

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

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

No questions this reporting period

3. Logistics:

- Continuing to work on initial outfitting lists for Sally Ride.
- Working on NS5 Hierarchy

4. Operator Concerns:

- **Acoustic Tiles & MLV** - No movement on what noise treatments are to be provided for the engine room bilge top and the traction winch room deck.
- **Fire Plan** – A path forward was developed to ensure that Armstrong and Ride have USCG approved fire plans on board prior to delivery. The government and operators finalized all of the changes to the fire plan to meet the OCMI's required changes. To keep things consistent the changes will be the same for both vessels. The one change that USCG did not require was moving the main deck DC equipment out of the deck locker and down to the first platform to provide better separation from DC Locker 1 and to provide better access to the main machinery space aft. This also frees up space in the deck locker which was limited to start with.

The following areas of responsibility were identified by the government:

Alion responsibility:

- Update FCP with following changes
- Move DC locker #2 from main deck to 1st plt centerline frame 80.
- Add total of 4 suits (including axes and flashlights) to the FCP for DC locker #1 on the foscle deck
- Add total of 2 suits (including axes and flashlights) to the FCP for DC locker # 2 at new location on 1st plt
- Add addendum to the end of the FCP to indicate the location of the MLV and tiles
- Add addition EEBD to MCS
- Verify ISO standard for legend
- This is be completed with all internal review done and sent to DCI no later they Wed 9/9

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WHOI responsibility:

- Ship out 4 additional SCBBA and flashlights (completed)
- Charge and load out onto the ship above items

DCI responsibility:

- Purchase additional EEBD and install in MCS
- Purchase additional 4 fire axes and load out
- Move DC locker # 2 from main deck to 1st plt at Frame 80
- Install signage to identify the MLV and tiles on the ship as directed by USCG
- Coordinate USCG to approve and stamp new FCP once received
- Print out, laminate, and install in proper locations on the ship

- **Sally Ride Quad-Zero MLV** - No change since last report.
- **Main Deck Noise Levels** – NCE measured the noise levels and found only a minor reduction in the exhaust noise levels on the main working deck. The plan now is to rotate the stacks to port in the hopes that the noise will be directed outboard.
- **Anchor Windlass** – Chain measurements were taken per ABS guidelines. The first shot on the starboard side was out of tolerance with and was swapped with the last shot. In the starboard chain locker, the spill pipe was lengthened and angled back. “This is to permit more length of chain to work through the twist imposed and to draw the links closer into the pocket.” A short at sea test is planned during the scheduled PSTP. If all goes well, the spill pipe modifications will be done on Armstrong’s port side and on Ride.
- **Main Crane Towing & Coring Crutch** – Testing revealed that the crutch system is not workable.
- **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. From what can be seen, the two epoxy base coats appear to be intact.

5. Sally Ride Progress:

- Siemens AIS400 IO Testing - 35 of 40 pages completed. No significant progress this reporting period. Siemens to be on board starting next week.
- Tunnel Thruster Space – Delta-db application continues.
- Hi-PAP – Verified that transducers, racks and other equipment required for Phase III can passed through the trunk from the main deck to the transducer room if the Hi-PAP is installed prior to delivery.
- Incinerator Commissioning – The factory engineer was on board and satisfactorily demonstrated all of the shutdowns and alarms. The sludge and trash burning were successfully demonstrated.



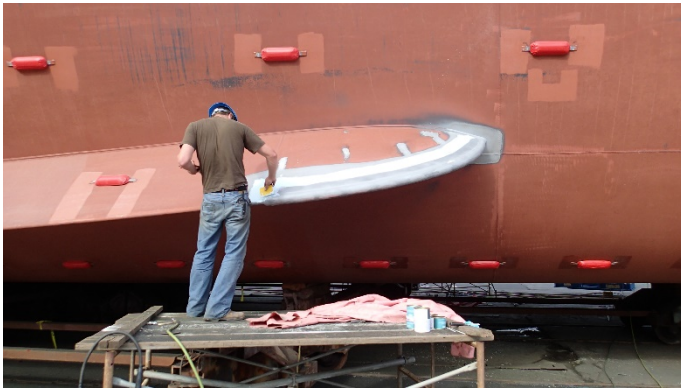
- Pilot House – False overheads are going up.



- Potable Water Tanks – Final closeout inspection made.
- Armstrong Spare Parts Storage Room –



Armstrong Bilge Keel Fairing –



6. Call-outs:
Sally Ride:
Incinerator Commissioning