

R 191528Z MAR 03 PRES

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PASS TO OFFICE CODES:

FM PRESINSURV NORFOLK VA//

TO CNO WASHINGTON DC//N09/N6/N43/N45/N77//

COMLANTFLT NORFOLK VA//N01/N43/N6//

COMPACFLT PEARL HARBOR HI//N01/N43/N6//

COMNAVSBFOR NORFOLK VA//N01/N02M/N4/N41/N9//

COMNAVSEASYS COM WASHINGTON DC//00T/04M/04X/04L/05J/05N/

5NI/05P/05U/05Z/08/92/92T/PMS350/PMS392/PMS395/

PMS450//

COMSUBPAC PEARL HARBOR HI//N00/N01/02M/N4/41//

COMOPTEVFOR NORFOLK VA//40//

COMNAVSAFECEN NORFOLK VA//30//

PEO SUB WASHINGTON DC//PMS401/PMS415/PMS425//

NAVUNSEAWARCENDIV NEWPORT RI//4122//

COMSPAWARSYS COM SAN DIEGO CA//04F/05/PD50/PMW173/176//

FTSCLANT NORFOLK VA//4100//

FTSCPAC SAN DIEGO CA//90/200/300//

NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA//9126//

MSGID/GENADMIN/PRESINSURV NORFOLK VA/-/MAR//

SUBJ/PRESINSURV SUBMARINE MATERIAL INSPECTION (MI) ISSUES//

REF/A/DOC/PRESINSURV/05MAR02//

REF/B/DOC/CNO/12JUL01//

REF/C/RMG/COMNAVSEASYS COM/171551ZOCT01//

REF/D/DOC/CINCLANTFLT/CINCPACFLT/21 AUG 96//

AMPN/REF A IS INSURVINST 4730.2D, TRIALS AND MATERIAL
INSPECTIONS OF SUBMARINES, REF B IS OPNAVINST 4730.7E,

MATERIAL INSPECTION OF SUBMARINES BY THE BOARD OF

INSPECTION AND SURVEY, REF C IS NAVSEA MSG CONCERNING THE
POTENTIAL FIRE HAZARD OF COMMERCIAL BEDDING PRODUCTS, AND

REF D IS JOINT FLEET MAINTENANCE MANUAL//

POC/E.J. ROESKE/CAPT/PRESINSURV/EMAIL:

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/PREFIX 253//

RMKS/1. FOR TYCOMS: REQUEST THIS MESSAGE BE READDRESSSED FOR
WIDEST DISSEMINATION TO APPROPRIATE SUBMARINE UNITS AND ISICS.

2. THE SUBMARINE BOARD OF INSPECTION AND SURVEY CONDUCTS MIS
ON ALL SUBMARINES IAW REF A AND SCHEDULES IAW REF B. THIS
MESSAGE HIGHLIGHTS COMMON PROBLEMS SEEN ON THE NINE SUBMARINE
MIS CONDUCTED DURING CALENDAR YEAR 2002 AND PROVIDES INFORMATION
ON PREPARING FOR AND ACCOMPLISHING AN MI.

3. THE FOLLOWING IS A LIST OF DEFICIENCIES FOUND ON FOUR OR MORE
MIS DURING CY 02:

A. ESCAPE TRUNKS: 11 OF 21 ESCAPE TRUNKS WERE INOP DUE TO THEIR
SEA PRESSURE GAGE NOT OPERATING PROPERLY WHEN PLACED ON SERVICE.
ONE TRUNK WAS INOP DUE TO A STEINKE HOOD CHARGING MANIFOLD PROBLEM.
MRC A-80/Q-5R (688) OR A-80/Q-3R (TRID) REMOVES DEBRIS FROM THE GAGE
SENSING LINE AND ALSO TESTS THE PRESSURE GAGE.

B. MRC-URO-16: A MAJORITY OF SUBMARINES (6 OF 9) FAILED AT LEAST
ONE URO-16 PARAMETER, EVEN IF MAINTENANCE WAS RECENTLY CONDUCTED AND
THE SYSTEM WAS GROOMED. NAVSEA IS INVESTIGATING RELAXING THE STERN
PLANES FULL TRAVEL SPECIFICATION AND THE USE OF A NEW LOCAL MECHANICAL
INDICATOR.

C. OXYGEN GENERATORS: SEVERAL SUBMARINES HAD OXYGEN GENERATORS INOP.

D. DIESEL GENERATORS: SEVERAL SUBMARINES HAD SIGNIFICANT PROBLEMS WITH DIESEL GENERATORS.

E. TOWED ARRAYS: 5 OF 9 SUBMARINES INSPECTED THIS YEAR HAD SIGNIFICANT PROBLEMS WITH EITHER THEIR TOWED ARRAY OR THE TOWED ARRAY HANDLING SYSTEM.

F. BEARING TEMP ALARMS: 15 PERCENT OF MAIN ENGINE, 19 PERCENT OF REDUCTION GEAR, AND 50 PERCENT OF SSTG RTEs WERE EITHER INOP OR SET IMPROPERLY. OVER 95 PERCENT OF THE IMPROPERLY SET RTEs WERE SET TOO LOW. NSTM CHAP 231 GIVES SPECIFIC RTE ALARM DETERMINATION PROCEDURES.

G. OIL ON MAIN CONDENSER BOOTS. THE MAJORITY (7 OF 9) OF SUBMARINES INSPECTED HAD SIGNIFICANT QUANTITIES OF OIL ON THE MAIN OR SSTG CONDENSER BOOTS.

H. BRIDGE DISPLAY UNIT (BDU): SEVERAL BDUS WERE OUT OF COMMISSION DUE TO FLOODED CABLES OR FAULTY DISPLAY UNITS.

I. UNAUTHORIZED SLEEPING BAGS OR BLANKETS: SEVERAL SHIPS INSPECTED HAD UNAUTHORIZED SLEEPING BAGS/COMFORTERS/BLANKETS ONBOARD. THE ONLY BLANKETS CURRENTLY AUTHORIZED ARE THE GRAY FLAME RESISTANT WOOL BLANKETS. UNAUTHORIZED BEDDING CONSTITUTES A POTENTIAL FIRE HAZARD IN BERTHING AREAS. REF C PROVIDES ADDITIONAL INFORMATION.

J. WEAPONS HANDLING: SEVERAL SHIPS INSPECTED HAD A PROBLEM WITH WEAPONS HANDLING INVOLVING EITHER THE INDEXING EQUIPMENT, PIVOT TRAYS, OR LOAD LINES.

K. ENVIRONMENTAL PROTECTION PROGRAMS: SEVERAL SHIPS HAD ENVIRONMENTAL PROTECTION PROGRAMS THAT WERE NOT FULLY IMPLEMENTED.

L. POWER PANEL N-1: 4 OF 9 SUBMARINES INSPECTED HAD SAFETY ALTERATION AND IMPROVEMENT (A AND I) 3171 ON PANEL N-1 EITHER UNACCOMPLISHED OR PARTIALLY ACCOMPLISHED. MOST OF THESE WERE THE RESULT OF POST A AND I MAINTENANCE THAT DID NOT USE THE CORRECT REPAIR PARTS AND PARTIALLY OR COMPLETELY UNDO THE ORIGINAL A AND I.

4. INSURV PREPARATIONS:

A. SIXTY DAYS PRIOR TO THE MI, THE SHIP SHOULD RECEIVE A LETTER FROM PRESINSURV WHICH GIVES GENERAL INFORMATION ABOUT THE EXAM AND PROVIDES COPIES OF REF A, A PREPARATION CHECKLIST, AND A LIST OF INSPECTIONS WHICH MAY DUPLICATE MI EVENTS. THESE THREE ENCLOSURES ARE ALSO AVAILABLE ON THE PRESINSURV WEBSITE: WWW.SPAWAR.NAVY.MIL/FLEET/INSURV. CLICK ON INSPECTION PREPS, THEN SUB BOARD. THE LETTER WILL ALSO ASSIGN A RECORDER FOR THE MI, WHO IS THE SHIP'S CONTACT FOR QUESTIONS CONCERNING THE MI. THE PREPARATION CHECKLIST PROVIDES INFORMATION ABOUT THE OVERALL CONDUCT OF THE MI AS WELL AS SPECIFIC INFORMATION ABOUT EACH INSPECTION AREA.

B. ABOUT 45 DAYS PRIOR TO THE MI THE SHIP WILL SEE A VISIT REQUEST MESSAGE (INSURV INSPECTORS), AN ASSIST REQUEST MESSAGE (NON-INSURV ASSISTANT INSPECTORS), AND A SERVICES REQUEST MESSAGE (SUPPORT REQUIRED FROM OTHER ORGANIZATIONS). THE VISIT AND ASSIST REQUEST MESSAGES TOGETHER WILL INDICATE WHO WILL BE RIDING THE SHIP FOR THE MI. ALL OF THE INSURV INSPECTORS RIDE AND SOME OF THE ASSISTANTS (NORMALLY 14 RIDERS FOR A 688, 16 FOR A TRIDENT).

C. REF A CONTAINS SAMPLE MI AGENDAS FOR SSNS AND SSBNS. EACH SHIP SHOULD PREPARE AN AGENDA USING THE SAMPLES AS GUIDANCE. THE SHIP MAY PROPOSE AGENDA MODIFICATIONS BASED ON RECENT INSPECTIONS AS DESCRIBED IN THE BASIC PRE-MI LETTER.

5. POST OVERHAUL MIS: PER REF B, MIS FOLLOWING AN ERP/EOH/ERO/DMP ARE TO BE CONDUCTED WITHIN 90 DAYS OF OVERHAUL COMPLETION. (NOTE: REF D VOL IV, PART I, CHAP 10 GUIDANCE IS FROM A PRIOR VERSION OF REF B). FOR MIS WITHIN 90 DAYS, EVENTS CONDUCTED DURING POST OVERHAUL SEA TRIALS WILL BE EVALUATED FOR SUBSTITUTION OF MI ITEMS. THE SHIP

SHOULD PROPOSE WHICH ITEMS IT WOULD LIKE TO SUBSTITUTE AND PROVIDE
SHIPYARD DATA FOR INSURV REVIEW.//