

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
- Issued PO's for SCBA's and additional Fireman's Outfits

4. Operator Concerns:

- **Main Deck Noise Levels** – NCE will be performing noise testing on Ride in the near term. My understanding of the plan is as follows: Baseline testing will be done alongside prior to any changes. The baffles will then be installed at the ends of the exhaust pipes and tested. Next the exhaust pipes will be cut just below the coaming of the stack, followed by NCE taking another round of noise level readings.. Lastly, the stacks will be reinstalled with their openings directed 45-degrees to port, as done on Armstrong. A final set of noise levels will be taken.
- **CTD Handling Device** – During commissioning of the controls by Systems Interface, the rod sensor to the main boom was found have failed. Allied has made repairs and the cylinder should be on site shortly to be reinstalled and tested.
- **Test & Trials** – Some good progress over the last fortnight. By my count, the completion numbers are as follows:
 - Vendor Commissioning – 33 total procedures with 14 @100%. Plus 2 since last report.
 - DCI Test & Trials – 125 total procedures with 71 @ 100%. Plus 13
 - Dock Trials, Builders Sea Trial and Acceptance Trials – 12 @ 0%
Looking forward to next report T&T report from DCI.
- Crew Fam – DCI has submitted a proposed Crew Fam schedule to the vendors for their acceptance of the dates.
- **Acoustic Tiles & MLV** – The yard has completed the application of delta-db to the tunnel thruster. No additional information on what materials are to be used for the Traction Winch Room or MMR bilge tops, if any.
- **Anchor Windlass** – The test of Armstrong's port side anchor windlass failed while the third shot was being paid out under power. When the chain slipped six links, the test was called for safety.
- **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.

Report Documentation Page

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5. Sally Ride Progress:

- Accommodation Spaces – DCI continues with the cleaning and prepping of staterooms for close-outs. Flooring has been poured in the ADA and Hospital Room heads.

ADA Head Deck prior to finish coat



- Galley & Mess – Overheads and lighting are being installed in both spaces.



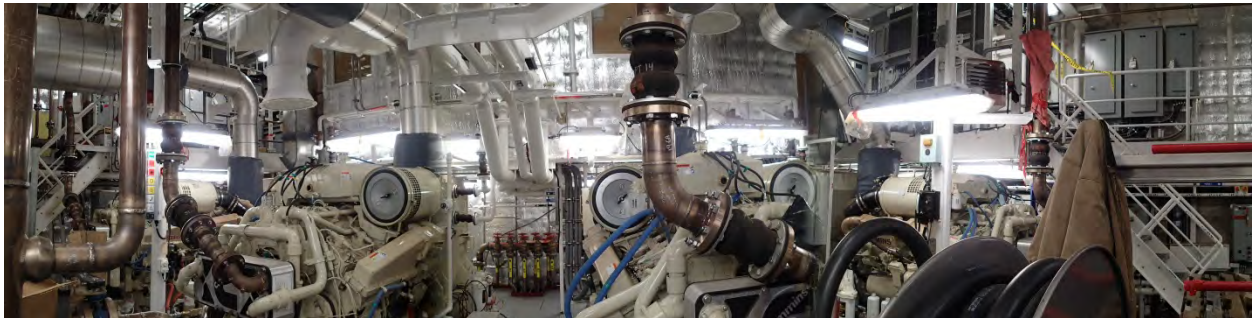
- Laboratories – The flexible flooring material has been poured in the wet lab and is being prepped (sanding off high spots and leveling) for the final coats of gray, color flakes and clear polyurethane.



- 3.5kHz Transducer Array- DCI is installing the sixteen watertight fittings for the $\frac{3}{4}$ " stuffing tubes. There will be 6 on the inboard side and 10 on the aft. All at 4-inch centers. (Great outside machinists, but not so good at counting as we ended up with seventeen. Spares are always welcome.)



- HVAC- Vendor is on board grooming the system.
- Engine Room – Bilges and deck plates painted.



- Electrical – Siemens on board grooming switchboards and IAS. Calibration of the tank level indicators continues as well as the ringing out of the last few pages of the IO list. Shore power test procedure completed with no faults.

6. Call-outs

10/28:

551-001-3 - Ship Service Air Compressors Operation, Blowdown & Distribution Test

529-001-3 - Bilge System Operational & Unobstructed Flow

624-002-3 – Hydraulic Watertight Door Test

10/29:

671-001-3 - Special Stowage Quick Release for Gasoline Fuel Tanks

532-002-3 - Ozone Generator Demonstration/Commissioning
10/30:

422-001-3 - Navigation, Signal & Search Lights Demonstration

264-002-3 - Waste Oil & Oily Waste Systems Operational Test
11/5 & 11/6:

671-001-3 – Special Stowage Quick Release for Gasoline Tanks

541-004-2 - Fuel Oil Transfer Flush

541-003-3 - Fuel Oil Transfer Operational

310-001-3- Shore Power Transfer Test.

7. Captain Desjardins Report:

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GOOD

- Hi Fog system demonstrated successfully for CG today. A few minor discrepancies but overall system performed as advertised.
- Rescue Boat Davit weight tested at 100% and 125% for CG. All went well. 110% test remains as well as actual rescue boat lowering and exercise. It appears that there is no a test procedure requiring boat to be released with 110% loading. This is a requirement for COI, NAVIC 04/07 refers. Normally done every 5 years and will be required for Ride before COI issued.



- Allied Crane aboard Thursday and reports they have corrected the HPU pressure issue allowing water bag weight tests to be rescheduled for the “A” frame and Main Crane.
- DexoTec flooring install nearing completion in Main and Hydro Lab. Looking very good.
- Chart table, flag box, chairs have been installed on the bridge, looks good.
- Much of the piping insulation has been finished in the engine room.

BAD

- No Noise testing done on Neil Armstrong during Anchor Test trip. NEC “Hail Mary” stack mod not done prior to sail.
- Anchor handling mod on Armstrong port side did not appear to work. Chain jumped the wildcat three different times while lowering the port anchor under power. Anchor may have been on bottom during major “slip”....even if it was chain should not jump wildcat.
- Single engine running on Ride during Boat Davit weight testing very loud in area near the R.B.
- Spot checked Crew training videos. Videos are pretty useless, instructor voice low volume and garbled, camera angle does not allow reading of projected images. Was asked if we needed our training videotaped, I believe quality recordings of the training could be used to augment training for future and review for current crew. Instructor must be mic’ed and video camera set up to record the projected screens not the room.
- Metal grating around bridge is clipped down with galvanized ¼ 20 bolts tapped into the aluminum framing below. This will make a path for galvanic corrosion and likely rot out the aluminum. I see the same issue with the mounting of antennas clamped/bolted atop the pilot house and the mast. In most cases the hardware is stainless steel but without rubber or nylon insulation. I fear the aluminum ships structure will corrode rapidly.



- Ram Position Sensor failed on Allied fwd CTD handler. Believe this is the sensor they have been repeatedly fooling with. Part has a 2 week lead time according to Allied rep. Ram currently off ship.

8. DRL's

1st App Hull No	DRL No	Document Title	Occur No/Rev No
AGOR28	A031-04	STD Report - TEST REPORT (555-001-2 Hydrostatic Pressure Test of Watermist System Report)(R/ASR)	87/0
AGOR28	A031-04	STD Report - TEST REPORT (555-002-2 Flushing Procedure for the Water Mist System)(R/ASR)	89/0
AGOR28	A007	STD Report - PURCHASE ORDERS (PO) (731488 DBC)(R/ASR)	2350/0
AGOR28	A031-04	STD Report - TEST REPORT (624-002-3 Hydraulic Watertight Door Test)(DARC REV)	26/0
AGOR28	A031-04	STD Report - TEST REPORT (524-003-3 Deck Incubator Seawater System Test Report (28))(R/ASR)	93/0

AGOR28	A031-04	STD Report - TEST REPORT (573-002-3 CTD, SSHD, Hydrographic Winches Static/Dynamic Load Test (28))(R/ASR)	95/0
AGOR28	A031-04	STD Report - TEST REPORT (524-002-3 Uncontaminated Seawater Service System Test (28))(R/ASR)	97/0
AGOR28	A031-04	STD Report - TEST REPORT (264-002-3 Waste Oil & Oily Waste Systems Operational Test Report (28))(R/ASR)	99/0
AGOR28	A031-04	STD Report - TEST REPORT (529-001-3 Bilge System Test Report)(R/ASR)	101/0
AGOR28	A031-04	STD Report - TEST REPORT (532-002-3 Ozone Generator Report)(R/ASR)	103/0
AGOR28	A031-04	STD Report - TEST REPORT (551-001-3 Ship's Service Air Compressor Operation, Blowdown & Dist.)(R/ASR)	105/0
AGOR28	A031-04	STD Report - TEST REPORT (551-002-3 Start Air Compressor Operation, Blowdown & Dist.)(R/ASR)	107/0