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Posted At: Monday, January 12, 2004 8:20 AM

Conversation: INSURV QUARTERLY SURFACE SHIP MESSAGE NR 20

Posted To: Quarterly Messages

Subject: INSURV QUARTERLY SURFACE SHIP MESSAGE NR 20

Importance: Low

R 091814Z JAN 04 PRESINSURV NORFOLK VA(uc)

TO CNO WASHINGTON DC
CNO WASHINGTON DC(uc)
COMLANTFLT NORFOLK VA
COMPACFLT PEARL HARBOR HI
COMNAVSURFOR SAN DIEGO CA
COMSUBLANT NORFOLK VA
COMSC WASHINGTON DC
COMSC WASHINGTON DC(uc)
BUMED WASHINGTON DC
COMNAVSURFPAC SAN DIEGO CA
COMNAVSURFLANT NORFOLK VA
COMINWARCOM CORPUS CHRISTI TX
COMNAVAIRLANT NORFOLK VA
COMNAVAIRPAC SAN DIEGO CA
COMSUBPAC PEARL HARBOR HI
COMNAVSAFECEN NORFOLK VA
COMNAVSAFECEN NORFOLK VA(uc)
COMSCLANT NORFOLK VA
COMSCLANT NORFOLK VA(uc)
COMSCPAC SAN DIEGO CA
COMSCPAC SAN DIEGO CA(uc)
NETC PENSACOLA FL
CC COMNAVSEASYS COM WASHINGTON DC(uc)
COMNAVSEASYS COM WASHINGTON DC
PEO SHIPS WASHINGTON DC
PEO IWS WASHINGTON DC
PEO CARRIERS WASHINGTON DC
PEO C4I AND SPACE SAN DIEGO CA
COMSPAWARSYS COM SAN DIEGO CA
COMSPAWARSYS COM SAN DIEGO CA(uc)
NAVICP MECHANICSBURG PA

NAV MEDLOGCOM FT DETRICK MD
NETPDT C PENSACOLA FL
NETPDT C PENSACOLA FL(uc)
NAVPER SDEVCOM NORFOLK VA
NAVPER SDEVCOM NORFOLK VA(uc)
NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA
NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA(uc)
NAVSURFWARCEN CARDEROCKDIV BETHESDA MD
NAVSURFWARCEN CARDEROCKDIV BETHESDA MD(uc)
NAVSURFWARCEN DIV CORONA CA
COMAFLOATRAGR U ATLANTIC NORFOLK VA
COMAFLOATRAGR U PAC SAN DIEGO CA
COMAFLOATRAGR U MIDPAC PEARL HARBOR HI
COMAFLOATRAGR U WESTPAC YOKOSUKA JA
SWOSCOLCOM NEWPORT RI
SWOSCOLCOM NEWPORT RI(uc)
COMNAVRESFOR NEW ORLEANS LA
COMNAVRESFOR NEW ORLEANS LA(uc)
SERVSCOLCOM GREAT LAKES IL
SERVSCOLCOM GREAT LAKES IL(uc)
NAVENVIRHLTHCEN PORTSMOUTH VA
NAVOSHENVTRACEN NORFOLK VA
NAVOSHENVTRACEN NORFOLK VA(uc)
FTSCLANT NORFOLK VA
SOUTHWEST RMC SAN DIEGO CA
AIG 491
PRESINSURV NORFOLK VA(uc)

UNCLAS

MSGID/GENADMIN/PRESINSURV NORFOLK VA/-/JAN//
PASS TO OFFICE CODES:
FM PRESINSURV NORFOLK VA
TO CNO WASHINGTON DC//N09/N096/N09B/N3/N4/N43/N45/N454/N5/
N8/N86/N87/N88//
COMLANTFLT NORFOLK VA//N01/N3/N4/N43/N45/N46/N465/N467//
COMPACFLT PEARL HARBOR HI//N01/N3/N4/N43/N45/N46/N466//
COMNAVSURFOR SAN DIEGO CA//N43/N6//
COMSUBLANT NORFOLK VA//N01/N3/N4/N45/N451//
NETC PENSACOLA FL//01/00X1/N34//
COMSC WASHINGTON DC//N00/N01/N00S/N4/N42/PM1/PM2//
BUMED WASHINGTON DC//02/24/242//
COMNAVSURFPAC SAN DIEGO CA//N00/01/N3/N4/N41/N43/N44/

N418/N6/N8//

COMNAVSURFLANT NORFOLK VA//N00/N01/N3/N4/N41/N43/N44/N6/N8//
COMINWARCOM CORPUS CHRISTI TX//N00/N01/N4/N42/N43/N6//
COMNAVAILANT NORFOLK VA//N00/N01/N3/N43/N45/N454/N8//
COMNAVIRPAC SAN DIEGO CA//N00/N01/N3/N43/N45/N454/N8//
COMSUBPAC PEARL HARBOR HI//N01/N3/N4/N45/N451//
COMNAVSAFECEN NORFOLK VA//00/30//
COMSCLANT NORFOLK VA//N4/N47//
COMSCPAC SAN DIEGO CA//N4/N47//
INFO COMNAVSEASYS COM WASHINGTON DC//00/00T/00TA2/04M/04X/04L/
05NI/05/05D/05P/05U/05Z/91/91W/915/92TE//
PEO SHIPS WASHINGTON DC//PMS400/PMS400F/PMS307/PMS325/PMS377/
PMS303/PMS407//
PEO IWS WASHINGTON DC//00//
PEO CARRIERS WASHINGTON DC//00/01/PMS312/PMS378//
PEO C4I AND SPACE SAN DIEGO CA//C4I/C4IE/C4IT//
COMSPAWARSSYS COM SAN DIEGO CA//00/04/05/07//
NAVICP MECHANICSBURG PA//NAVICP-04/41/42/424/51//
NAVMEDLOGCOM FT DETRICK MD//03//
NETPDT C PENSACOLA FL//N34//
NAVPER SDEVCOM NORFOLK VA
NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA//9750//
NAVSURFWARCEN CARDEROCKDIV BETHESDA MD//24//
NAVSURFWARCENDIV CORONA CA//QA33//
COMAFLOATRAGR U ATLANTIC NORFOLK VA//00//
COMAFLOATRAGRUPAC SAN DIEGO CA//00//
COMAFLOATRAGRUMIDPAC PEARL HARBOR HI//00//
COMAFLOATRAGR UWESTPAC YOKOSUKA JA//00//
SWOSCOLCOM NEWPORT RI//60//
COMNAVRESFOR NEW ORLEANS LA//00//
SERVSCOLCOM GREAT LAKES IL//01//
NAVENVIRHLTHCEN PORTSMOUTH VA//00/01/IH//
NAVOSHENVTRACEN NORFOLK VA//00/01//
FTSCLANT NORFOLK VA//00/4100//
SOUTHWEST RMC SAN DIEGO CA//90/200/300//
AIG 491
MSGID/GENADMIN/PRESINSURV NORFOLK VA/-/JAN//
SUBJ/INSURV QUARTERLY SURFACE SHIP MESSAGE NR 20//
RMKS/1. FOR TYCOMS: REQUEST THIS MESSAGE BE READDRESSED FOR
WIDEST DISSEMINATION TO APPROPRIATE ISICS.
2. THIS QUARTERLY MESSAGE IS INTENDED TO PROVIDE INFORMATION
THAT WILL HELP IMPROVE SURFACE FLEET MATERIAL CONDITIONS. THE
FOLLOWING ENGINEERING ISSUES ARE HIGHLIGHTED:

- ELECTRICAL/ELECTRONIC WORKBENCHES
- SHAFT GROUNDING
- NAVIGATION SIGNAL LIGHTS AND TELL-TALE PANEL
- SHIPBOARD GAGE CALIBRATION PROGRAM
- WATER HEATERS

AS A REMINDER, THE INSURV NIPRNET WEBSITE APPEARS AT WWW.SPAWAR.NAVY.MIL/FLEET/INSURV. CHECK SHEETS AND INSTRUCTIONS GOVERNING TRIALS AND INSPECTIONS ARE OBTAINED BY FOLLOWING THE INSP.PREPS LINK. UNITS PREPARING FOR INSPECTIONS ARE ADVISED TO CHECK THESE SITES FREQUENTLY. AS CHECK SHEETS AND INSTRUCTIONS GET UPDATED, THEY ARE POSTED.

A. ELECTRICAL/ELECTRONIC WORKBENCHES ARE USED INDIVIDUALLY AND IN WORKSHOPS SUCH AS ELECTRICAL REPAIR, AIMD, ELECTRONICS, AVIONICS, IC/GYRO ROOMS, AND CALIBRATION TO WORK ON ENERGIZED ELECTRICAL AND ELECTRONIC EQUIPMENT. BECAUSE PERSONNEL SAFETY IS OF PRIMARY CONCERN DURING MAINTENANCE ON ENERGIZED EQUIPMENT, WORKBENCHES MUST BE INSULATED TO REDUCE SHOCK HAZARD TO MAINTENANCE PERSONNEL AND POWER DISCONNECT SWITCHES MUST BE PROVIDED TO QUICKLY DISCONNECT WORKBENCH POWER (60HZ, 400HZ, DC).

(1) DISCREPANCIES:

WORKBENCHES ARE NOT PROPERLY INSULATED. INSURV IS FINDING THAT SOME SHIPS ARE ELECTING TO POST A SIGN PROHIBITING WORK ON ENERGIZED ELECTRICAL EQUIPMENT ON A WORKBENCH RATHER THAN ENSURING THE WORKBENCH MAINTAINS IT ORIGINAL PURPOSE (TO FACILITATE SAFE WORK ON ENERGIZED ELECTRICAL AND ELECTRONIC EQUIPMENT).

DISCONNECT SWITCHES ARE IMPROPERLY INSTALLED OR MISSING. NSTM 300-H.4 GIVES CLEAR GUIDANCE ON THE APPROVED TYPES OF DISCONNECT SWITCHES AND PROPER INSTALLATION OF THESE SWITCHES.

(2) RECOMMENDATION:

NSTM 300 APPENDIX H PROVIDES THE NECESSARY GUIDANCE TO MAINTAIN ELECTRICAL/ELECTRONIC WORKBENCHES AND TEST PANELS. ADHERE TO THIS IMPORTANT REFERENCE TO ENSURE WORKBENCHES ARE SAFE AND READY WHEN YOU NEED THEM.

B. A SHAFT GROUNDING ASSEMBLY IS INSTALLED ON EACH SHAFT TO ELECTRICALLY CONNECT THE ROTATING SHAFT TO THE HULL. IF THE SHAFT GROUNDING ASSEMBLY IS NOT FUNCTIONING PROPERLY, CURRENT FLOW (THROUGH A HIGH RESISTANCE PATH THROUGH THE BEARINGS OR GEARING TO THE HULL) IS GREATLY REDUCED AND A DANGEROUS STATIC CHARGE CAN BUILD UP.

(1) DISCREPANCY:

ON DDG 51 CLASS SHIPS, INSURV IS COMMONLY FINDING IMPROPERLY

INSTALLED OR MISADJUSTED BRUSH RIGGINGS. FREQUENTLY, THE CLEARANCE BETWEEN THE BOTTOM OF THE BRUSH HOLDER AND THE SHAFT EXCEEDS THE MAX 1/8-INCH SPECIFICATION, RESULTING IN IMPROPER BRUSH CONTACT AND WEAR.

(2) RECOMMENDATION:

MAINTAIN A PROPER OPERATING SHAFT GROUNDING ASSEMBLY IAW TECH MANUAL S9633-AE-MMA-010, DDG 51 CLASS IMPRESSED CURRENT CATHODIC PROTECTION SYSTEM, PARA 8-3.5.G, AND PMS MIP 6332/001, WHICH SPECIFY THE ACCEPTABLE HOLDER TO SHAFT CLEARANCE.

C. THE TELL-TALE PANEL IS USED TO CONTROL THE OPERATION (ON/OFF) OF THE NAVIGATION LIGHTS (PORT/STARBOARD RUNNING LIGHTS, STERN, FWD/AFT MAST HEAD LIGHTS) AND PROVIDES VISUAL AND AUDIBLE INDICATION OF A PRIMARY OR SECONDARY FILAMENT FAILURE. THE SIGNAL PANEL IS USED TO CONTROL THE OPERATION OF THE TASK, FWD/AFT ANCHOR, YARDARM BLINKERS, AND WAKE LIGHTS.

(1) DISCREPANCY:

INSURV OFTEN FINDS CIRCUITS WITHIN THE TELL-TALE PANEL AND/OR SIGNAL PANEL THAT FAIL TO MEET MINIMUM INSULATION RESISTANCE.

(2) RECOMMENDATION:

THE REQUIREMENT FOR MEASURING THE INSULATION RESISTANCE IS COVERED UNDER PMS MIP 4221/001. MAINTAIN MINIMUM INSULATION RESISTANCE TO REDUCE THE RISK OF ELECTRICAL GROUNDING AND SHOCK HAZARD.

D. COMMANDS WITH SGCP FIELD CALIBRATION ACTIVITY (FCA) CAPABILITIES ARE REQUIRED TO CALIBRATE THEIR HM AND E INSTRUMENTS WITHIN THE LIMITATIONS OF THEIR CALIBRATION STANDARDS. EACH INSTRUMENT IS CATEGORIZED AS EITHER CRITICAL OR NON-CRITICAL. CRITICAL INSTRUMENTS ARE DEFINED AS INSTRUMENTS THAT MONITOR A PARAMETER WHICH IS REQUIRED TO BE WITHIN A SPECIFIC OPERATING RANGE OR LIMITS TO MINIMIZE HAZARDS TO HUMAN SAFETY OR FAILURE OF A MISSION ESSENTIAL EQUIPMENT OR SYSTEM. ALL OTHER INSTRUMENTS ARE CLASSIFIED AS NON-CRITICAL. NO CALIBRATION IS REQUIRED (NCR). SHIP INVENTORIES ARE MAINTAINED IN ONE OF TWO FORMS:

- CALIBRATION REQUIRED LIST (CRL) - PREPARED BY NAVSEA FOR SHIPS WITH AUTOMATED PROPULSION CONTROLS (PLUS LHD CLASS)(REF: JFMM, VOL IV, PART 1, CHAPTER 12.7.1)

- CRITICAL INSTRUMENTS LIST (CIL)(REF: JFMM, VOL IV, PART 1, CHAPTER 12.7.2) PREPARED LOCALLY IN SHIPS WITHOUT AUTOMATED PROPULSION CONTROLS (MINUS LHD CLASS)

(1) DISCREPANCIES:

RECENTLY INSPECTED CRL SHIPS HAD NOT YET TAILORED THEIR CRL IAW THE JOINT FLEET MAINTENANCE MANUAL (JFMM). CIL SHIPS WERE

NOT FOLLOWING THE GUIDANCE SET FORTH IN THE JFMM IN DETERMINING WHICH INSTRUMENTS REQUIRED PERIODIC CALIBRATION.

(2) RECOMMENDATIONS:

CRL SHIPS VALIDATE THE CRL-CDROM TO MAKE IT SHIP SPECIFIC. THE VALIDATION PROCESS IS A SERIES OF SEQUENTIAL STEPS THAT MUST TAKE PLACE TO DEVELOP AND MAINTAIN A PROPER SGCP. THE STEPS ARE OUTLINED IN THE JFMM, VOL IV, PART 1, CHAPTER 12.7.1. A CRL TAILORED FOR THE INDIVIDUAL SHIPS USE IS AN ESSENTIAL ELEMENT OF AN EFFECTIVE SGCP. CIL SHIPS EXAMINE AND ENSURE ADHERENCE TO THE JFMM, VOL IV, PART 1, CHAPTER 12.7.2 REQUIREMENTS (APPENDICES C AND D) FOR DETERMINING THE CRITERIA FOR DESIGNATING AN INSTRUMENT AS CRITICAL. SUBMIT THE CIL TO THE ISIC FOR VERIFICATION AND APPROVAL ANNUALLY AND FORWARD RECOMMENDATIONS FOR CHANGES WITH A TECHNICAL EXPLANATION TO THE ISIC FOR APPROVAL.

E. NEARLY ALL SHIPS INSPECTED HAD HOT WATER HEATERS THAT WERE BEING OPERATED ABOVE THE PROPER TEMPERATURE BAND (120-130 DEG F FOR SHOWERS AND SINKS PER NSTM), PRESENTING POTENTIAL SAFETY HAZARDS TO THE CREW. GALLEY AND LAUNDRY WATER HEATERS WERE ALSO IMPROPERLY SET.

(1) DISCREPANCIES:

OVERTEMP SHUTDOWN DEVICES WERE NOT PROPERLY SET OR WERE INOPERATIVE.

TEMPERATURE REGULATING DEVICES WERE FOUND UNLOCKED AND EITHER MISADJUSTED OR INOPERATIVE.

MISSING OR TORN LAGGING AND STEAM LEAKS CAUSED SIGNIFICANT CORROSION IN SUPPORT BRACKETS AND STRUCTURAL BULKHEADS, DECKS AND OVERHEADS, AND CONTRIBUTED TO LAUNDRY AND CREW HEAT STRESS ISSUES.

INSTALLED CIRC PUMPS WERE INOPERATIVE.

(2) RECOMMENDATION:

NSTM 533-2.3.7 AND PMS MIP 1-181/001/54 PROVIDE MAINTENANCE AND OPERATING INSTRUCTIONS FOR WATER HEATERS. VERIFY INSTALLATION OF THIS MIP AND SPOT CHECK PMS ON THIS EQUIPMENT TO ENSURE WATER HEATERS DO NOT POSE SAFETY CONCERNS ON YOUR SHIP.

3. THE INSURV POINT OF CONTACT FOR MORE INFORMATION ON THESE COMMONLY OBSERVED DISCREPANCIES IS LCDR VICTOR BARRIOS, COMM: (757) 462-7578 EXT. 3026, DSN 253 OR E-MAIL: VICTOR.BARRIOS@NAVY.MIL.//