

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:

- Attended weekly conference call
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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.
- Deck and Eng orders in progress

4. Operator Concerns:

- Blue Drive Shore-based Spares – ALM, AIM and Propulsion Motor drives are critical components with long lead times. The recent failure and repairs highlighted a need for 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** – Program office continues investigate possible solutions to the skipping problem. Chain wrap test planned for Ride using 1-7/16" chain.
- **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. Yard submitted RFW, however it is incomplete and Government is most liking going to ask DCI to resubmit.
- **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 temperatures 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 has been relocated on Armstrong. DCI is in the process of relocating the sea chest on Sally Ride.
- **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 international paint rep was on site to check the underwater coatings and make recommendations for corrective actions.
- **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.
- Condensate Drains – Condensate from SCU's, Fan Coil Units and Freeze Box drain to bilge pockets. This will result in increased maintenance costs and man hours in keeping decks and bilges clean. Configuration change request similar to Armstrong's to be submitted as soon as DCI provides a cost estimate for the required work.

- Fire Pump Sea Chest Vent – Vent terminates in traction winch room overhead and burps sea water into the space while the vessel is underway. Configuration change request to relocate the vents terminus to the main deck to be issued once DCI provide a cost estimate.
 - Anchor Pocket Shims – Shims/Wedges to be installed per WHOI drawing. As suggested shims will be 12-inches wide vice the 6-inch width on Armstrong. Configuration change accepted and work has commenced.

5. Sally Ride Progress:

- Underwater Coating – DCI is faring in and applying epoxy primer to areas where AF had failed.



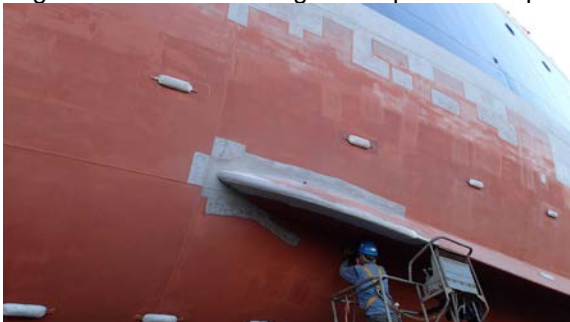
- Hull Coating – DCI is making repairs to the paint system above the water line as needed.



- Plimsoll Lines – ABS verified location and yard punch marked lines.



- Bilge Keel Mod – Welding is complete. The painters are applying the fairing compound.



- Uncontaminated Sea Chest – Original sea chest removed and penetration made at new location



- Anchor Pocket Shims – Shims are being fabricated with installation to begin next week
- EM122 – The frames for the transmit and receive arrays are fully installed and surveyed in. Minimal shimming required. Zincs and sound dampening material were installed prior to mounting the frames. The transducer modules are lined up and ready for installation.



- Transceiver Room – Equipment installation is moving along and on schedule.
- HiPap – Preparation for installation is ongoing. Yard is mounting control boxes and junction boxes. Power and other associated wiring is being run.

- Sea Chest Anti-Bio Fouling System WP10 – The anode flanges have been fitted and welded to the three sea chests. ABS on site to inspect welds. Cable runs are complete.



- Fire Pump Sea Chest De-icing Line – Piping run is complete and ABS witnessed pressure test of the sea valve. Yard to pressure test entire run next week.
- Transducer Mods – Work continues apace on the additional transducer foundations and the modifications to the existing foundations. ABS inspected welds and witnessed leak test.
- Furniture Configuration Change – Work completed in the pilothouse and hospital.



- Topside Paint – Looking good



Speaking of topside paint.

When a bird lands on wet paint and then walks across your \$2 million paint job... The Motor Yacht Albatross parked behind Ride

