation is good in all cases.

Electronic Repair Records

There are no electronic maintenance and repair records, Electronic Equipment History Cards, Record of Field Changes or C.S.M.P. Cards on board. No records of any kind pertaining to electronic installation were found. Date of last electronic inspection is not known.

Radio

The radio transmitting equipment consists of the following:

(1) One (1) TCK-2, Serial No. 16.
(2) One (1) TAJ-11, Serial No. 38.
(3) One (1) TCE-2, Serial No. 1231.

(4) One (1) TRE-119a, Serial No. 310.
(5) One (1) MN, Serial No. 251. The MN is not included in the allowance list returned with the vessel.

All transmitters are clean and in good material condition. The "Start" relay on the TCK-2 does not hold and will require repair. The TAJ-11 operated satisfactorily when delevered by the U.S.S.R. but does not key at present and requires repair. There are no batteries on board for the TRE-119a and the MN is not installed. An LM-18 frequency meter is installed with jack panel for connecting to various equipments.

The receiving equipment consists of the following:

1. One (1) RC-105, Serial No. 353.
2. One (1) RC-105, Serial No. 356.
3. One (1) RC-123, Serial No. 204.
4. One (1) RBH-1, Serial No. 1356.
5. One (1) 128-A (McKay Radio Corp), Serial No. 42580.
6. Two (2) DB 20's Serial Nos. 328 and 392.
7. One (1) Crystal receiver type B. (Radio Marine Corp) Not on the allowance list found on board.
8. Two (2) RBO's Serial Nos. 3793 and 3754.

All receivers are in very good condition, clean, and operating satisfactorily. The RBO receivers are located in the wardroom and Captain's cabin. All others are in Radio central, compartment B-201-C. It is noted that the Electronics allowance list found on board the vessel at time of return to U.S. includes one additional RC-105, and one additional RC-123 receiver.

Radar — There is no radar or I.F.F. equipment installed aboard this vessel.

Sonar — The sonar equipment consists of a QCJ echo ranging equipment serial number 54, range recorder serial number 5630, and a fathometer type MMB-1. All equipment is in very good condition and operating satisfactorily. The projectors and domes were not visually inspected but operation was satisfactory. No ASW training equipment or devices are on board.

R.C.M. — No Radio or Radar counter-measure equipment is installed on board.

Loran D/F — No Loran equipment is installed. A DF-12 and associated power supply is installed in the pilot house and is in good operating and material condition.

Teletype — No teletype equipment is installed.

Antennas — (1) The material condition of the receiving and transmitting antennas trunks, trunk lines, panels and insulators is satisfactory except for replacement of one broken insulator and cleaning of all insulators. No Dow Corning Compound is used. No R.C.M. antennas are installed.

(2) No Radar antennas are installed.

(3) Radio antennas as a whole are arranged satisfactorily in regard to maximum overall efficency.

Motor Generators — The radio motor generators and controllers are in good material condition. Brushes should be replaced during overhaul of vessel. Condition of commutators, slip rings and bearings is good. Housings are painted and well preserved.

Repair Facilities — Repair facilities are considered adequate for the equipment now installed. Tool locker and ready spare parts stowage is in the radio central and accessable at all times and it is probable that radio central was used as the repair space. There is also a work table and sufficient space in compartment B-2-11-1CL which is the motor-generator space for the auxiliary radio, and seperated from the auxiliary radio room by a non-structural bulk-head. No test panel was installed.

The full allowance of test equipment as specified by the allowance list found on board includes only a Weston 772 analyzer and a Weston 777 tube tester. There are now on board. Fifty percent of the tool allowance is on board.

Stowage — Exact location of spaces used for spare parts stowage is not known. Some tubes and ready spares were kept in the locker in radio central. In addition the motor-generator room, compartment B-302-A, was used for the stowage of some spare parts boxes and space is only partially utilized. Sonar spares were stowed in the stationery store room. Approximately ten percent of the spare parts are on board. There is no record of inventory or stowage plan on board.

VIII - DAMAGE CONTROL

General Comment — a. Damage control installation is satisfactory except for the portable pumps and portable CO2 extinguishers.

Damage Control Station — b. There are no damage control bocklets available. There are adequate damage control station spaces available.

Stability And Buoyancy — c. There is no information available concerning stability or buoyancy. The physical characteristics of the vessel indicate excellent stability and good buoyancy.

IX - GUNNERY AND ORDNANCE INSTALLATION

General — 1. The Gunnery department and Ordnance installation of this vessel is inoperable. All guns had been removed and were in warehouse stowage prior to delivery of vessel by U.S.S.R.

A.A. Battery — 2. The A.A. battery consists of four (4) 3"/50 caliber A.A. guns. Two (2) guns are forward of the bridge structure and two (2) are aft on the superstructure. Defects noted: Guns are preserved and were installed just prior to delivery of vessel. The guns are bolted down and are frozen in place. No wiring exists. All guns will require a complete overhaul prior to firing.

Heavy Machine Gun Battery

3. The Heavy machine gun battery consists of eight (8) single 40MM guns mounts and six (6) 20MM single gun mounts. Defects noted: None of the guns are in position or bolted down. The base rings for the 40MM guns have been cut off and disposed of. No holding down bolts are present for the 20MM mounts. The Ammunition ready-lockers are missing for all guns. Training and Elevation Arms are missing from most 40MM guns.

ESR

4. The equivalent service rounds for each rifled barrel is unknown. No records were returned with the vessel.

Fire Control

5. No fire control system exists.

Ammunition Supply

6. Ammunition supply is by dumb-waiter type hoist and by hand to the guns. Defects noted: Ready lockers have been removed.

Ammunition

7. Ammunition on board is estimated to be 80% of wartime allowance.

Magazines

8. The magazines were not in use but are considered to be adequate.

Sprinkling And Fire Fighting

9. The magazine sprinkling system appears to be adequate and in good condition.

Small Arms

10. No small arms were found on board.

Armory And Work Shop

11. The armory appears to have been used as a spare gear stowage room.

Administration

12. There was no organized gunnery department inasmuch as all guns and ammunition had been removed to shore stowage. The vessel appears to have been civilian operated.

X - MEDICAL EQUIPMENT, FACILITIES AND SPACES

General

a. The facilities are satisfactory and include sufficient dental and medical equipment to provide adequate treatment while vessel is operating independently. All equipment is in satisfactory condition.

Medical Spaces

b. The medical and dental spaces are satisfactory. Cleanliness and maintenance was satisfactory.

Sanitary Condition

c. The sanitary conditions of the vessel was satisfactory.

XI - SUPPLY EQUIPMENT, FACILITIES AND SPACES

General

a. The general overall condition of the supply equipment, facilities, and spaces was satisfactory. However, nearly all consumable supplies of allowance lists were missing. Store-rooms were orderly.

Office Spaces

b. The office spaces are very good. Minor repairs are necessary for the furniture.

Commissory — c. The commissory spaces show evidence of considerable use. They are adequate and in satisfactory condition.

Store-rooms — d. Store-rooms are adequate and clean.

Laundry — e. The laundry showed evidence of much use. Minor repairs and adjustments to the equipment are necessary.

Material Records — f. The material records are old and incorrect. Only some of the original inventory records are available. The U.S.S.R. had no record of material that was on board.

XII - FINDINGS

First — The Board finds the U.S.S. Southwind fit for further service and that the repairs recommended are not considered disproportionate to the value of the vessel for the service to which assigned. The U.S.S. Southwind is one of the vessels recently returned to the United States by the U.S.S.R.

The Board estimates 10,000 man days will be recuired to effect the necessary repairs that are recommended.

Second — The Board finds the operations installation, equipment and spaces to be, in general, in satisfactory condition in respect to cleanliness, maintenance and operating condition.

Third — The Board finds the Hull structure, Hull fittings and Hull auxiliaries to be in general, in satisfactory condition as to cleanliness, and integrity of structure and mechanism; in unsatisfactory condition as to preservation of hull structure particularly interior of tanks.

Fourth — The Board finds the Machinery Installation, Equipment, and Spaces to be, in general, in poor condition.

Fifth — The Board finds the Electrical Installation, Equipment and Spaces to be, in general, in satisfactory condition.

Sixth — The Board finds the Electronic Installation, Equipment, and Spaces to be, in general, in satisfactory condition.

Seventh — The Board finds the Damage Control Installation, Equipment, and Facilities to be, in general, in unsatisfactory condition.

Eighth — The Board finds the Ordnance Installation, Equipment, and Spaces to be in poor condition.

Ninth — The Board finds the Medical Installation, Equipment, and Spaces to be, in general, in satisfactory condition.

Tenth — The Board finds the Supply Installation, Equipment, and Spaces to be, in general, in satisfactory condition.

XIII - WORK LISTS

BUREAU OF SHIPS (HULL)

"A" URGENT REPAIRS RECOMMENDED

(1c) Air test all compartments as prescribed by test schedule; effect repairs to stop leaks as disclosed by test.
(2c) Overhaul all CO2 portable extinguishers and fill with CO2.
(3c) Load test all lifting gear including boat and air-plane crane, boat winches and boat davits.
(4c) Load test towing winches.
(5c) Load test deep sea anchor windlass.
(6c) Dry dock, clean and paint underwater body.
(7c) Repair wood deck, bottom sheathing, and beading on special type 26 foot motor whale boat. Renew engine cover.
(8c) Replace missing allowance list items.
(9c) Renew or repair and adjust bunk chain supports. Approximately 50 bunks are effected. Replace canvas bottoms.
(10c) Repair and test three (3) handy billy and three (3) electric submersible pumps.
(11c) Test and clean fire mains.
(12c) Renew all life boat falls.
(13c) Make minor repairs and adjustments to approximately ten doors and hatches.
(14c) Drop test all life rafts and renew all manila line.
(15c) Plug approximately 20 holes, about 1" in diameter in bulkheads and decks; these holes are in way of unused cable and pupe stuffing tubes.

"B" DESIREABLE REPAIRS RECOMMENDED

(16c) Repair approximately 100 crews lockers. Repairs include straightening of doors, replacement of hinges and locks and installation of shelves.
(17c) Paint lavatories with special white enamel paint.
(18c) Clean and paint all heeling and trimming tanks.
(19c) Clean and paint all fresh water tanks.
(20c) Clean and paint all voids.
(21c) Replace missing cork insulation. About 50 sq. ft. is estimated for replacement.
(22c) Clean and paint outside of vessel above the water line.
(23c) Clean and paint decks in living spaces and wet spaces where tile is not installed.
(24c) Make minor repairs to wood deck where damaged.
(25c) Make minor repairs and adjustments to laundry equipment.
(26c) Make minor repairs to office furniture.

BUREAU OF SHIPS (MACHINERY)

"A" URGENT ITEMS RECOMMENDED

(1s) Completely overhaul all six main diesel engines and attached accessories.
(2s) Completely overhaul all four auxiliary diesel engines on attached accessories.
(3s) Clean main lube oil systems, filters, and heat exchangers.
(4s) Provide and install two missing priming pumps on the fire and bilge pumps.

(5s) Hydrostatically test both auxiliary boilers. Renew leaking tubes. Renew burned out baffles in combustion chamber of #1 boiler. Replace plastic insulation around baffles in both boilers.

(6s) Manufacture and install English valve label tags in place of presently installed Russian valve label tags.

"B" DESIRABLE REPAIRS RECOMMENDED

(7s) Build up and machine #1 fresh water pump shaft.

(8s) Manufacture and install new casing and impeller wearing rings #1 and 2 sanitary pumps.

(9s) Manufacture and install new casing and impeller wearing rings in evaporater brine overboard pump.

(10s) Make tight all sea valves. Renew gaskets and studs.

(11s) Repair leaks in cooling water service and sanitary piping. Repack valves.

(12s) Repair or replace broken and missing gages and thermometers.

(13s) Provide missing allowance list items.

BUREAU OF SHIPS (ELECTRICAL)

"A" URGENT REPAIRS RECOMMENDED

(1e) Overhaul master gyro compass and auxiliaries. Conduct test discharge and replace emergency batteries found to be below 80% capacity.

"B" DESIRABLE REPAIRS RECOMMENDED

(2e) Overhaul IMB-2MB-3MB, 4MB, engine, steering order and rudder angle indicator circuits.

(3e) Overhaul as necessary six main propulsion generator units (electrical ends) in accordance with Chapter 41-1331-(2) (a) BuShips Manual.

(4e) Overhaul as necessary three main propulsion motors in accordance with Chapter 41-1331-(2)-(b), BuShips Manual.

(5e) Overhaul four (4) ship's service light and power generators.

(6e) Replace all Russian print electrical designator labels and tags with same in English lettering.

(7e) Examine and reset to proper adjustment all electrical protective devices.

(8e) Provide and install priming pump motors (and pumps) for two (2) fire and bilge pumps.

(9e) Overhaul all electrical galley and pantry equipment.

(10e) Renew bearings in vent set motors Nos. 2-154-1 and 02-80-2.

(11e) Clear grounds from lighting circuits FB-100, FB-106, FB-107 and FB-111.

(12e) Conduct test discharge and replace all lead acid storage batteries found to be below 80% capacity.

(13e) Overhaul two (2) 24" carbon arc searchlights. Replace broken trunnion arm of No. 1 unit.

(14e) Overhaul general announcing system.

(15e) Remove grounds from call bell circuits 1EX and 2EX.

(16e) Overhaul ship's service automatic telephone system. Replace five (5) missing and three (3) broken telephone sets.

(17e) Overhaul salinity indicating system.

(18e) Calibrate underwater log system.

(19e) Conduct reutine calibration of degaussing circuit.

(20e) Remove all unnecessary dead end cable and all electrical "jury" rigs; secure all loose cable runs.

(21e) Replace missing allowance list items.

ELECTRONICS WORK LIST

"A" URGENT REPAIRS RECOMMENDED

(1er) Repair "Start-Stop" switch for TCK-2 transmitter.
(2er) Repair keying circuit for TAJ-11 transmitter.
(3er) Provide batteries for TCE-119A portable transceiver.
(4er) Replace broken insulator on open bridge and overhaul all antenna systems.
(5er) Replace all signal halyards.
(6er) Provide missing allowance list items.

"B" DESIRABLE REPAIRS RECOMMENDED

(7er) Install warning plates in all radio spaces.

BUREAU OF ORDNANCE

"A" URGENT REPAIRS RECOMMENDED

(1r) Overhaul four (4) 3"/50 caliber guns. Free guns in train and elevation.
(2r) Install eight (8) 40MM gun mounts.
(3r) Install six (6) 20MM gun mounts.

CinCPacFlt File

THE PACIFIC COMMAND
AND UNITED STATES PACIFIC FLEET
Headquarters of the Commander in Chief

Serial: 753

c/o Fleet Post Office,
San Francisco, California
8 Mar 1949

CONFIDENTIAL

From: Commander in Chief U. S. Pacific Fleet.
To : Captain Raymond C. BURZYNSKI, 62022, U.S. Navy.
Via : Commander U. S. Naval Forces, Far East.

Subject: Permanent Sub-Board of Inspection and Survey to Inspect and Recommend Disposition of Certain Ships.

References: (a) ComNavFE spdltr S3 ser 888 dtd 25 Feb 1949.
(b) ComSerPac ltr ser 224 dtd 7 Jan 1948.

1. A Sub-Board of Inspection and Survey, consisting of yourself as senior member and of Lieutenant George P. ALEXANDER, 86957, U.S. Navy, and Lieutenant (jg) Ulric J. LeBLANC, 198377, U.S. Navy, as additional members, and Lieutenant John E. EPILAND, 199465, U.S. Navy, as additional member and recorder, is hereby ordered to convene in the Japan Area, at such times as considered appropriate, for the purpose of inspecting and making recommendations to the Board of Inspection and Survey, Navy Department, Washington, D. C., concerning the disposition of such ships, in whole or in part, as may be referred to the Sub-Board of Inspection and Survey for inspection by the Commander in Chief U.S. Pacific Fleet, and in addition to make material inspections of such ships as may be referred to the board in accordance with reference (b).

2. In your recommendations you will be guided in so far as practicable by Chapter 20, U.S. Navy Regulations, 1948.

3. The Commander U.S. Naval Forces, Far East, is hereby directed to furnish the necessary clerical assistance.

4. Effective upon the receipt of this precept, the Sub-Board of Inspection and Survey convened by my precept serial 4750 dated 10 December 1948 is dissolved.

DeWITT C. RAMSEY,
Admiral, U. S. Navy
Commander in Chief
United States Pacific Fleet.

Copies to:
CNO
InSurv
ComServPac
ComFltAct, Yokosuka
ComServRon 3
ComServDiv 51
Board Members

CONFIDENTIAL COPY Enclosure (1)

RESTRICTED

DEFERRED 1318332 / / 140252Z

Precedence Crypto No. System

UPON DELIVERY ICEBREAKER SOUTHWIND AT YOKOSUKA BY SOVIET REQUEST SUBBOARD INSURV BE DIRECTED INSPECT IMMEDIATELY TO DETERMINE MATERIAL CONDITION X REQUEST BRIEF OF SUBBOARD FINDINGS AND RECOMMENDATIONS BE SUBMITTED PRESIDENT INSURV AT NAVY DEPARTMENT BY DISPATCH X COMPLETE INSURV REPORT TO BE FORWARDED BY AIRMAIL

READDRESSED FROM: COMNAVFE
INFO: COMFLTACTYS YOKOSUKA

DATE 14 DEC 49 C.W.O. BWG FILE NO. 47

From: CND

Action To: CINCPACFLT Info: To: CINCFE/COMNAVFE

D. T. G.
1318332
140252Z

HANDLING AND TRANSMISSION OF THE LITERAL PLAIN TEXT OF THIS MESSAGE AS CORRESPONDENCE OF THE SAME CLASSIFICATION IS AUTHORIZED

RESTRICTED COPY Enclosure (2)

NAVAL SPEEDLETTER

File or CNFE/S3
Serial No. 5984

80-ht

Date 14 DEC 1949

SPEEDLETTER

From: COMMANDER NAVAL FORCES, FAR EAST
To : SENIOR MEMBER, SUB-BOARD OF INSPECTION AND SURVEY, JAPAN AREA
VIA : COMMANDER FLEET ACTIVITIES, YOKOSUKA

Subject: PERMANET SUB-BOARD OF INSPECTION AND SURVEY TO INSPECT AND RECOMMEND DISPOSITION OF CERTAIN SHIPS

REF: (a) CINCPACFLT LTR SER 753 OF 8 MAR 1949 TO CAPT. R. O. BURZYNSKI 62022, U. S. NAVY
(b) COMNAVFE DISPATCH 050415Z OF OCT 1949 TO CINCPACFLT
(c) ADMIN CINCPACFLT DISPATCH 060003Z OF OCT 1949 TO COMNAVFE

1. IN ACCORDANCE WITH THE AUTHORITY CONTAINED IN REFERENCE (c), MODIFY REFERENCE (a) AS FOLLOWS: DELETE CHIEF CARPENTER EDWARD BIELAS, 364836, U.S. NAVY. ADD CHIEF CARPENTER ROBERT (n) YOUNG, 285186, U. S. NAVY.

COPIES TO

CINCPACFLT

SIGNATURE AND TITLE

G. P. HUNTER
CHIEF OF STAFF
Commander Naval Forces, Far East
Navy 1165
Care of Fleet Post Office
San Francisco, Calif.

ATTENTION ADDRESSEES: Address reply exctly as indicated on right.

COPY

Enclosure (3)

REPORT OF SURVEY OF

U.S.S. PF-3

HELD 10 - 12 NOVEMBER 1949

BY

SUB-BOARD INSPECTION AND SURVEY, JAPAN AREA

NAVY #3923

C/O FPO, SAN FRANCISCO, CALIFORNIA

CC:
CNO - 1
BUSHIPS - 3
BUORD - 3
INSURV - Original and carbon copy master
CINCPAC - 1
CINCFE - 1
COMSERVPAC - 1
COMNAVFE - 4
COMFLTACT YOKOSUKA - 1
PF-3 - 1

GENERAL HEADQUARTERS FAR EAST COMMAND
G-4 STAFF SECTION
INFORMATION ROUTING SLIP

File No. _____ Date 21 Nov, 49

SUBJECT: Report of Survey of U.S.S PF-3.

	Routing Order	Date, Time & Initials
Gen. Eberle		CONFIDENTIAL
Col. Forsyth		
Executive		
Plans & Policy	(1)	JPR
Operations		
Constr & R E		
Transportation		
Supply		
Petroleum		
Personnel		
Administration	2	

0 Incls CHECKED IN: wap

OUT: _____

ORIGINATOR: Admin

Approval _____
Concurrence _____
Information (1)
Note & Return _____
Signature _____
Dispatch _____
File 2

JOURNAL NO: 92794

CONFIDENTIAL

REMARKS:

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
AND
FAR EAST COMMAND

ROUTING SLIP

FROM: _____ DATE: 21 NOV 1949

TO:

Commander-in-Chief _____	Ordnance _____
Aide-de-Camp _____	PM _____
Chief of Staff _____	PIO _____
D C of S FEC _____	Ryukyus Mil Govt _____
D C of S SCAP _____	QM _____
SGS _____	Signal _____
G-1 _____	Sp Services _____
G-2 _____	Trans _____
G-3 _____	TI&E _____
G-4 _____	Civ Comm _____
JSPOG _____	CI&E _____
AG _____	Civ Int _____
Antiaircraft _____	Civil Property Custodian _____
Central Purchasing O _____	Civ Trans _____
Chaplain _____	Diplomatic _____
Chemical _____	ESS _____
Civ Personnel _____	Gen Acctg _____
Engineer _____	Gen Proc _____
Fiscal _____	Government _____
Hq Comdt _____	Legal _____
IG _____	NRS _____
JA _____	PH&W _____
Medical _____	Statistics & Report Sec _____

FOR:

Approval _____	Note and Return _____
Comment or _____	Distribution Desired _____
Concurrence _____	Signature _____
Information _____	Dispatch _____
Initials _____	Attachment of _____
Issuance of Orders _____	Reference _____
Necessary Action _____	File _____

FEC AGO Form No. 14 (1 Jan 49)

6643—FEC Printing Plant—6/49—75M

Raymond O. Burzynski,
Captain, U.S. Navy, Senior Member.

John G. Gysi,
Lieutenant, U.S. Navy, Member.

Harold E. Hastings,
Lieutenant, U.S. Navy, Member.

Edward Bielas,
Chief Carpenter, U.S. Navy, Member.

Kay L. Dixon,
Lieutenant (junior grade), U.S. Navy,
Member and Recorder.

A true copy. Attest:

K. L. Dixon

Kay L. Dixon,
Lieutenant (junior grade),
U.S. Navy, Recorder.

SUB-BOARD OF INSPECTION AND SURVEY
JAPAN AREA
NAVY NO. 3923
F.P.O. SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

From: Sub-Board of Inspection and Survey, Japan Area.
To : President, Board of Inspection and Survey.

Subject: U.S.S. PF-3 - Survey, report of

Reference: (a) CinCPacFlt ltr Serial 753 of 8 March 1949 to Captain Raymond O. Burzynski, 62022, U.S. Navy.
(b) ComNavFE ltr Serial 4739 of 10 October 1949.
(c) CNO Confidential Dispatch 281855Z of September 1949.
(d) ComNavFE Confidential Speedltr Serial 0470 of 11 October 1949.

Enclosures: (1) Copy of reference (a)
(2) Copy of reference (b)
(3) Copy of reference (c)
(4) Copy of reference (d)

1. The following officers designated by the Commander in Chief United States Pacific Fleet conducted a survey of the U.S.S. PF-3 in compliance with reference (a) as supplemented by references (b), (c), and (d).

CAPT R. O. BURZYNSKI, USN	Senior Member
LT J. G. GYSI, USN	Member
LT H. E. HASTINGS, USN	Member
CHCARP E. BILLAS, USN	Member
LTJG K. L. DIXON, USN	Member & Recorder

The Sub-Board met on board the vessel at 8:30 a.m., on 10 November 1949. The vessel was moored to a berth in Dry Dock #6 at U.S. Fleet Activities, Yokosuka, Japan.

The Sub-Board made a survey of the U.S.S. PF-3 and was assisted by LT T. Thorpe, U.S. Navy, and CWOHC H. C. Williams, U.S. Navy, for Ordnance and Medical items respectively. The vessel was returned to the custody of the United States by the U.S.S.R. on 18 October 1949. The Board was considerably handicapped in determining the material condition in that no information was available concerning the operation and maintenance of the vessel since it had been turned over to the U.S.S.R. in 1945. The inspection also required training of personnel in the operation of certain equipment to determine its condition. The duration of the tests and inspection was two days. Inspection began on 10 November and was completed on 12 November 1949.

II - GENERAL COMMENTS

1. The U.S.S. PF-3 is a twin screw frigate, of 304 feet overall length, 37 feet beam, 2200 tons full load displacement; each screw is powered by a 2750 horsepower, four cylinder Joshua Hendy reciprocating steam engine. The vessel was built by Kaiser Cargo Inc, of Richmond, California, and completed in November 1943. The vessel had a compliement of approximately 200 men and officers when first commissioned by the U.S. Navy. The vessel had a complement of approximately 50 men and 7 officers when delivered by the U.S.S.R. The vessel was turned over to the U.S.S.R. in July 1945 and since that period had been operated by that government's navy in Pacific waters.

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2. There are no records to indicate repair and maintenance work accomplished to the vessel under U.S.S.R. custody. Inquiries indicate that repairs were made as necessary without scheduling general overhaul periods. The vessel was last dry docked approximately July 1948. It may be assumed that this vessel did not have InSurv inspection since its completion. There are no records aboard the vessel to indicate in what type of duty the vessel has been engaged since its commissioning. It is belived the vessel was used by the U.S.S.R. Navy for training purposes in anti-submarine warfare. This vessel was only used a moderate amount judging from material conditions.

III - OPERATIONS --- EQUIPMENT, INSTALLATIONS AND SPACES

(a) NAVIGATION

General

1. The Navigation department is in general in a satisfactory condition. No records, charts or logs are on board. Publications are uncorrected, incomplete, and generally outdated.

Pilot House

2. The pilot house, A-0201-C has visibility through three 18" ports on the forward bulkhead and two 18" ports on port and starboard bulkheads respectively. Communication with the open bridge, and chart house is by voice tube and sound powered telephone and with ship and fire control stations and engine room by sound powered telephone, and 1MC, 17MC and 21MC circuits. The latter three circuits require complete overhaul. General alarm, gas alert and blinker light controls are installed. These circuits likewise are inoperable.

The closing of ports and doors provides adequate protection against strafing, gun blast, and the weather. The pilot house instruments are grouped according to purpose, are adequate and associated switches are within ready reach of the operator. Illumination of instruments is considered satisfactory. Steering control is by wheel and is the hydraulic type. No emergency steering alarm is installed and shift to local control in the steering engine room is accomplished by voice command over the sound powered telephone circuit. A revolution indicator and engine order telegraph for each of the two engines is installed; also a gyro compass repeater, magnetic steering compass and direct rudder angle indicator. There is one engine RPM telegraph and one speed light transmitter and pulsator.

Open Bridge

3. Located directly above the pilot house, complete 360 degree vision is afforded within the open bridge. 1MC, voice tube, and sound powered telephone communication facilities are installed and twelve inch signal searchlights are mounted atop the deck house aft of the open bridge. No protection against the weather is afforded and protection against strafing and gun blast is limited. Steering and engine orders are transmitted to the pilot house by voice tube. No emergency alarm is provided. Instruments are grouped according to purpose, are adequate, properly illuminated and are within ready reach of the op-

erator. One gyro repeater pelorus and one combination course and relative bearing indicator is installed. Engine order and rudder angle indicators are installed. Pull type whistle and siren controls are located on the forward bulkhead. Russian labels on several instruments should be replaced.

Steering Gear Room

4. The steering gear room, C-204-E is considered adequate as to space and general arrangement. The steam-hydraulic system is controllable either by wheel or hand locally in the steering gear room. A gyro repeater is installed and communication is by sound powered telephone.

Gyro Room

5. The gyro room, A-206-C is considered adequate as to space and general arrangement. A Sperry Mark XIV, Mod. I Master Compass is installed. Communication is by sound powered telephone.

Instruments And Degaussing

6. The condition of portable navigation instruments is considered satisfactory and a general cleaning and adjustment only is necessary. There are no charts, logs or compass and chronometer records on board and publications are incomplete and uncorrected. All gyro compass repeaters can be energized simultaneously. Two 7½" magnetic compasses are installed, one in the pilot house and one aft on the upper deck. A DMT and DRA system in operable condition is installed in the chart house. The Degaussing System consists of "M", "FI-QI" and "FP-QP" coils. The circuit is in satisfactory condition. No Degaussing folder or up to date records are on board. Several circuits of the navigation light system are grounded. Navigational stations are considered adequately equipped with darken ship facilities; however three darken ship switches require repair.

(b) COMMUNICATION

General

1. The communication department equipment and spaces are in general satisfactory. The lighting and ventilation facilities are adequate. There are no records on board.

Communications Office

2. Compartment A-0101-C is the combined communications office, radio transmitter and receiver room. The radio equipment, desks and filing cabinets are arranged satisfactorily. Equipment in general is in very good condition.

Coding Room

3. There is no coding room designated as such. No coding or decoding equipment is on board.

Radar

4. Compartment A-0101-C is a combination radar transmitting room, motor-generator room and work shop. Arrangement is satisfactory. Lighting and ventilation is satisfactory.

Sound Room

5. Compartment A-302-C is the lower sound room, arrangement, lighting and ventilation of which is satisfactory. Sound-powered telephone communication is provided.

Admini-stration

6. There were no registered publications on board. Instruction books for all equipment are on board. Traffic handling equipment and facilities are adequate. There is no CEMB, RMB or SMB, on board. There are no reports of any kind on board.

Signal Equip-ment

7. Two double board canvass type flag bags, 3½ feet by 6½ feet, are installed, one port and one starboard, and are adequate. There are no U.S. Navy signal flags aboard. There are six halyards to each yard arm and length of hoist is thirty-four (34) feet. There are two twelve inch incandescent searchlights, located port and starboard on the signal bridge. A 24" signal searchlight is installed on the mast. Yard arm blinkers are installed with one key located in the wheel house, also one each, port and starboard on open bridge, and additional keys mounted on the 20MM gun tubs port and starboard, below signal bridge. The semaphore equipment is of the conventional hand-flag type. No transmitting platforms installed as such. There is satisfactory stowage for hand flags. The visibility coverage is 360°. There is no portable flashing light signal equip-ment.

(c) C.O.C.

1. Compartment A-0201-C is the COC room. Arrangement of which is satisfactory but space is inadequate due to the fact that the asdic equipment is also located in this compartment. There is no vertical plotting board, however DRT and summary plot is provided. Lighting, ventilation, and interior communication is satisfactory.

2. There were no maintenance records, records of tests and inspections, or CSMP cards relating to COC equip-ment. Instruction books are on board.

IV - HULL STRUCTURE, FITTINGS, AND AUXILIARIES

1. General

General Comments

a. The condition of the steel hull with respect to integrity is satisfactory; the preservation is un-satisfactory because several voids, water tanks and some deck areas are covered with rust. The decks were originally coated with a light coat of grease but this has worn off and rust is forming. The heads, wash rooms, galley and some store rooms are dirty. Other parts of vessel are reasonably clean. The general condition of all water tight doors, hatches and man holes is considered un-satisfactory. Other hull fittings including rigging are considered satisfactory. The condition of hull auxiliaries with respect to integrity of mechanism and state of preservation and cleanliness is satisfactory. The anchor windlass and steering engine are in a satis-factory condition. The ground tackle shows evidence of very little use.

Hull Maintenance Records

b. There are no hull maintenance records available. There is available a damage control book, instruction books for various auxiliaries, and some ship plans. There are some spare parts and consumable allowance list items on board.

2. Shell Plating, Framing, Inner Bottom

Outside Shell Above Waterline

a. The general condition of the outside plating, fittings, and other structure above waterline with respect to integrity of structure and state of preservation is considered satisfactory. The small amount of thin rust is considered normal. The vessel has not been painted for at least one year.

Outside Shell Below Waterline

b. The condition of the outside shell below the waterline is not known; however, it is believed that it is satisfactory as evidenced by the observed condition at the waterline. The vessel was docked and painted in early 1948. There are no dry docking reports on board. There is a light coating of rust at some points in the water line. Dry docking of PF 38 and 39 indicates satisfactory condition of shell plating.

Inside Shell and Framing

c. The condition of the inside shell plating and framing is considered satisfactory. There was evidence of some rust in various areas particularly in storerooms. Removal of some insulation in wet areas showed light corrosion.

Tank Tops and Inner Bottom

d. The general condition of tank tops and inner bottoms with respect to integrity and state of preservation was satisfactory. All bilges in the machinery spaces were reasonably clean and preserved.

3. Decks, Platforms and Flats

Weather

a. All weather decks were in satisfactory condition as to integrity and state of preservation; however, the Russian Navy was using grease for its preservation and because of recent heavy rains some rust was forming. The weather decks indicated reasonable maintenance to prevent any serious corrosion. However painting must be accomplished at an early date to arrest corrosion.

Non-Weather

b. The general condition of non-weather decks is satisfactory except that little or no paint has been applied in recent years. Where the paint is worn in damp storerooms and some living spaces, there is corrosion, particularly at the boundaries near the shell. In some living space areas the deck had been kept bright and preservation effected by using grease or oil.

Deck Coverings in General

c. There is no deck covering in living spaces. Wet spaces have a light coat of rust.

Deck Plating in Wet Spaces

4. Bulkheads

Structural — a. Integrity and state of preservation of structural bulkheads is satisfactory. There are a few unplugged holes where cable or pipe lines have been removed.

Non-Structural — b. The general condition of non-structual bulkheads is unsatisfactory. There are several bulkheads that have been bent. There are areas having unplugged holes where fittings have been moved.

5. Tanks, Voids, Coffердams

Peak Tanks — a. The fore peak tank is in a satisfactory condition as to integrity; there is some rust in several unpainted areas. Tank should be cleaned and painted. There is concrete ballast in the tank.

The after peak tank is in satisfactory condition as to integrity. There was some water in the bilge at the time of delivery. There is some rust in the unpainted areas. Tank requires general cleaning and painting.

Fresh Water Tanks / Reserve Feed Tanks — b. and c. The condition of structure of fresh water and feed tanks is satisfactory. The preservation of some of the fresh water tanks is unsatisfactory. They should be wire brushed and painted.

Fuel Oil and Diesel Oil — d. The structure and preservation of all fuel and diesel oil tanks is very good. Most of the fuel oil tanks were empty. There was a small amount of sludge in the bilges.

Coffердams — e. The condition of structure and state of preservation of coffердams and voids is generally satisfactory as to integrity. There was a small amount of water in two of the voids. There was evidence of rust in a few areas in some of the tanks. Voids should be cleaned and touched up with paint.

6. Miscellaneous Structure

Foundations — a. The condition of foundations as to integrity and state of preservation is satisfactory.

Deck Erections — b. Machine gun foundations are in satisfactory condition. There are a few corroded areas in splinter shields where attached to the decks. Under-side of machine gun foundations are beginning to rust. Sun shields on ammunition boxes require renewal or repairs.

7. Hull Auxiliaries

Rudder — a. There is no written information regarding the condition of the rudder. It is reported that the rudder including the bearing clearance is satisfactory. One vessel of this type will be dry docked to determine the above condition. Condition of rudder of two PTs dry docked was satisfactory.

Steering

b. The steering gear is a Webster Brinkley steam hydraulic type with two single acting rams working in two hydraulic cylinders. The general condition including maintenance and preservation is considered satisfactory. The ship's force of the U.S.S.R. personnel reported very satisfactory operation. There is evidence of a small amount of oil leakage and some dirt in the hydraulic system.

Anchor Windless Cable and Other Ground Tackle

c. The anchor windless is an American Hoist and Derrick, horizontal two gypsy head and two wildcat type. The engine is steam driven. The general condition of the mechanism including the steam engine is satisfactory. There was evidence of satisfactory preservation and lubrication. The chain is 1 5/8" wrought iron stud; both port and starboard cables are 120 fathoms in length. There is no repair kit available. The condition of chain is good; condition in chain locker is good.

Boat Handling Gear

d. The vessel is equipped with one set of crescent type Welin Boat davits. The equipment is in satisfactory operating condition. The manila rope in the falls should be replaced. The crew reported satisfactory operation of this equipment. No records of tests were available.

8. Miscellaneous Hull Fittings and Equipment

Sea Chests

a. The condition of all sea chests is satisfactory as can be determined from visual inspection without docking the vessel.

Access Closures

b. The condition of access closures is considered unsatisfactory. There are approximately 15 watertight doors, 3 hatches and 5 manhole covers that require adjustment and minor repairs. Repairs include freeing of dogs, some replacement of gaskets and renewal of corroded parts. Most of the wrenches are missing.

Piping Systems

c. The fire main and secondary drain, deck drains, and fresh water system are in satisfactory condition. Some sections of fire main indicate very little use. These will have to be cleaned of sediment. The valves removed for inspection were in satisfactory condition. The flushing system is in unsatisfactory condition. It will require some replacement including major repairs to the valves.

There was an adequate supply of fire hose but most of it was worn out from frequent use.

Ventilation Heating Insulation

d. The general condition of ventilation ducts and heaters with respect to integrity of joints and state of preservation was satisfactory. Some vent ducts had small holes cuts in them to provide convenient outlet in addition to the regular outlet. A few joints were not properly made up. The ventilation flap valves generally operated satisfactorily although some will require adjustment and freeing up.

The vent systems were reasonably clean; an exception to this was the vent set in the galley which was dirty and greasy.

The glass insulation was damaged in numerous areas where unprotected and where material was handled. The U.S.S.R. made no repairs of the insulation that they damaged.

The Russian Naval personnel reported generally adequate heating except in C.P.O. quarters and store rooms. It appears that little or no attempt was made to adjust the steam supply to heaters to adjust for changes in outside temperature.

Chemical Fire Extinguishing — e. The CO2 smothering system for the bos'n and paint locker is in satisfactory condition except that the CO2 bottle is empty. The vessel has three duplex pressure foam proportioners in satisfactory condition. There is a sufficient supply of foam generating fluid aboard the vessel. The condition of the fifteen pound CO2 extinguishers is unsatisfactory. Some extinguishers are missing the hose and discharge horns; all bottles are empty.

Access Ladders — f. The general physical condition and state of preservation of all ladders is considered satisfactory.

Mast and Standing Rigging — g. The condition of masts, standing rigging including life lines is satisfactory.

Boats, Life Rafts, Floater Nets — h. The condition of the 26 foot motor whale boat is unsatisfactory. The boat should be surveyed and replaced. The engine requires complete overhaul. The four life rafts are in satisfactory condition. The four floater nets require renewal of the manila line.

Miscellaneous Deck Fittings — i. The material condition of chocks, bitts, padeyes, life lines and stanchions are considered satisfactory except for minor deficiencies.

Labelling — j. The labelling condition is considered unsatisfactory because numerous label plates are missing, particularly those secured with cement.

9. Arrangement of Spaces and Equipment

Living Spaces — a. Berthing, messing, wash rooms and commissary spaces are considered adequate. The physical condition and state of preservation of the berthing areas was considered satisfactory. In all other living spaces the preservation and cleanliness was unsatisfactory. In particular the wash rooms, water closets and galley were very dirty.

Store Rooms — b. The physical condition and state of preservation of store rooms is considered satisfactory. The cleaniness and orderliness of stowage was unsatisfactory. What little material was left on board was stowed in disorder and without records.

Office Spaces

c. The furniture in office spaces showed much use and wear and will require repair.

Crew's Lockers

d. Crew's lockers were in generally satisfactory condition with some repairs needed to door closing devices.

Messing

e. Mess benches and tables; the general condition of tables and benches is unsatisfactory and repairs to tops are required to restore to U.S. Navy standards. Portable electric refrigerators and water coolers were in an unsatisfactory condition and require complete overhaul.

10. Damage Control

a. Most damage control items of equipment are missing or require extensive repair.

b. The vessel is equipped with two 60 g.p.m. handy-billy, two P-500, and four submersible pumps. All require complete overhaul to restore to satisfactory condition.

c. The watertight integrity is generally satisfactory except for work required on doors, hatches, and covers previously mentioned.

d. The portable fire fighting facilities are unsatisfactory. The salt water fire main is satisfactory except for the hose which is worn and must be replaced. Applicators were available and generally are in satisfactory condition.

e. Facilities for improving list and trim are considered adequate and are in satisfactory condition.

f. There is no evidence that the U.S.S.R. have a specific damage control party organization. Apparently personnel were responsible for damage occuring in their assigned part of the ship.

V-MACHINERY INSTALLATION

General

1. The general condition of machinery is satisfactory. There are no engineering records, some blueprints and instruction books. Major components of spare parts were sighted. Their stowage is adequate. The following machinery was opened for inspection: #1 and #2 boilers (firesides and watersides) #2 main engine (medium pressure cylinder and slide valve) both main condensers, #2 main circulating pump (water end) #2 main thrust bearing, #2 main condensate pump (steam end), #1 auxiliary generator nozzle valves, starboard grease extractor, saltwater evaporator coil nest, Soloshell evaporators, evaporator fresh water circulating and brine overboard pumps, diesel whaleboat engine cylinder head, and refrigerator compressor.

Main Engines

2. The main propulsion plant consists of two (2) vertical triple expansion, four cylinder type 18½" x 31" x 36½" x 36½" x 30" reciprocating engines manufactured by Joshua Hendy Iron Works.

There are no operating records or logs from which to determine the hours of operation or maintenance. The shaft revolution counters presently read as follows: #1 shaft-7,299,767. #2 shaft-counter is missing. The engine revolution indicators read as follows: #1 engine-7,329,304, #2 engine-1,991,498.

From visual inspection, the engines are apparently in satisfactory operating condition. Russian operating personnel did not know the date of last overhaul. The piston rings and cylinder of #2 M.P. cylinder were only slightly scratched, but the after faces of the slide valve is steam cut.

Operating personnel indicated that the engines were run between 17.5 and 18 knots for the three (3) days prior to turn-over without difficulty.

Lubrication

3. Lubrication of the main engines is supplied by both manzel lubricators and wick feed. From visual inspection, it is satisfactory.

Line Shafting Bearings Thrusts

4. The general condition of shafting and bearings is satisfactory. The port main thrust coller and thrust shoes are slightly scratched. The shaft journals in the two (2) spring bearings are bright with no visible evidence of scoring and the oil rings are free. The stern tubes and bulkhead packing glands are satisfactory.

Condensers

5. The two (2) main condensers are the two-pass type manufactured by the Heat Transfer Company with tubes rolled at inlet ends and packed at outlet end. None of the tubes are plugged. The zincs need renewal. The interior of the headers is eroded and the header division plate of the starboard condenser is eroded through next to the tube sheet. The opening between the inlet sides is about 1/8" wide and 10" to 12" long.

Pumps

6. The general condition of all pumps is satisfactory. The working parts of the ones disassembled for inspection showed little wear. The combined fresh water and brine overboard pump for the salt water evaporator in the engine room is missing. The horizontal duplex sanitary pump in the forward pump room is inoperative because the motor is missing.

Piping Valves Fittings

7. The general condition of all piping is satisfactory except for the brine overboard discharge valve stool in the engine room. The stool has corroded away next to the skin of the ship, and there is a wooden plug driven in the hole partially stopping the leak. There is very little stenciling and almost all black pipe marking has been painted over with red paint. Labelling is painted over or missing. Cut out valves and remote control gear needs freeing up.

The ship has reportedly not been dry-docked since 1947 and the #2 main injection valve leaks. The lagging is in satisfactory condition.

Air Compressor

8. The ship has one (1) Ingersoll Rand two stage, air cooled, single acting, motor driven air compressor with a capacity of 20 CFM at 110 PSI and apparently in satisfactory operating condition.

Boilers

9. The two (2) boilers are Babcock and Wilcox "A" type, 250# saturated steam, and are in satisfactory condition. Total steaming hours are not known and they have reportedly been steamed about four hundred and fifty (450) hours since last cleaned.

There is a soft soot deposit on the outside tube rows and a hard carbon deposit on the inside rows. No noticeable pitting on the visible external portions of the drums and tubes. The interior of the drums and tubes are coated with some scale and no active corrosion was apparent.

The brick work is in a satisfactory condition except for several bricks loose and missing from the back wall of #1 boiler. Atomizers need cleaning. The corbelling has pulled away from the back wall in #2 boiler.

The boiler casings are in satisfactory condition and fitted with steam smothering system. The boiler sliding feet are painted over.

Uptakes and Smoke Pipes

10. The uptakes and stacks are in a satisfactory condition. There is some soot and rust on the welded seams.

Blowers Forced Draft

11. The two reciprocating forced draft blowers manufactured by Troy Engine and Machine Company are in satisfactory operating condition.

Fuel Apparatus

12. The fuel apparatus is satisfactory. Fueling-at-sea hose is on board and stowed in brackets just forward of the stack. Fuel oil heaters are in need of cleaning. Sounding tubes are in satisfactory condition.

Boiler Feed Water Equipment

13. The boiler feed water equipment is generally in satisfactory condition. Feed and filter tank, feed water heater, and grease strainers need cleaning. Salinity indicator is operable. Boiler water test cabinet is complete.

Distilling

14. The 4000 G.P.D. Solo-shell double-effect, low pressure evaporator has reportedly had very little operation, and this is supported by visual inspection. The tubes, support sheets, and shell have very little scale.

The vertical submerged evaporator, size 48-21, capacity 50 tons daily, located in the engine room, reportedly produced 20 tons daily. However, the coil tube nest was pulled and the coils, headers, and shell are

covered with salt scale and crystals. The combined brine overboard and fresh water pump is missing. About 10 feet of the associated piping is missing and the rest contains dry salt deposits.

Refrigeration

15. The refrigeration unit consists of one type 2L-331 York unit and is in need of an overhaul. The compressor needs new piston rings, suction valve, and shaft seal. The condenser needs cleaning, and the receiver sight glass needs replacing. The automatic controls and expansion valves need cleaning and adjustment. There is a coil missing from the solenoid valve. The dehydrator needs replacing.

Mechanical Measuring Instruments

16. The general condition of the mechanical measuring instruments is satisfactory. Several thermometers, sight glasses, and gages are broken or missing. The port shaft revolution counter is missing.

Machine Tools

17. The installed 8" bench lathe, bench grinder, and drill press are operable. Some hand tools and lathe attachments are in the machine shop, and engineers' storeroom, but percentage of allowance on board is not known. Some precision tools were sighted. Engineers' storeroom was clean and neatly stowed.

Repair Equipment

18. The two installed chain hoists in the engine room are in good condition.

Engine Room and Fire Spaces

19. The general condition of the engineering spaces is satisfactory. Engine room and firerooms are clean. Bilges contain some water and oil, but very little scale and rust under the paint. Foundations and holding down bolts are in satisfactory condition. Bilge strainers need cleaning.

Fire Extinguishing and Smothering Apparatus

20. There is a steam smothering system in the engine room and fire rooms. There are four (4) fire and bilge pumps, one in the engine room, one in the pump room below the evaporator, one in the forward fire room and one on the second deck just forward of the steering engine room, which is connected to the fire main. No duplex pressure proportioner installed in the fire rooms or the engine room.

Generators Prime Mover

21. The two (2) Westinghouse type M-20-EM, 2283 RPM turbines driving the 85 KW auxiliary generators are in satisfactory operating condition. There is no noticeable vibration or gear noise; no leakage around the glands.

Power Boat Engines Diesel

22. There is one (1) 55 H.P. Buda type DA diesel engine mounted in a 26 foot whaleboat. The engine was kicked over in the skids and started satisfactorily, but ran poorly. The cylinder head was pulled, and it contained quite a lot of carbon. The valves and slots are pitted, #2 and #3 pistons have excessive clearance, and the cylinders liners have shoulders worn at the end of the piston travel.

VI - ELECTRICAL INSTALLATION

General

1. In general, the overall condition of the electrical installation is unsatisfactory. Cleanliness of equipment is considered poor. There are no electrical records or logs on board and the number of instruction books and blueprints is incomplete. No machinery index, machinery history or CSMP record is on board. The number of electrical spare parts on board is negligible. Date of last inventory is not known. Date of last complete ground tests by ship's force is not known. Results of ground tests made by the board are noted in the appropriate sub-divisions below.

Ship's Service Generators

2. Two (2) units each having an alternator, exciter and D.C. generator mounted on the same shaft make up the generator plant. Prime mover for these sets are Westinghouse steam turbines operated at 225 lbs. steam pressure, rated at 85 K.W., 7283 r.p.m. The alternators used for ship's service light and power are rated at 75 KVA, 450 volts, 3 phase, 60 cycle and each is excited by a separate 1.5 KW, 125 volt DC exciter. DC generators are compound wound, 25 KW, 125 volts, 200 amps. capacity. Both units are located in the engine room and both A.C. and D.C. ends may be operated singly or or in parallel. Overall condition is considered unsatisfactory; due to low insulation readings and excess accumulation of dirt and oil, complete overhaul is recommended. Prime movers are considered adequate. Due to the complete lack of records the number of operating hours since last overhaul is not known. Date of last inventory and inspection of spares is not known. There is no record of pole space clearances and insulation resistances.

Emergency and Casualty Power Generators

3. There are none installed aboard this vessel.

Motor Generators

4. Motor generator units are in general in a satisfactory condition. Units are fairly clean and insulation resistance is good; however a thorough general inspection and lubrication check is recommended prior to operation.

Switchboards

5. (a) Power.

Ship's service generator and distribution switchboards and instruments are in satisfactory operating condition but require a thorough cleaning. Connections and fittings at the rear of the panels require a thorough inspection and check for looseness and corrosion. Two "jury" rigs in rear of main board should be removed. The degaussing switchboard is in fair condition and cleaning and tightening of connections and refinishing front of board is recommended.

(b) Interior Communication and Fire Control

The fire control and interior communication switchboard is in a satisfactory condition with the exception of five (5) defective switches requiring repair or renewal and twenty (20) missing and five (5) defaced circuit labels. One makeshift "jury" rig connected to the board should be removed and a general cleaning and check for loose connections be made of the switchboard.

(c) General

Distribution panels throughout the ship are of the enclosed dead front type, are considered adequate and are in fair condition. Cleaning and checking for loose connections alone is considered necessary. Many name plates and circuit labels are missing or have been replaced with ones printed in Russian.

Protective Devices

6. Protective devices are considered adequate and in satisfactory condition; however, circuit breaker settings should be checked and all circuits inspected for proper sized fuses. Some overload and no-voltage relays show the result of tampering and maladjustment and therefore require a thorough check.

Cable and Wiring

7. The cable and wiring is in a generally unsatisfactory condition. Several "jury" rigs require investigation and removal. On the top sides a considerable amount of cable armor is cracked and rusted or corroded through especially at stuffing tube ends. Cable and wiring below decks is in fairly good condition with some cases of oil soaking prevalent. The running and anchor light circuits are grounded, and cable renewal will be necessary. A considerable number of cable markings are missing or are improperly attached. Some below decks cables require painting and many dead end cables exist. No cables were found which showed evidence of prior overheating or overloading. Casualty power cables are considered inadequate in number and in poor condition. Submersible pump and portable welding receptacles are considered adequate in number and spacing.

Motors

8. In general, motors are in fair condition. All require a thorough cleaning and inspection for proper lubrication. Missing motors are noted under repair items. No record of past insulation resistance readings is available.

Controllers

9. Controllers are in a fair condition. Several show indications of tampering by inexperienced personnel and improper protective device and relay settings. All controllers require a thorough cleaning, adjusting, and check for loose connecions. Many labels are missing or replaced with Russian labels.

Lighting System

10. The lighting system throughout the ship is in a generally unsatisfactory condition. The original installation appears to have been adequate. There is much evidence of "borrowing" from one circuit or appliance to repair or make operative another and several "jury" rigs of various discriptions are installed throughout the ship. A great many steam tight covers and several reflectors are missing. Most mirror lights in washrooms require complete renewal. Many lighting switches are missing or have covers removed. Most lighting circuits are grounded, including the running anchor, and signal light system. Most lighting fixtures using other than the standard size or type lamp are without lamps. Approximately 75% of all lighting fixtures are without lamps of any kind. Several darken ship switches are inoperative due to rust. Relay-operated hand lantern locations are adequate as to number and position; however, all lanterns are missing or are inoperable.

Interior Communication System

11. IC circuits and associated units are in general in fair operating condition. The 17MC circuit is inoperative and requires complete overhaul. Sound powered telephone circuits and all headsets require minor repairs due primarily to exposure and improper stowage. Engine room and evaporation plant salinity indicator systems are in need of calibration and repair. The call bell system is in unsatisfactory condition and extensive overhaul and replacement of missing push buttons, leather water tight push button covers, bells, buzzers, and circuit lebels required. Many labels are also missing from telephone outlets or have been replaced with labels printed in Russian. The IC switchboard is in need of a thorough cleaning and replacement of five (5) defective switches and several circuit labels. The voice tube system is considered adequate, however several indentification labels are missing.

Search-Lights

12. The General Electric 24" carbon arc search-light is in satisfactory condition and evidences very little prior use. Both 12" signal search-lights likewise are in satisfactory condition.

Fire Control Systems

13. The electrical fire control circuits are in unsatisfactory condition. The 4U, 5U, XGS and 2FA circuits are grounded. Several top side instruments have been water damaged. Many glass dial fronts and identification tags and labels are missing, broken, or painted over. The entire system requires a complete overhaul.

Storage Batteries

14. The lead acid storage batteries, including gyro compass auxiliary batteries are in unsatisfactory condition. Ventilation to battery locker is considered adequate.

CONFIDENTIAL

Gyro Compass

15. The Sperry MK XIV, Mod. I master compass, motor-generators, panels, and repeaters are in fair condition. A complete test, cleaning and adjustment is required. No gyro record book is on board and date of last overhaul is not known. The gyro compass room, A-206-1C is considered adequate as to space and general arrangement.

Degaussing System

16. The system consists of "M", "FI - QI" and "FP-QP" coil installations. The entire system, including switchboard and connection boxes is in good condition. The degaussing folder is missing and no other degaussing records or data were found.

Damage Control

17. Considering the type vessel and limited subdivision the adequacy of the damage control installation of the electrical department is satisfactory. Casualty power outlets and cables are installed and with some exceptions are in good condition. There is no special purpose casualty power generator. Emergency lighting consists of a relay-operated battery hand lantern system; however the lanterns themselves are missing. The sound powered telephone system is considered adequate for damage control purposes. Power outlets for submersible pumps are adequate in number and spacing. No electrical damage-control kits are on board.

VII - ELECTRONIC INSTALLATION

General

1. The general condition of the electronic installation is satisfactory in respect to cleanliness and preservation, but in unsatisfactory operating condition. However it is thought that only minor repairs will be required. There are no spare parts on board.

Electronic spaces are listed under communications.

Electronic Repair Records

2. There are no records, reports, inventories or CSMP cards on board. There is no CEMB, RMB or SMB on board. All of the required instruction books are on board but are not indexed. Date of last electronic equipment inspection is unknown. Equipment history cards are on board but not up to date.

Radio Transmitting

3. The radio transmitting equipment consists of the following: One (1) TDE serial #50; one (1) TBL-7 serial #966; and one (1) TBS-3 serial #711. All transmitting equipment is clean and in good condition except for minor repairs to all three transmitters. There are no spare parts on board.

Radio Receiving Equipment

4. The radio receiving equipment consists of the following:

a. One (1) RBH-1 serial No. 1006.
b. One (1) RAK-6 serial No. 773.

c. One (1) RAL-6 serial No. 789.
d. One (1) RAO-2 serial No. 1174.
e. One (1) RBL-2 serial No. 776.
f. One (1) RBO serial No. 2677.

The RAL-6 receiver requires realignment. There are no spare parts for the receiving equipment. Instruction books are on board.

Radar

5. The radar equipment consists of the SL-A serial #563 and the SA-2 serial #376. Both radars will require some repair (see work list). A VD-2 repeator serial No. 1737 is installed on the open bridge. IFF equipment consists of two ABK units serial Nos. 1411.5 and 1440, a BN serial No. 5753, and BL-8 serial No. 162. There are no spare parts for any radar equipment.

Navigation Equipment

6. The navigation equipment consists of a DAK-3 serial No. 196 in satisfactory condition. No deviation curves or spare parts were on board.

Sonar

7. Sonar equipment consists of a QJA serial No. 10, an NJ-8 fathometer serial No. 12, sound range recorder serial No. 2767, and an attack plotter MK-1 Mod. 2 serial No. 239. No spare parts are on board.

Calibrating Equipment

8. An LM-frequency meter serial No. 1667, one wave-meters, OAA-2 serial No. 2544, OAP-2 serial No. 221 and a 60 ABM No. 563 are on board.

Antennas

9. Antennas in general are unsatisfactory. All antennas and insulators require cleaning, and the SA radar antenna will require overhaul. The arrangement of the antenna system is satisfactory as regards to overall efficiency. TDE and TBL antennas are down but are on board.

Motor Generators

10. The condition of the motor generators is satis-factory.

Storerooms and Repair Facilities

11. Space used for stowage of spare parts is not known. There are no spares on board or stowage plans. Date of last inventory is not known. Repair facilities are inadequate due to lack of space and test voltages. No tools or test equipment are on board.

VIII - DAMAGE CONTROL

General Comment

a. The material condition of the Damage Control Installation is unsatisfactory as a whole because of lack of damage control equipment and unsatisfactory condition of portable pumps.

Damage Control Stations

b. There was little or no evidence of any damage control station arrangement. Some damage control equipment was available such as shores, submersible pumps, some tools, and one damage control booklet. There was no evidence of use of damage control lockers.

Stability and Buoyancy

c. No inclining experiment was available. There were no records available of permanent weight removals, changes of moments, or strip ship material. The commanding officer reported that the vessel operated satisfactorily in heavy weather; the cross curves of stability indicate good stability under most conditions of loading and inclinations. The U.S.S.R. commodore informed the board that several of the P.F.'s loaned to the U.S.S.R. have experienced 50 degree rolls.

IX - GUNNERY AND ORDNANCE INSTALLATION

General

1. The gunnery department and ordnance installation of this vessel appears to be in satisfactory operating condition. Cleanliness and maintenance was only fair. The installation is adequate for this type vessel. No information was available as to spaces and equipment under the cognizance of other departments for service of the ordnance installation inasmuch as the ship was "cold" and had no crew on board.

A.A. Battery

2. Consists of 3 - 3"/50 caliber A.A. guns. Two are forward of the bridge and on is aft of the superstructure. No defects noted.

Heavy Machine Gun Batteries

3. Consists of two gun batteries, two (2) 40MM gun mounts installed aft of the bridge structure. No defects noted. Nine 20MM mounts, two (2) forward of the bridge structure, two (2) outboard on either side of bridge structure, two (2) aft of bridge structure and three (3) nested aft of 40MM gun mounts. Mark 14 gun sights require overhaul.

ESR

4. The equivallent service rounds for each rifled barrel is unknown. No records were returned with vessel.

Fire Control

5. The fire control system in this vessel consists of two Mark 51 Mod. 2 directors, one controlling the two (2) 3"/50 caliber A.A. guns forward and one (1) controlling the after 3"/50 caliber A.A. gun through receiver at the guns and one (1) Mark 6 Mod. 2 computer at the bridge control station. Control is through sound powered telephone circuit to all stations.

Control Station

6. The Gunnery Officers control station is above the pilot house. From this location both surface and sky visability is excellent.

Ammunition Supply

7. Ammunition is at the guns in ready service boxes. Replacement from magazines is by hand.

Ammunition

8. Ammunition is 85% of wartime allowance.

Maghzines

9. The four (4) magazines and one (1) depth charge stowage are in use and are adequate. The following defect exists:

(a) Eighty percent of steam tights were missing and light sockets were open which indicated an utter lack of safety consciousness.

Sprinkling and Fire Fighting

10. The magazine sprinkling and flooding system are adequate and in good condition. Sprinkling system controls are located on the main deck. They are easily accessable and can be properly locked.

Clipping Rooms

11. There is one clipping room forward and one aft. Both are in very good condition. The forward clipping room may have been used for an armory although this cannot be ascertained.

Small Arms

12. None on board. Two 45/70 caliber line throwing guns and two Very pistols were found on board. All were in good condition.

Depth Charge Battery

13. The depth charge battery consists of eight (8) K guns and two depth charge racks with remote control at the control stations above the pilot house.

Rocket Launcher

14. One (1) 7.2" 24 spigot rocket launcher located aft of forward 3"/50 caliber gun. Ammunition supply is by ready locker and from magazine by hand.

Armory and Work Shop

15. The forward clipping room may have been used as an armory. It is in very good condition.

Administration

16. Analysis of the administration of the gunnery department cannot be accomplished because of no crew on board. From observation and from questioning Russian personnel upon delivery of the vessel, it appears that the vessel was little used particularly from the standpoint of gunnery. No Ordnance Circular Letters were found on board. The Ordnance Allowance List was found but no expenditure record could be found which would indicate the spare parts which were used. A check of the spare parts allowed against spare parts still on board indicates that many spare parts were used or removed. No inventory of spare parts or equipage could be found. No copies of requisitions for replacements of shortages could be found.

X - MEDICAL EQUIPMENT, FACILITIES AND SPACE

General

a. The general overall condition of the Medical equipment, facilities, and spaces was unsatisfactory because of dirty conditions and lack of surgical instruments and supplies.

Medical Spaces

b. Medical spaces are considered satisfactory for this type of vessel. Cleanliness was unsatisfactory; deck in sick bay was coated with light rust.

Battle Dressing Station

c. The number, location and access to battle dressing stations is considered satisfactory. The cleanliness at battle dressing stations is poor. One litter was found aboard the vessel.

Sanitary Condition

d. The general sanitary condition of the vessel was unsatisfactory, particularly in the galley, washrooms, and the sick bay. Storerooms and stowage facilities are adequate. What little supplies were left on board were very poorly stowed. Ship was infested with rats and cockroaches.

XI - SUPPLY EQUIPMENT, FACILITIES AND SPACES

General — a. The general overall condition of the supply equipment, facilities and spaces was unsatisfactory. Supply spaces were generally dirty. Nearly all consumable supplies of allowance list were missing. Storerooms were not orderly and some expanded metal bulkheads were damaged.

Office Spaces — b. The office spaces are very limited; furniture showed evidence of much wear and some repairs are necessary.

Commissary — c. Commissary spaces such as galley, officer's pantry, and issue rooms showed evidence of much use. The equipment was dirty and worn. The small refrigerator in galley was inoperative. The ship's refrigerating spaces were in satisfactory condition and did not show much wear.

Storerooms — d. Storerooms are adequate but were not neatly stowed.

Laundry — e. The laundry was in satisfactory condition and showed evidence of considerable use. Minor repairs are needed to improve condition to U.S. standard.

Material Records — f. An incomplete allowance list is available. There are no records to indicate what items of allowance are on board or what items were turned over to U.S.S.R. in 1945.

An inventory is being prepared by the Supply Department of U.S. Fleet Activities Yokosuka of all allowance items on board. This is a difficult problem because no attempt was made by the U.S.S.R. to retain identity of most of the spare parts that remain on board; parts are scattered in various storerooms and the machinery spaces.

XII - FINDINGS

First — The Board finds the U.S.S. PF-3 fit for further service and that the repairs herein recommended are not considered disproportionate to the value of the vessel for the service that it may be assigned. The U.S.S. PF-3 is one of the PF's recently returned to the United States by the U.S.S.R.

The Board estimates 3100 man days will be required to effect the necessary repairs that are recommended.

Second — The Board finds the Operations Installation, Equipment and Spaces to be, in general, in satisfactory condition in respect to cleanliness, maintenance and operating condition.

Third — The Board finds the Hull Structure, Hull Fittings, and Hull Auxiliaries to be, in general, in unsatisfactory condition as to cleanliness and preservation, and in satisfactory condition with respect to integrity of structure and mechanism.

Fourth — The Board finds the Machinery Installation, Equipment, and Spaces to be, in general, in satisfactory condition.

Fifth — The Board finds the Electrical Installation, Equipment, and Spaces to be, in general, in unsatisfactory condition.

Sixth — The Board finds the Electronic Installation, Equipment, and Spaces to be, in general, in unsatisfactory condition.

Seventh — The Board finds the Damage Control Installation, Equipment, and Facilities to be, in general, in unsatisfactory condition.

Eighth — The Board finds the Ordnance Installation, Equipment, and Spaces to be in satisfactory condition with respect to cleanliness, preservation, and operating condition.

Ninth — The board finds the Medical Installation, Equipment, and Spaces to be, in general, in unsatisfactory condition.

Tenth — The Board finds the Supply Installation, Equipment, and Spaces to be, in general, in unsatisfactory condition.

XIII - WORK LISTS

BUREAU OF SHIPS (HULL)

"A" URGENT REPAIRS RECOMMENDED

(1c) Overhaul CO2 fire extinguishers and fill with CO2.
(2c) Overhaul approximately 15 watertight doors, 3 watertight hatches, and 5 man hole covers.
(3c) Dry dock and paint underwater hull body.
(4c) Clean and paint hull where necessary.
(5c) Replace 26' motor whale boat.
(6c) Drop test life rafts and renew all manila line.
(7c) Renew flushing piping where necessary and overhaul all valves in system.
(8c) Plug holes in bulkhead where cable and piping has been removed.
(9c) Overhaul handy billy submersible pumps, and P-500 pumps.
(10c) Air test all compartments and make compartments tight as required by test schedule.
(11c) Make tight all fresh water fittings in wash rooms.
(12c) Clean the interior of fire main piping.
(13c) Overhaul portable refrigerators and drinking fountains.
(14c) Provide missing allowance list items.

"B" DESIREABLE REPAIRS RECOMMENDED

(15c) Clean and paint voids, fresh water and feed tanks.
(16c) Repair office furniture and crews lockers as necessary.
(17c) Repair non-watertight ventilation ducts where damaged by crew.

(18c) Repair all insulation and lagging in living spaces and store rooms where damaged.
(19c) Clean ventilation systems including the exhaust system in galley.
(20c) Clean and paint decks.
(21c) Clean and paint interior of living spaces.
(22c) Provide and install grease screens above galley range.
(23c) Install missing label plates.
(24c) Make miscellaneous minor hull repairs on weather decks.

BUREAU OF SHIPS (MACHINERY)

"A" URGENT ITEMS RECOMMENDED-MACHINERY

(1s) Repair leak in salt water evaporater brine overboard sea valve stool.
(2s) Provide and install missing combined brine overboard and fresh water pump and associated piping. Run capacity test.

"B" DESIRABLE ITEMS RECOMMENDED

(3s) Spot in #2 main engine meduim pressure cylinder slide valve.
(4s) Patch brickwork of #1 and #2 boilers.
(5s) Build up eroded header division plate #1 main condenser. Renew zincs.
(6s) Make tight #2 main injection valve. Examine and make tight all sea valves. Renew gaskets and studs.
(7s) Overhaul refrigeration plant compressor and associatel equipment.
(8s) Overhaul diesel whaleboat engine.
(9s) Provide and install missing gages, sight glasses, thermometers, and shaft revolution counter.

BUREAU OF SHIPS (ELECTRICAL)

"A" URGENT REPAIRS RECOMMENDED

(1e) Overhaul ship's service generators, AC, DC, and exciter units.
(2e) Overhaul following vent sets: 1-74-2, 1-74-1, 01-71-1, 01-71-2, 1-94-1, 1-99-1, 1-29-2, 1-27-1, 01-43-1, 1-38-1, 1-53-1, 1-53-3, 1-52-1, 1-54-1, 1-53-2. Replace missing motor for unit 2-126-2.
(3e) Overhaul master gyro compass and auxiliary equipment. Replace 20-6V 15 A.H. emergency batteries. Furnish gyro record book and supply missing spare parts.
(4e) Replace missing H.P. evaporator brine overboard and fresh water pump motor.(single motor drives both units).
(5e) Replace missing sanitary pump motor.
(6e) Overhaul ship's lighting system, including running, anchor, and signal light circuits. Clear all grounds and replace missing switches, fixtures, lamps, and steam tight covers. Remove dead end cables.
(7e) Clear grounds from call bell circuits. Replace missing push buttons, pushbutton covers, bells, buzzers, and missing circuit labels. Remove dead end cables.
(8e) Overhaul engine revolution transmitters and indicators. Replace missing port shaft revolution transmitter.

(9e) Overhaul and calibrate salinity indicating system. Replace one (1) missing cell and cable in engine rooms.
(10e) Renew five (5) defective switches and replace twenty (20) circuit cable in interior communication and fire control switchboards.
(11e) Repair engine order telegraph indicator in forward fire room.
(12e) Procure all missing allowance list items.

"B" DESIRABLE REPAIRS RECOMMENDED

(13e) Conduct routine overhaul, cleaning and calibration of DRA and DRT systems.
(14e) Overhaul 1MC - 17MC general announcing, general alarm and battle announcing system. Renew cable to five (5) weather deck speackers.
(15e) Overhaul and calibrate Bendix underwater log system.
(16e) Clear ground in power circuit of captain's command announcing system.
(17e) Overhaul entire electrical fire control system. Replace broken dial glasses and renew defective cable. Replace missing circuit labels.
(18e) Overhaul ten (10) 6V - 175 A.H. storage batteries. Renew elements in three(3) 6V - 175 A.H. storage batteries.
(19e) Calibrate degeussing system

ELECTRONICS WORK LIST

"A" URGENT REPAIRS RECOMMENDED

(1er) Readjust SA-2 radar.
(2er) Overhaul SA-2 dehydrator.
(3er) Repair BN IFF Interrogator.
(4er) Repair BL-8 IFF Interrogator.
(5er) Repair VD-2 radar repeater.
(6er) Repair press-to-talk switch on TBL-7 speech amplifier.
(7er) Repair high-frequency side of TBL-7 transmitter.
(8er) Repair Attack Plotter.
(9er) No depth indication on NJ-8 fathometer. Repair as necessary.
(10er) Repair high-frequency side of TDE transmitter.
(11er) Realign RAL-6 receiver.
(12er) Clean and replace all transmitting antennas and insulators.

"B" DESIRABLE REPAIRS RECOMMENDED

(13er) Take down and clean or replace all receiving antennas and insulators.

BUREAU OF ORDNANCE

"A" URGENT REPAIRS RECOMMENDED

(a) Overhaul all Mark 14 gun sights

CinCPacFlt File

THE PACIFIC COMMAND
AND UNITED STATES PACIFIC FLEET
Headquarters of the Commander in Chief

Serial: 753

c/o Fleet Post Office,
San Francisco, California.
8 Mar 1949

CONFIDENTIAL

From: Commander in Chief U. S. Pacific Fleet.
To : Captain Raymond O. BURZYNSKI, 62022, U. S. Navy.
Via : Commander U. S. Naval Forces, Far East.

Subject: Permanent Sub-Board of Inspection and Survey to Inspect and Recommend Disposition of Certain Ships.

References: (a) ComNavFE spdltr S3 ser 888 dtd 25 Feb 1949.
(b) ComSerPac ltr ser 224 dtd 7 Jan 1948.

1. A Sub-Board of Inspection and Survey, consisting of yourself as senior member and of Lieutenant George P. ALEXANDER, 86957, U.S. Navy, and Lieutenant (jg) Ulric J. LeBLANC, 198377, U.S. Navy, as additional members, and Lieutenant John M. EPHLAND, 199465, U.S. Navy, as additional member and recorder, is hereby ordered to convene in the Japan Area, at such times as considered appropriate, for the purpose of inspecting and making recommendations to the Board of Inspection and Survey, Navy Department, Washington, D. C., concerning the disposition of such ships, in whole or in part, as may be referred to the Sub-Board of Inspection and Survey for inspection by the Commander in Chief U.S. Pacific Fleet, and in addition to make material inspections of such ships as may be referred to the board in accordance with reference (b).

2. In your recommendations you will be guided in so far as practicable by Chapter 20, U.S. Navy Regulations, 1948.

3. The Commander U.S. Naval Forces, Far East, is hereby directed to furnish the necessary clerical assistance.

4. Effective upon the receipt of this precept, the Sub-Board of Inspection and Survey convened by my precept serial 4750 dated 10 December 1948 is dissolved.

DeWITT C. RAMSEY,
Admiral, U. S. Navy
Commander in Chief
United States Pacific Fleet.

Copies to:
CNO
InSurv
ComServPac
ComFltAct, Yokosuka
ComServRon 3
ComServDiv 51
Board Members

COPY

CONFIDENTIAL

Enclosure (1)

CNFE/S3

80-ht

Serial: 4739

CONFIDENTIAL

From: Commander Naval Forces Far East
To: Senior Member, Sub-Board of Inspection and Survey, Japan Area
Via: Commander Fleet Activities, Yokosuka

Subj: Permanent Sub-Board of Inspection and Survey to inspect and recommend disposition of certain ships

Ref: (a) CinCPacFlt ltr ser 753 of 8 Mar 1949 to Capt. R. O. BURZYNSKI, 62022, U.S. Navy
(b) ComNavFE dispatch 050415Z of Oct 1949 to CinCPacFlt
(c) Admin CinCPacFlt dispatch 060003Z of Oct 1949 to ComNavFE

1. In accordance with the authority contained in reference (c), modify reference (a) as follows: Delete Lieutenant George P. Alexander, 86597, U.S. Navy, Lieutenant (JG) Ulric J. LeBlanc, 198877, U.S. Navy, and Lieutenant John M. Ephland, 199465, U. S. Navy. Add Lieutenant John G. Gysi, 168020, U.S. Navy, Lieutenant Harold E. Hastings, 168031, U.S. Navy, Lieutenant (JG) Fay L. Dixon, 316452, U.S. Navy, member and recorder, and Chief Carpenter Edward Bielas, 364836, U.S. Navy.

G. P. HUNTER
Chief of Staff

CONFIDENTIAL COPY Enclosure (2)

CONFIDENTIAL

DEFERRED 281855Z // 300014Z

Precedence Crypto No. System

UPON DELIVERY FRIGATES AT YOKOSUKA BY SOVIET X REQUEST SUB-BOARD INSURV BE DIRECTED SURVEY IMMEDIATELY WITH VIEW OF DISPOSAL IN AREA X REQUEST BRIEF OF SUB-BOARD INSURV FINDINGS AND RECOMMENDATIONS REACH SHIP BE SUBMITTED PRESIDENT INSURVAT NAVY DEPT BY DESPATCH TO EXPEDITE DISPOSAL ACTION X COMPLETE INSURV REPORT TO BE FORWARDED BY AIRMAIL

READDRESSED FROM: COMNAVFE (300014Z)
INFO: COMFLTACTY YOKOSUKA

DATE 30 SEPT 49 C. W. O. MI FILE NO. 112

From: CNO

Action To: CINCPACFLT

Info: To: CINCFE COMNAVFE

Copy Rec'd

Ret'd to C. W. O.

D. T. G. 281855Z

HANDLING AND TRANSMISSION OF THE LITERAL PLAIN TEXT OF THIS MESSAGE AS CORRESPONDENCE OF THE SAME CLASSIFICATION IS AUTHORIZED

COPY

CONFIDENTIAL

Enclosure (3)

NAVAL SPEEDLETTER

File or CNFE/S3
Serial No. 0470

80-ht

Date 11 OCT 1949
CONFIDENTIAL

SPEEDLETTER

From: COMMANDER NAVAL FORCES, FAR EAST
To: SENIOR MEMBER, SUB-BOARD OF INSPECTION AND SURVEY, JAPAN AREA
Via: COMMANDER FLEET ACTIVITIES, YOKOSUKA,

Subject: INSPECTION OF NAVAL VESSELS BY A SUB-BOARD OF INSPECTION AND SURVEY

COMPLIANCE WITH CNO CONFIDENTIAL DISPATCH 281855Z OF SEP 1949 IS DIRECTED X ADMIN CINCPACFLT CONFIDENTIAL 101121Z OF OCT 1949

REFERS

CONFIDENTIAL

COPIES TO

SIGNATURE AND TITLE

G.P. HUNTER
Chief of Staff

ATTENTION ADDRESSEE: Address reply exactly as indicated on right.

Commander Naval Forces, Far East,
Navy 1165
Care of Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL COPY Enclosure (4)

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
AND
FAR EAST COMMAND

ROUTING SLIP

FROM: AG MAIL AND RECORDS UNIT DATE: 9 FEB 1950

TO: CONFIDENTIAL

Commander-in-Chief	Ordnance
Aide-de-Camp	PM
Chief of Staff	PIO
DCofS FEC	Ryukyus Mil Govt
DCofS SCAP	QM
SGS	Signal
Comptroller	Sp Services
G-1	Trans
G-2	TI&E
G-3	Civ Aff
G-4 ✓	Civ Comm
JSPOG	CI&E
AG	Civ Int
Antiaircraft	Civil Property Custodian
Central Purchasing O	Civ Trans
Chaplain	Diplomatic
Chemical	ESS
Civ Personnel	Gen Proc
Engineer	Government
Hq Comdt	Legal
IG	NRS
JA	PH&W
Medical	Statistics & Reports

FOR:

Approval	Note and Return
Comment or Concurrence	Distribution Desired
Information	Signature
Initials	Dispatch
Issuance of Orders	Attachment of Reference
Necessary Action ✓	File

PSL
F

CONFIDENTIAL

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Admiral

Please file

33

Burke

Fuyato

CONFIDENTIAL

REPORT OF SURVEY OF

U.S.S. PF-4

HELD 19 JANUARY - 21 JANUARY 1950

BY

SUB-BOARD OF INSPECTION AND SURVEY, JAPAN AREA

NAVY #3923

C/O FPO, SAN FRANCISCO, CALIFORNIA

CC:
CNO - 1
BUSHIPS - 3
BUORD - 3
INSURV - Original and carbon copy master
CINCPAC - 1
COMSERVPAC - 1
COMNAVFE - 4
COMFLTACT YOKOSUKA - 1
PF-4 - 1

G-4 ROUTING

A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	3 LR
OPERATIONS	
CONST & FAC	
SUPPLY	
PETROLEUM	
PERSONNEL	
ADMINISTRATION	

8-4 CN NO 1567

CONFIDENTIAL

Raymond O. Burzynski,
Captain, U.S. Navy, Senior Member.

John G. Gysi,
Lieutenant Commander, U.S. Navy, Member.

Harold E. Hastings,
Lieutenant Commander, U.S. Navy, Member.

Robert Young,
Chief Carpenter, U.S. Navy, Member.

Kay L. Dixon,
Lieutenant (junior grade), U.S. Navy,
Member and Recorder.

A true copy. Attest:

Kay L. Dixon

Kay L. Dixon,
Lieutenant (junior grade),
U.S. Navy, Recorder.

SUB-BOARD OF INSPECTION AND SURVEY
JAPAN AREA
NAVY NO. 3923
F.P.O. SAN FRANCISCO, CALIFORNIA

CONFIDENTIAL

From: Sub-Board of Inspection and Survey, Japan Area.
To: President, Board of Inspection and Survey.

Subject: U.S.S. PF-4 - Survey, report of.

References: (a) CinCPacFlt ltr Serial 753 of 8 March 1949 to Captain Raymond O. Burzynski, 62022, U. S. Navy.
(b) ComNavFE ltr Serial 4739 of 10 October 1949.
(c) CNO Confidential Dispatch 2818552 of September 1949.
(d) ComNavFE Confidential Speedltr Serial 0470 of 11 October 1949.
(e) CNFE Restricted speedltr 5984 dated 14 December 1949.

Enclosures: (1) Copy of reference (a).
(2) Copy of reference (b).
(3) Copy of reference (c).
(4) Copy of reference (d).
(5) Copy of reference (e).

I - LOG

1. The following officers designated by the Commander-In-Chief United States Pacific Fleet conducted a survey of the U.S.S. PF -4 in compliance with reference (a) as supplemented by references (b), (c), (d), and (e):

CAPT R. O. BURZYNSKI, USN	Senior Member
LCDR J. G. GYSI, USN	Member
LCDR H. E. HASTINGS, USN	Member
CHCARP R. YOUNG, USN	Member
LTJG K. L. DIXON, USN	Member & Recorder

The Sub-Board met on board the vessel at 8:30 a.m. on 19 January 1950. The vessel was moored to a berth in Dry Dock #6 at U. S. Fleet Activities, Yokosuka, Japan.

2. The Sub-Board made an survey of the U.S.S. PF-4 and was assisted by LT T. Thorpe, U. S. Navy, and CWOHC H. C. Williams, U. S. Navy, for Ordnance and Medical items respectively. The vessel was returned to the custody of the United States by the U.S.S.R. on 1 November 1949. The board was handicapped in determining the material condition in that no information was available concerning the operation and maintenance of the vessel since it had been turned over to the U.S.S.R. in 1945. The inspection also required training of personnel in the operation of certain equipment to determine its condition. The duration of the tests and the inspection was three days.

II - GENERAL COMMENTS

1. The U.S.S. PF-4 is a twin screw frigate, of 304 feet overall length, 37 feet 7 inch beam, 2200 tons full load displacement; each screw is powered by a 2750 horsepower, four cylinder Joshua Hendy reciprocating steam engine. The vessel was built by the Kaiser Cargo Co. Inc., of Richmond, California, and completed in March 1944. The vessel had a complement of approximately 200 men and officers when first commissioned by the U.S. Navy. The vessel had a complement of approximately 50 men and 7 officers when delivered by the U.S.S.R. The vessel was turned over to the U.S.S.R. in July 1945 and since that period has been operated by that government's navy in Pacific waters.

2. There are no records to indicate repair and maintenance work accomplished to the vessel under U.S.S.R. custody. Inquiries indicate that repairs were made as necessary without scheduling general overhaul periods. The vessel was last dry docked approximately May 1948. It may be assumed that this vessel did not have InSurv inspection since its completion. There are no records aboard the vessel to indicate in what type of duty the vessel has been engaged since its commissioning. It is believed the vessel was used by the U.S.S.R. Navy for training purposes in anti-submarine warfare. This vessel was only used a moderate amount judging from material condition.

III - OPERATIONS -- EQUIPMENT, INSTALLATIONS AND SPACES

(a) NAVIGATION

General

1. In general, the Navigation department is in satisfactory condition. No charts, records or logs were found and the few publications aboard are uncorrected and incomplete. No C.S.M.P. record relative to navigation is aboard.

Pilot House

2. The pilot house, A-0201-C has visibility through three 18" ports on the forward bulkhead and two 18" ports on port and starboard bulkheads respectively. Space and general arrangement is adequate and satisfactory. Communication with the Asdic hut, open bridge, and chart house is by voice tube and sound powered telephone and with ship and fire control stations and engine room by sound powered telephone, and 1MC, 17MC and 21MC circuits. General alarm, gas alert and blinker light controls are installed; the blinker light circuit is grounded and shorted. The closing of ports and doors provides adequate protection against strafing, gun blast, and the weather. The pilot house instruments are considered grouped according to purpose, are adequate and associated switches are within ready reach of the operator. Illumination of instruments is considered satisfactory. Steering control is by wheel and is the hydraulic type. No emergency steering alarm is installed and shift to local control in the steering engine room is accomplished by voice command over the sound powered telephone circuit. A revolution indicator and engine order telegraph for each of the two engines is installed; also a gyro compass repeater, magnetic steering compass and direct and electrical rudder angle indicators. There is one speed light transmitter and pulsator and one (1) fighting light transmitter and pulsator installed.

Open Bridge

3. Located directly above the pilot house, complete 360 degree vision is afforded within the open bridge. 1MC, 17MC, voice tube, and sound powered telephone communication facilities are installed and twelve inch signal searchlights are mounted aft on each side of the signal bridge. No protection against the weather is afforded and protection against strafing and gunblast is limited. Steering and engine orders are transmitted to the pilot house by voice tube. No emergency steering alarm is provided. Instruments are grouped according to purpose, are adequate, properly illuminated and are within ready reach of the operator. One gyro repeater pelorus and one combination course and relative bearing indicator is installed Pull type whistle and siren controls are mounted on the forward bulkhead.

Asdic Hut

4. A-0301-C, the Asdic Hut, is considered adequate in space, general arrangement, and for protection against the weather, gun blast and strafing. Communication is by voice tube and sound powered telephone. Instruments are grouped according to purpose, are adequate and illumination is satisfactory. Ventilation is adequate.

Steering Gear Room

5. C-204-E, the steering gear room, is considered adequate in space and general arrangement. The steam-hydraulic system is controllable either by wheel or hand locally in the steering gear room. A gyro repeater is installed and communication is by sound powered telephone. Adequate ventilation is provided.

Gyro Room

6. A-206-IC, the gyro room, is considered adequate in space and general arrangement. A Sperry Mark XIV, Mod. I master compass is installed. Communication is by sound powered telephone. Ventilation is adequate.

Instruments And Degaussing

7. Portable navigation instruments aboard upon receipt of the vessel are considered in satisfactory condition and a general cleaning and adjustment only is believed necessary. There are no charts, logs or compass and chronometer records on board and publications are incomplete and uncorrected. All gyro compass repeaters can be energized simultaneously. Two 7½" magnetic compasses are installed, one in the pilot house and one aft on the upper deck. A DRT-DRA system in operable condition is installed in the chart house. The degaussing system consists of "L", "FI-CI" and "FP-CP" coils and the circuit is in satisfactory condition. No degaussing folder or up to date records were found. Several circuits of the navigation light system are grounded. Navigational stations are considered adequately equipped with darken ship facilities although several darken ship switches are inoperative due to rust, corrosion, and missing parts.

(b) COMMUNICATION

General

1. The communication department equipment and spaces are in general satisfactory. The lighting and ventilation facilities are adequate. Traffic handling equipment and facilities are adequate for this type vessel. Spaces are adequate and arrangement is good. There are no posted safety precautions.

Communications Office

2. Compartment A-0101-C is the combined communication office, radio transmitter and receiver room. The radio equipment, desks and filing cabinets are arranged satisfactorily. Equipment is general is in good condition.

Coding Room

3. Part of A-0101-C is isolated by a non-structural bulkhead and is the coding room. No coding or decoding equipment is on board.

Radar

4. Compartment A-0101-C is a combination radar transmitting room, motor-generator room and work shop, and is seperated from the radio room by a non-structural bulkhead. Arrangement is satisfactory. Lighting and ventilation is satisfactory.

Sonar

5. Compartment A-0301-C located aft of the open bridge is the asdic hut. Arrangement is satisfactory, space is adequate and accessibility is very good. Stowage for some sonar spare parts is provided.

Compartment A-302-C is the lower sound room, arrangement, lighting and ventilation of which is satisfactory. Sound-powered telephone communication is provided.

Signal Equipment

6. Two double board sheet metal flag bags, 3½ feet by 6½ feet, are installed, one port and one starboard and are adequate. There are five halyards to each yard arm and length of hoist is thiryt-four (34) feet. There are two twelve inch incandesecent searchlights, located on port and starboard sides of the signal bridge. A 24" signal searchlight is installed on the mast. Yard arm blinkers are installed with two keys located on the port and starboard sides on 02 level and one in the pilot house. Semaphore equipment is of coventional hand flag type. No transmitting platforms are installed as such. There is satisfactory stowage for hand flags and a metal shelter is provided for the recording desk. The visibility coverage is 360°. There is no portable flashing light signal equipment.

(c) C. O. C.

1. Compartment A-0201-C is the COC room, arrangement of which is satisfactory. DRT and summary plot are provided. Lighting, ventilation, and interior communication is satisfactory. Remote stations for TBS, TBL, and TDE are provided. Facilities for dissemination of information are satisfactory for this type vessel.

2. There were no maintenance records, records of tests and inspections, or CSMP cards relating to COC equipment. Most of the instructions books are on board but are not indexed.

IV - HULL STRUCTURE, FITTINGS, AND AUXILIARIES

1. General

General Comments

a. The condition of the steel hull with respect to integrity is satisfactory; the preservation is unsatisfactory because several voids, water tanks and some deck areas are covered with rust. The decks were originally coated with a light coat of grease but this has worn off and rust is forming. The heads, wash rooms, galley and some storerooms are dirty. Other parts of vessel are reasonably clean. The general condition of all water tight doors, hatches and man-holes is considered unsatisfactory. Other hull fittings including rigging are considered satisfactory. The condition of hull auxiliaries with respect to integrity of mechanism and state of preservation and cleanliness is satisfactory. The anchor windlass and steering engine are in satisfactory condition. The ground tackle shows evidence of very little use.

Hull Maintenance Records

b. There are no hull maintenance records available. There are available some instruction books for various auxiliaries, a booklet of plans, and some ship plans. There are some spare parts and consumable allowance list ITEMS.

2. Shell Plating, Framing, and Inner Bottom

Outside Shell Above Waterline

a. The general condition of the outside plating fittings, and other structure above waterline with respect to integrity of structure and state of preservation is considered satisfactory. The small amount of thin rust is considered normal. Vessel has not been completely painted for at least one year.

Outside Shell Below Waterline

b. The condition of the outside shell below the waterline is not known; however, it is believed that it is satisfactory as evidenced by the observed condition of four (4) PF's already dry docked. The vessel was docked and painted in early 1948. There are no dry docking reports on board. There is a light coating of rust at the waterline.

Inside Shell and Framing

c. The condition of the inside shell plating and framing is considered satisfactory. There was evidence of some rust in various areas particularly in storerooms. Removal of some insulation in wet areas showed light corrosion.

Tank Tops And Inner Bottom

d. The general condition of tank tops and inner bottoms with respect to integrity and state of preservation was satisfactory. All bilges in the machinery spaces were clean and preserved.

3. Decks, Platforms and Flats

Weather

a. All weather decks were in satisfactory condition for integrity and state of preservation; however, the Russian Navy was using grease for its preservation and because of heavy rains subsequent to application rust was forming. The weather decks indicated some maintenance to prevent serious corrosion. However painting must be accomplished at an early date to arrest corrosion.

Non Weather

b. The general condition of non-weather decks is satisfactory except that little or no paint has been applied in recent years. Where the paint is worn in damp storerooms and some living spaces, there is corrosion, particularly at the boundaries near the shell. In some living spaces areas the deck had been kept bright and preservation effected by using grease or oil.

Deck Coverings In General Deck Plating In "Wet" Spaces

c. There is no deck covering in living spaces. Wet spaces have a coat of rust. Some preservation was effected using grease as a protective coating.

4. Bulkheads

Structural

a. Integrity and state of preservation of structural bulkheads is satisfactory. There are a few unplugged cable holes.

Non Structural

b. The general condition of non-structural bulkheads is unsatisfactory. There are several bulkheads that have been bent. There are areas having unplugged holes where fittings have been moved.

5. Tanks, Voids, and Cofferdams

Peak Tanks a. The fore peak tank is in a satisfactory condition as to integrity; however there is a coating of rust in way of poor painting. Tank should be scaled and painted.

The after peak tank is in satisfactory condition as to integrity. There was a small amount of water in the bilge at the time of delivery. There is rust in the unpainted areas. Tank requires scaling and painting.

Fresh Water Tanks Reserve Feed Tanks b. and c. The condition of structure of fresh water and reserve feed tanks is satisfactory. However the tanks have not been properly painted and rust is forming. Tanks require scaling and painting.

Fuel Oil And Diesel Oil d. The structure and preservation of all fuel and diesel oil tanks is very good. Most of the fuel oil tanks were empty. There was a small amount of sludge in the gilges.

Cofferdams And Voids e. The condition of structure and state of preservation of cofferdams and voids is generally satisfactory as to integrity. There was a small amount of water in one of the voids. There was evidence of rust in a few areas in some of the tanks. Voids should be cleaned and repainted.

6. Miscellaneous Structure

Foundations a. The condition of foundations as to integrity and state of preservation is satisfactory.

Deck Erections b. Machine gun foundations are in satisfactory condition. There are a few corroded areas in splinter shields where attached to the decks. Under-side of machine gun foundations are beginning to rust. Sun shields on ammunition boxes require renewal.

7. Hull Auxiliaries

Rudder a. There is no written information regarding the condition of the rudder. It is reported that the rudder including the bearing clearance is satisfactory. Four PF's dry docked have satisfactory rudder conditions.

Steering Gear b. The steering gear is a Webster Brinkley steam hydraulic type with two single acting rams working in two hydraulic cylinders. The general condition including maintenance and preservation is considered satisfactory. The ship's force of the U.S.S.R. personnel reported very satisfactory operation. There is evidence of a small amount of oil leakage; the hydraulic oil is slightly dirty. The rams are slightly scored.

Anchor Windlass Cable And Other Ground Tackle c. The anchor windlass is an American hoist and Derrick, horizontal two gypsy head and two wildcat type. The engine is steam driven. The general condition of the mechanism including the steam engine is satisfactory. There was evidence of satisfactory preservation and lubrication. The chain is 1 5/8" wrought iron stud; both port and starboard

cables are 120 fathoms in length. There is no repair kit available. The condition of chain is satisfactory; condition in chain locker is good.

Boat Hankling Gear

d. The vessel is equipped with one set of crescent type Welin Boat davits. The equipment is in satisfactory operating condition. The manila rope in the falls should be replaced. The crew reported satisfactory operation of this equipment. No records of tests were available.

8. Miscellaneous Hull Fittings and Equipment

Sea Chests

a. The condition of all sea chests is satisfactory as can be determined from visual inspection without docking the vessel. Inspection of sea chests of four PF's that have already been dry docked shows satisfactory conditions.

Access Closures

b. The condition of access closures is considered unsatisfactory. There are approximately 7 watertight doors and 3 hatches that require adjustment and minor repairs. Repairs include freeing of dogs, some replacement of gaskets and renewal of corroded parts. Most of the wrenches are missing.

Piping Systems

c. The fire main and secondary drain, deck drains, and fresh water system are in satisfactory condition. Some sections of fire main indicate very little use. These will have to be cleaned of sediment. The valves removed for inspection were in satisfactory condition. The flushing system is in unsatisfactory condition. It will require some replacement including major repairs to the valves.

There was an adequate spply of fire hose but most of it was worn out from frequent use.

Ventilation Heating Insulation

d. The general condition of ventilation ducts and heaters with respect to integrity of joints and state of preservation was satisfactory. Some vent ducts had small holes cut in them to provide convenient outlet in addition to the regular outlet. A few joints were not properly made up. The ventilation flap valves generally operated satisfactorily although some will require adjustment and freeing up.

The vent systems were reasonably clean; and exception to this was be vent set in the galley which was dirty and greasy.

The glass insulation was damaged in numerous areas where unprotected and where material was handled. The U.S.S.R. made no repairs of the insulation that they damaged.

The Russian naval personnel reported adequate heating except in C.P.O. quarters and store rooms. A few steam radiators were installed by U.S.S.R.

Clemical Fire Extinguishing

e. The CO2 smothering system for the bos'n and paint locker is in a satisfactory condition except that the CO2 bottle is empty. The vessel has two duplex pressure foam proportioners in satisfactory condition; one gage is missing. There is a sufficient supply of foam generating fluid aboard the vessel. The condition of the fifteen pound CO2 extinguishers is unsatisfactory. Some extinguishers are missing the hose and discharge horns; all bottles are empty. Many portable CO2 extinguishers are missing.

Access Ladders

f. The general physical condition and state of preservation of all ladders is considered satisfactory.

Mast And Standing Rigging

g. The condition of masts, standing rigging including life lines is satisfactory.

Boats, Life Rafts, Floater Nets

h. The condition of the 26 foot motor whaleboat is unsatisfactory and extensive repairs are necessary. The engine requires complete overhaul. Life rafts and floater nets were reported in satisfactory condition except for manila line rigging. Four rafts and four floater nets are available. The rafts and life nets should be tested.

Miscellaneous Deck Fittings

i. The material condition of chocks, bitts, padeyes, life lines and stanchions are considered satisfactory except for minor deficiencies.

Labelling

j. The labelling condition is considered unsatisfactory because numerous label plates are missing; particularly those secured with cement. Some label plates have been removed by Ship's force.

9. Arrangement of Spaces and Equipment

Living Spaces

a. Berthing, messing, wash rooms and commissary spaces are considered adequate. The physical condition and state of preservation of the berthing areas was considered satisfactory. In all other living spaces the preservation and cleanliness was unsatisfactory. In particular the wash room, water closets and galley were dirty. The crew's wash room has been converted to a mess room.

Store Rooms

b. The physical condition and state of preservation of store rooms is considered satisfactory. The cleanliness and orderliness of stowage was unsatisfactory. What little material was left on board was stowed without records.

Office Spaces

c. The furniture in offices spaces showed much use and wear and will require repair and some replacement.

Crew's Lockers

d. Crew's lockers were in generally satisfactory condition with some repairs needed to door closing devices and doors.

Messing

e. Mess benches and tables; the general condition of tables and benches is unsatisfactory and repairs are required to restore to U.S. Navy standards. Portable electric refrigerators and water coolers are in an un-

satisfactory condition and require extensive overhaul. CPO refrigerator was missing.

10. Damage Control

a. Many damage control items of equipment are missing; in particular the R.B.A., hand tools and diving outfit.

b. The vessel is equipped with one 60 g.p.m. handy-billys, and one submersible pump. All pumps are inoperable and will require complete overhaul.

c. The watertight integrity is generally satisfactory except for work required on doors, hatches, and covers previously mentioned.

d. The portable fire fighting facilities are unsatisfactory. The salt water fire main is satisfactory except for the hose which is worn and must be replaced. Six applicators were available.

e. Facilities for improving list and trim are considered adequate and are in satisfactory condition.

f. There is no evidence that the U.S.S.R. have a specific damage control party organization. Apparently personnel were responsible for damage occuring in their assigned part of the ship.

V - MACHINERY INSTALLATION

General

1. The general condition of machinery is satisfactory. There are no engineering records, some blueprints and instruction books. Major components of spare parts for the main engines only were sighted. Their stowage is adequate.

The following machinery was opened for inspection: #1 and #2 boilers (firesides and water-sides), high pressure evaporator, both main condensers, #2 main circulating pump #2 main condensate pump (water end), #1 auxiliary generator turbine end bearing, one main and crank bearing on both main engines, #3 fire and bilge pump water chest, #1 forced draft blower main and pedestal bearings, #1 auxiliary feed pump (water end), diesel whaleboat engine, and refrigeration compressor.

Main Engines

2. The main propulsion plant consists of two (2) vertical triple expansion, four cylinder type 18½" x 31" x 38½" x 38½" x 30" reciprocating engines manufactured by Joshua Hendy Iron Works.

There are no operating records or logs from which to determine the hours of operation or maintenance. The shaft revolution counters presently read as follows: #1 Shaft-0894453 and #2 shaft-24850785.

From visual inspection, the engines are apparently in satisfactory operating condition. Russian operating personnel indicated that the last overhaul was in April and May

1948, that routine maintenance was performed. Date of last full power trial was not known. Bearings inspected are in satisfactory condition. There is a surface cut in the babbitt of #2 L.P. crank bearing (bottom half) on the port engine, but the cut does not go through to the shell.

Lubrication

3. Lubrication of the main engines is supplied by both manzel lubricators and wick feed. From visual inspection it is satisfactory.

Line Shafting Bearings Thrusts

4. The general condition of shafting and bearings is satisfactory. The shaft journals in the two (2) spring bearings are bright with no visible evidence of scoring and the oil rings are free. The stern tubes and bulkhead packing glands are satisfactory.

Condensers

5. The two (2) main condensers are the two-pass type manufactured by the Heat Transfer Company with tubes rolled at inlet ends and packed at outlet ends. One of the tubes is plugged in the starboard condenser. The zincs need renewal. The interior of the headers is eroded. The steam sides are dirty. Date of last cleaning was reportedly May, 1948.

Pumps

6. The general condition of the pumps is satisfactory except the sanitary pump in the forward pump room. The pump has been disassembled, removed from the pump room, and stored in the steering engine room. The casing of the H.P. evaporater brine overboard pump is cracked. The wearing rings in #2 main circulating pump have excessive clearance. The liners of #1 auxiliary feed pump and #2 main condensate pump are satisfactory.

Piping Valves Fittings

7. The general condition of all piping is satisfactory. There is very little stenciling. Very wide single black stripes have been painted on both steam and exhaust lines. Labelling is painted over or missing. Cut out valves and remote control gear needs freeing up.

The ship has reportedly not been dry-docked since April 1948 and the #1 main injection valve leaks. The lagging is in satisfactory condition, except around valves and flanges.

Air Compressor

8. The ship has one (1) Ingersoll Rand two stage, air cooled, single acting, motor driven air compressor with a capacity of 20 CFM at 110 PSI and apparently in satisfactory operating condition.

Boilers

9. The two (2) boilers are Babcock and Wilcox "A" type, #250 saturated steam, and are in satisfactory condition. Total steaming hours are not known and they have reportedly been steamed about twelve hundred (1200) hours since last cleaned.

The brick work is in a satisfactory condition except the fronts of both boilers around the burners and the deck of #1 boiler. The bricks are spalled and loose around the burners. The deck in #1 is heavily slagged, and the corbelling is loose along the back walls in both boilers.

The boiler casings are in satisfactory condition and fitted with steam smothering system. The boiler sliding feet are painted over.

Uptake And Smoke Pipes 10. The uptakes and stacks are in a satisfactory condition. There is some soot and rust on the welded seams.

Blowers Forced Draft 11. The two reciprocating forced draft blowers manufactured by Troy Engine and Machine Company are in satisfactory operating condition. The main and pedestal bearings of #1 were opened; the main and the journals are scratched. Pedestal bearing is satisfactory.

Fuel Apparatus 12. The fuel apparatus is satisfactory. Fueling-at-sea hose is on board and stowed in brackets just forward of the stack. Fuel oil heaters are in need of cleaning. Sounding tubes are in satisfactory condition.

Boiler Feed Water Equipment 13. The boiler feed water equipment is generally in satisfactory condition. Feed and filter tank feed water heater and grease strainers need cleaning. Boiler water test cabinet is partially complete.

Distilling Apparatus 14. The vertical submerged evaporator, size 48-21, capacity 50 tons daily, located in the engine room reportedly only produce 15 tons daily. The tube nest was pulled and the coils and shell have been roughly scaled. The coils are dented and have expanded out of shape. The soloshell evaporator reportedly has a total of 2000 hours of operation; 200 hours since last cleaned. The tube nests and shells have very little scale.

Refrigeration 15. The refrigeration unit consists of one type 2L-332 York unit and is in satisfactory operating condition, except for minor repair and adjustment. The compressor needs new rings and valves. The automatic controls need cleaning, repair and adjustment. The condenser needs cleaning. Dehydrator need replacement.

Mechanical Measuring Instruments 16. The general condition of the mechanical measuring instruments is satisfactory. Several gages, gage glasses, and thermometers are broken or missing.

Machine Tools 17. The installed 8" bench lathe, bench grinder, and drill press are operable, but have too much play for precision work. Some hand tools and lathe attachments are in the machine shop, but precentage of allowance on board is not known. No precision tools were sighted.

Repair Equipment 18. The two installed chain hoists in the engine room are in good condition.

Engine Room And Fire Spaces 19. The general condition of the engineering spaces is satisfactory. Engine room and fire rooms are reasonably clean and painted. Bilges contain some water and oil with scale and rust under the paint. Foundations and holding down bolts are in satisfactory condition. Bilge strainers need cleaning.

Fire Extinguishing And Smothering Apparatus

20. There is a steam smothering system in the engine room and fire rooms. There are four (4) fire and bilge pumps, one in the engine room, one in the pump room, one in the forward fire room and one on the second deck just forward of the steering engine room, which is connected to the fire main. No Duplex pressure proportioners are installed in the fire rooms and engine room.

Generators Prime Mover

21. The two (2) Westinghouse type M-20-EM, 7283 RPM turbines driving the 85 KW auxiliary generators are apparently in satisfactory operating condition. The turbine end bearing of #1 was opened and is in satisfactory condition. Operating personnel reported that both units were overhauled in April, 1949.

Power Boat Engines Diesel

22. There is one 25 H.P. Buda DA type diesel engine mounted in a 26 foot whaleboat. The engine was disassembled and is in unsatisfactory condition. #1 and 2 pistons have broken ring grooves. The rings are stuck in #3 and 4 pistons. Lines and bearings are worn.

VI - ELECTRICAL INSTALLATION

General

1. In general, the overall condition of the electrical installation is satisfactory Operational readiness is dependent upon accomplishment of such items of work herein later indicated. Cleanliness of equipment is considered fair. There are no electrical records or logs on board and the number of instruction books and blueprints is incomplete. No machinery index, machinery history or CSMP record was found. There are few electrical spare parts on board and none are labeled or marked. Date of last complete ground test by ship's force is not known. Results of ground tests made by the board (when below minimum allowable values) are noted in the appropriate sub-divisions below.

Ship's Service Generators

2. The generating plant consists of two (2) Westinghouse units each having an alternator, exciter and D.C. generator mounted on the same shaft. Prime movers for these sets are Westinghouse steam turbines operated at 225 lbs. steam pressure, rated at 85 KW, 7283 r.p.m. The alternators used for ship's service light and power are rated at 75 KVA, 450 volts, 3 phase, 60 cycles and each is excited by a separate 1.5 KW, 125 volt DC exciter. DC generators are compound wound, 25 KW, 125 volts, 200 amps. capacity. Both units are located aft in the engine room and both A.C. and D.C. ends may be operated singly or in parallel. Overall condition is considered satisfactory; however due to low insulation resistance readings and general lack of cleanliness overhaul is recommended. Prime movers are considered adequate. Due to the complete lack of records the number of operating hours since last overhaul is not known. Date of last inventory and inspection of spares is not known. There is no record of pole space clearances and insulation resistances.

Emergency And Casualty Power Generators

3. None are installed aboard this vessel.

Motor Generators

4. In general, motor generator units are in a satisfactory condition. Units are fairly clean and insulation resistance is good; however a thorough general inspection and lubrication check is recommended prior to operation.

Switch Boards

5. (a) Power

Ship's service generator and distribution switchboards and instruments are in satisfactory operating condition but require a thorough cleaning. Connections and fittings at the rear of the panels require a thorough inspection and check for looseness and corrosion. The degaussing switchboard is in good condition and cleaning and tighting of connections and replacement of missing manufacturers name plate only is required.

(b) Interior Communication and Fire Control

The fire control and interior communication switchboard is in satisfactory condition with the exception of four (4) defective switches requiring repair or renewal and several missing or defaced circuit labels. A general cleaning and check for loose connections should be made.

(c) General

Distribution panels throughout the ship are of the enclosed dead front type, are considered adequate and are in satisfactory condition. Cleaning and checking for loose connections and removal of "jury" rigs alone is considered necessary. Several name plates and circuit labels are missing or have been replaced with makeshift labels bearing Russian print.

Protective Devices

6. Protective devices are considered adequate and in satisfactory condition; however, circuit breaker settings should be checked and all circuits inspected for proper sized fuses. Some overload and no-voltage relays show the result of tampering and maladjustment and should be reset to proper operating values.

Cable And Wiring

7. In general, the cable and wiring is in satisfactory condition. Several "jury" rigs require investigation and removal. On the top sides some cable armor is cracked and rusted or corroded through at stuffing tube ends. Cable and wiring below decks is in fairly good condition with little evidence of oil soaking. The running and anchor light circuits are grounded; however it is believed most grounds are in the fixtures and switches and that very little cable renewal will be necessary. A considerable number of cable markings are missing or are improperly attached. Some cables require painting and several dead end and disconnected cables

were noted throughout the ship. No cables were found which showed evidence of prior overheating or overloading. Casualty power connections are considered adequate and in satisfactory condition, however there is a general shortage of casualty power cable aboard. Submersible pump and portable welding receptacles are considered adequate in number and spacing, however covers are missing from several.

Motors — 8. In general, motors are in satisfactory condition. All require a thorough cleaning and inspection for proper lubrication. Several motors are missing and these are noted under repair items. No record of past insulation resistance readings taken by the former U.S. or U.S.S.R. ship's forces is available.

Con-Trollers — 9. Controllers are in a generally satisfactory condition. Several show indications of tampering by inexperienced personnel and improper protective device and relay settings. All controllers require a thorough cleaning, adjusting, and check for loose connections. Several labels are missing or have been replaced with Russian printed labels.

Lighting System — 10. The lighting system throughout the ship is in a generally unsatisfactory condition. The original installation appears to have been adequate, however there is much evidence of "borrowing" from one circuit or appliance to repair or make operative another, and several "jury" rigs of various descriptions are installed throughout the ship. Lighting in officers quarters has been nearly entirely stripped of essential fixtures. A great many steam tight covers and several reflectors are missing. Most mirror lights in washrooms require complete renewal. Many lighting switches are missing or have covers removed. Several lighting circuits are grounded, including the running, anchor, and signal light system. Most lighting fixtures using other than the standard size or type lamp are without lamps. Approximately 50% of all lighting fixtures are without lamps of any kind and with few exceptions those remaining are Russian manufactured 40 and 60 watt sizes. Several darken ship switches are inoperative due to rust and missing parts. Relay operated hand lantern locations are adequate regarding number and location; however, few lanterns are aboard and these are inoperable due to missing or dead batteries or other missing parts. Many relay supply leads also are missing. Bracket fans are supplied from the lighting system and several units are missing.

Interior Communication System — 11. IC circuits and associated units are in general in satisfactory condition. The 1MC, 6MC, and 17MC circuits require complete overhaul. Sound powered telephone circuits and all headsets require minor repairs due primarily to exposure and improper stowage. Engine room and evaporation plant salinity indicator systems are in need of calibration and repair. The call bell system is in satisfactory condition but replacement of missing leather water tight push button covers, several bells, buzzers, and circuit labels is required. Many labels are also missing from telephone outlets or have been replaced with labels hand printed in Russian. The IC switchboard is in need of a thorough cleaning and re-

placement of four (4) defective switches and several circuit labels. The voice tube system is considered adequate and tightening of covers on open bridge tubes only is recommended. Motion picture equipment consisted of only a door for a 35 MM De Vry projector and a single speaker in unsatisfactory condition.

Search-lights

12. The 24" carbon arc searchlight is in a generally unsatisfactory condition. The positive and negative heads are burned, interior of drum has been damaged by entry of water, and feed mechanism is jammed. The light is a non-water tight commercial type having a NWT access door at the top; name plate data:

General Arc Lighting Co.
Long Island City, N.Y.
Serial 2061, Type NA, Mod. 1
DC Volts-60, DC amps 100.

This unit should be replaced with Navy standard WT type. Both 12" incandescent signal searchlight are in satisfactory condition.

Fire Control Systems

13. The electrical fire control circuits are in unsatisfactory condition. Several instruments have been disconnected and other are water damaged. Many labels are broken, missing, or painted over. The "2PA -3" gun firing, 5U-20MM cease firing and "6M"-40MM gun control circuits are grounded. The entire fire control system requires a complete overhaul.

Storage Batteries

14. The remaining lead acid storage batteries, including gyro compass auxiliary batteries are in unsatisfactory condition. Two (2) Japanese manufactured 12V-175 AH batteries were among those aboard. Battery charging panel has been removed from battery locker and was found partially dismantled in the electrical work shop. The battery locker has been converted into an office space; date and authority for alteration is not known.

Gyro Compass

15. The Sperry Mark XIV, Mod. I gyro compass and auxiliaries are in a generally satisfactory condition; however a complete overhaul of the master unit is recommended. The eighteen (18) emergency batteries are badly sulphated and in a generally unsatisfactory condition. Three repeater supply cables should be renewed. No gyro compass record book is on board and date of last overhaul is not known. The gyro compass - IC room, A-206-IC is considered adequate in space and general arrangement. Ventilation is adequate.

Degaussing System

16. The degaussing system consists of "M", "FI- QI" and "FP - QP" coil installations. The entire system, including switchboard and connection boxes is in satisfactory condition and in addition to calibration, only replacement of missing manufactur's name plate on degaussing switchboard is believed required. The degaussing folder is missing and no other degaussing records or data were found.

Damage Control

17. Considering the type vessel and limited subdivision the adequancy of the damage control installation of the electrical department is considered satisfactory. Cas-

ualty power outlets and cables are installed and although a few cable reels are missing, the remaining are in good condition. No special purpose casualty power generator is installed aboard. Emergency lighting consists of a relay operated battery hand lantern system from which most lanterns are missing and the remainder are inoperative. The sound powered telephone system is considered adequate for damage control purposes. Power outlets for submersible pumps are installed and are considered to be adequate in number and spacing. No electrical damage control kits were found.

VII - ELECTRONIC INSTALLATION

General

1. The general condition of the electronic installation is satisfactory in respect to cleanliness and preservation, but in unsatisfactory operating condition. There are no spare parts on board. Space is adequate and accessiblity good. No safety precautions or warning signs are posted.

Electronic spaces are listed under communications.

Electronic Repair Records

2. There are no records, reports, inventories or CSMP cards on board. There is no CEMB, RMB or SMB on board. Most of the required instruction books are on board but are not indexed. Date of last electronic equipment inspection is unknown.

Radio Transmitting

3. The radio transmitting equipment consists of the following: One (1) TDE serial #258, one (1) TBL-7 serial #637, and one (1) TBS-5 serial #234. All transmitting equipment is clean and in good condition except for minor repairs to all three transmitters. There are no spare parts on board.

Radio Receiving Equipment

4. The radio receiving equipment consists of the following:

a. One (1) RBH-1 serial No. 1552.
b. One (1) RAK-6 (serial No. removed).
c. One (1) RAL-6 (serial No. removed).
d. One (1) RAO-3 serial No. 1328.
e. One (1) RBL-3 serial No. 226.
f. One (1) RBO-2 serial No. 2640.

The RBH-1 and RAO-3 receivers require some repair. There are no spare parts for the receiving equipment. Instruction books are on board.

Radar

5. The radar equipment consists of the SL-1 serial #950 and the SA-2 serial #65. Both radars require some repair (see work list). A VD-2 repeator serial #340 is installed on the open bridge. IFF equipment consists of two ABK units serial Nos. 9784 and 1821, a BN serial #2707, and BL serial #359. There are no spare parts for any radar equipment.

Loran D/F

6. The navigation equipment consists of a DAK-3 serial No. 120 in satisfactory condition. No deviation curves or spare parts were on board.

Teletype

7. No teletype equipment is installed.

Sonar

8. Sonar equipment consists of a QJA, serial No. not lgible, an NJ-8 fathometer serial No. 10, sound range recorder serial No. 3377, and an attack plotter LK-1 Mod. 2 serial No. 219. No spare parts are on board.

Calibrating Equipment

9. An LM-frequency meter serial #378, a wavemeter, 60 ABM serial #960, and an OAX-1 serial #207 are on board.

Antennas

10. Antennas in general are satisfactory but all antennas and insulators require cleaning. The arrangement of the antenna system is satisfactory as regards to overall efficiency.

Motor Generators

11. The condition of the motor generators is satisfactory. Brushes, slip rings, commutators, and bearings are satisfactory. Motor generators are well painted and in good state of preservation.

Storerooms And Repair Facilities

12. Space used for stowage of spare parts is not known. There are no spares on board or stowage plans. Date of last inventory is not known. Repair facilities are inadecuate due to lack of space and test voltages. No tools are on board. An oscilloscope CTU-60018 serial #555 is on board.

VIII - DAMAGE CONTROL

General Comment

a. The material condition of the Damage Control Installation is unsatisfactory as a whole because of lack of damage control equipment and unsatisfactory condition of portable pumps.

Damage Control Stations

b. There was little or no evidence of any damage control station arrangement. Some damage control equipment was available such as shores, submersible pumps, some tools, and one damage control booklet. There was no evidence of use of damage control lockers.

Stability And Buoyancy

c. No inclining experiment was available. There were no records available or permanent weight removals, changes of moments, or strip ship material. The commanding officer reported that the vessel operated satisfactorily in heavy weather; the cross curves of stability indicate good stability under most conditions of loading and inclinations. The U.S.S.R. Commodore informed the board that several of the PF's loaned to the U.S.S.R. have experienced 50 degree rolls.

IX - GUNNERY AND ORDNANCE INSTALLATION

General

1. The Gunnery Department and Ordnance Installations of this vessel appears to be in satisfactory operating condition. Cleanliness and maintenance was only fair. The installation is adequate for this type vessel. No information was available as to spaces and equipment under the cognizance of other department for service of the Ordnance Installation inasmuch as the ship was "cold" and had no crew on board.

A.A. Battery

2. The A.A. battery consists of three (3) 3"/50 caliber A.A. guns. Two (2) are forward of the bridge and one (1) is aft of the superstructure. No defects noted.

Heavy Machine Gun Battery

3. The heavy machine gun battery consists of two (2) gun batteries. Two (2) 40MM gun mounts installed aft of the bridge structure. No defects noted. Nine (9) 20MM mounts two (2) forward of the bridge structure, two (2) outboard on either side of bridge structure, two (2) aft of bridge structure and three (3) nested aft of 40 MM gun mounts. Overhaul Mark. 14 gunsights.

ESR

4. The equivalent service rounds for each rifled barrel is unknown. No records were returned with the vessel.

Fire Control

5. The fire control system in this vessel consists of two (2) Mark 51 Mod. 2 directors, one (1) controlling the two (2) 3"/50 caliber A.A. guns forward and one (1) controlling the after 3"/50 caliber A.A. gun through receiver at the guns and one (1) Mark 6 Mod. 2 computer at the bridge control station. Control is through sound powered telephone circuit to all stations. The Mark 6 Mod. 2 computer is stowed below.

Control Station

6. The Gunnery Officers control station is above the pilot house. From this location both surface and sky visibility is excellent.

Ammunition Supply

7. Ammunition is at the guns in ready service boxes. Replacement from magazines is by hand.

Ammunition

8. Ammunition on board is 70% of wartime allowance.

Magazines

9. The four (4) magazines and one (1) depth charge stowage are in use and are adequate. The following defect exists:

a. Eighty percent of steam tights were missing and light sockets were open which indicated an utter lack of safety consciousness.

Sprinkling And Fire Fighting

10. The magazine sprinkling and flooding systems are adequate and in good condition. Sprinkling system controls are located on the main deck. They are easily accessible and can be properly locked.

Clipping Rooms

11. There is one clipping room forward and one aft. Both are in very good condition. The forward clipping room may have been used for an armory although this cannot be ascertained.

Small Arms

12. No small arms were found on board. Two (2) 45/70 caliber line throwing guns and two (2) Very pistols were found on board. All were in good condition.

Depth Charge Battery

13. The depth charge battery consists of eight (8) "K" guns and two (2) depth charge racks with remote control at the control station above the pilot house. The port and starboard depth charge hydraulic lines leak.

Rocket Launcher — 14. One (1) 7"24 spigot rocket launcher located aft of forward 3"/50 caliber guns. Ammunition supply is by ready locker and from magazine by hand. No defects noted.

Armory And Work Shop — 15. The forward clipping room may have been used as an armory. It is in very good condition.

Administration — 16. Analysis of the administration of the gunnery department cannot be ascertained because of no crew on board. From observation and from questioning Russian personnel upon delivery of the vessel, it appears that the vessel was little used particularly from the standpoint of gunnery. No Ordnance Circular Letters were found on board. The Ordnance Allowance List was found, but no expenditure record could be found which would indicate the spare parts which were used. A check of the spare parts allowed against spare parts still on board indicates that many spare parts were used or removed. No inventory of spare parts or equipage could be found. No copies of requisitions for replacement of shortages could be found.

X - MEDICAL EQUIPMENT, FACILITIES AND SPACES

General — a. The general overall condition of the Medical equipment, facilities, and spaces was unsatisfactory because of dirty conditions and lack of surgical instruments and supplies.

Medical Spaces — b. Medical spaces are considered satisfactory for this type of vessel. Cleanliness was unsatisfactory; deck in sick bay was coated with light rust.

Battle Dressing Station — c. The number, location and access to battle dressing stations is considered satisfactoy. The cleanliness at battle dressing stations is poor. One litter was found aboard the vessel.

Sanitary Condition — d. The general sanitary condition of the vessel was unsatisfactory, particularly in the galley, washrooms, and the sick bay.

XI - SUPPLY EQUIPMENT, FACILITIES AND SPACES

General — a. The general overall condition of the supply equipment, facilities and spaces was unsatisfactory. Supply spaces were generally dirty. Nearly all consumable supplies of allowance list were missing. Storerooms were not orderly.

Office Spaces — b. The office spaces are very limited; furniture showed evidence of much wear and some repairs are necessary.

Commissary — c. Commissary spaces such as galley, officer's pantry, and issue rooms showed evidence of much use. The equipment was dirty and worn. The small refrigerators in galley was inoperative. The ship's refrigerating spaces were in good condition and did not show much wear. The C.P.O. refrigerator is missing.

Storerooms — d. Storerooms are adequate but were not neatly stowed.

Laundry — e. The laundry was in poor condition and showed evidence of considerable use. Extensive repairs are needed to restore condition to U. S. standards.

CONFIDENTIAL

XII - FINDINGS

First — The Board finds the U.S.S. PF-4 fit for further service and that the repairs herein recommended are not considered disproportionate to the value of the vessel for the service that it may be assigned. The U.S.S. PF-4 is one of the PF vessels recently returned to the United States by the U.S.S.R.

The Board estimates 3300 man days will be required to effect the necessary repairs that are recommended.

Second — The Board finds the Operations Installation, Equipment and Spaces to be, in general, in satisfactory condition in respect to cleanliness, maintenance and operating condition.

Third — The Board finds the Hull Structure, Hull Fittings, and Hull Auxiliaries to be, in general, in unsatisfactory condition as to cleanliness; in unsatisfactory condition as to preservation, and in satisfactory condition with respect to integrity of structure and mechanism.

Fourth — The Board finds the Machinery Installation, Equipment, and Spaces to be, in general, in satisfactory condition.

Fifth — The Board finds the Electrical Installation, Equipment, and Spaces to be, in general, in satisfactory condition.

Sixth — The Board finds the Electronic Installation, Equipment, and Spaces to be, in general, in unsatisfactory condition.

Seventh — The Board finds the Damage Control Installation, Equipment, and Facilities to be, in general, in unsatisfactory condition.

Eighth — The Board finds the Ordnance Installation, Equipment, and Spaces to be in satisfactory condition with respect to cleanliness, preservation, and operating condition.

Ninth — The Board finds the Medical Installation, Equipment, and Spaces to be, in general, in unsatisfactory condition.

Tenth — The Board finds the Supply Installation, Equipment, and Spaces to be, in general, in unsatisfactory condition.

XIII - WORK LISTS

BUREAU OF SHIPS (HULL)

"A" URGENT REPAIRS RECOMMENDED

(1c) Overhaul CO2 fire extinguishers and fill with CO2.
(2c) Overhaul approximately 7 watertight doors and 3 watertight hatches.
(3c) Dry dock and paint underwater hull body.
(4c) Clean and paint hull where necessary.
(5c) Repair 26' motor whale boat.
(6c) Drop test life rafts and renew all manila line.
(7c) Renew flushing piping where necessary and overhaul all valves in system.

(8c) Plug holes in bulkhead where cable has been removed.
(9c) Overhaul handbilly and submersible pump.
(10c) Air test all compartments and make compartments tight as required by test schedule.
(11c) Make tight all fresh water fittings in wash rooms.
(12c) Replace manila line in boat falls.
(13c) Overhaul portable refrigerator and drinking fountions.
(14c) Provide missing allowance list items.
(15c) Replace lavatories and toilets in crew's washroom.

"B" DESIREABLE REPAIRS RECOMMENDED

(16c) Repair office furniture and crew's lockers as necessary; replace missing items.
(17c) Repair non-watertight ventilation ducts where damaged by crew.
(18c) Repair all insulation and lagging in living spaces and store rooms where damaged.
(19c) Clean ventilation systems including the exhaust system in galley.
(20c) Clean and paint decks.
(21c) Clean and paint interior of living spaces.
(22c) Provide and install grease screens above galley range.
(23c) Install missing label plates.
(24c) Make miscellaneous minor hull repairs on weather decks.
(25c) Repair mess benches and tables.
(26c) Make repairs to laundry equipment.
(27c) Clean and paint forward and after peak tanks.
(28c) Clean and paint voids and fresh water tanks.

BUREAU OF SHIPS (MACHINERY)

"A" URGENT ITEMS RECOMMENDED

(1s) Provide missing parts, overhaul, and install sanitary pump.
(2s) Renew deck in #1 boiler; patch burner fronts and corbelling in both boilers.
(3s) Renew wearing rings #2 main circulating pump.
(4s) Hydrostatically test HE evaporater tube nest. Renew coils as necessary.
(5s) Make tight all sea valves. Renew studs and gaskets.

"B" DESIRABLE ITEMS RECOMMENDED

(6s) Build up eroded header division plates both main condensers. Renew zincs.
(7s) Completely overhaul Buda DA type diesel whale boat engine.
(8s) Overhaul York refrigeration compressor. Clean condenser. Repair and adjust automatic controls.
(9s) Repair or replace broken and missing gages, gage glasses, and thermometers.
(10s) Rebabbitt and fit main bearings #1 F.D. blower.
(11s) Provide missing allowance list items.

BUREAU OF SHIPS (ELECTRICAL)

"A" URGENT REPAIRS RECOMMENDED

(1e) Overhaul electrical and ship's service generators, AC, DC, and exciter units. Calibrate switchboard instruments.

(2e) Overhaul evaporator plant pump motors as follows: distiller condensate, tube nest drain, and brine overboard pump.

(3e) Overhaul vent set motors for units 2-102, 01-71-1, 1-53-1, 1-53-3, 01-42-1, 01-43-2, 1-75-2, 1-74-2, 1-74-1. Replace missing motor for vent set No. 1-53-4 (evaporator room supply).

(4e) Overhaul Sperry MK XIV, Mod. I master gyro compass and auxiliary equipment. Replace missing step-by-step converter. Conduct test discharge of eighteen (18) emergency 6V-15AH batteries.

(5e) Clear grounds and short circuits, replace missing fixtures and steam tight covers in all lighting circuits. Remove dead-end cables and "jury" rigs.

(6e) Overhaul sound powered telephone system and replace missing and broken fixtures.

(7e) Overhaul and calibrate salinity indicator system.

(8e) Remove grounds and short circuits from call bell system. Replace all missing or defaced circuit labels, push buttons, push button covers, bells, and buzzers.

(9e) Overhaul refrigerator plant compressor motor and control panel.

(10e) Overhaul and reinstall fresh water pump motor, (unit has been removed from foundation and stowed in electrical storeroom).

(11e) Replace four (4) defective switches and replace Russian printed circuit labels on IC - Fire control switchboard.

(12e) Procure all electrical allowance list items missing from ship.

"B" DESIRABLE REPAIRS RECOMMENDED

(13e) Conduct routine overhaul, cleaning, and calibration of DRT - DRA equipment.

(14e) Overhaul fire control system.

(15e) Overhaul, test and calibrate underwater log indicator system.

(16e) Test discharge four 6V-175 AH, two 12V-175 AH (Japanese manufactured) and eighteen (18) 6V-15 AH lead acid storage batteries.

(17e) Replace presently installed NWT commercial type 24" carbon arc searchlight with Navy standard WT type.

(18e) Overhaul laundry drier, extractor, and washer motors, and controllers.

(19e) Overhaul 1MC, 6MC-17MC general announcing systems.

(20e) Replace all Russian printed circuit designator labels and tags on all electrical equipment.

(21e) Conduct routine calibration of degaussing system and calibrate degaussing switchboard instruments.

(22e) Remove all dead-end cable and "jury" rigs; secure all loose runs.

ELECTRONIC WORK LIST

"A" URGENT REPAIRS RECOMMENDED

(1er) Repair stop-start mechanism for TBL-7 transmitter.

(2er) Repair plate voltage rheostat for TDE transmitter.

(3er) Repair keying circuit for TBS-5 transmitter-receiver.

(4er) Replace RF gain control and tone control for RBH-1 receiver.