



**U.S.S.  
MONTICELLO**  
LSD 35

**PRELIMINARY ACCEPTANCE  
TRIALS**

**12-13 MARCH 1957**  
**THE INGALLS SHIPBUILDING CORPORATION**  
PASCAGOULA, MISSISSIPPI

## FOREWORD

This booklet has been prepared in pocket size for your use during the Preliminary Acceptance Trials of the USS MONTICELLO (LSD 35)

Included in this booklet are the names of the various representatives aboard, the Board of Inspection and Survey and general information which should prove helpful to you.

You are requested to familiarize yourself with the contents in the interest of a pleasant and successful trial trip.

U. S. NAVY

Board of Inspection and Survey

President: RADM R. F. STOUT, USN

Senior Hull Member: CAPT. G. W. BAILEY, USN

Electrical Member: CAPT. H. C. NICHOLS, USNR

Senior Engineering Member: CAPT. J. A. COPPOLA, USN

Ordnance, Operations & Navigation Member: CAPT. J. G. ROSS, USN

Hull Member: CDR D. BOYD, USNR

Assistant Engineering Member: LCDR P. J. GASPAROVIC, USN

Electronics Member & Attending Recorder: LT. E. T. WESTFALL, USN

Chief of Naval Operations

Representative: CAPT. N. ADAIR, USN

Bureau of Ships

Representatives: CAPT. W. N. PRICE, USN  
LCDR C. F. BRYANT, JR., USN  
MR. E. G. MCDUFFIE  
MR. H. FOLLIEN  
MR. A. A. KATCHER

Commander, Amphibious Forces,  
Atlantic Fleet

Representative: CAPT. H. G. KIRKPATRICK, USN

Bureau of Supplies and Accounts

Representative: LT. W. F. CECIL, SC, USN

Bureau of Ordnance

Representative: CDR J. M. FINLEY, USNR

Supervisor of Shipbuilding, USN, Naval Inspector of Ordnance

Supervisor:	CAPT. H. M. HEISER, USN
Insp. & Ordnance Officer:	CDR P. R. HODGSON, USN
Planning & Design Officer	LCDR W. L. GLODT, USN
Asst. Inspection Officers:	LCDR J. R. WISH, USN LTJG J. F. YURSO, USNR LTJG D. L. MURRAY, USNR CHMACH L. D. RIVERS, USN
Asst. Contract & Materials Officers:	LTJG C. W. YOUNG, USN LTJG J. F. PINNER, USNR
Estimator	MR. E. G. MOFFETT
Naval Architect:	MR. J. S. WATTENBERGER
Mechanical Engineer	MR. M. E. BLAIR
Electrical Engineer:	MR. H. R. EVANS
Principal Hull Inspector:	MR. S. C. BROWN
Principal Electrical Inspector:	MR. I. M. RUSH
Hull Inspectors:	MR. R. S. ROE MR. L. J. SCHEFFLER
Electrical Inspectors:	MR. W. B. GADDY MR. P. R. MAY
Machinery Inspectors:	MR. A. R. PASBACK MR. R. MIMS MR. H. W. LAWSON
Ordnance Inspector:	MR. C. L. HANN
Material Representative:	MR. TOMMY MILLS

Nucleus Crew - LSD 35

Prospective Commanding Officer: CAPT. J. T. HODGSON, JR.

Prospective Ships Officers:

Engineer Officer	LT. C. A. HAIRE
Supply Officer	LT. E. W. NUNN
First Lieutenant	LT. J. S. COURTNEY
Navigator	LTJG T. IRVINE
Main Propulsion Assistant	CWO H. STOREY
Damage Control Assistant	CWO W. MC FARLAND
Electrical Officer	CWO R. W. GILBROOK
Asst. to First Lieutenant	BOSN R. L. MARSHALL

Enlisted Personnel

G. VANDENBERG, BMC	D. CLIFFORD, BT2
O. WILSON, SKC	W. KEATON, MM2
J. WILSON, FTC	S. HAMLETT, EN2
A. STEWART, GMC	W. KITZMANN, MMI
H. DE YOUNG, YNC	J. BREARTON, MM2
J. BALLA, FPC	R. CZUPRYNSKI, MM2
J. RUCKMAN, MMC	A. MYERS, MM2
J. ALEXANDER, BTC	M. RAFFO, EMI
J. NASH, MMC	R. BARKER, FPI
M. GOBEL, ENC	F. SMITH, BT3
H. BENNETT, EMC	R. DAVIS, ETI
M. CUELLAR, ICC	L. PARRY, MRI
R. ANDERSON, MMC	L. MILLER, MM2
T. SCHUMAN, FTI	D. COOPER, DC3
S. BOOTON, BMI	T. BARRETT, EM3
M. GILLIS, GMI	C. BUIRCH, QMI
L. DEESE, BM2	W. FOWLER, SMI
C. EDWARDS, DCI	D. TALEON, RMI
L. LAMONT, ENI	R. LUNDERVILLE, RMI
H. RHODE, MMI	J. GREEN, RDI
S. RODEEN, MMI	C. BRADFORD, ETI

INGALLS SHIPBUILDING CORPORATION

Officials

Vice-Chairman of the Board:	MR. MONRO B. LANIER
Vice President:	MR. E. R. HAMMETT
Chief Technical Section:	MR. C. M. LEAVITT
Production Coordinator:	MR. A. O. ANDERSON
Outfitting Superintendent:	MR. HAROLD PEARLMAN
Machinery Superintendent:	MR. D. G. PEATTIE
Electrical Superintendent:	MR. J. A. SANCHEZ

Ship's Trial Officers:

Captain	W. D. DUBUISSON
Chief Engineer	B. H. RUSSELL
Chief Steward	W. J. TERRY

GENERAL INFORMATION

I. MEALS WILL BE SERVED AS FOLLOWS:

<u>Ingalls</u> <u>Operating Personnel</u>	<u>6-12 Watch</u>	<u>12-6 Watch</u>
Breakfast	5:30 A.M.	6:00 A.M.
Lunch	12:00 Noon	11:30 A.M.
Dinner	5:30 P.M.	6:00 P.M.
Night Lunch	11:30 to 12:30 A.M.	

Navy and Ingalls Officials,  
PCO Personnel, Vendors' and  
Sub-contractors' Representatives

Breakfast	5:00 A.M. to 7:00 A.M.
Lunch	11:30 A.M. to 1:30 P.M.
Dinner	5:00 P.M. to 7:00 P.M.
Night Lunch	10:00 P.M. to 11:00 P.M.

- NOTES: For Dining Room locations, please refer to your station card. In view of limited seating capacity of Dining areas and to facilitate service, you are requested to eat in the Dining Area assigned you and to make your place at the table available immediately upon finishing your meal. Your cooperation will be appreciated.
- II. Please familiarize yourself with your lifeboat and emergency station as well as your berthing and dining area.
- III. During trials, all events will be announced over the P. A. system. It is requested that all parties concerned respond promptly.
- IV. Documents, statements, data, drawings will be provided by the Supervisor of Shipbuilding and Ingalls Technical Observers respectively.
- V. Conferences, as requested during the course of the trials, will be announced over the P. A. system.

# UNDERWAY PRELIMINARY ACCEPTANCE

## TRIAL SCHEDULE

### FIRST DAY

#### Times and Conditions

- (A) 1115 Ship in departure condition at pier of the Ingalls Shipbuilding Corporation, Pascagoula, Mississippi. Navy personnel, Shipyard crew and observers, and Vendors' representatives shall be aboard.
- (1) Read and record drafts forward and aft.
  - (2) Stand by to cast off.
- (B) 1145 Ship maneuvering as directed by bridge.
- (1) Leave pier and proceed to sea.
  - (2) Sound all tanks and record data. Sounding of ballast tanks is to be done after completion of ballasting.
  - (3) Commence demonstration of gun tracking controls, local and remote, in train and elevation.
- (C) 1305 Ship proceeding ahead.
- (1) Clear Horn Island Pass.
  - (2) Commence ballasting to sea trial drafts of 18'-16" forward and 19'-1" aft.
  - (3) Undog stern gate and prepare for stern gate demonstration.
  - (4) When clear of Horn Island Pass sea buoy reduce speed to that just sufficient to maintain steerage way.
  - (5) Commence electronic testing on all radio equipment in accordance with separate detailed schedule.



FIRST DAY (Cont'd)

Times and Conditions

- (D) 1330 Ship proceeding slow ahead.
- (1) Commence demonstration of stern gate operation. Time to close stern gate with both units shall not exceed three minutes. Leave stern gate open with gate in horizontal position until ballasting has been completed and drafts aft have been determined.
- (E) 1400 Ship proceeding slow ahead.
- (1) Commence boat handling demonstration, lowering and hoisting one boat at each of davits and starting with boat on the port side. Lowering of boats is to be stopped when they are just clear of the water. Boats are then to be returned to their stowed positions.
  - (2) Increase speed to 100 R.P.M. ahead on both engines.
  - (3) Secure ballasting.
  - (4) Commence operation of both distillers.
- (F) 1445 Ship proceeding ahead at 100 R.P.M.
- (1) Drag shafts ahead and astern to determine torsion meter zeros. Ahead drag shall be made from 100 R.P.M. and astern drag shall be made from 75 R.P.M. Keep helm amidships.
  - (2) Close and secure stern gate.
  - (3) Commence twenty-four hour test of both distillers. Operate at maximum practicable rate.
  - (4) Demonstrate operation of lighter handling capstan on second deck.

FIRST DAY (cont'd)

Times and Conditions

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|---|---|
| (G) 1500 Ship dragging shafts.  | (1) Demonstrate Operation of both monorail hoists in well.  |
| (H) 1515 Ship dragging shafts.  | (1) Complete shaft dragging.<br>(2) Lay course for deep water and commence building up to full power, 24,000 total S.H.P. at about 235 R.P.M.<br>(3) Demonstrate operation of stern capstans. |
| (I) 1530 Ship building up to full power.  | (1) Demonstrate operation of both emergency diesel generators.  |
| (J) 1615 Ship building up to full power.  | (1) Demonstrate operation of laundry machinery.   |
| (K) 1700 Ship building up to full power.  | (1) Demonstrate operation of 3"/50 caliber ammunition hoists and dumbwaiter and whip hoists.  |
| (L) 1730 Ship proceeding ahead at full power, 24,000 total S.H.P. at about 235 R.P.M. | (1) Commence four hour full power endurance run.<br>(2) Keep helm angles to a minimum.  |
| (M) 1930 Ship on full power run.  | (1) Demonstrate operation of magazine sprinkling valves as directed by Board of INSURV.   |
| (N) 2130 Ship on full power run.  | (2) Prepare for ahead power steering test.  |
| (O) 2140 Ship proceeding ahead at full power.   | (1) Conduct ahead power steering test.<br>(2) If directed by Board of INSURV, conduct emergency hand steering test. Otherwise do after anchor handling test on second day.                    |

FIRST DAY (Cont'd)

	Times and Conditions	Operations
(P)	2200 Ship proceeding ahead at full power.	(1) Complete ahead power steering test. (2) Prepare for crash stop from ahead.
(Q)	2215 Ship proceeding ahead at full power	(1) Crash stop from ahead. (2) Commence one hour astern run at 130 R.P.M. (3) Keep helm amidships except during astern steering test.
(R)	2250 Ship on astern run.	(1) Conduct astern steering test.
(S)	2315 Ship on astern run.	(1) Complete one hour astern run. (2) Crash stop from astern. (3) Operate at full power ahead, 24,000 total S.H.P. at about 235 R.P.M., for at least fifteen minutes. Then reduce speed in preparation for shaft dragging.
(T)	2345 Ship proceeding ahead 100 R.P.M.	(1) Drag shafts ahead and astern to determine torsion meter zeros. Ahead drag shall be made from 100 R.P.M. and astern drag shall be made from 75 R.P.M. Keep helm amidships.

SECOND DAY

Times and Conditions	Operations
(A) 0015 Ship dragging shafts.	(1) Complete shaft dragging. (2) Secure data taking except for distilling plants. (3) Resume ahead operation and cruise during the remainder of the night.
(B) 0500 Ship proceeding ahead.	(1) Stop ship in at least one hundred fathom depth of water and prepare for anchor handling test.
(C) 0530 Ship stopped.	(1) Commence anchor handling test. (2) Secure No. 2 boiler in preparation for boiler overload test on No. 1 boiler.
(D) 0700 Ship stopped.	(1) Complete anchor handling test. (2) Get underway on No. 1 boiler with No. 2 boiler secured and commence building up to twenty percent overload on No. 1 boiler. (3) Lay course for Horn Island Pass. (4) Subject to availability of target aircraft, check fire control radar alignment.
(E) 0800 Ship proceeding ahead.	(1) Commence two twenty percent overload test on No. 1 boiler with No. 2 boiler secured. (2) Demonstrate operation of smoke generators. Wind must not be such as to blow smoke into the ship.

SECOND DAY (Cont'd)

	Times and Conditions	Operations
(F)	1820 Ship on boiler overload run.	(1) Demonstrate no load operation of both fifty ton cranes.
(G)	1000 Ship on boiler overload run.	(1) Complete two hour twenty percent overload test on No. 1 boiler.  (2) Resume two boiler operation.  (3) Prepare for locked shaft demonstration.
(H)	1045 Ship proceeding ahead.	(1) Stop port shaft by means of astern turbine and engage turning gear.  (2) Keep helm amidships.  (3) Gradually build up speed on starboard shaft until full power torque is reached. Do not exceed 268,000 foot pounds torque or 194 R.P.M. on starboard shaft. It is estimated that this torque will be reached at about 180 R.P.M. Hold for fifteen minutes.
(I)	1105 Ship proceeding ahead on starboard shaft.	(1) Complete locked shaft demonstration. Stop ship dead in water and unlock the port shaft.  (2) Resume ahead operation on both engines.  (3) Prepare for washdown countermeasures demonstration. Secure all airports and exterior doors, hatches and manholes. Secure ventilation as directed to avoid drawing water into ventilation systems. Cover ordnance, fire control equipment and other topside equipment susceptible to damage by salt water.

SECOND DAY (Cont'd)

Times and Conditions	Operations
(J) 1130 Ship proceeding ahead	(1) Demonstrate operation of washdown countermeasures system. Make one right circle and one left circle to demonstrate maximum coverage of washdown spray.
(K) 1200 Ship proceeding ahead.	(1) If directed by Board of INSURV secure both distilling plants.  (2) As soon as distillers are secured, commence deballasting to return to shipyard condition.
(L) 1300 Ship proceeding ahead.	(1) Arrive off Horn Island Pass Sea Buoy.  (2) Complete deballasting. Stop ship and check drafts forward and aft.
(M) 1330 Ship proceeding ahead.	(1) Lay course for shipyard.
(N) 1500 Ship at shipyard.	(1) Secure alongside outfitting dock.  (2) Commence post trial examination when directed. Remove inspection plates as directed by Board of INSURV.

## GENERAL NOTES

1. The sequence of events shown may be modified to suit conditions. Intervals between tests may be increased or reduced as necessary.
2. Sea Trial Data Sheets, Instructions for Sea Trial Observers, and applicable Test Memoranda indicate further details of test and data to be observed and recorded.
3. During endurance runs and shaft dragging, ship shall be ballasted to the full load trial displacement of 12,150 tons. Salt water drafts shall be 18'-6" forward and 19'-1" aft.
4. The full power endurance run shall be based on shaft horsepowers determined by torsion meters rather than shaft R.P.M. or ship's speed. The following table shows approximate shaft horsepowers and R.P.M. for the ship in full load trial condition with a service factor of 12.5 percent.

<u>R.P.M.</u>	<u>TOTAL S.H.P.</u>
100	1,600
150	5,900
180	10,800
200	14,600
220	19,200
235	24,000

5. The following operations, demonstrations and tests are scheduled to be accomplished during the Underway Preliminary Acceptance Trials. Where demonstrations are specified, no date other than times of starting and completing demonstrations will be recorded except as may be otherwise required by the Board of Inspection and Survey.
  1. Draft readings
  2. Tank soundings
  3. Gun tracking control demonstration
  4. Ballasting to trial condition
  5. Electronic tests
  6. Stern gate demonstration.
  7. Boat handling demonstration.
  8. Twenty-four hour distiller test.
  9. Shaft dragging.
  10. Draft readings
  11. Lighter handling capstan demonstration.
  12. Monorail hoist demonstration
  13. Magazine sprinkling valve demonstration.
  14. Four hour full power endurance run
  15. Ammunition handling equipment demonstration.
  16. Laundry machinery demonstration
  17. Diesel generator demonstration
  18. Anchor handling test.
  19. Fire control radar demonstration
  20. Shaft dragging.
  21. Emergency hand steering test
  22. Ahead power steering test.
  23. Crash stop from ahead.
  24. One hour astern run.
  25. Astern steering test.
  26. Crash stop from astern

GENERAL NOTES (Cont'd)

27. Smoke generator demonstration
  28. Stern capstan demonstration
  29. Two hour boiler overload test.
  30. Fifty ton crane demonstration.
  31. Deballasting.
  32. Washdown countermeasures demonstration.
  33. Locked shaft demonstration
  34. Draft readings.
  35. Post trial examination.
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6. Keep helm amidships during shaft dragging and locked shaft demonstration, and during the astern run except during the astern steering gear test.



ASSIGNMENT OF INGALLS OBSERVERS

<u>STATION</u>	<u>NAME</u>	<u>REMARKS</u>
Bridge and Deck	J. B. Cirino	Leading Observer, Bridge
Bridge and Deck	J. M. Collins	Leading Observer, Deck Machinery and Equipment
Bridge and Deck	R. J. Olix	Drafts and Tank Soundings
Bridge and Deck	R. D. Garrett	Bridge Observer
Bridge and Deck	R. Rust	Bridge Observer
Bridge and Deck	S. G. Graves	Store Keeper
Bridge and Deck	R. G. Cox	Store Keeper
Computing Room	R. A. Robertson	Leading Observer
Computing Room	T. O. Mason	Torsion Meter Observer
Computing Room	J. R. Bourg	Torsion Meter Observer
Computing Room	W. R. Portas	Shaft Horsepower Calculator
Computing Room	J. L. Urie	Fuel Rate Calculator
Computing Room	J. N. Goff	Fuel Rate Calculator
Computing Room	R. L. Glaser, Jr.	Water Rate Calculator
Computing Room	G. L. Cox	Water Rate Calculator
Engine Room No. 1	J. M. Smith	Leading Observer
Engine Room No. 1	A. L. Samples	Distillers 6 to 12 Watches
Engine Room No. 1	J. R. Ferguson	Distillers 12 to 6 Watches
Engine Room No. 1	J. M. Brophy	Main Gauge Board and reduction Gears
Engine Room No. 1	E. E. Miller	Forced Draft Blowers
Engine Room No. 1	E. P. Bond	Air System and Flue Gas
Engine Room No. 1	R. L. Mathieu	S. S. Switchboard and Turbo Generators
Engine Room No. 1	E. J. Murray	Fuel Oil Meters
Engine Room No. 1	J. A. Stafford	Boiler Gauge Board and Condensate Meters

ASSIGNMENT OF INGALLS OBSERVERS Cont'd

<u>STATION</u>	<u>NAME</u>	<u>REMARKS</u>
Engine Room No. 1	W. C. Belknap	Main Condenser and Misc. Pumps
Engine Room No. 1	C. R. Odom	Aux. Condenser and Misc. Pumps
Engine Room No. 1	D. E. West	Messenger and at torsion meter in starboard shaft alley during shaft dragging.
Engine Room No. 2	J. M. Sharp	Leading Observer
Engine Room No. 2	A. P. Ray	Distillers 6 to 12 Watches
Engine Room No. 2	M. C. Hobby	Distillers 12 to 6 Watches
Engine Room No. 2	M. L. Slaton	Main Gauge Board and Reduction Gears
Engine Room No. 2	C. V. Scharr	Forced Draft Blowers
Engine Room No. 2	B. L. Thomas	Air System & Flue Gas
Engine Room No. 2	J. C. Harris	S. S. Switchboard and Turbo Generators
Engine Room No. 2	P. N. Harper	Fuel Oil Meters
Engine Room No. 2	T. Harrell	Boiler Gauge Board and Condensate Meters
Engine Room No. 2	J. W. Gentile	Main Condenser and Misc. Pumps
Engine Room No. 2	F. E. Wilson	Aux. Condenser and Misc. Pumps
Engine Room No. 2	S. L. Hensarling	Messenger and at torsion meter in port shaft alley during shaft dragging.