

SIO Shipyard Representative Bi-Weekly Progress Report

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

- Attended weekly conference call
- Pre-INSURV telephone conference

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

No questions this reporting period

3. Logistics:

- Continuing to work on initial outfitting lists for Sally Ride.

4. Operator Concerns:

- Starboard Drive Failure – The drive has been fully tested under full load with no issue to report. A new DC breaker is to be installed and the current breaker will be placed into spares. PME 325 is exploring options to add a spare AIM, ALM and Motor Drive Module to the shore based spares.
- Ballast Tank Coatings – Monitoring GDR's for coating issues on Armstrong. WTA for pre delivery ballast tank inspection on Ride is in the works.
- **Anchor Windlass** – Mock INSURV anchor demo was performed with good results. One shot of chain was walked out, port and starboard, with no skipping. The chain did skip multiple times on both sides with the wildcat declutched and in free fall. The chain stopped using the hand brake with no issues at the end of each shot.



- **Aft Deck Noise Levels** – NCE's Airborne Noise Survey Report indicates improvement in noise levels on the aft working deck. Levels are still above the specifications.
- **Steering Hydraulics** – Reports from Armstrong indicate that the system hydraulics over heat during DP operations. There are also reports that while in tropical conditions and while in autopilot, the hydraulic oil temps are warmer than expected. The OEM recommends a normal

maximum operating temperature of 125-degrees F. A cooler may be necessary to correct this issue.

- **Uncontaminated Sea Chest** – The sea chest was relocated on Armstrong and at present is scheduled to be relocated on Ride during Phase III docking at DCI.
- **Acoustic Tiles & MLV** – No additional tile to be placed in Traction Winch or Engine Room Bilge.
- **Sanitary Construction Cert** – DCI was not able to obtain the FDA Certificate of Sanitation for Armstrong because the sewage discharge is ahead of the water maker suction.
- **Ride Anti-Fouling Paint** – The anti-fouling paint has failed due to an application error. The yard will correct this issue during a planned docking prior to Builder's Trials. With the dry-docking cancelled, the paint repairs will most likely be during Phase III if it occurs at DCI.
- **Cummins Jacket Water Pumps** – Cummins has replaced the JW pump on #4 twice due to small oil seal leaks on the pump shaft. Will continue to monitor.

5. Sally Ride Progress:

- Starboard Blue Drive – Repairs and testing completed.
- Crew Fam – On schedule.
- Mock INSURV – Completed last Sunday with a successful weekend of sea trials.
- Lab Spaces – Finish work continues in the labs.
- DPS Trial – DPS groomed and tested. USCG and ABS witnessed final testing on Thursday.
- Depth Sounder – The depth sounder display shows interference when the Oily Water Separator heaters are on. The yard is investigating the issue.
- DC Ground Detection – DCI and Siemens have corrected the ground detection issues. A final report/drawing explaining the corrective actions should be forthcoming.
- AT – Scheduled to begin 0400 Day Zero March 6.
- DC Locker – Provided additional SIO purchased firefighting gear to yard for installation prior to INSURV. Carpenters mounting SCBA's and shelving in 1st Plat DC location. Ship's crew to assist with the location and stowage the gear.





6. Captain Desjardin's Observations:

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GOOD

FWD Masthead light replaced with LED unit. Improved shielding from bridge with this physically smaller fixture.

Starbound launched over the weekend and scheduled to depart Dakota Creek Monday. Sally Ride looks a bit diminutive next to them.



Work continues in Labs, getting closer to finishing





Bad Access door main deck to fwd stair tower sprung. Difficult to operate, will point out to DCI.



Science Refer crew training instructor from Bronswerk mentioned that the strip heaters on the condensate drains in the science boxes are possibly too large. Boxes are quite warm with refrigeration secured. Will

bring it up to the shipyard.



DCI was shown first-hand the need for raised sills on main deck hatches. During Trials last week boarding seas made it into the labs. There was a flurry of activity as the sills were located and installed. No damage but a good lesson for the yard workers.



Mouse control for the Conning Display on the bridge console not provided with dimmer.



Science Refer controller installed adjacent to the ships stores Chill Box. This location is unfortunate potentially confusing for operators and in the way when loading stores. Will investigate relocating Science refer controller.



Bridge side windows pretty tough to clean. Not served with the wash down system. After sliding glass covers forward when opened



Bow thruster bilge, designed in leakage for shaft cooling. Bilges look like this today

Note: Yard has since cleaned and dewatered the space. Pb.



