

Subject: INSURV QUARTERLY SURFACE SHIP MESSAGE NR 17

Importance: Low

R 142015Z FEB 03 PRES

UNCLAS

UNCLAS

PASS TO OFFICE CODES:

FM PRESINSURV NORFOLK VA//00//

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//

COMNAVSURFLANT NORFOLK VA//N00/N01/N3/N4/N41/N43/N44/N8//

COMNAVSURFPAC SAN DIEGO CA//N00/01/N3/N4/N41/N43/N44/N418/N8//

COMNAVAIRLANT NORFOLK VA//N00/N01/N3/N43/N45/N454/N8//

COMNAVAIRPAC SAN DIEGO CA//N00/N01/N3/N43/N45/N454/N8//

COMSUBLANT NORFOLK VA//N01/N3/N4/N45/N451//

COMSUBPAC PEARL HARBOR HI//N01/N3/N4/N45/N451//

COMSC WASHINGTON DC//N00/N01/N00S/N4/N42/PM1/PM2//

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 THEATER SURFACE COMBATANTS WASHINGTON DC//PMS400/PMS400F///

PEO EXW WASHINGTON DC//00/01/PMS307/PMS325/PMS377//

PEO CARRIERS WASHINGTON DC//00/01/PMS312/PMS378//

PEO MUW WASHINGTON DC//00/PMS303/PMS407//

BUMED WASHINGTON DC//02/24/242//

CNET PENSACOLA FL//01/00X1/N34//

NAVICP MECHANICSBURG PA//NAVICP-04/41/42/424/51//

NAVMELOGCOM FT DETRICK MD//03//

NETPDTIC PENSACOLA FL//N34//

NAVPERSEVCOM NORFOLK VA//

NAVSURFWARCEN SHIPSYS ENG STA PHILADELPHIA PA//9750//

NAVSURFWARCEN CARDEROCK DIV BETHESDA MD//24//

NAVSURFWARCEN DIV CORONA CA//QA33//

COMNAVSAFECEN NORFOLK VA//00/30//

COMAFLOATRAGR ATLANTIC NORFOLK VA//00//

COMAFLOATRAGR PAC SAN DIEGO CA//00//

COMAFLOATRAGR MID PAC PEARL HARBOR HI//00//

COMAFLOATRAGR WEST PAC YOKOSUKA JA//00//

SWOSCOLCOM NEWPORT RI//60//

COMNAVSURFRESFOR 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//

FTSCPAC SAN DIEGO CA//00/300/308//

SUBJ/INSURV QUARTERLY SURFACE SHIP MESSAGE NR 17//

POC/T. BERHOW/LCDR/CODE DC/-/TEL:757-462-7325 X3088

/TEL:DSN 253-7325 X3088/E-MAIL: BERHOW@INSURV.NOSC.MIL//

RMKS/1. FOR TYCOMS: REQUEST THIS MESSAGE BE READDRESSSED FOR WIDEST

DISSEMINATION TO SURFACE UNITS AND ISICS.

2. THIS QUARTERLY MESSAGE IS INTENDED TO PROVIDE INFORMATION THAT WILL HELP

IMPROVE SURFACE FLEET MATERIAL CONDITION. THIS MESSAGE WILL PASS ALONG COMMON DC DISCREPANCIES, PMS SHORTFALLS, AND PROCEDURAL ERRORS IDENTIFIED DURING RECENT INSURV INSPECTIONS. IT IS ANTICIPATED THAT OVERALL DC MATERIAL READINESS CAN BE IMPROVED THROUGH INCREASED AWARENESS AND APPLICATION OF LESSONS LEARNED. THE FOLLOWING DAMAGE CONTROL ISSUES ARE HIGHLIGHTED:

- WATERTIGHT INTEGRITY
- MAIN AND SECONDARY DRAINAGE
- IMPROVED CHEMICAL AGENT POINT DETECTION SYSTEM (IPDS)
- AFFF SYSTEM/COMPONENTS

A. WATERTIGHT INTEGRITY: ON AVERAGE, 40 PCT OF SURFACE SHIP WATERTIGHT CLOSURES INSPECTED ARE NOT WATERTIGHT. THIS IS PRIMARILY A RESULT OF TWO COMMON DISCREPANCIES; GAPPED GASKETS AND FAILURE TO PASS THE CHALK TEST. CURRENT PMS DOES NOT ALLOW ANY SPACE OR GAP IN THE GASKET JOINT. THIS IS FURTHER CLARIFIED IN THE DESCRIPTION OF THE CHALK TEST. A SAT CHALK TEST MUST RESULT IN A CONTINUOUS CHALK LINE AROUND THE ENTIRE CIRCUMFERENCE OF THE GASKET. A SAT CHALK TEST CANNOT BE ACHIEVED WITH A GAPPED GASKET. CARE MUST BE TAKEN NOT TO STRETCH THE GASKET DURING INSTALLATION. GAPS ARE NOT ALLOWED TO BE PLUGGED/FILLED WITH ADDITIONAL PIECES OF GASKET MATERIAL. ONLY ONE CONTINUOUS GASKET IS ALLOWED. IMPROPERLY ADJUSTED DOGS MAY ALSO RESULT IN A FAILED CHALK TEST.

B. MAIN AND SECONDARY DRAINAGE: DURING THE PRE-UNDERWAY PHASE OF INSURV, SHIPS MUST DEMONSTRATE THE ABILITY TO DEWATER ALL MAIN SPACES FROM OUTSIDE THE SPACE. THIS CAN BE ACCOMPLISHED BY REMOTELY ALIGNING THE IN-SPACE EDUCTOR, OR BY OPENING A BULKHEAD CROSS-CONNECT TO ALIGN AN EDUCTOR IN AN ADJACENT SPACE. THE FOLLOWING DISCREPANCIES ARE OFTEN IDENTIFIED; INOP REMOTE OPERATORS (DISCONNECTED, SEIZED, OR CANNOT BE OPERATED FROM THE MVHC STATION), INOP SUCTION GAUGES (NO VACUUM INDICATION), OR VALVES THAT CANNOT BE ALIGNED IAW EOSS (IMPROPER VALVE ALIGNMENTS, HYDRAULIC VALVE SELECTOR SWITCHES PLACED IN LOCAL OPERATION). DRAINAGE SYSTEM CHECK VALVES ARE ALSO CHECKED FOR LEAK-BY TO DETERMINE IF POTENTIAL FLOODING HAZARDS EXIST.

C. IPDS: SHIPS HAVE EXPERIENCED NUMEROUS PROBLEMS DEMONSTRATING IPDS. DISCREPANCIES RANGE FROM THE SYSTEM BEING CASREPED TO NOT HAVING THE REQUIRED CONFIDENCE SAMPLE ON BOARD TO CONDUCT THE R-1 PMS CHECK. IPDS OFTEN FAILS TO WARM UP AND SHIFT INTO THE STAND-BY MODE, WHICH IS AN INDICATION OF SATURATED FILTERS AND DESSICANT. THE ISEA IS CURRENTLY TAKING STEPS TO IMPROVE SYSTEM PERFORMANCE BUT, UNTIL SUCH IMPROVEMENTS ARE INCORPORATED, SHIPS MUST PROVIDE ADDITIONAL ATTENTION TO MAINTAIN PERFORMANCE AT AN ACCEPTABLE LEVEL.

D. AFFF SYSTEM/COMPONENTS: THE COMPLEXITY OF SHIPBOARD AFFF SYSTEMS PROVIDE MANY CHALLENGES.

1) IT IS COMMON TO FIND AFFF RELIEF VALVES WHICH ARE IMPROPERLY SET, TYPICALLY LOWER THAN THE RANGE SPECIFIED BY PMS. WHEN TESTING THE RELIEF VALVES, AFFF DISCHARGE PRESSURE SHOULD REMAIN WITHIN THE RANGE SPECIFIED BY PMS (AFTER THE RELIEF VALVE HAS FULLY OPENED).

2) AFFF HOSE REEL NOZZLES ARE FREQUENTLY FOUND TO BE IN NEED OF PMS. NOZZLES WILL NOT CYCLE THROUGH SPRAY PATTERN POSITIONS, WILL NOT SHIFT TO THE FLUSH POSITION, WILL NOT SWIVEL FREELY, OR LEAK AT THE HOSE CONNECTION. MANY NOZZLES ARE FOUND TO BE THE INCORRECT SIZE FOR THE LOCATION OF THE HOSE REEL. ALL MAIN SPACE HOSE REELS, INCLUDING RE-ENTRY HOSE REELS, ARE REQUIRED TO HAVE 95 GPM NOZZLES. ALL OTHER HOSE REELS (FLIGHT DECK, HANGAR BAY, VEHICLE DECKS, ETC) ARE REQUIRED TO HAVE 125 GPM NOZZLES.

3) FLIGHT DECK FLUSH DECK NOZZLES ARE OFTEN FOUND TO BE CLOGGED OR PARTIALLY CLOGGED. SHIPS MUST ENSURE THAT FLUSH DECK NOZZLE COVERS ARE USED WHEN INPORT TO PREVENT THE COLLECTION OF DIRT AND DEBRIS. INTERIOR CORROSION OF GALVANIZED PIPING WILL RESULT IN SYSTEM FAILURES DUE TO CLOGGED NOZZLES. SHIPS WITH GALVANIZED DISTRIBUTION PIPING SHOULD FOCUS ON HAVING

THIS PIPING CHANGED TO CUNI.

4) SOLENOID OPERATED PILOT VALVES (SOPVS) FAIL TO CYCLE, PREVENTING DELIVERY OF FINISHED FOAM PRODUCT. CAUSES INCLUDE VALVE MISALIGNMENTS, ELECTRICAL FAILURES, BURNT SOLENOIDS, AND SEIZED PILOT VALVES.

5) AFFF HOSE REEL CUT-OUT VALVES ARE FOUND TO BE MISALIGNED OR IMPROPERLY LOCK WIRED.

3. DCA'S ARE ENCOURAGED TO CONTACT THE INSURV BOARD FOR INFORMATION AND GUIDANCE PRIOR TO THEIR INSPECTION. LCDR BERHOW AND LT HANSON ARE AVAILABLE TO ASSIST. CONTACT INFORMATION ABOVE APPLIES.//