HISTORY OF THE USS VELLA GULF

Part I

Chronology

The U.S.S. Vella Gulf (CVE-111) was commissioned for service with the United States Navy on April 9, 1945, at the Todd Pacific Shipyards, Tacoma, Washington, by authority of CNO Confidential Dispatch Number 291299 of March 2, 1945, and in accordance with Article 637 (1) (a) U.S. Navy Regulations. Captain Robert Wade Morse, assumed command of the ship at the commissioning ceremony with an initial complement of sixty-four officers and six hundred ninety-one enlisted men. Captain Morse commands the Vella Gulf at the present time.

Since its commissioning, the U.S.S. Vella Gulf has been under the following commands:

1. Commandant Thirteenth Naval District, April 9-April 27, 1945.
2. Commander Fleet Air, West Coast, April 27-June 17, 1945.
3. Commander, Western Sea Frontier, June 17-June 25, 1945.
4. Commander Air Force, Pacific, June 25-July 20, 1945.
5. Commander Air Force, Pacific, Subordinate Command Forward, July 20-August 25, 1945.
6. Commander Third Fleet (Logistics Group), August 25-September 17, 1945.
7. Commander Service Force, Pacific (Personnel Transportation Group), September 17-September 30, 1945.

There have been no significant changes in function for the Vella Gulf. She was built to operate as a carrier base for Marine Air Groups furnishing close air support to ground forces, and since her commissioning, shakedown training, and qualifying of the pilots in Marine (CVE) Air Group Three, has operated as such with this air group aboard.

Since her commissioning at Tacoma, Washington, the U.S.S. Vella Gulf has made good the following itinerary:

1. Todd Pacific Shipyards, Tacoma, Washington, from April 9 to April 18, 1945, at which time she left the Todd Shipyards to operate in the Puget Sound Area until April 27, 1945.
2. The Vella Gulf departed from the Puget Sound Area on April 27, 1945 and arrived at NAS Alameda, California, on April 29, 1945.
3. Left NAS, Alameda, California, for San Diego, California, on May 1, 1945 and arrived at San Diego on May 3, 1945. The Vella Gulf was based at San Diego from this time until June 17, 1945, during which time she completed her shakedown training, qualified the air group which she was to take aboard and underwent an inspection by the Commander, Fleet Operational Training Command, Pacific, to determine readiness for battle.
4. Departed San Diego on June 17, 1945, and arrived at Ford Island in Pearl Harbor, Oahu, Territory of Hawaii, on June 25, 1945. While here the Vella Gulf carried out operations in the Hawaiian Sea Frontier, the major operation being the qualification of the air group in night carrier landings.
5. Departed Pearl Harbor July 9, 1945, for Eniwetok Island and arrived at Eniwetok on July 16, 1945.

6. On July 17, 1945, departed Eniwetok and arrived at Guam Island on July 20, 1945.

7. Departed Guan on July 23, 1945, to conduct strikes against Pagan Island and Rota Island in the Mariannas Islands, then into Saipan on July 27, 1945.

8. Left Saipan on July 29, 1945, and anchored in Apra Harbor, Guam, on August 2, 1945.

9. Underway from Guam on August 5, 1945, for Okinawa, and arrived at Buckner Bay, Okinawa, on August 9, 1945.

10. Left Okinawa August 10, 1945, and returned to Guam arriving on August 15, 1945.

11. Left Guam on August 20, 1945, to join a shuttle group of the Third Fleet Logistics Group; proceeded to a rendezvous with the Commander, Logistics Group south of Japan operated at sea in this general area from August 25, 1945, to September 7, 1945.

12. Departed for Sagami Wan on September 7, 1945, and arrived at Sagami Wan on September 9, 1945.

13. Departed Sagami Wan on September 10, 1945, and arrived in Tokyo Kaiwan on the same day.

14. Departed Tokyo, Japan, on September 21, 1945, and arrived at Okinawa on September 23, 1945.

15. On September 25, 1945, the Vella Gulf weighed anchor from Buckner Bay, Okinawa, for Pearl Harbor. On the last day of September, 1945, she is at 159° 19.2 E., 24° 08.9 N., and expects to reach Pearl Harbor on Saturday, October 6, 1945.

The complement of aircraft aboard the U.S.S. Vella Gulf has not changed. She now carries sixteen FG-1D's, twelve TBM-3E's, and two F6F-5P's. This was the initial complement brought aboard by the Marine CVE Group Three, and it has remained the same

Part II

Narrative

Whence Comes the Name

Between Vella LaVella Island and Kolombangara Island in the Solomon Islands lies a stretch of water fourteen miles wide. It is from this stretch of water, Vella Gulf, that this ship takes her name. In securing complete air and sea control of the Solomon Islands Area the two naval engagements of Vella Gulf played a major role. Allied troops landed in force on Vella LaVella Island on August 15, 1943. Aware of the strategic importance of the island, the Japanese attempted a counter-invasion on the night of August 17, 1943. An enemy naval force comprised of four destroyers, escorting troop-laden barges, was surprised in Vella Gulf by a unit of our surface ships. One enemy destroyer was probably sunk and two others damaged in the engagement which lasted thirty minutes. Our force suffered no damage or casualties.

Later, on the night of October 6, 1943, an outnumbered force of our destroyers intercepted, again in Vella Gulf, an enemy task force comprised of four destroyers and a light crusier. The enemy was covering an operation apparently bent on completing the evacuation of Kolombangara, or attempting to remove beleagured Japanese troops from Vella LaVella. In the naval battle that ensued gunfire from our destroyers sank the enemy light crusier and one destroyer. A second Japanese destroyer was sunk by torpedo. The other Japanese destroyers, believed to have been crippled, retired. During this engagement, the U.S.S. Chevalier was severly damaged by the enemy and was later lost.

This naval engagement cut the enemy supply lines completely and provided a springboard for operations against Bougainville and New Britain Islands. The Vella Gulf, then, bears her name in honor of these two engagements.

Origin and Preparation

The Vella Gulf (CVE-111) was given over to the task, after its commissioning in the Todd Pacific Shipyards, Tacoma, Washington, of becoming a carrier base for Marine CVE Air Groups. The original plan to put Marine air groups aboard carriers was conceived primarily for the purpose of having marine pilots act as close air support for the ground forces storming beaches and to offer coordinated air ground operations against the enemy wherever such was needed.

While the ship was being built at the Todd Pacific Shipyards in Tacoma, Washington, aviation ground officers and men from Marine Air Support Group Forty-Eight, Marine Corps Air Station, Santa Barbars (Goleta), California, were sent to the CVE Pre-Commissioning Detail at Tacoma to join the naval officers who had been ordered there by the Bureau of Naval Personnel to become as familiar with the ship as possible and to learn the duties which they would be expected to perform aboard the ship. A total of six officers and seventeen enlisted men were sent from Marine Corps Air Station, Santa Barbars, to join the naval officers and men. At the commissioning the complement of the ship totaled sixty-four officers and six hundred ninety-one enlisted personnel.

After the commissioning the Vella Gulf operated in the Puget Sound area from April 9, 1945, to April 27, 1945, when she departed for Naval Air Station Alameda, California. At Naval Air Station, Alameda, California, she loaded her

first aircraft aboard and transported them to Naval Air Station, San Diego, California.

On May 4, 1945, the day after the Vella Gulf arrived at San Diego, Marine Carrier Aircraft Service Detachment Three with eleven officers and two hundred twenty-seven enlisted men arrived on board to join the ship's company. This detachment came from Marine Corps Air Station, Santa Barbara (Goleta), California. Several days were spent at sea in shakedown training for the ship's company before returning on May 11, 1945, to take aboard the squadron personnel of Marine Torpedo Bombing Squadron Two Thirty-Four and Marine Fighting Squadron Five Thirteen--the squadrons of Marine CVE Group Three. After qualifying all pilots aboard ship and standing an inspection by Commander Fleet Operational Training Command, Pacific, Rear Admiral F. C. Denebrink, U.S.N., and his staff to determine the fitness of the Vella Gulf for combat, the ship returned to Naval Air Station, North Island, San Diego, California, and unloaded aviation gasoline and ammunition before going into the Naval Repair Base, San Diego, California, for post shakedown availability.

On June 14, 1945, the availability period was finished, and the Vella Gulf returned to Naval Air Station, North Island, San Diego, California, to load stores, gasoline, ammunition and the air group which had been ordered to temporary duty at Santa Barbara during the post shakedown availability period. On June 17, 1945, the Vella Gulf was underway for Pearl Harbor. This trip consumed eight days during which time battle problems were conducted and flight operations were carried out. Eleven days were spent at Pearl Harbor and at sea in further training, compass and radar calibration, and qualifying the pilots of the air group in night carrier landings.

Final stores were loaded and last minute jobs on the ship completed at Ford Island.

Operations in the Forward Area

On the ninth of July, 1945, the Vella Gulf departed Pearl Harbor for Guam, stopping by Eniwetok on July 16, 1945, to refuel, and arriving at Apra Harbor Guam, on July 20, 1945. Routine flight operations were conducted daily during this period.

On July 23, the Vella Gulf left Guam to launch strikes against the enemy held islands of Pagan and Rota in the Marianias Islands. On July 24, 1945, a total of thirty-seven sorties were launched against Pagan Island, consisting of twenty-three FG-1D's, two F6F-5P's as photographic planes, and twelve TBM-3E's. On July 26, 1945, twenty-one sorties were launched against Rota Island. These included twelve FG-1D's, eight TBM-3C's, and one photographic F6F-5P. Slight enemy resistance in the form of anti-aircraft fire was observed; however no damage was done to our aircraft, and all pilots and planes returned safely except for two planes which received shrapnel holes from the blast of their own bombs.

On the day after the strike on Rota Island the planes were flown from the Vella Gulf to Marpi Point, Saipan Island, and the pilots of CVG-99 and CVG-2 received qualification landings on the Vella Gulf.

The Vella Gulf returned to Apra Harbor, Guam, on August 2, 1945, and left again on August 5, 1945 for Okinawa, arrived at Buckner Bay, Okinawa, on August 9, 1945 and spent one night there. During this night various ships and shore-based units upon receiving word of the peace negotiations which were being carried on with Japan set off at random many rounds of pyrotechnical ammunition

and signal flares. The Vella Gulf departed Okinawa on the following morning for Guam, and as she entered Apra Harbor on August 15, 1945, news of the capitulation of Japan was received over the radio and announced to the crew by means of the public address system of the ship.

At 1351 on August 20, 1945, the Vella Gulf was underway in company with U.S.S. Williamson (DD 244), for rendezvous at sea with a shuttle group of the Third Fleet Logistics Group. The aircraft of Marine CVE Group Three which had been land-based at Marpi Point during the trip to Okinawa, and which were later flown to Orote Airfield at Guam rejoined the Vella Gulf at sea on August 20, 1945. On August 21, 1945, at 1415 the Vella Gulf took Station with the shuttle group and relieved the U.S.S. Makin Island (CVE-93) as Commander Task Unit thereof. Other ships in the unit were the AO's 35, 37, 53, 54, 60, 76, and 88; AKA-20, and DD's 442, 646, and 611. U.S.S. Makin Island in company with the U.S.S. Williamson left the unit and proceeded under separate orders. The remaining ships in the task unit proceeded to rendezvous with Commander Logistic Group, Third Fleet at [redacted] This point of rendezvous was given the name "Point Look", and it was here that the task group, of which the Vella Gulf was a part, steamed on various courses and at varying speeds for the next two weeks while supplying other ships of the Third Fleet with food and fuel during the occupation of the Japanese homeland. The Vella Gulf alternated with the U.S.S. Gilbert Islands (CVE-107) in furnishing air cover for the group during its replenishment operations with the Third Fleet Units until the Gilbert Islands left the group on September 4, 1945. At this time the Vella Gulf furnished all the air cover for the group until departure for the homeland of Japan four days later.

On September 7, 1945, the Vella Gulf departed "Point Look" for Sagami Wan, a bay of the Japanese homeland at the island of Honshu just south of Tokyo Bay. She arrived at Sagami Wan at 0845 on September 9, 1945, the first carrier with a Marine Air Group aboard to reach the Japanese homeland. After spending one night at Sagami Wan the Vella Gulf weighed anchor for Tokyo Kaiwan and arrived at 1406 on September 10, 1945. Shore leave was granted to a small percentage of the ship's complement at a time until all hands had a chance to go ashore to see the conquered territory.

After ten days at Tokyo, on September 21, 1945, the Vella Gulf departed for Okinawa to take aboard passengers for Pearl Harbor, Oahu, Territory of Hawaii. Approximately 650 men came aboard while the ship was anchored in Buckner Bay at Okinawa on the morning of the twenty-fifth of September, and at 1655 on that date the Vella Gulf departed for Pearl Harbor with a total of 1796 officers and men on board.

On the last day of September, 1945, the Vella Gulf is at 24°08.9 N. and 159°19.2 E. at 2000, and expects to reach Pearl Harbor on Saturday, October 6, 1945.

Cincpac File

A7-1(7)

Serial 39418

UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
HEADQUARTERS OF THE COMMANDER IN CHIEF

13 OCT 1945

RECEIVED
OFFICE OF
PUBLIC RELATIONS
17 OCT 1945
ROUTE TO
P-4

From: Commander in Chief, U. S. Pacific Fleet.
To: Commandant, TWELFTH Naval District.

Subject: Ship's History - Forwarding of.

References: (a) AlPac 219 dated 26 September 1945.

Enclosure: (A) Ship's History of the U.S.S. VELLA GULF (CVE-111).

1. Enclosure (A) has been censored and cleared for publication.

2. Subject history is forwarded herewith for use by the District Public Information Officer in connection with the arrival of the U.S.S. VELLA GULF in San Francisco, California about 13 October 1945.

3. Classification of subject material has been changed from restricted to non-classified by CINCPAC.

FITZHUGH LEE,
BY DIRECTION.

Copy to:
SecNav (W/encl) VIA AIR MAIL
CinC, Fleet News Film News Center, Chicago (W/encl)
CO, U.S.S. VELLA GULF (CVE-111)(less encl)

PART III

Appendix

The information for this history was derived from the following sources:

1. The Ship's Log of the U.S.S. Vella Gulf (CVE-111).
2. The War Diary of the U.S.S. Vella Gulf (CVE-111).
3. The Master Log Record of flying time of planes of the U.S.S. Vella Gulf (CVE-111)
4. Interview with Commander G. B. Campbell, U.S.N., Air Officer of the U.S.S. Vella Gulf (CVE-111).
5. Interview with Lieutenant Colonel Royce W. Coln, U.S.M.C., Commander of Air Group Three(Marine), aboard the U.S.S. Vella Gulf.
6. A Pamphlet on the Commissioning of the Vella Gulf prepared by Father J. P. Foley, Chaplain of the U.S.S. Vella Gulf.

COMMANDING OFFICER

Captain Robert Wade Morse was born in Brooklyn, New York, on May 28, 1902, and educated in the public school system of Binghamton, New York. He entered the U. S. Naval Academy on July 6, 1918.

After graduation in 1922, he served first in the battleship U. S. S. North Dakota, followed by a tour of duty aboard the destroyer U. S. S. Sturtevant until August, 1924. Then he was ordered to Pensacola, Florida, where he won his wings in March, 1925.

His assignments from that date until January, 1941, included staff, squadron or ship duty in the following ships: the old U. S. S. Langley, U. S. S. Wright, U. S. S. Lexington and U. S. S. Ranger. Duty aboard these vessels carried him into operations in the Atlantic, Pacific, Alaskan, Carribean and Hawaiian areas.

In 1933 he participated as a pilot in the U. S. Navy's first non-stop flight of patrol planes from Norfolk, Virginia, to Panama. Four years later, he commanded the first non-stop massed flight of Catalina planes from San Diego, California, to Panama.

January, 1941, saw him ordered to duty in the office of the chief of Naval Operations, Navy Department, Washington. Then in November, 1942, he was assigned as Chief of Staff to Commander, Fleet Air, Seattle, Washington. He reported in August, 1943, to Admiral Spruance, Commander, Fifth Fleet, for duty as staff aviation officer. For his services in that capacity, for fifteen months, during the invasions of the Gilbert, Marshall and Marianas Islands and in the First Battle of the Philippine Sea, he was awarded the Legion of Merit.

In December, 1944, he was ordered as Commanding Officer of the U. S. S. Vella Gulf (CVE-111) and has remained in that capacity ever since.

EXECUTIVE OFFICER

Commander Raymond B. Jacoby, U.S.N., Executive Officer of the U.S.S. Vella Gulf (CVE-111), was born in Erie, Pennsylvania, on June 14, 1910, and received his early education in the public shcools of that city. He graduated from Academy High School there in 1926 and from the United States Naval Academy in 1933. His first orders assigned him to the U.S.S. New York, from which he was detached in February, 1936, for flight training at Pensacola.

Commander Jacoby won his wings in May, 1937, and the next month was ordered to Scouting Squadron Six aboard the U.S.S. Enterprise. From April, 1938, to May, 1940, he was one of the aviators flying from the U.S.S. Nashville.

In May, 1940, he was Senior Aviator aboard the U.S.S. Brooklyn. Six months later, in November, 1940, he was transferred to the Naval Air Station, Jacksonville, Florida, where he served until July, 1942, as Head of the Ground School.

From August, 1942, until January, 1943, he was Executive Officer of Bombing Squadron Eleven, and was advanced to Commanding Officer of the same Squadron in February, 1943. He served in that capacity until October, 1943. During this period, from April, 1943, until August, 1943, he was Scout Bomber Commander on Guadalcanal under Commander Aircraft, Solomon Islands, South Pacific.

From October, 1943, to February 1944, he served as the Gunnery and Assistant Operations Officer for Admiral Durgin, Commander Fleet Air, Quonset, Rhode Island. In February, 1944, he was appointed Commanding Officer of a Carrier Aircraft Service Unit, embracing four thousand men, and servicing planes on nine airfields in four different states, Maine, Massachusetts, Rhode Island and Connecticut.

In January, 1945, he was ordered to duty as Executive Officer of the U. S. S. Vella Gulf which position he holds at the present time.

8-2

SUPERVISOR OF SHIPBUILDING, U. S. NAVY
TODD PACIFIC SHIPYARDS INC., TACOMA DIVISION
TACOMA 2, WASHINGTON

File

CVE105C1/S8(TA)Ky

11 MAY 1945

To: C. O., U.S.S. VELLA GULF (CVE 111)

Subj: CVE 111. Report of Trials; forwarding of.

Encl: HW
(A) One copy of the Combined Builders and Curtailed Preliminary Acceptance Trials for subject vessel.

1. Encl (A) is forwarded for your information and file.

By direction of SupShip:

S. D. SEE

RECEIVED

MAY 22 1945

TODD PACIFIC SHIPYARDS INC.
TACOMA, WASHINGTON

LOG OF COMBINED BUILDERS AND CURTAILED PRELIMINARY ACCEPTANCE TRIALS

U.S.S. VELLA GULF (CVE-111) TODD-TAC HULL NO. 61

APRIL 5, 1945

Draft

Forward	25' 10"
Aft	29' 10"
Mean	27' 10"
Displacement (from curves)	21,320 Tons

0800 1. Vessel left Tacoma and proceeded North on Puget Sound for the following sea trials.

0829-0850 2. Anchor Test in Commencement Bay

(a) In approximately 65 fathoms of water the port anchor was let go under control of the brake and held at 60 fathoms.

(b) The Anchor was hove in until the 30 fathom shot broke the surface of the water.

(c) The starboard anchor was let go under control of the brake and held at 30 fathoms.

(d) The anchors were hove in simultaneously until the swivels broke the surface of the water.

(e) The anchors were stowed individually.

0850-1000 3. Built up to Full Power 106 RPM 16,000 S.H.P.
During the build up period and throughout the trials one main condensate pump was in service in each engine room.

1000-1100 4. Full Power Trial at 106 RPM 16,000 S.H.P.
Sound level readings and engine data were taken during this run.

1100-1130 5. Built up to 110% Power 110 RPM

1130-1200 6. Trials at 110% Power 110 RPM 17,600 S.H.P.
Engine data was taken during this run.

1205-1220 7. Ahead Steering Test
While the vessel proceeded ahead at maximum speed the ability of the gear to handle the rudder was demonstrated. Time required to move the rudder from hardover to hardover, motor power requirements and oil pressure were noted and recorded. This test was performed on each steering motor.

1224-1235 8. Astern Test 77 RPM
A backing test at full power was held to demonstrate the ability of the turbines to develop the required astern power without undue heating. Engine data was taken during this run.

1230-1235 9. Astern Steering Test
While the vessel proceeded astern at maximum speed the ability of the gear to handle the rudder was demonstrated. Time required to move the rudder from hardover to hardover, motor power requirements and oil pressures were noted and recorded. This test was performed on the starboard steering motor only.

1235 10. Vessel proceeded to dock at the Todd, Tacoma yard.

DATA FUEL OIL AND COMBUSTION - FIRE ROOM NO. 1 TRIAL OFFICIAL DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD TAC HULL NO. 61 OBSERVER Hurvitz BOOK NO. 1

		100%			110%		ASTERN		
1. READING NO.	1	2	3	4	5	6	7		
2. TIME	1000	1030	1100	1130	1145	1200	1220		
3. F.O. METER READING	27650	28135	28480	28900	29183	29421	29664		
4. GALLONS PASSED		485	345		283	238			
5. F.O. TO STRAINER - PSI	360	380	355	335	330	340	370		
6. F.O. FR. STRAINER - PSI	360	380	355	335	330	340	370		
7. F.O. SERV. PUMP SUCTION - °F	68	68	56	67	68	68	68		
8. F.O. FR. HTRS. - °F	142	148	146	150	148	150	150		
9. F.O. TO BURNERS-BOILER NO. 1 - °F	148	148	145	148	148	148	148		
10. F.O. TO BURNERS-BOILER NO. 1 - PSI	300	290	293	170	173	173	130		
11. F.O. TO BURNERS-BOILER NO. 2 - °F	150	148	145	148	148	148	150		
12. F.O. TO BURNERS-BOILER NO. 2 - PSI	298	295	280	180	180	180	140		
13. AUX. STEAM TO F.O. HTRS. - PSI	25	30	31	30	33	33	35		
14. NUMBER OF BURNERS - BOILER NO. 1	3	3	3	3	3	3	2		
15. NUMBER OF BURNERS - BOILER NO. 2	3	3	3	3	3	3	2		
16. SIZE OF TIPS	31	31	31	29	29	29	29		
17. NUMBER OF F.O. HTRS.	2	2	2	2	2	2	2		
18. F.O. BLOWER NO. 1 DISCH. - "H_2O	6	7.1	6.6	7.0	7.5	7.0	6.1		
19. BURNER FRONT - "H_2O BOILER NO. 1	5.9	7.0	6.2	6.6	7.2	6.6	5.9		
20. FURNACE REAR - "H_2O BOILER NO. 1	2.6	3.1	2.9	2.9	3.3	3.0	2.4		
21. ECONOMIZER OUTLET - "H_2O BOILER NO. 1	0.5	0.75	0.65	0.5	0.7	0.5	0.5		
22. NO. 1 F.O. BLOWER INTAKE - °F	107	106	107	110	111	110	112		
23. NO. 1 BURNER FRONT - °F									
24. F.O. BLOWER NO. 2 DISCH. - "H_2O	6.1	7.1	6.5	6.0	7.3	6.0	7.0		
25. BURNER FRONT - "H_2O BOILER NO. 2	6.0	7.0	6.3	6.0	7.1	6.0	6.9		
26. FURNACE REAR - "H_2O BOILER NO. 2	0.6	3.1	2.9	2.6	3.2	2.6	3.0		
27. ECONOMIZER OUTLET - H_2O BOILER NO. 2	0.15	0.75	0.65	0.4	0.7	0.4	0.65		
28. NO. 2 F.D. BLOWER INTAKE - °F	105	107	107	106	110	108	110		
29. NO. 2 BURNER FRONT - °F									

DATA FUEL OIL AND COMBUSTION - FIRE ROOM NO. 2 TRIAL BUILDERS & PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD TAC HULL NO. 61 OBSERVER Geo. Miller BOOK NO. 2

		100%				110%				ASTERN
1. READING NO.		1	2	3		4	5	6		7
2. TIME		1000	1030	1100		1130	1145	1200		1225
3. F.O. METER READING		022058	022427	022794		023167	023373	023580		--
4. GALLONS PASSED		--	369	367			206	207		--
5. F.O. TO STRAINER - PSI		340	347	357		382	380	385		360
6. F.O. FR. STRAINER - PSI		330	337	347		372	370	375		350
7. F.O. SERV. PUMP SUCTION - °F		57	57	57		58	58	58		58
8. F.O. FR. HTRS. - °F		143	151	152		145	150	150		152
9. F.O. TO BURNERS-BOILER NO. 1 - °F	#3	145	150	152		145	150	150		[illegible]
10. F.O. TO BURNERS-BOILER NO. 1 - PSI	#3	285	270	280		350	360	360		210
11. F.O. TO BURNERS-BOILER NO. 2 - °F	#4	143	150	151		145	150	150		152
12. F.O. TO BURNERS-BOILER NO. 2 - PSI	#4	270	270	280		350	350	340		200
13. AUX. STEAM TO F.O. HTRS. - PSI		10	12	12		15	15	15		12
14. NUMBER OF BURNERS - BOILER NO. 1	#3	3	3	3		3	3	3		3
15. NUMBER OF BURNERS - BOILER NO. 2	#4	3	3	3		3	3	3		3
16. SIZE OF TIPS		31	31	31		31	31	31		31
17. NUMBER OF F.O. HTRS.		2	2	2		2	2	2		2
18. F.O. BLOWER NO. 1 DISCH. - "H_2O	#3	4.7	4.2	4.0		6.0	5.2	5.2		3.5
19. BURNER FRONT - "H_2O BOILER NO. 1	#3	4.5	4.0	3.8		5.8	5.0	5.1		3.3
20. FURNACE REAR - "H_2O BOILER NO. 1	#3	2.1	2.0	1.9		2.7	2.5	2.4		1.5
21. ECONOMIZER OUTLET - "H_2O BOILER NO. 1	#3	.3	.3	.3		.35	.4	.3		.2
22. NO. 1 F.O. BLOWER INTAKE - °F	#3	107	110	113		111	111	111		108
23. NO. 1 BURNER FRONT - °F	#3	--	--	--		--	--	--		--
24. F.O. BLOWER NO. 2 DISCH. - "H_2O	#4	4.5	4.5	4.5		5.2	5.2	5.2		[illegible]
25. BURNER FRONT - "H_2O BOILER NO. 2	#4	4.5	4.5	4.5		5.2	5.2	5.2		3.5
26. FURNACE REAR - "H_2O BOILER NO. 2	#4	2.0	2.0	2.0		2.3	2.5	2.4		1.5
27. ECONOMIZER OUTLET - H_2O BOILER NO. 2	#4	.4	.4	.4		.35	.5	.4		.1
28. NO. 2 F.D. BLOWER INTAKE - °F	#4	101	101	102		104	105	106		104
29. NO. 2 BURNER FRONT - °F	#4	--	--	--		--	--	--		--

DATA FEED AND STEAM - BOILER ROOM NO. 1 TRIAL BUILDERS AND PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Powers BOOK NO. 3

		100%			110%			ASTERN
1. READING NO.	1	2	3	4	5	6		7
2. TIME	1000	1030	1100	1130	1145	1200		1225
3. FEED TO ECONOMIZER BOILER NO. 1 - °F	245	245	250	250	250	250		250
4. FEED FR. ECONOMIZER BOILER NO. 1 - °F	305	307	320	310	310	325		315
5. FEED TO ECONOMIZER BOILER NO. 2 - °F	240	243	247	247	247	247		247
6. FEED FR. ECONOMIZER BOILER NO. 2 - °F	300	297	315	305	302	305		307
7. STEAM DRUM BOILER NO. 1 - PSI	460	455	450	440	445	425		440
8. STEAM DRUM BOILER NO. 2 - PSI	460	455	450	430	450	430		450
9. FEED DISCH. TO BOILERS - PSI	530	550	545	550	540	540		540
10. SUPERHEATER OUTLET BOILER NO. 1 - °F	750	740	745	740	745	750		745
11. SUPERHEATER OUTLET BOILER NO. 1 - PSI	450	445	435	428	435	415		432
12. SUPERHEATER OUTLET BOILER NO. 2 - °F	750	770	750	745	750	755		750
13. SUPERHEATER OUTLET BOILER NO. 2 - PSI	455	445	435	422	432	410		435
14. DESUPERHEATED STEAM BOILER NO. 1 - °F	510	510	510	500	505	505		500
15. DESUPERHEATED STEAM BOILER NO. 1 - PSI	450	450	450	440	440	425		430
16. DESUPERHEATED STEAM BOILER NO. 2 - °F	525	520	520	510	520	520		520
17. DESUPERHEATED STEAM BOILER NO. 2 - PSI	430	430	425	420	420	405		410
18. S.W. SERVICE - PSI	33	32	32	32	32	30		32
19. 150 PSI AUX. STEAM - PSI	145	150	145	150	147	148		150
20. AMBIENT GAGE BD. - °F	80	80	80	81	82	82		83
21. AMBIENT N. TENDER STA. - °F	79	79	79	77	79	80		82
22. AMBIENT UPPER LEVEL [illegible] - °F	102	102	102	102	102	102		102

DATA FEED AND STEAM FIRE ROOM NO. 2 TRIAL BUILDERS AND PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER McCoy BOOK NO. 4

1.	READING NO.	1	2	3		4	5	6		7
2.	TIME	1000	1030	1100		1130	1145	1200		1225
3.	FEED TO ECONOMIZER BOILER NO. 3-°F	235	245	245		240	240	240		240
4.	FEED FR. ECONOMIZER BOILER NO. 3-°F	297	300	297		310	300	310		295
5.	FEED TO ECONOMIZER BOILER NO. 4-°F	235	242	244		240	240	240		240
6.	FEED FR. ECONOMIZER BOILER NO. 4-°F	295	305	306		290	310	290		305
7.	STEAM DRUM BOILER NO. 3 - PSI	445	460	440		450	465	455		455
8.	STEAM DRUM BOILER NO. 4 - PSI	450	450	440		450	450	460		455
9.	FEED DISCH. TO BOILERS - PSI	520	520	520		520	520	520		520
10.	SUPERHEATER OUTLET BOILER NO. 3-°F	760	750	765		755	750	755		735
11.	SUPERHEATER OUTLET BOILER NO. 3-PSI	440	440	420		470	450	440		445
12.	SUPERHEATER OUTLET BOILER NO. 4-°F	740	730	730		735	745	750		740
13.	SUPERHEATER OUTLET BOILER NO. 4-PSI	440	442	420		460	460	440		445
14.	DESUPERHEATED STEAM BOILER NO.3-°F	480	480	480		480	480	480		470
15.	DESUPERHEATED STEAM BOILER NO.3-PSI	440	440	450		450	450	440		440
16.	DESUPERHEATED STEAM BOILER NO.4-°F	500	495	495		500	500	500		490
17.	DESUPERHEATED STEAM BOILER NO.4-PSI	450	450	460		450	450	450		450
18.	S.W. SERV. - PSI	34	29	27		27	27	29		29
19.	150 PSI AUX. STEAM - PSI	135	145	145		145	145	140		145
20.	CONSTANT SERV. STEAM - PSI	39	37	35		39	39	37		37
21.	INTER. SERV. STEAM - PSI	32	35	35		35	35	35		35
22.	LAUNDRY STEAM - PSI	0	0	0		0	0	0		0
23.	AMBIENT GAUGE BD. - °F	74	75	75		74	73	74		77
24.	AMBIENT W. TENDER STA. - °F	98	100	101		100	100	97		88
25.	AMBIENT AUX. MACH. SPACE - °F	79	81	80		80	80	80		

DATA FIRE ROOM AUXILIARIES - FIRE ROOM NO. 1 TRIAL BUILDERS & PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Barney BOOK NO. 5

	100%			110%				ASTERN	
1. READING NO.	1	2	3	4	5	6		7	
2. TIME	1000	1030	1100	1130	1145	1200		1215	
3. F.O. SERV. PUMP NO. 1 DISCH. - PSI	370	378	360	340	340	310		310	
4. F.O. SERV. PUMP NO. 1 SUCTION - PSI	2"Hg	2"Hg	0	0	0	0		0	
5. F.O. SERV. PUMP NO. 1 R.P.M.	787	821	721	830	822	823		846	
6. AUX. STEAM TO F.O. SERV. PUMP NO.1- PSI	225	220	215	215	220	220		350	
7. AUX. EXH. STEAM - F.O. SERV. PUMP NO.1- PSI	13.8	13.6	15.8	15.8	16	15.9		15.6	
8. L.O. TO STAINER - F.O. SERV. PUMP NO.1- PSI	50	43	40	45	43	47		40	
9. L.O. FR. STRAINER - F.O. SERV. PUMP NO.1- PSI	38	30	27	32.5	31	27		27	
10. L.O. TO COOLER - F.O. SERV. PUMP NO.1- °F	96	112	110	116	116	116		95	
11. S.W. FR. COOLER - F.O. SERV. PUMP NO.1- °F	48	52	54	54	55	55		55	
12. AUX. STEAM TO F.D. BLOWER NO.1~~3~~ - PSI	247	285	280	300	310	300		270	
13. AUX. EXH. STEAM - F.D. BLOWER NO.1~~3~~ - PSI	13.2	13.1	15.7	15.5	15.8	15.7		15.4	
14. F.D. BLOWER NO.1~~3~~ - R.P.M.	3375	3525	3490	3550	3675	3600		3400	
15. L.O. - F.D. BLOWER NO1 ~~3~~ - ~~PSI~~ PSI	18.3	18.9	13.5	18.4	18.9	18.8		18.3	
16. L.O. FR. FWD. BRG. - F.D. BLOWER NO.1~~3~~ - °F	127	127	127	127	127	127		127	
17. L.O. FR. AFT. BRG. - F.D. BLOWER NO.1~~3~~ - °F	114	115	116	118	118	118		118	
18. S.W. FR. COOLER - F.D. BLOWER NO.1~~4~~ - PSI	47	47	47	47	47	47		47	
19. AUX. STEAM TO F.D. BLOWER NO.2~~4~~ - PSI	227	225	220	257	280	270		280	
20. AUX. EXH. STEAM - F.D. BLOWER NO.2~~4~~ - PSI	12.5	14.8	14.8	14.5	14.8	15		14.5	
21. F.D. BLOWER NO.2~~4~~ - R.P.M.	3110	3325	3260	3200	3425	3440		3475	
22. L.O. - F.D. BLOWER NO.2~~4~~ - PSI	15.2	15.5	15	14.7	15.2	15.7		15.5	
23. L.O. FR. FWD. BRG. - F.D. BLOWER NO.2~~4~~ - °F	118	120	120	120	120	118		118	
24. L.O. FR. AFT. BRG. - F.D. BLOWER NO.2~~4~~ - °F	106	110	112	112	112	110		111	
25. S.W. FR. COOLER - F.D. BLOWER NO.2~~4~~ - °F	50	50	50	50	50	50		50	

DATA FIRE ROOM AUXILIARIES - FIRE ROOM NO. 2 TRIAL BUILDERS & PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Turner BOOK NO. 6

	100%			110%			ASTERN		
1. READING NO.	1	2	3	4	5	6	7		
2. TIME	1000	1030	1100	1130	1145	1200	1228		
3. F.O. SERV. PUMP NO. 3 DISCH. - PSI	310	340	320	400	395	360	360		
4. F.O. SERV. PUMP NO. 3 SUCTION - PSI	0	0	0	0	0	0	0		
5. F.O. SERV. PUMP NO. 3 R.P.M.	740	680	690	700	770	820	700		
6. AUX. STEAM TO F.O. SERV. PUMP NO 3 - PSI	275	280	290	290	280	260	265		
7. AUX. EXH. STEAM - F.O. SERV. PUMP NO 3 - PSI	9	14	15	12.5	12.5	12	12		
8. L.O. TO STAINER - F.O. SERV. PUMP NO 3 - PSI	65	60	60	70	60	65	70		
9. L.O. FR. STRAINER - F.O. SERV. PUMP NO 3 - PSI	35	34	35	40	35	36	36		
10. L.O. TO COOLER - F.O. SERV. PUMP NO 3 - °F	80	80	80	85	85	85	85		
11. S.W. FR. COOLER - F.O. SERV. PUMP NO 3 - °F	50	50	50	50	50	50	50		
12. AUX. STEAM TO F.D. BLOWER NO. 3 - PSI	200	195	220	230	230	215	165		
13. AUX. EXH. STEAM - F.D. BLOWER NO. 3 - PSI	15	13	13	11.5	12	11.5	13.5		
14. F.D. BLOWER NO. 3 - R.P.M.	2850	2650	2900	3000	3100	3000	2200		
15. L.O. - F.D. BLOWER NO. 3 - ~~°F~~ PSI	17.5	17	18	18	18	18	15		
16. L.O. FR. FWD. BRG. - F.D. BLOWER NO. 3 - °F	110	110	110	115	115	115	115		
17. L.O. FR. AFT. BRG. - F.D. BLOWER NO. 3 - °F	100	100	100	100	100	100	100		
18. S.W. FR. COOLER - F.D. BLOWER NO. 4 - PSI	50	50	50	50	50	50	50		
19. AUX. STEAM TO F.D. BLOWER NO. 4 - PSI	190	200	200	200	240	215	175		
20. AUX. EXH. STEAM - F.D. BLOWER NO. 4 - PSI	10	13	14	11.5	11.5	11.5	18		
21. F.D. BLOWER NO. 4 - R.P.M.	2850	2800	2900	3000	3150	3100	2600		
22. L.O. - F.D. BLOWER NO. 4 - PSI	18	17	18	18	18	18	17		
23. L.O. FR. FWD. BRG. - F.D. BLOWER NO. 4 - °F	110	115	115	115	115	115	115		
24. L.O. FR. AFT. BRG. - F.D. BLOWER NO. 4 - °F	100	100	100	100	100	105	100		
25. S.W. FR. COOLER - F.D. BLOWER NO. 4 - °F	47	47	47	47	47	47	47		

DATA STEAM & CONDENSATE - ENGINE ROOM NO.1 TRIAL BUILDERS AND PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Gibbons BOOK NO. 7

	100%			110%			ASTERN
1. READING NO.	1	2	3	4	5	6	7
2. TIME	1000	1030	1100	1130	1145	1200	
3. STEAM TO THROTTLE - PSI	440	450	430	420	430	430	435
4. STEAM TO THROTTLE - °F	765	765	765	750	765	765	755
5. CONDENSER VACUUM "HG	29.4	29.4	29.4	29.4	29.4	29.4	29.4
6. MN. CONDENSER ABSOLUTE PRESSURE - PSI	0.5	0.5	0.5	1.1	1.1	1.2	1.1
7. TURB. INLET - PSI	400	401	395	402	396	398	-
8. STEAM TO H.P. TURB. REACTION INLET - PSI	175	180	180	215	210	210	0
9. H.P. TURB. EXH. CHAMBER - PSI	30	31	31	37	38	37	-
10. H.P. TURB. EXH. STEAM - PSI	32.0	34.0	32.0	38	39	41	-
11. L.P. TURB. EXH. STEAM "HG	28.3	28.3	28.3	282	28.2	28.2	28.2
12. L.P. TURB. CYLINDER - °F	75	78	84	90	90	90	220
13. MN. CONDENSER TEMP. °F	70	70	70	74	72	76	185
14. SEA SUCTION TEMP. °F	45	45	45	45	45	45	45
15. CONDENSER CIRCULATING WATER DISCH. TEMP. °F	64	64	64	66	68	67	65
16. GLAND STEAM - PSI	3.1	3.2	3.2	4.0	5.0	5.0	3.1
17. AUX. EXH. STEAM MN. - PSI	13	13	13	15	15	15	15
18. STEAM TO AIR EJEC. - PSI	275	260	260	260	260	260	260
19. AIR EJEC. SUCT. - "HG	27.2	27.2	27.2	27.2	27.2	27.2	27.2
20. AIR EJEC. SUCT. - °F	98	98	96	97	95	95	95
21. STEAM TO ASTERN TURB. - PSI	-	-	-	-	-	-	375
22. AUX. STEAM STBD. LOOP - PSI	440	440	440	415	420	420	420
23. AUX. STEAM PORT LOOP - PSI	440	440	440	410	420	420	420
24. MN. COND. PUMP SUCT. - °F	70	70	68	72	72	73	72
25. AUX. COND. PUMP SUCT. - °F	68	68	66	65	68	64	68
26. COND. TO MN. AIR EJEC. - °F	68	68	68	72	74	72	71
27. COND. FR. MN. AIR EJEC. - °F	82	82	82	84	86	87	82
28. COND. TO AUX. AIR EJEC. - °F	73	72	68	66	64	64	76
29. COND. FR. AUX. AIR EJEC. - °F	87	88	80	82	82	74	85
30. DEAERATING FEED TANK - °F	233	233	237	238	236	236	239
31. DEAERATING FEED TANK - PSI	10.5	10.5	10.5	12.5	12.5	12.5	14
32. FEED TO DEAERATING FEED ETR. - PSI	16	16	18	20	20	20	18
33. SAL. AUX. COND. DISCH. - G.P.G.	.02	.02	.02	.02	.02	.02	.02
34. SAL. MN. COND. DISCH. - G.P.G.	.02	.02	.02	.02	.02	.02	.02
35. SAL. M.U.F. TO COND. DISCH. - G.P.G.	.03	.03	.03	.03	.03	.03	.03

DATA STEAM & CONDENSATE - ENGINE ROOM NO. 2 TRIAL BUILDERS & PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER R. J. Moore BOOK NO. 8

		100%			110%			ASTERN
1. READING NO.	1	2	3	4	5	6		7
2. TIME	1000	1030	1100	1130	1145	1200		1225
3. STEAM TO THROTTLE - PSI	430	430	430	430	430	430		425
4. STEAM TO THROTTLE - °F	755	745	750	765	755	758		745
5. CONDENSER VACUUM "HG	29.5	29.5	29.5	29.5	29.5	29.5		29.5
6. MN. CONDENSER ABSOLUTE PRESSURE - PSI	0.75	0.76	0.76	0.81	0.79	0.79		0.75
7. TURB. INLET - PSI	340	330	340	390	385	400		0
8. STEAM TO H.P. TURB. REACTION INLET - PSI	200	200	200	240	235	235		[illegible]
9. H.P. TURB. EXH. CHAMBER - PSI	33	33	34	42	41	41		30"
10. H.P. TURB. EXH. STEAM - PSI	34	34	35	42.5	43	43		29"
11. L.P. TURB. EXH. STEAM "HG	28.5	28.5	28.5	28	28	28		28.5
12. L.P. TURB. CYLINDER - °F	91	91	92	96	97	95		185
13. MN. CONDENSER TEMP. °F	75	74	75	78	78	78		139
14. SEA SUCTION TEMP. °F	48	48	48	48	48	48		48
15. CONDENSER CIRCULATING WATER DISCH. TEMP. °F	67	68	68	71	71	70		66
16. GLAND STEAM - PSI	2	3	3	3	3	3		2
17. AUX. EXH. STEAM MN. - PSI	11	14	14	12	12	13		12
18. STEAM TO AIR EJEC. - PSI	260	260	260	260	260	260		26
19. AIR EJEC. SUCT. - "HG	27	27	27	27	27	27		27
20. AIR EJEC. SUCT. - °F	84	87	87	90	89	90		91
21. STEAM TO ASTERN TURB. - PSI	0	0	0	0	0	0		280
22. AUX. STEAM STBD. LOOP - PSI	435	440	435	440	425	445		430
23. AUX. STEAM PORT LOOP - PSI	440	445	440	445	430	450		435
24. MN. COND. PUMP SUCT. - °F	66	67	68	67	68	68		[illegible]
25. AUX. COND. PUMP SUCT. - °F	77	81	86	66	70	73		[illegible]
26. COND. TO MN. AIR EJEC. - °F	74	74	75	78	78	78		78
27. COND. FR. MN. AIR EJEC. - °F	84	87	86	90	89	90		87
28. COND. TO AUX. AIR EJEC. - °F	72	80	84	65	70	72		79
29. COND. FR. AUX. AIR EJEC. - °F	89	95	100	81	88	90		98
30. DEAERATING FEED TANK - °F	228	240	240	236	236	236		240
31. DEAERATING FEED TANK - PSI	11	12	13	10	10	10		15
32. FEED TO DEAERATING FEED HTR. - PSI	16	18	18	16	16	16		20
33. SAL. AUX. COND. DISCH. - G.P.G.	.02	.02	.02	.02	.02	.02		.02
34. SAL. MN. COND. DISCH. - G.P.G.	.02	.02	.02	.01	.02	.02		.02
35. SAL. M.U.F. TO COND. DISCH. - G.P.G.	.05	.03	.04	.02	.02	.02		.02

DATA LUBE-OIL- ENGINE ROOM NO. 1 TRIAL BUILDERS & PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Peterson BOOK NO. 9

	100%			110%			ASTERN		
1. READING NO.	1	2	3	4	5	6	7		
2. TIME	1000	1030	1100	1130	1145	1200	1224		
3. L.O. TO BRGS. - °F	102	102	102	103	104	104	98		
4. L.O. TO BRGS. - PSI	12	11	11	11	11	11	12		
5. L.O. TO STRAINER - PSI	27	26	26	26	26	26	26		
6. L.O. FR. STRAINER - PSI	24	24	24	24	23	24	25		
7. L.O. TO COOLER - °F	120	120	121	122	122	123			
8. L.O. FR. COOLER - °F	102	102	102	103	104	104	98		
9. S.W. FR. L.O. COOLER - °F	95	95	97	96	96	97	95		
10. L.O. TO COOLER - PSI	25	24	24	24	24	24	25		
11. L.O. FR. COOLER - PSI	16	15	15	15	15	15	17		
12. L.O. TO MN. TURB. - PSI	12	11	11	11	11	11	12		
13. L.O. TO H.P. TURB. BRGS. - PSI	9.5	9.5	9.5	9.0	9.0	9.5	10.5		
14. L.O. TO L.P. TURB. BRGS. - PSI	11.0	10.0	10.0	10	10	10	12		
15. H.P. TURB. THRUST BRG. - °F	108	128	129	130	130	130	121		
16. H.P. TURB. FWD. BRG. - °F	114	114	114	115	115	115	108		
17. H.P. TURB. AFT. BRG. - °F	125	125	125	125	126	126	114		
18. L.P. TURB. THRUST BRG. - °F	126	126	127	128	129	129	117		
19. L.P. TURB. FWD. BRG. - °F	118	118	118	120	120	121	110		
20. L.P. TURB. AFT BRG. - °F	120	120	122	122	122	122	115		
21. FWD. H.P. PINION SHAFT BRG. - °F	122	120	122	124	125	125	134		
22. INTER. H.P. PINION SHAFT BRG. - °F	122	124	125	125	125	125	130		
23. AFT. H.P. PINION SHAFT BRG. - °F	120	123	123	123	124	124	134		
24. FWD. L.P. PINION SHAFT BRG. - °F	122	124	124	124	124	124	128		
25. AFT. L.P. PINION SHAFT BRG. - °F	124	124	124	124	126	126	138		
26. FWD. H.P. GEAR SHAFT BRG. - °F	128	128	129	130	130	130	130		
27. AFT. H.P. GEAR SHAFT BRG. - °F	120	122	121	123	123	124	120		
28. FWD. L.P. GEAR SHAFT BRG. - °F	134	134	135	136	136	137	122		
29. AFT. L.P. GEAR SHAFT BRG. - °F	137	140	140	141	141	142	127		
30. OIL TO MN. SHAFT THRUST BRG. - °F	110	112	112	113	114	114	111		
31. FWD. MN. SHAFT BRG. - °F	104	106	108	111	111	112	112		
32. L.O. TO MN. SHAFT THRUST BRG. - PSI	14	13	13	13	13	13	10		
33. AFT. MN. SHAFT BRG. - °F	102	104	105	105	106	106	107		
34. L.O. TO AFT MN. SHAFT BRG. - PSI	14	14	14	14	14	14	10		
35. L.O. IN REDUCTION GEAR SUMP - °F	115	116	117	118	120	120	116		

DATA LUBE-OIL- ENGINE ROOM NO. 2 TRIAL BUILDERS AND PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Goldberg BOOK NO. 10

	← 100% →			← 110% →			Astern		
1. READING NO.	1	2	3	4	5	6	7	8	9
2. TIME	1000	1030	1100	1130	1145	1200	1230		
3. L.O. TO BRGS. - °F	104	104	104	103	104	104	102		
4. L.O. TO BRGS. - PSI	10	10.5	10.5	11.0	11.0	11.0	11.0		
5. L.O. TO STRAINER - PSI	27.5	26.0	26.7	26.0	26.0	26.5	25.0		
6. L.O. FR. STRAINER - PSI	21.5	22.0	23.2	22.0	22.0	22.5	22.0		
7. L.O. TO COOLER - °F	116	117	118	117	118	119	110		
8. L.O. FR. COOLER - °F	102	101	102	98	99	100	96		
9. S.W. FR. L.O. COOLER - °F	98	96	96	93	92	90	90		
10. L.O. TO COOLER - PSI	18	19	19	19.5	19.5	19	19		
11. L.O. FR. COOLER - PSI	13	14	13.5	14	14	14	14		
12. L.O. TO MN. TURB. - PSI	7.5	8	7.5	7.5	8	8	8		
13. L.O. TO H.P. TURB. BRGS. - PSI	9.5	10.3	10.0	10.0	10.3	10.5	10.8		
14. L.O. TO L.P. TURB. BRGS. - PSI	9.5	10.3	10.0	10.0	10.3	10.5	10.8		
15. H.P. TURB. THRUST BRG. - °F	132	132	132	132	132	133	118		
16. H.P. TURB. FWD. BRG. - °F	118	117	118	116	117	118	116		
17. H.P. TURB. AFT. BRG. - °F	120	120	120	119	120	120	102		
18. L.P. TURB. THRUST BRG. - °F	124	126	124	123	123	124	114		
19. L.P. TURB. FWD. BRG. - °F	120	122	122	119	120	120	108		
20. L.P. TURB. AFT BRG. - °F	120	120	120	120	120	122	114		
21. FWD. H.P. PINION SHAFT BRG. - °F	126	127	126	127	128	128	154		
22. INTER. H.P. PINION SHAFT BRG. - °F	122	122	122	121	122	122	112		
23. AFT. H.P. PINION SHAFT BRG. - °F	124	124	124	124	125	126	134		
24. FWD. L.P. PINION SHAFT BRG. - °F	122	117	118	120	119	119	144		
25. AFT. L.P. PINION SHAFT BRG. - °F	126	126	125	125	125	126	140		
26. FWD. H.P. GEAR SHAFT BRG. - °F	124	121	122	119	120	121	178		
27. AFT. H.P. GEAR SHAFT BRG. - °F	124	125	126	125	125	125	128		
28. FWD. L.P. GEAR SHAFT BRG. - °F	136	136	135	136	136	136	124		
29. AFT. L.P. GEAR SHAFT BRG. - °F	134	135	136	136	136	137	122		
30. OIL TO MN. SHAFT THRUST BRG. - °F	104	106	108	109	109	110	108		
31. FWD. MN. SHAFT BRG. - °F	105	107	107	110	112	112	112		
32. L.O. TO MN. SHAFT THRUST BRG. - PSI	12.5	13	13.5	13.0	13.0	12.5	13		
33. AFT. MN. SHAFT BRG. - °F	100	104	107	106	107	107	104		
34. L.O. TO AFT MN. SHAFT BRG. - PSI	12	12	12.5	12.5	12.5	12.2	12.5		
35. L.O. IN REDUCTION GEAR SUMP - °F	104	106	107	105	107	109	104		

DATA NO.1 ENGINE ROOM AUXILIARIES - FWD PUMPS TRIAL BUILDERS AND PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Clifford A. Taylor BOOK NO. 11

	← 100% →			← 110% →			Astern		
1. READING NO.	1	2	3	4	5	6	7		
2. TIME	1000	1030	1100	1130	1145	1200	1220		
3. NO. 1 COND. PUMP DISCH. - PSI									
4. NO. 1 COND. PUMP SUCTION - "HG.									
5. AUX. STEAM TO NO. 1 COND. PUMP - PSI									
6. AUX. EXH. STEAM NO. 1 COND. PUMP - PSI									
7. NO. 1 COND. PUMP - RPM									
8. L.O. TO NO. 1 COND. PUMP - PSI									
9. L.O. NO. 1 COND. PUMP - °F									
10. S.W. FR. COOLER - NO. 1 COND. PUMP - °F									
11. NO. 2 COND. PUMP DISCH. - PSI (MARK)	40	40	39	39	39	39	41		
12. AUX. STEAM TO NO. 2 COND. PUMP - PSI	360	360	345	360	380	370	335		
13. AUX. EXH. STEAM NO. 2 COND. PUMP - PSI	13	15	15	15	15	15	15		
14. NO. 2 COND. PUMP - RPM	1465	1440	1455	1525	1545	1515	1480		
15. L.O. TO NO. 2 COND. PUMP - PSI	13	13	13	13	13	13	13		
16. L.O. NO. 2 COND. PUMP - °F	112	107	102	101	102	105	104		
17. S.W. FR. COOLER - NO. 2 COND. PUMP - °F	62	67	67	67	67	68	68		
18. MN. CIRCULATING PUMP DISCH. - PSI	12	11.5	12	11.5	11.5	11.5	11.75		
19. AUX. STEAM TO MN. CIRCULATOR - PSI	206	202	204	193	193	193	200		
20. AUX. EXH. STEAM - MN. CIRCULATOR - PSI	12	14.5	14.5	14.5	14.5	14.5	14.		
21. MN. CIRCULATING PUMP - RPM	1050	1025	1005	1005	985	960	1020		
22. L.O. MN. CIRC. PUMP - °F	128	127	130	129	130	130	130		
23. NO.2 L.O. SERV. PUMP DISCH. - PSI	31	29.5	29.5	30.5	30	29.5	30		
24. AUX. STEAM TO NO.2 L.O. SERV. PUMP - PSI	410	407	400	416	405	410	395		
25. AUX. EXH. STEAM NO.2 L.O. SERV. PUMP - PSI	13	14.75	15	15	15	15	15.75		
26. NO. 2 L.O. SERV. PUMP - RPM (GOVERNOR)	905	905	910	925	930	940	830		
27. L.O. TO STRAINER - L.O. SERV. PUMP NO.2 - PSI	38	37	35	34	37.5	34	30		
28. L.O. FR. STRAINER - L.O. SERV. PUMP NO.2 - PSI	16.5	16	15.5	15	14.5	14.5	13		
29. L.O. TO COOLER - L.O. SERV. PUMP NO.2 - °F	106	106	110	114	115	116	115		
30. S.W. FR. COOLER - NO.2 L.O. SERV. PUMP - °F	60	65	68	72	74	75	74		
31. ENGINE ROOM S.W. SERV. - PSI	31	31	30	29	29	30	34		

NO. 1 ENGINE ROOM AUXILIARIES

DATA AFT PUMPS & SHAFT REV. COUNTER TRIAL BUILDERS AND PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Danner BOOK NO. 12

	100%				110%				ASTERN
1. READING NO.	1	2	3		4	5	6		7
2. TIME	1000	1030	1100		1130	1145	1200		1223
3. SHAFT REV. COUNTER READING	680880	684037	687198		690383	692010	693652		
4. TOTAL REVOLUTIONS		3157	3161			1627	1642		
5. R.P.M. (AVERAGE)		105.2	105.4			108.5	109.5		
6. R.P.M. (REV. INDICATOR)	105.5	106.7	106.0		111	110.2	110.0		76
7. MN. FEED PUMP DISCH. - PSI (MARK)	540	550	550		550	550	550		550
8. MN. FEED PUMP SUCTION - PSI	53	56.5	61.5		56.0	54	57		59.5
9. AUX. STEAM TO MN. FEED PUMP - PSI	230	250	225		245	250	235		230
10. AUX. EXH. STEAM - MN. FEED PUMP - PSI	13	13	15		15.0	15.0	15.0		15.0
11. MN. FEED PUMP - R.P.M.	4230	4250	4280		4340	4280	4280		4220
12. L.O. TO FWD. TURB. BRGS. - MN. FEED PUMP - PSI	21.5	21.5	21.3		21.5	21.3	21.5		21.5
13. L.O. TO AFT. TURB. BRGS. - MN. FEED PUMP - PSI	11.5	11.2	11.2		11.0	11.1	11.2		11.2
14. L.O. TO MN. FEED PUMP THRUST BRG. - PSI	16	16	16		16	16	16		16
15. L.O. TO COOLER - MN. FEED PUMP - °F	110	110	111		111	111	111		111
16. S.W. FR. COOLER - MN. FEED PUMP - °F	50	50	49		49	50	51		51
17. L.O. FR. THRUST BRG. - MN. FEED PUMP - °F	80	80	81		81	82	83		83
18. L.O. FR. FWD. TURB. BRG. - MN. FEED PUMP - °F	135	137	137		138	138	138		138
19. L.O. FR. AFT. TURB. BRG. - MN. FEED PUMP - °F	150	150	152		152	152	152		152
20. MN. FEED BOOSTER PUMP DISCH. - PSI	51	55	61		54	55	54		58
21. MN. FEED BOOSTER PUMP SUCTION - PSI	18	18	20		20	20	20		20
22. AUX. STEAM TO MN. FEED BOOSTER PUMP - PSI	300	342	350		325	335	320		335
23. AUX. EXH. STEAM - MN. FEED BOOSTER PUMP - PSI	13	13.2	15.2		15.0	15.0	15.0		15
24. MN. FEED BOOSTER PUMP - R.P.M.	1810	1815	1795		1755	1790	1760		1760
25. L.O. TO BRGS. - MN. FEED BOOSTER PUMP - PSI	10.5	10.5	10.5		10.5	10.5	10.5		10.5
26. L.O. - MN. FEED BOOSTER PUMP - °F	113	115	116		115	115	115		115
27. S.W. FR. COOLER - MN. FEED BOOSTER PUMP - °F	48	48	48		48	48	48		48
28. AUX. COND. PUMP NO.2 DISCH. - PSI	54	55	53		60	40	53		49
29. AUX. COND. PUMP NO.2 R.P.M.	3475	3460	3445		3475	3485	3485		3435

DATA NO. ENGINE ROOM AUXILIARIES - FWD PUMPS TRIAL BUILDERS AND PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Kruger BOOK NO. 13

1. READING NO.	1	2	3	4	5	6	7		
2. TIME	1000	1030	1100	1130	1145	1200	1230		
3. NO.3~~1~~ COND. PUMP DISCH. - PSI	40	40	40	43	43	45	50		
4. NO.3~~1~~ COND. PUMP SUCTION - "HG.	28.5	28.5	28.7	28.0	28.0	28.0	29.0		
5. AUX. STEAM TO NO.3~~1~~ COND. PUMP - PSI	420	420	420	420	410	440	380		
6. AUX. EXH. STEAM NO.3~~1~~ COND. PUMP - PSI	12	13.3	14.0	12.1	12.2	12.5	17		
7. NO.3~~1~~ COND. PUMP - RPM	1600	1580	1625	1635	1620	1600	1660		
8. L.O. TO NO.3~~1~~ COND. PUMP - PSI	11	10	10	10	10	10	10		
9. L.O. NO.3~~1~~ COND. PUMP - °F	104	104	104	105	105	105	105		
10. S.W. FR. COOLER - NO.3~~1~~ COND. PUMP - °F	48	48	48	48	48	48	48		
11. NO.4~~2~~ COND. PUMP DISCH. - PSI (MARK)									
12. AUX. STEAM TO NO.4~~2~~ COND. PUMP - PSI									
13. AUX. EXH. STEAM NO.4~~2~~ COND. PUMP - PSI									
14. NO.4~~2~~ COND. PUMP - RPM									
15. L.O. TO NO.4~~2~~ COND. PUMP - PSI									
16. L.O. NO.4~~2~~ COND. PUMP - °F									
17. S.W. FR. COOLER - NO.4~~2~~ COND. PUMP - °F									
18. MN. CIRCULATING PUMP DISCH. - PSI	11	11	11	10.5	11	11	11		
19. AUX. STEAM TO MN. CIRCULATOR - PSI	200	200	200	200	200	200	200		
20. AUX. EXH. STEAM - MN. CIRCULATOR - PSI	12.5	13.2	13.8	12	12	11.5	11		
21. MN. CIRCULATING PUMP - RPM	960	940	795	800	800	800	830		
22. L.O. MN. CIRC. PUMP - °F	123	123	123	124	124	125	125		
23. NO. 3L.O. SERV. PUMP DISCH. - PSI	28	26	28	25.5	27	27	26		
24. AUX. STEAM TO NO. 3L.O. SERV. PUMP - PSI	430	430	430	415	430	420	420		
25. AUX. EXH. STEAM NO. 3L.O. SERV. PUMP - PSI	13.7	14.8	13.5	13.5	13.1	11.7	15		
26. NO. 3 L.O. SERV. PUMP - RPM (GOVERNOR)	980	1020	1030	1055	1070	1050	970		
27. L.O. TO STRAINER - L.O. SERV. PUMP NO.3 - PSI	44	45	42	43	43	43	40		
28. L.O. FR. STRAINER - L.O. SERV. PUMP NO.3 - PSI	20.5	20.5	19	20	20	20	19		
29. L.O. TO COOLER - L.O. SERV. PUMP NO.3 - °F	100	98	100	100	100	102	100		
30. S.W. FR. COOLER - NO. 3L.O. SERV. PUMP - °F	95	93	95	96	95	95	95		
31. ENGINE ROOM S.W. SERV. - PSI	33	34	31	31	32	33	34		

DATA NO. 2 ENGINE ROOM AUXILIARIES
AFT PUMPS & SHAFT REV. COUNTER TRIAL BUILDERS AND PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Stewart BOOK NO. 14

ASTERN

1. READING NO.	1	2	3	4	5	6	7		
2. TIME	1000	1030	1100	1130	1145	1200	1225		
3. SHAFT REV. COUNTER READING	383474	386647	389821	393031	394652	396306			
4. TOTAL REVOLUTIONS		3173	3174	-	1621	1654			
5. R.P.M. (AVERAGE)		105.8	105.8		108.1	110.3			
6. R.P.M. (REV. INDICATOR)									
7. MN. FEED PUMP DISCH. - PSI (MARK)	540	540	540	540	540	540	535		
8. MN. FEED PUMP SUCTION - PSI	61	60	61	58	59	60	57		
9. AUX. STEAM TO MN. FEED PUMP - PSI	200	210	205	210	205	190	190		
10. AUX. EXH. STEAM - MN. FEED PUMP - PSI	-	13	13.5	12	12	11.5	11.2		
11. MN. FEED PUMP - R.P.M.	2100	2110	2100	2220	2240	2240	2120		
12. L.O. TO FWD. TURB. BRGS. - MN. FEED PUMP - PSI	13	13	13	13	13	13	10		
13. L.O. TO AFT. TURB. BRGS. - MN. FEED PUMP - PSI	10	10	10	10	10	10	8.5		
14. L.O. TO MN. FEED PUMP THRUST BRG. - PSI	11.5	11.5	12	12	12	12	10		
15. L.O. TO COOLER - MN. FEED PUMP - °F	-								
16. S.W. FR. COOLER - MN. FEED PUMP - °F	51	51	51	51	51	51	51		
17. L.O. FR. THRUST BRG. - MN. FEED PUMP - °F	121	120	120	120	120	120	121		
18. L.O. FR. FWD. TURB. BRG. - MN. FEED PUMP - °F	135	137	140	138	140	137	140		
19. L.O. FR. AFT. TURB. BRG. - MN. FEED PUMP - °F	160	160	160	161	162	162	160		
20. MN. FEED BOOSTER PUMP DISCH. - PSI	55	57	57	57	56	57	53		
21. MN. FEED BOOSTER PUMP SUCTION - PSI	19	21	22	22.5	19	19	19		
22. AUX. STEAM TO MN. FEED BOOSTER PUMP - PSI	428	435	435	420	440	440	435		
23. AUX. EXH. STEAM - MN. FEED BOOSTER PUMP - PSI	13.5	14	14	15	12.5	12	12		
24. MN. FEED BOOSTER PUMP - R.P.M.	1670	1670	1700	1755	1745	1750	1745		
25. L.O. TO BRGS. - MN. FEED BOOSTER PUMP - PSI	11.5	11.5	11.5	11.5	11.5	11.5	11.5		
26. L.O. - MN. FEED BOOSTER PUMP - °F	114	114	113	114	113	113	114		
27. S.W. FR. COOLER - MN. FEED BOOSTER PUMP - °F	53	53	53	53	53	53	53		
28. AUX. COND. PUMP NO.3 DISCH. - PSI	48	48	48	50	49	50	56		
29. AUX. COND. PUMP NO.3 R.P.M.	3525	3505	3500	3525	3500	3520	3535		

DATA TURBO-GENERATORS - NO. 2 ENGINE ROOM TURBO NO. 1 TRIAL BUILDERS & PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVERS Yapachino BOOK NO. 15

	100%				110%				ASTERN
1. READING NO.	1	2	3		4	5	6		7
2. TIME	10:00	10:30	11:00		11:30	11:45	12:00		12:25
3. KW	160	210	210		290	240	220		220
4. AMPS	340	340	340		400	400	320		320
5. VOLTS	450	450	450		450	450	450		450
6. CYCLES	60	60	60		60	60	60		60.2
7. POWER FACTOR	.88	.88	.88		.88	.88	.84		.84
8. STEAM TO TURBO-GENERATOR PSI	420	420	420		400	400	400		400
9. AUX. EX. STEAM TO AUX. COND - PSI	13	15.5	15.5		15.5	15.5	15.5		15.5
10. L.O. TO BRGS. PSI	55	55	55		55	55	55		55
11. L.O. FR. BRGS. PSI	10	10	10		10	10	10		10
12. L.O. TO COOLER °F	121	122	122		122	122	122		122
13. L.O. FR. COOLER °F	108	108	108		108	108	108		108
14. S.W. FR. L.O. COOLER °F	55	55	55		55	55	55		55
15. AUX. AIR EJEC. SUCTION - "Hg.	28	28	28		28	28	28		28
16. AUX. CONDENSER VACUUM "HG	28.3	28.4	28.4		28.5	28.5	28.5		28.5
17. S.W. FR. AUX. CONDENSER °F	62	60	63		58	58	56		56
18. AUX. CONDENSER SHELL TEMP. °F	157	143	144		112	102	108		64
19. AUX. AIR EJEC. SUCTION °F	87	87	87		87	88	86		86
20. STEAM TO AUX. EJEC. PSI	275	260	260		260	260	260		260
21. AMBIENT AT SWITCH BD. °F	80	80	80		81	82	82		82
22. AMBIENT AT MN. GAUGE BD. °F	83	83	83		83	84	84		84
23. AMBIENT AT LOWER LEVEL °F	82	82	82		84	84	84		84

DATA TURBO-GENERATORS - NO. 4 ENGINE ROOM NO. 2 TRIAL BUILDERS & PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVERS L. Ketcham BOOK NO. 16

	← 100% →			← 110% →			ASTERN		
1. READING NO.	1	2	3	4	5	6	7		
2. TIME	1000	1030	1100	1130	1145	1200	1230		
3. KW	230	225	230	200	225	220	175		
4. AMPS	320	330	340	300	300	300	250		
5. VOLTS	450	450	450	450	450	450	450		
6. CYCLES	60.1	60.1	60.1	60.1	60.1	60.2	60.5		
7. POWER FACTOR	8.6	8.7	8.5	8.0	7.9	7.8	7.5		
8. STEAM TO TURBO-GENERATOR PSI	430	425	420	400	420	410	370		
9. AUX. EX. STEAM TO AUX. COND - PSI	15	16	15.5	15	15	15	16		
10. L.O. TO BRGS. PSI	52	54	55	56	56	56	56		
11. L.O. FR. BRGS. PSI	12	12	12	11	11	11	11		
12. L.O. TO COOLER °F	118	118	118	117	117	117	120		
13. L.O. FR. COOLER °F	105	105	105	105	105	105	105		
14. S.W. FR. L.O. COOLER °F	56	57	57	57	57	57	58		
15. AUX. AIR EJEC. SUCTION - "Hg.	25	25	25	26	26	26	25		
16. AUX. CONDENSER VACUUM "HG	28.2	28	27.6	28.6	28.5	28.5	28.2		
17. S.W. FR. AUX. CONDENSER °F	52	52	52	54	54	53	52		
18. AUX. CONDENSER SHELL TEMP. °F	84	92	94	70	72	78	88		
19. AUX. AIR EJEC. SUCTION °F	80	82	82	80	81	82	87		
20. STEAM TO AUX. EJEC. PSI	250	252	252	250	250	250	250		
21. AMBIENT AT SWITCH BD. °F	79	80	81	80	79	79	80		
22. AMBIENT AT MN. GAUGE BD. °F	79	80	81	80	80	79	80		
23. AMBIENT AT LOWER LEVEL °F	80	81	81	80	80	80	83		

MACHINERY CHECK OFF LIST
NO.1 FIRE & ENGINE ROOMS

DATA _____ TRIAL ,BUILDERS AND PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Raess BOOK NO. 17

MACHINERY	TOTAL NO. OF UNITS	16000 SHP	17600 SHP	ASTERN					
1. BOILERS	2	2	2	2					
2. F.D. BLOWERS	2	2	2	2					
3. F.O. SERVICE PUMPS	2	1	1	1					
4. F.O. HEATERS	4	2	2	2					
5. F.W. PUMP	1	1	1	1					
6. MN. TURBINES	1 Set	1	1	1					
7. TURBO GENERATORS	2	1	1	1					
8. S.S. MOTOR GENERATORS	1	1	1	1					
9. MAIN FEED PUMP	1	1	1	1					
10. EMERG. FEED PUMP	1	0	0	0					
11. MAIN CONDENSATE PUMPS	2	1	1	1					
12. AUX. CONDENSATE PUMPS	2	1	1	1					
13. MAIN CIRCULATING PUMP	1	1	1	1					
14. AUX. CIRCULATING PUMP	1	1	1	1					
15. MAIN AIR EJECTORS	2 Sets	1	1	1					
16. AUX. AIR EJECTORS	2 Sets	1	1	1					
17. LUBE OIL PUMPS	2	1	1	1					
18. L.O. PURIFIER	1	1	1	1					
19. S.S. AIR COMPRESSOR	1	1	1	1					
20. H.P. AIR COMPRESSOR	1	0	0	0					
21. EVAPORATORS	1	0	0	0					
22. FIRE BILGE & FLUSHING PUMPS	2	0	0	0					
23. TURBO FIRE PUMPS	2	1	1	1					
24. MN. FEED BOOSTER PUMP	1	1	1	1					
25. AUX. FEED BOOSTER PUMP	1	0	0	0					
26. F.O. BOOSTER PUMP	1	0	0	0					
27. MN. TURB. STEAM INLET NOZZLES	17	11	13						

DATA MACHINERY CHECK OFF LIST
NO. 2 FIRE & ENGINE ROOMS TRIAL BUILDERS AND PRELIM. ACCEPTANCE DATE 4-5-45

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVER Allen BOOK NO. 18

MACHINERY	TOTAL NO. OF UNITS	16000 SHP	17600 SHP	ASTERN					
1. BOILERS	2	2	2	2					
2. F.D. BLOWERS	2	2	2	2					
3. F.O. SERVICE PUMPS	2	1	1	1					
4. F.O. HEATERS	4	2	2	2					
5. F.W. PUMP	1	-	-	-					
6. MN. TURBINES	1 Set	1	1	1					
7. TURBO GENERATORS	2	1	1	1					
8. S.S. MOTOR GENERATORS	1	-	-	-					
9. MAIN FEED PUMP	1	1	1	1					
10. EMERG. FEED PUMP	1	-	-	-					
11. MAIN CONDENSATE PUMPS	2	1	1	1					
12. AUX. CONDENSATE PUMPS	2	1	1	1					
13. MAIN CIRCULATING PUMP	1	1	1	1					
14. AUX. CIRCULATING PUMP	1	1	1	1					
15. MAIN AIR EJECTORS	2 Sets	1	1	1					
16. AUX. AIR EJECTORS	2 Sets	1	1	1					
17. LUBE OIL PUMPS	2	1	1	1					
18. L.O. PURIFIER	1	1	1	1					
19. S.S. AIR COMPRESSOR	1	-	-	-					
20. H.P. AIR COMPRESSOR	1	-	-	-					
21. EVAPORATORS	2	-	-	-					
22. FIRE BILGE & FLUSHING PUMPS	2	-	-	-					
23. TURBO FIRE PUMPS	2	-	-	-					
24. MN. FEED BOOSTER PUMP	1	1	1	1					
25. AUX. FEED BOOSTER PUMP	1	-	-	-					
26. F.O. BOOSTER PUMP	1	-	-	-					
27. No. of Nozzles Main Turb. Steam Inlet	17	14	14						

TODD PACIFIC SHIPYARDS INC.
TACOMA, WASHINGTON
ENGINEERING DEPT. TEST DATA

Form M-72B

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 DATE 4-5-45

TEST NO. M-72 ANCHOR WINDLASS

OBSERVERS Bresser, Omann U.S.N.
/S/ Westwood
Westwood-Oman TODD-TAC

SEA TEST

Time 4th Shot	Anchor	2' 35"
Time 3rd & 4th Shot	Anchor	5' 10"
Chain Speed 4th Shot		34.8 fpm
Chain Speed 3rd Shot		34.8 fpm
Engine R.P.M.		160
Steam Pressure		145
Exhaust Pressure		14
Time 2nd Shot	Both Anchors	2' 38"
Time 1st & 2nd Shot	Both Anchors	5' 10"
Chain Speed 2nd Shot		34.2 fpm
Chain Speed 1st Shot		35.5 fpm
Engine R.P.M.		160
Steam Pressure		140
Exhaust Pressure		14

Approved /S/ H. J. Bresser
U.S.N. Inspector

/S/ G. L. Omann
U.S.N. Inspector

TODD PACIFIC SHIPYARDS INC.
TACOMA, WASHINGTON
ENGINEERING DEPT. TEST DATA

Form M-71D

SHIP U.S.S. VELLA GULF CVE 111 TODD-TAC HULL NO. 61 OBSERVERS Aljoe-Bresser U.S.N.

TEST NO. M-71 STEERING GEAR DATE 4-5-45 /S/ Westwood TODD-TAC

SEA TRIAL Westwood-Oman-Neustel-Chapman

MOTOR IN USE	SHAFT RPM	SHIPS DIRECTION	DIR. 35° to 35°	MAX. OIL PRESS	MOTOR							SELSYN SYSTEM			TIME SEC.
					VOLTS	AMPS 1	AMPS 2	AMPS 3	P.F.	KW	RPM	VOLTS	AMPS	KW	
Port	106	Ahead	H.L.	1200	432	125					1780	432	6.5		21
Port	106	Ahead	H.R.	1400	432	130					1775	432	6.5		22
Stb'd	106	Ahead	H.L.	1350	432	115					1780	432	6.4		21.7
Stb'd	106	Ahead	H.R.	1250	432	130					1775	432	6.4		21.7
Stb'd	77	Astern	H.L.	750	435	60					1775	435	6.4		19.5
Stb'd	77	Astern	H.R.	950	435	70					1780	435	6.4		20
			H.L.												
			H.R.												
Hand Pump			H.L	Time required for 20° to 20°											
Hand Pump			H.R.	Time required for 20° to 20°											

Time required to changeover from Port motor to Stb'd motor 23.5 seconds.
Time required to changeover from _____ motor to hand pump _____ seconds.

Approved /S/ John Aljoe
U.S.N. Inspector

/S/ H.J. Bresser
U.S.N. Inspector