

R 221435Z MAR 04 PRESINSURV NORFOLK VA(uc)

TO CNO WASHINGTON DC
CNO WASHINGTON DC(uc)
COMFLTFORCOM NORFOLK VA
COMLANTFLT NORFOLK VA
COMPACFLT PEARL HARBOR HI
COMNAVSUBFOR NORFOLK VA
COMNAVSEASYS COM WASHINGTON DC
COMNAVSEASYS COM WASHINGTON DC(uc)
COMSUBPAC PEARL HARBOR HI
NAVPERSDEVCOM NORFOLK VA
NAVPERSDEVCOM NORFOLK VA(uc)
COMOPTEVFOR NORFOLK VA
COMOPTEVFOR NORFOLK VA(uc)
COMNAVSAFECEN NORFOLK VA
COMNAVSAFECEN NORFOLK VA(uc)
PEO SUB WASHINGTON DC
PEO SUB WASHINGTON DC(uc)
NAVUNSEAWARCENDIV NEWPORT RI
COMSPAWARSYS COM SAN DIEGO CA
COMSPAWARSYS COM SAN DIEGO CA(uc)
FTSCLANT NORFOLK VA
SOUTHWEST RMC SAN DIEGO CA
HAWAII RMC PEARL HARBOR HI
COMREGSUPPGRU NORFOLK VA
NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA
NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA(uc)
NAVSURFWARCEN CARDEROCKDIV BETHESDA MD
NAVSURFWARCEN CARDEROCKDIV BETHESDA MD(uc)
NAVSHIPYD AND IMF PUGET SOUND WA
NAVSHIPYD AND IMF PUGET SOUND WA(uc)
AIG 7742
CC PRESINSURV NORFOLK VA(uc)

UNCLAS

MSGID/GENADMIN/PRESINSURV NORFOLK VA/-/MAR//
PASS TO OFFICE CODES:
FM PRESINSURV NORFOLK VA
TO CNO WASHINGTON DC//N09/N6/N43/N45/N77//
COMFLTFORCOM NORFOLK VA//N00/N01//
COMLANTFLT NORFOLK VA//N01/N43/N6//
COMPACFLT PEARL HARBOR HI//N01/N43/N6//
COMNAVSUBFOR NORFOLK VA//N01/N02M/N4/N41/N402/N9/
COMNAVSEASYS COM WASHINGTON DC/00T/04M/04X/04L/05J/05N/
05P/05U/05Z/08/07/07T/07T2/07T23/07T34/07T341/
PMS350/PMS392/PMS395/PMS450//
COMSUBPAC PEARL HARBOR HI//N00/N01/02M/N4/N41/N4332/N9//
NAVPERSDEVCOM NORFOLK VA//N5//
COMOPTEVFOR NORFOLK VA//40//
COMNAVSAFECEN NORFOLK VA//30//
PEO SUB WASHINGTON DC//SUB/SUB-B/PMS401/PMS415/PMS425//
NAVUNSEAWARCENDIV NEWPORT RI//4122//
COMSPAWARSYS COM SAN DIEGO CA//04F/05/PD50/PMW173/176//
FTSCLANT NORFOLK VA//4100//
SOUTHWEST RMC SAN DIEGO CA

HAWAII RMC PEARL HARBOR HI
COMREGSUPPGRU NORFOLK VA//04//
NAVSURFWARCEN CARDEROCKDIV BETHESDA MD//713//
NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA//1126/9613/9126/9781//
NAVSHIPYD AND IMF PUGET SOUND WA
AIG 7742

MSGID/GENADMIN/PRESINSURV NORFOLK VA/-/MAR//
SUBJ/INSURV SUBMARINE MATERIAL INSPECTION (MI) ISSUES//
REF/A/DOC/PRESINSURV/05MAR02//
REF/B/DOC/CNO/12JUL01//
REF/C/DOC/MILSPEC-S-16036K//
REF/D/GENADMIN/COMNAVSEASYS/COM/100316ZJUL96//

NARR/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
MILSPEC-S-16036K, MILSPEC FOR NAVAL SHIPBOARD SWITCHGEAR, AND REF
D IS SAFETY ADVISORY CONCERNING MOTOR CONTROLLER GROUND STRAP
REQUIREMENTS.//

POC/E.J. ROESKE/CAPT/INSURV/EMAIL: ERNEST.ROESKE@NAVY.MIL
/COMM: 757-462-7693 EXT. 3037/DSN:253//

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

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 2003 AND PROVIDES INFORMATION
ON PREPARING FOR AND ACCOMPLISHING AN MI.

3. THE FOLLOWING IS A LIST OF DEFICIENCIES FOUND ON FOUR OR MORE
SUBMARINES INSPECTED DURING CY 03:

A. AFFF EXTINGUISHERS: 6 OF 9 SUBMARINES HAD AFFF EXTINGUISHERS
WEIGHED OUTSIDE THE ALLOWABLE BAND PER MRC 6641/R-2.

B. MRC-URO-16: 6 OF 9 SUBMARINES FAILED AT LEAST ONE URO-16
PARAMETER. NAVSEA MADE CHANGES TO THE URO PROCEDURE WHICH SHOULD
ELIMINATE MOST, IF NOT ALL, DEFICIENCIES INSURV OBSERVED.

C. OXYGEN GENERATORS: 4 OF 9 SUBMARINES OXYGEN GENERATORS WERE
INOP. DEFICIENCY AREAS INCLUDED HIGH PRESSURE PIPING LEAKS, GAS
ANALYZER CALIBRATION AND OPERATION, AND AEOG ELECTRONIC
COMPONENTS.

D. SWITCHBOARDS: 5 OF 9 SUBMARINES SWITCHBOARD CABLES WERE IN
CONTACT WITH OPPOSING PHASE BUSWORK. REF C, PARAGRAPHS 3.10.8
AND 3.11.3 ADDRESS THIS ISSUE.

E. CONTROLLERS/PANELS: 9 OF 9 SUBMARINES MOTOR
CONTROLLERS/ELECTRICAL PANELS WITH DOOR MOUNTED CIRCUITRY WERE
WITHOUT GROUND STRAPS. REF D CONTAINS INFORMATION CONCERNING
GROUND STRAPS. CONTACT INSURV FOR REF D.

F. TOWED ARRAYS: 4 OF 9 SUBMARINES HAD SIGNIFICANT PROBLEMS
WITH EITHER THEIR TOWED ARRAY OR THE TOWED ARRAY HANDLING
SYSTEM. PROBLEMS INCLUDED OUT-OF-SPEC HYDRAULIC PARAMETERS,
FLUSHING PRESSURE DEFICIENCIES, AND OA-9070 PENDANT CABLE OR
SLIP RING GROUNDS.

G. RADIATED NOISE: 6 OF 9 SUBMARINES HAD RADIATED NOISE ISSUES.

H. TORPEDO TUBES: 5 OF 9 SUBMARINES HAD AT LEAST ONE TORPEDO
TUBE INOP. PROBLEMS INCLUDED FIRING INTERLOCK MECHANISM FAILURE,
RAM RETURN AND VENT VALVE FAILURE, AND BREECH DOOR PIN CONNECTOR
DEGRADATIONS.

I. BEARING TEMP ALARMS: 35 PERCENT OF MAIN ENGINE, 34 PERCENT OF

REDUCTION GEAR, AND 47 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.

J. PERISCOPE HOIST RODS: 5 OF 9 SUBMARINES HAD AT LEAST ONE HOIST ROD LOOSE ON A TYPE 18 AND/OR TYPE 8 PERISCOPE.

K. DEGAUSSING: 5 OF 9 SUBMARINES WERE UNSAT OR HAD OVERDUE DATA.

4. ESCAPE TRUNKS: OF THE SIX ESCAPE TRUNKS INSPECTED ON THREE SSNS WITH SUBMARINE ESCAPE AND IMMERSION EQUIPMENT (SEIE) INSTALLED, 4 OF 6 ESCAPE TRUNKS WERE INOP FOR ESCAPE DUE TO BOTH STOLE CHARGING VALVES ON THE HOOD INFLATION SYSTEM (HIS) CHARGING STATION BEING INOP. 688 CLASS SSM ACN-4 WAS ISSUED TO ADDRESS THESE PROBLEMS.

5. OBSERVATIONS DURING MIS. THE FOLLOWING AREAS WERE NOT LISTED AS MATERIAL DEFICIENCIES DURING MIS, BUT WERE GENERAL OBSERVATIONS NOTED BY INSPECTION TEAM MEMBERS.

A. OF THE SIX NON-SEIE SUBMARINES INSPECTED, THREE OF THE SHIPS FORCE PERSONNEL CHARGING STEINKE HOODS WERE NOT FAMILIAR WITH THE CHARGING OPERATION.

B. OF THE THREE SEIE SUBMARINES INSPECTED, TWO OF THE PERSONNEL DEMONSTRATING THE CHARGING STATION WERE NOT FAMILIAR WITH THE SYSTEM OPERATION.

C. ONLY 3 OF 9 DAMAGE CONTROL PETTY OFFICERS (DCPO) HAD ATTENDED THE DCPO TRAINING COURSE.

D. DAMAGE CONTROL EQUIPMENT PMS: ALTHOUGH NOT A FORMAL PMS ASSESSMENT, DC DEFICIENCIES FOUND DURING MIS WERE FREQUENTLY RELATED TO WHETHER OR NOT DC PMS WAS PROPERLY PERFORMED. FOR 2003, THE PERCENT OF PMS RELATED DEFICIENCIES VARIED FROM 26 TO 78 WITH AN AVERAGE OF 52 PERCENT.

6. INSURV PREPARATIONS:

A. PER REF A, THE SHIP WILL RECEIVE A LETTER FROM PRESINSURV WHICH GIVES GENERAL INFORMATION ABOUT THE INSPECTION AND PROVIDES COPIES OF A PREPARATION CHECKLIST. REF A ALSO PROVIDES 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 IDENTIFY A RECORDER FOR THE MI, WHO IS THE SHIPS CONTACT FOR QUESTIONS CONCERNING THE MI. THE PREPARATION CHECKLIST PROVIDES VALUABLE INFORMATION ABOUT THE OVERALL CONDUCT OF THE MI AS WELL AS SPECIFIC INFORMATION ABOUT EACH INSPECTION AREA. AS SOON AS A SHIPS MI IS SCHEDULED, SHIPS COORDINATOR SHOULD DOWNLOAD INFORMATION VIA THE WEB SITE FOR REVIEW. DO NOT WAIT FOR THE LETTER.

B. ABOUT 45 DAYS PRIOR TO THE MI, AN INSURV INSPECTOR CLEARANCE INFO MESSAGE, ASSIST REQUEST MESSAGE, AND A SERVICES REQUEST MESSAGE WILL BE TRANSMITTED BY INSURV. THE INSURV INSPECTOR CLEARANCE MESSAGE IDENTIFIES PERSONNEL FROM INSURV WHO WILL BE CONDUCTING THE INSPECTION. THE ASSIST REQUEST MESSAGE IDENTIFIES THE TYPE OF TECHNICAL ASSISTANTS REQUESTED BY INSURV TO SUPPORT AN INSPECTION. ASSISTANTS CLEARANCE INFO WILL BE TRANSMITTED SEPCOR VIA PARENT ACTIVITY. ALL OF THE INSURV INSPECTORS AND SOME OF THE ASSISTANTS (NORMALLY 14 RIDERS FOR A 688 AND 15 FOR A TRIDENT) WILL RIDE.

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.

7. POST OVERHAUL MIS: PER REF B, MIS FOLLOWING AN ERP/EOH/ERO/DMP ARE TO BE CONDUCTED WITHIN 90 DAYS OF OVERHAUL COMPLETION. 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.//