

SIO Shipyard Representative Bi-Weekly Progress Report

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Project: AGOR 28	Contract No.: N00014-12-C-0305	Shipyard: Dakota Creek Industries
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1. Meetings:

- i. Participated in weekly conference call.
- ii. Witnessed FAT for Neil Armstron Traction Winch at Markey Machine in Seattle

2. The following Shipyard Question Submittals were reviewed and commented on:

Q89 – Work and Rescue Boat Motors:

Question: Section 583 of J-1 & and 583a&b of the CSS requires a minimum 40 horsepower 4 stroke SOLAS approved engine to be provided. The only SOLAS approved 40 horsepower engine is a two stroke by Evinrude. DCI is unable to meet both the requirements to be SOLAS approved and a 4 stroke engine for the rescue boat.

DCI recommends relieving the 4 stroke requirement.

Because the specification also calls for the working boat motor to be an identical motor to the rescue boat, DCI recommends relieving the requirements for the motors to be identical for both the working boat and the rescue boat.

The work boat vendor has concerns that the 40 horsepower would not be adequate to reach plane. The rescue boat might actually require 60 or 70 horses, not just 40 horsepower that was required in the specifications.

SIO's response is as follows:

I. Specs call for a minimum of "TWO" 40-hp motors for the WORK BOAT. SIO is fine with twin motors of greater HP if that is required to get the work boat up on plane. Twin engines on the work boat are specified to provide the necessary redundancy in operating in remote areas and harbors. If DCI's intention is to replace the two 40-HP motor with a single 60 or 70-hp motor, this would not be acceptable. (It has since been learned that the question should have stated "Twin" engines)

II. SIO accepts the two stroke engine for the RESCUE BOAT.

III. SIO accepts twin 4-stroke engines of a horsepower greater or equal to 40-hp for the WORK BOAT.

During the Wednesday Conference call it was brought up that the Manufacture of the Work Boat did not think that twin 40-hp motors would be adequate to put the work boat on plane. If this is the case then either the motors must be larger or the boat design must be different. It is unacceptable to have a boat designed to plane and not be able to do so because of undersized motors. Just because the specs do

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not specifically mention planning, it should be understood that DCI has chosen a planning hull, ergo it must plane. In addition, the manufacture said that they would like to have more information on the intended use, capacity and manning to better understand what is required.

For the Rescue Boat, it should be noted that at least one hull has been purchased and delivered to DCI.

3. Logistics:

- i. Continuing to review Vendor Recommended Spares (VRS).
- ii. Continuing to review Technical Manuals and Supplemental Information.
- iii. Reviewing Completed Buy List.
- iv. Continuing to work on initial outfitting lists for Sally Ride.

4. Other Work Items:

- Pilot House Console Face Arrangements – The operators receive feedback from DCI on our recommendations.
 - ✓ Center Console
 - DCI agreed to lower the ECDIS display.
 - DCI did not agree to line of sight rudder angle indicators to be placed above the lowered ECDIS screen.
 - DCI did not agree to a line of sight gyro repeater to be placed above the lowered ECDIS screen.
 - ✓ Center Line Fiddle Board
 - DCI agreed to raise the 2-inches at no cost.
 - DCI agreed to move the port wind speed and direction indicator to the centerline fiddle board and to arrange the fiddle boards to leave the maximum amount of space for future installations.
 - ✓ P&S Wing Consoles
 - DCI agreed to lower these consoles 2-inches at no cost.
 - DCI believes that the Pelorus Gyro Repeater meets the specifications. The government disagrees as the Pelorus Repeater is mounted horizontally and away from the console making it unreadable from the wing conning stations. NIBS is clear that a repeater is required at the console.
 - DCI is checking with the vendor on adding wind speed and direction indicators at no cost.
 - For the speed log and other additional indicators, DCI is proposing using a single RD-33 display.
 - DCI will defer to Kongsberg on the possibility of relocating the C-wing.
 - Sound Powered phone can be relocated without cost. Changing to a recessed type may result in a cost.
 - ✓ Desk
 - DCI has verbally indicated that they will move the starboard pilot chair outboard to make room for a small desk outboard of the center console.
 - DCI has indicated that they will build and install wood log desk.
- Ship Stores Refrigeration – Operators are waiting for revised diagrams and calculations from DCI and the vendor.

- Sally Ride Mod 1 Stem – Fabrication of the forward bow sub-assembly continues -



July 1



July 17

- Sally Ride Mod 5 – Both wing tanks and the first platform deck are now in place.



Sally Ride Mod 5 1st Platform Deck



Sally Ride Mod 5

- Sally Ride Mod ^ Stern Section – Fabrication on the erection stand is proceeding well and DCI is taking advantage of lessons learned on Armstrong.



July 7



July 18

- Sally Ride Mod 2 – The following spaces were inspected by ABS for structure and welds.
 - ✓ Ship Stores HD-2
 - ✓ Fwd. Mechanical Room
 - ✓ Frozen Stores
 - ✓ Chilled Stores
 - ✓ Ship Stores 1P-2
 - ✓ Ship Stores 1P-1
 - ✓ Laundry FR18-FR21
 - ✓ Mess FR18-FR31
 - ✓ Head Md-1/lkr Md-1 (linen)
- Sally Ride Mod 3 – The following spaces were inspected by ABS for structure and welds:
 - ✓ Watermist Mach. Room to WT BLKHD 29
 - ✓ UPS Room to WT Blkhd 29
 - ✓ SR Md-1 (ADA DBL)/ADA t/s
 - ✓ Lkr Md-2 (CG)

- Sally Ride Gray Water Tank – Tank pressurized and boundaries inspected for leaks with ABS in attendance. No leaks found.
- Markey Trawl Winch FAT –
 - ✓ Observed operational test of Armstrong’s Trawl Winch. Test was limited to the operation each individual component separately; ie, traction winch, port stowage winch and starboard stowage winch. Each level wind was also operated separately. A full test of the integrated system will be done during dock and sea trials.
 - ✓ Markey also present information and showed progress on the Anchor Windlasses and Cast 6 Hydro Winches for both vessels.



Traction Winch



.681 Stowage Winch with Cooling System



Sally Ride Anchor Windlass Line Boring & Neil Armstrong Anchor Windlass after Paint

5. The following DRL's were reviewed and commented on:

1st App Hull No	DRL No	Document Title	Occur No/Rev No
AGOR27	A006-08	STD Report - PURCHASE ORDER (PO) INDEX (PO Index 7/5/2013)	42/0
AGOR28	A006-08	STD Report - PURCHASE ORDER (PO) INDEX (PO Index II 7/5/2013)	33/0
AGOR27	A031-04	STD Report - TEST REPORT (Allied A-Frame FAT Report)(R/ASR)	2/0
AGOR27	A031-04	STD Report - TEST REPORT (DIESEL GENERATOR FAT NCE REPORTS)(R/ASR)	4/0
AGOR27	A035-21	STD Report - SSV FACTORY ACCEPTANCE TEST (FAT) REPORTS (DTR-129 DI-035-21 SSV FAT Reports(20kva and 30kva UPS) Gov't Response)(R/ASR)	31/0
AGOR27	A051	STD Report - VENDOR RECOMMENDED SPARES (VRS) LISTINGS, STATISTICS, AND LOCATIONS (DI-051 (VRS) for PI 72428-03 Gray Water Discharge Pump)(R/ASR)	570/0
AGOR27	A051	STD Report - VENDOR RECOMMENDED SPARES (VRS) LISTINGS, STATISTICS, AND LOCATIONS (DI-051 (VRS) for PL 72428-08 Hot Water Circ Pump)(R/ASR)	574/0
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#192 DI-055 (TM) for 524a Winch Drum Cooling Pump)(R/ASR)	375/0
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#191 DI-055 (TM) for 532b Ampco	377/0

		Potable Water Pump)(R/ASR)	
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#190 DI-055 (TM) for 532d Ampco Chilled Water Pump)(R/ASR)	379/0
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#189 DI-055 (TM) for 529b Ampco Bilge Pump)(R/ASR)	381/0
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#194 DI-055 (TM) for 555b Water Mist Supply Pump)(R/ASR)	383/0
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#195 DI-055 (TM) for 532F Ampco Fresh Water Transfer Pump)(R/ASR)	385/0
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#196 DI-055 (TM) for 524a Winch Sump Pump)(R/ASR)	387/0
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#197 DI-055 (TM) for 528 Gray Water Discharge Pump)(R/ASR)	389/0
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#193 532c Ampco Hot Water Circ Pump)(R/ASR)	391/0
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#209 DI-055 (TM) for 262 Viking Oily Waste Transfer Pump)(R/ASR)	417/0
AGOR27	A055	TM Report - COMMERCIAL TECHNICAL MANUALS AND SUPPLEMENTAL DATA (#210 DI-055 (TM) for 528b Wager 134WAA Deck Drain)(R/ASR)	419/0
AGOR28	A035-21	STD Report - SSV FACTORY ACCEPTANCE TEST (FAT) REPORTS (Blue Drive Frequency Converter FAT Reports)(R/ASR)	19/1
AGOR28	A035-21	STD Report - SSV FACTORY ACCEPTANCE TEST (FAT) REPORTS (DTR-025 DI-035-21 SSV FAT Reports(20kva and 30kva UPS) Gov't Response)(R/ASR)	21/0
AGOR27	A051	STD Report - VENDOR RECOMMENDED SPARES (VRS) LISTINGS, STATISTICS, AND LOCATIONS (DI-051 (VRS) for PL 72428-09 Fresh Water Transfer Pump)(R/ASR)	576/0

AGOR27	A051	STD Report - VENDOR RECOMMENDED SPARES (VRS) LISTINGS, STATISTICS, AND LOCATIONS (DI-051 (VRS) for PL 72428-11 Ampco Bilge Pump)(R/ASR)	578/0
AGOR27	A051	STD Report - VENDOR RECOMMENDED SPARES (VRS) LISTINGS, STATISTICS, AND LOCATIONS (DI-051 (VRS) for PL 72428-12 Chilled Water Pump)(R/ASR)	580/0
AGOR27	A051	STD Report - VENDOR RECOMMENDED SPARES (VRS) LISTINGS, STATISTICS, AND LOCATIONS (DI-051 (VRS) for PL 72428-14 Potable Water Pumps)(R/ASR)	582/0
AGOR27	A051	STD Report - VENDOR RECOMMENDED SPARES (VRS) LISTINGS, STATISTICS, AND LOCATIONS (DI-051 (VRS) for PL 72428-17 Winch Drum Cooling Pump)(R/ASR)	584/0
AGOR27	A002	STD Report - DESIGN REVIEW AGENDAS AND MINUTES (GPA DR10 AGENDA)(R/ASR)	63/0
AGOR27	A005	STD Report - SINGLE SYSTEM VENDOR (SSV) DESIGN REVIEW AGENDAS AND MINUTES (SIEMENS DR 10 PRESENTATION)(R/ASR)	37/0
AGOR27	A024	STD Report - REGULATORY BODY CORRESPONDENCE (USCG GPA Correspondence (CFRs))(R/ASR)	109/0
AGOR27	A024	STD Report - REGULATORY BODY CORRESPONDENCE (USCG GPA Correspondence (CFRs))(R/ASR)	109/1