



# CNSF Hot Wash NEWSLETTER

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## Spring Super Hot Wash Recap

*Contributed by the CNSF Hot Wash Team*

The Spring Super Hot wash meeting was held in early April 2010 in San Diego, CA. This marked the 13<sup>th</sup> Super Hot wash, and over the years the meeting has morphed into a Surface Ship community information sharing opportunity. The presentations and action items can be found under the "Super Hot Wash" section of the Hot Wash website. In this article, we have highlighted some of the key presentations and take-aways.

### Leadership Presentations

Several "key note" presentations by Surface Ship community leadership were given during the Super Hot Wash. CAPT Elliott (Executive Assistant to VADM Curtis) presented for VADM Curtis (CNSF). He discussed the continued need to for the Surface Ship Navy to be "agile, flexible, and balanced" and that Surface Team One will provide an avenue to allow for improved organizational teamwork and communication.

Ms. Peggy Harrell, NAVSEA04Y, addressed the alignment of the RMCs and the associated requirements changes, as well as efforts to align Port Engineers with the Type Commander. She also discussed CASREP requirements and the RMC's role in MSMO Contractor procedures.

Ms. Bilyana Anderson (NAVSEA21 Executive Director) provided an overview of the Team Ships organization, as well as the status of the CG Modernization, DDG mid-life upgrade, and LSD mid-life upgrade efforts. She also noted the evaluation of Surface Ship requirements process and highlighted the resulting gaps that are being addressed by focus groups via the Surface Ship Readiness Initiative, including areas of Sustainment, Assessments, Avail Execution and Work Certification, transition from SSLCM to SURFMEPP, and RMC Manning. Additionally, Ms. Anderson discussed the establishment of Surface Team One which provides a structure for management, integration, and long-term systematic communication to address the needs of the Maintenance and Modernization communities in the Surface Warfare Enterprise.

VADM McCoy (NAVSEA) provided his "View from the Bridge". He discussed the scope of the Surface Navy in comparison to the Carrier and Submarine enterprises. He noted that Navy leadership has recognized that the Surface enterprise needs to be invested in more in order to reach the expected service life objectives. The Surface Navy's primary concern is the material condition of the ship and how that impacts operational availability. VADM McCoy noted the future state of the SSLCM Activity (to be "SURFMEPP") will grow to become a much larger organization.

### ILS Improvements

Presentations regarding Surface Ship logistics were provided by both NAVSEA21 Fleet

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**LESSONS LEARNED → LESSONS APPLIED**

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<https://www.surfor.navy.mil/engineering/hotwash/>

Logistics Department as well as FISC Norfolk. Mr. Tom Bieber (NAVSEA21) provided an update on the NDE-ILS Execution Module which allows RMCs to track the status of ILS deliverables and contributes to the End of Availability (EOA) report.

CAPT Christopherson (FISC Norfolk) provided an overview of a Lean Six Sigma project hosted by FISC that focused on ILS process improvements. FISC developed a Figure of Merit (FOM) to measure how well the Surface Ship community is doing with delivering ILS products to the ship at the right time. The ILS FOM includes measurements of Tech Manuals, PMS, Support Equipment, Training, Interim Ship's Select Records, XMAMs, Configuration, Repair Parts, etc. The Lean project highlighted where gaps exist in the process and helped establish a process improvement goal to deliver a comprehensive process that can confirm that all required ILS deliverables are accomplished in compliance with the Fleet Modernization Program (FMP) overarching guidance.

An update to both of these process improvements is expected at the following Super Hot Wash in November.

#### **Project Team Panel**

Three Project Teams from key availabilities were asked to provide a "coordinated" presentation to include members of the NSA Maintenance Team, Modernization Team (PMR), and MSMO Contractor. These availability project teams included:

- USS BOXER (LHD4) - San Diego, CA region
- USS KEARSARGE (LHD3) - Norfolk, VA region
- USS PHILIPINNE SEA (CG58) – Mayport, FL region

Each of the panel teams discussed the challenges faced during the availability planning/execution and provided an overview of specific of strategies used to better execute the availability. They also discussed approaches to engage and establish positive teamwork among the many organizations involved in their respective availabilities.

The USS BOXER's project team highlighted key success stories in regard to System Restoration Management and their use of an Integrated Test

Plan. The USS KEARSARGE's team discussed how they were able to overcome extensive challenges with regard to funding and scheduling via positive project team development efforts. And the USS PHIL SEA's project team commented on successful strategies for managing critical milestones and the integrated master schedule, cableway management, and compartment closeout. More detail for each of these areas is highlighted in the presentations provided at the Super HW (posted to the HW website).

#### **Ship CO Presentations**

The Commanding Officers from the USS OAK HILL (LSD51), CDR Dan Blackburn, and the USS CHIEF (MCM14), LCDR Elaine Brunelle, provided their respective "Views from the Bridge" in regard to their ship's maintenance periods to the Super Hot Wash audience. Topics included the challenges associated with weather issues, alteration installation timelines, corrosion issues, training periods and coordination, and Ship's Force morale during the availability.

Presentations were also provided by each of the six Regional Maintenance Centers and included lessons learned and/or challenges faced at the individual RMCs with the intent to share knowledge gained. Each highlighted methods of potential improvement.

Several other presentations provided updates to positive community efforts contributing to process improvements. These presentations can be found online on the HW website (<https://www.sufor.navy.mil/engineering/hotwash>).

*Fall 2010*  
**Super Hot Wash**  
*2-4 November 2010*  
*VASCIC in Newport News, VA*

### **USS CHOSIN (CG65) Integrated Project Team Development (IPTD) STEP I**

*Contributed by NAVSEA21*

#### **Overview**

The first Integrated Project Team Development (IPTD) course is underway within the Surface Ship community. The CG65 IPTD STEP I, held 11-13 May 2010 in Hawaii, was a pilot team

building and planning event sponsored by PMS400F in conjunction with HRMC for the USS CHOSIN CG65's FY11 EDSRA. The first Surface Ship IPTD event, it was modeled after the IPTD program successfully implemented for Carriers and Subs with input from the Surface Ship community.

The CG65 IPTD STEP I focus was Strategic with facilitation and coordination by CACI, the same company that facilitates Carrier and Sub IPTDs. STEP I goals were team building, information exchange, and formalization of advanced planning efforts. The CG65 IPTD STEP I was designed to be a concentrated teamwork and learning event for the core CG65 team who will be working together daily during availability execution.

### Participation

A total of nineteen (19) personnel participated in the full IPTD for the USS CHOSIN. Representative organizations included:

- Ship's Force
- MSMO Contractor (BAE Systems)
- Pearl Harbor Naval Shipyard and IMF
- NAVSEA21 Program Manager Representatives (PMR)
- NSWC Philadelphia
- Planning Yard
- SSLCM

### Agenda

The IPTD began with several leaders expressing their support for the USS CHOSIN Project Team and their expectations for the IPTD. They included RDML (sel) Gale (SEA21/SEA04Y), CAPT Sheridan, CO USS CHOSIN (CG 65), CAPT Larry Hill, PHNSY & IMF RMC Commander, CAPT Hampton, PHNSY & IMF Code 400, CAPT Wiegand (CNSF N43), and Mr. Bill Clifford (BAE Shipyard Manager). The leaders returned on Day 3, the last day of the IPTD, to hear about the team's experience and to answer questions for the team.

The 3 day agenda was a mix of team building modules lead by CACI and availability planning presentations and discussions lead by the CG65 team member participants including:

- Planning efforts to date and upcoming milestones (BAE, PY, HRMC, SEA21)
- Anticipated maintenance and modernization packages
- Assessment Plan
- Risks, Issues and Concerns

### Deliverables

CACI facilitators lead the CG65 STEP I participants through the development of the following team deliverables:

- Mission and vision statements
- Documentation of Roles & Responsibilities
- RACI (Responsible, Accountable, Consulted, and Informed) Matrix
- Comprehensive list of governing documents, processes and automated systems
- Communications plan
- Meeting and reporting plans
- Team POC list
- Risk assessment and mitigation strategies

### Participant Feedback

- "Step 1 was "eye opening" on issues I never thought would be a potential problem. This was a great IPTD Step 1 course! Looking forward to the next IPTD and see where we are going as a team. I am confident we will succeed!"
- "As a group/team we began to shape an integrated leadership team with a goal for success, developed a communication using email, meetings, etc. to coordinate and disseminate information."
- "Great opportunity to meet and form a bond with people that will be working together on the project."
- "This conference opened the communication lines which definitely have a positive outcome. The roles and responsibilities allowed me to see how everyone intertwined with each other."



### Follow on IPTDs

Currently the team is writing advance planning strategies/plans to be included in a CG65 specific Project Management Plan (PMP) that is under development. It is anticipated that there

will be follow on STEPs in the GCG65 IPTD process leading up to the CG65 FY11 EDSRA. At these follow on IPTDs participant attendance will expand as the focus shifts to Tactical. During these STEPs, the team will continue team building activities and development of execution strategies/plans to be included in their PMP.

## So What's New on the Hot Wash Website?

Since the January issue of the CNSF HW Newsletter, the RMCs have submitted feedback to the HW website. The following is a list of all the feedback items submitted by title. You can view the whole feedback issue in the format of an [RSS Feed](#) here (easy to print out) or a [Spreadsheet View](#) here.

### USS BAINBRIDGE (DDG96)

- T-1 Line service discrepancies
- SPAWAR coordination
- Conjunctive alteration, system integration lack of SOVT Support Team
- Deck Drain drawing material discrepancies

### USS BOXER (LHD4)

- Scope and complexity for P1 Piping joints

### USS CHAMPION (MCM4)

- UW hull preservation
- Coupling bolt standard
- Coverage for temporary wood deck plates
- Rudder post contact inspection by bluing not in the basic specification
- Vessel's draft marks were nonexistent at the start of the contract
- Hull Valve Repair
- Shaft Cracks
- Funding for Barge Kits
- Temporary AC
- Basic spec with additional unnecessary requirement

### USS CHUNG-HOON (DDG93)

- SRA Funding at start/end of fiscal year
- Pre-OPTEST and post production OPTEST of equipment removed as interference
- CSSMS Requirements for tank assessments
- Improved AIT integrated production schedule
- Bridge overhead paint LLTM not identified

- Fuel tank open, inspected, cleaning and closing out process
- Bilge and waste water removal
- Louver preservation (PHNSY-IMF)

### USS DEVASTATOR (MCM6)

- Many RCCs
- Shaft issues
- Double coverage for Gulf Copper
- Standardization

### USS ESSEX (LHD2)

- SASEBO gate closure affects 17/18 pier access
- Service contracts and support specs required multiple changes

### USS GETTYSBURG (CG64)

- Safe To Operate Verification (SOVT) - Impact on avail milestones
- SHIPALTs (S/A 73789K SLQ Littoral Fiber Optic Installation and S/A 75001K AWS B-600 High Speed Printer Replacement) deemed AIT on LOA but are 90% Master Ship Repair (MSR) install
- Integrated ship controls and legacy repairs
- SHIPALTS requiring cleaning and gas free of tanks to support hot work
- No East Coast overhauls facility of OE-578 Antenna refurbishment
- S/A 732K support items
- SHIPALT 417K- blade storage rack Foundation Structural Drawings
- Changes to standard items during the fiscal year

### USS GRIDLEY (DDG101)

- Specs for ellison doors
- Loss of Certs
- Management of tiered sub-contractors
- As found reports
- Selection of sub-contractors
- Late scheduling of Work Item start dates
- Security of ship items in centralized location
- Do not lap mooring lines and storm wires
- Video/Photograph all areas of ship prior to start of avail
- Scheduling tank work

### USS MAHAN (DDG72)

- Cleanliness and safety walkthrough
- ISNS GIG-E LAN CCE Mod (S/A DDG 0051 76089)

- Gas turbine uptake flange bolting, accomplish (S/A DDG51-64215D)
- S/F Introductory CD / Presentation
- Early planning, interaction and communications by Ship

#### USS MITSCHER (DDG57)

- ATFP Waterway Boom
- Coordinated Multi-cast testing SOVT
- Craney Island fuel barge cancelled
- Successful downriver start, use of non-ammo handling pier

#### USS MOBILE BAY (CG53)

- 702K
- Compartment turn-over
- 5xxx welding standard
- Service life of shafts
- Advanced planning meetings
- Only one Prime Contractor
- System/component completion time line schedule be built in SHIPALT specification
- Air Test before blasting
- Tank blasting spec
- Rotable pll of CG-CPP
- Compartment acceptance Timeline
- Electronic Documentation
- Navy Standard Drawings
- Compartment release spec
- Inadequate WAF Usage
- Work Control
- KTR material tracking

#### USS NITZE (DDG94)

- Barge LAN power supply and server racks
- AIT Coordination and integration, schedule slippage and SOVT completion delays
- COMPOSE hardware / software validation and cloning requirements
- Flight Deck Foc'sle

#### USS OKANE (DDG72)

- Inadequate communication of CNO duration required by alterations

#### USS PHILIPPINE SEA (CG58)

- ILO (ILR) that was performed after dry docking
- Planning Yard drawings to support modernization S/As
- Equipment protection/covering for Ship Alts (S/A) and major industrial work/installation; NAVSEA Standard Item 009-06

- Protection of sensitive electronics equipment/circuitry cards
- Proper lay-up and/or PMS of all legacy equipment and machinery
- OA 16856, 738K, 683K, 74957K - VLS Modernization; 980-11-010 OA 16856 Support Services
- S/A 689K, Install CEC w/ PAAA; Navigational light Certification
- 711-90-001 MK 34 Mod 4 Gun Weapons System (GWS);
- 711-90-001 MK 34 Mod 4 Gun Weapons System (GWS);
- S/A 689K, Install CEC w/ PAAA; alignment and machining
- Protection of WSN-7 IMUs
- Access Cuts for CIC and Computer Central in FWD bulkhead of superstructure
- Access Cuts for removal of fwd and aft IG Gyro equipment
- Fatigue superstructure rebuild and need for latest DM in work item

#### USS ROOSEVELT (DDG80)

- Sonar Transducer and stave cable, replace
- S/A 468K NAVSSI Blk 4.2.1 DFS requirement
- CIWS BLK 1B Structure AFT 438K Inaccessible void
- Composite Fairwater Install, S/A 64240D
- Bow Strengthening Modification and associated structural growth work
- Bow Strengthening Modification integration with Sonar work
- NAVSEA LOA Format
- AIT's SOVT team check-in with Maintenance Team
- Gas Turbine ICMP inspection

#### USS VELLA GULF (CG72)

- Pier Length, crane support requirements
- Funding Instability
- Structural assessments and ICMP tasks
- CIWS BLK 1B temporary service generator
- Shaft Seal and Cofferdam Issues
- Contaminated Dry Air System

#### CNSF Hot Wash Newsletter Survey

Please take a moment to provide feedback regarding this Hot Wash Newsletter!

<http://www.surveymonkey.com/s/F3G569Z>

# RMC

## REGIONAL MAINTENANCE CENTER HIGHLIGHTS

*The RMCs are major drivers of the Hot Wash Process, specifically with capturing lessons learned and ensuring that they are effectively applied. The following inputs have been provided from the specified Regional Maintenance Centers.*



### **Southeast RMC: Global Hot Wash Issues**

Southeast Regional Maintenance Center (SERMC) is continuously searching for opportunities to share with other surface maintenance providers and help improve quality, decrease cost, achieve on-time delivery, and improve safety. During the past six months, SERMC has completed three high dollar availabilities - one DDG DSRA, one CG ESRA, and one CG EDSRA - which have provided such opportunities. Each of these availabilities supplied a global hot wash item with the potential to significantly impact cost, schedule, or safety. The Hot Wash Newsletter provides a forum for SERMC to share these issues with a wide audience of surface ship maintainers.

#### **Sonar Transducer Replacement Requirements**

During the DDG DSRA, while performing sonar stave cable replacement and sonar transducer element inspection, the SERMC maintenance team, with ISEA assistance, reviewed technical guidance provided in NUWCD NEWPORT msg DTG 151230Z JUL 08. For ships with TR-343 sonar transducer elements (DDGs and CG 68 and beyond), that are replacing stave cables at regularly scheduled 10 year interval, the technical guidance requires one of two actions: either all (576) transducer elements must be replaced (at GFM cost of \$3,313 each), OR, based on budgetary and time constraints, satisfactorily tested transducer elements may be spliced to the new stave cables using a Pro-40 splice. In either case, the planning activity must be aware of impacts to the availability, in terms of cost, schedule or both. It is important for affected ships to review the above message during the planning phase and ensure funds are allocated and schedules are adjusted appropriately.

#### **JFMM Planning Milestones for Fixed Price Contracts in excess of \$20 Million**

During the planning phases of a cruiser modernization, the JFMM's fixed price CNO availability planning milestones did not support the NAVSEA Contracting Handbook requirements for a contract greater than \$20 million. In order to support an NSA's efforts to comply with the NAVSEA Contracting Handbook and solicit approval from NAVSEA02 prior to contract award greater than \$20 million, SERMC recommends that JFMM milestones be adjusted. In particular, SID delivery from the planning yard to the NSA should be required at A-240, vice recommended at A-240. According to SEA21 Combatant Program Manager, this milestone has been changed between SEA21 and the planning yards. As the Navy increases the number of CG and DDG modernization availabilities, and subsequently increases the number of contract awards in excess of \$20 million, planning milestones become more vital.

#### **Weight Test Design Memorandum, Test**

During execution of a CG ESRA and a pre-INSURV inspection, SERMC discovered that multiple Design Memorandums, Test (DMTs) used to test equipment operation contain incorrect weight test information. The DMTs, with correct information, are provided so that planners and maintenance teams are aware of discrepancies and can ensure local procedures are updated.

- DMT 58311-2-711C (INGALL's) RHIB Davit Static Load Test for CG Slewing Arm Davit (SLAD) weight test. The test calls for 12,000 lbs static weight test (Rev B, C), ISEA verified that actual required weight is 11,400 lbs.
- DMT 58311-4-702D (INGALL's) RHIB Boat Handling System Operational Test for CG VEST Davit weight test. The test calls for a dynamic

load test of 7,500 lbs. ISEA verified that actual required weight 7,125 lbs.

- DMT 62312-2-700 Climber Safety Device Installation Test (all ships). The DMT calls for 250 lb fall test on climber safety rails. The technical warrant holder verified that fall tests are no longer a periodic requirement.
- SLAD Inspection and Weight Test for FFGs (SERMC Local DMT). The DMT calls for 11,400 lbs static weight test and 7,125 lbs dynamic weight test. ISEA verified correct requirements of 14,100 lbs static weight test and 8,812 lbs dynamic weight test.



### Norfolk Ship Support Activity (NSSA)

**USS NITZE (DDG94) March,**  
**USS BAINBRIDGE (DDG96) April,**  
**USS MAHAN (DDG72) May 2009**

#### USS NITZE (DDG94) May 2009

During surface preparation for flight deck and foc'sle non-skid application, the deck substrate was found to have a pre-existing profile condition which exceeded reading allowed by Standard Item 009-32 requiring a waiver/DFS. As the deck surface preparation had been accomplished utilizing high pressure water blasting, this profile was determined to be an as built condition from the building yard. Bath Iron Works OSR is assisting with collecting and reviewing the builder's general specs to determine if there is an inconsistency with allowable standards. This was the second known ship to have this pre-existing condition and could possibly require NAVSEA05 assistance in technical adjudication.

#### LSD Mid-Life EDPMA Lessons Learned Conferences

A post-availability lessons learned conference and SSDG/MPDE Planning Meeting was held after the USS WHIDBEY ISLAND EDPMA. Numerous key players included the NSSA/SWRMC, MSMOs, sub-contractors, PMR, NSWC, Ship's Force, Planning Yard, and Diesel manufacturer. All participated in very productive meetings to document and communicate mid-life availability and diesel engine issues, success stories, and lessons learned between the RMC Maintenance Teams, contractors, and SMEs. The minutes and action items assigned from these conferences will be documented and shared

with all future mid-life availability LSDs on both coasts.



### Southwest RMC: The Future of Capturing Lessons Learned!

The USS GERMANTOWN has completed her availability. And what comes after completion of availability? A hot wash, of course! The hot wash process used during this availability shadowed the continuous hot wash first utilized by the USS GUNSTON HALL.

The purpose of the continuous hot wash is to capture real time data during overlapping availabilities. This process proved successful and as a result, the Germantown was able to utilize many lessons learned from the GUNSTON HALL availability. Lessons learned during the GERMANTOWN availability were incorporated into the USS RUSHMORE's package on a real time basis. Some examples of lessons learned from the GERMANTOWN that were used in the RUSHMORE and additional ship availabilities are:

- Coverage for alterations performing hot work on the bulkhead for preserving potable water tanks upon completion of hot work
- Ship check opportunities
- Improvement for late issues of drawing revisions
- Additional Corrosion on multiple ship levels with an emphasis on the O6 and O7 deck.

The Continuous Hot Wash continues to be a success for planning and execution of availabilities. For more information on what lessons learned and best practices were captured, visit the Continuous Hot Wash section of the Hot Wash Website: [https://www.surfor.navy.mil/engineering/hotwash/LS\\_DML/](https://www.surfor.navy.mil/engineering/hotwash/LS_DML/).



### Hawaii RMC: USS CHOSIN Preparations

During preparations for USS CHOSIN's HM&E phase of the CG modernization plan, the challenges facing the Hot Wash community regarding the discovery and implementation of lessons learned are reinforced. As those who have completed a CG modernization

availably understand, passing the baton of lessons learned is critical because everyone has something to share.

Our MSMO partner assigned a full time project manager nine months prior to starting the availability and one of the first tasks was to tap into the SEA21, BAE corporate, and hot wash community databases to utilize lessons learned in the upcoming availability. Hot wash briefs and lessons learned from all previous CG modernization availabilities have been reviewed in detail. Each hot wash report displays the depth and scope of the lessons learned and reiterates the importance of applying this knowledge to future tasks. When the call went out for additional CG Port Engineer support, the first responder was a CG Port Engineer who executed Combat Systems modernization availability and was preparing to execute phase one of the HM&E mod. His desire was to be involved in HRMC's planning effort, to learn and utilize lessons learned. Although lessons learned are important, face-to-face discussions are imperative. The group reviewed briefs presented at the Super Hot Wash conferences and they discussed opportunities to improve performance from one region and avail to another. CHOSIN's maintenance team has spent a week in San Diego working with a ship in execution to understand the process.

For more information, check for further updates in the newsletter and sign up now for the November Super Hot Wash.



## **SRF-JRMC: Dry-dock Royal Thai Navy ship, HTMS Chaophraya**

May 5 was Children's Day and an annual holiday in Japan as well as a time for celebrating Golden Week.

Also on this day, Docking Team members at the U.S. Naval Ship Repair Facility and Japan Regional Maintenance Center (SRF-JRMC) Yokosuka dry-docked the Royal Thai Navy (RTN) Chinese Jianghu-class frigate His Thai Majesty Ship Chaophraya (FF455) at dry dock 4 for emergent voyage repairs.

SRF-JRMC has had a 63-year long history since 1947. In all that time, SRF-JRMC dry-docked hundreds of U.S. Navy and Coast Guard ships, commercial tankers and passenger boats, and Japan Maritime Self-defense Force ships. However, this was the first experience time a ship from another

country's fleet was dry docked at SRF-JRMC, according to SRF-JRMC dock master's log book.

As SRF-JRMC's new Dock Master since April 2010, Masaki Fukuda has worked at SRF-JRMC for 15 years, including 10 years as a dock master assistant and five-years maintaining dry-docks and their related facilities. The Chaophraya's dry-dock evolution as the dock master was a completely new experience for Fukuda.

"I am very honored to be one of the Docking Team members who put an important milestone in our SRF-JRMC's long history. Focusing much attention to safety of the dry-dock evolution, we conducted a successful dry-dock," stated Fukuda.

Chaophraya ran aground at the vicinity of Monkey Island on her way to Commander, Fleet Activities, Yokosuka (CFAY), on 2 April and could not move on own power because some controllable pitch blades on the ship's two propellers were severely damaged, her sonar dome was punctured, and the port rudder was damaged. CFAY Port Operations Tug Boats were needed to pull her pierside, according to Chaophraya Commanding Officer Capt. Skye Bekanan. Immediately after coming into port, ND2 Gobble and ND2 Hanson of the SRF-JRMC dive locker used a remotely operated vehicle (ROV) to survey the damage to the ship, which allowed leaders from both countries to make quick decisions regarding the repair strategy for the ship.

Usually SRF-JRMC docking team members place the proper sizes and shapes of blocks in specific positions for docking evolutions according to the ships' drawings or block layout sheets maintained in the Docking Office. Fortunately, Chaophraya stores her own ship's drawings, which allowed the SRF-JRMC Carpenter Shop to quickly shape, position, and inspect the various blocks where Chaophraya would be positioned.

Preparation for the dry-dock evolution of Chaophraya included receiving permission from the Chief of Naval Operations and Secretary of the Navy to conduct repairs on a foreign Navy ship and funding from the RTN had to be in place before any work could begin. Many meetings were held with senior U.S. and RTN leadership to define the full scope of work, provide estimates, and get the proper agreements in place in order to provide the requested repair, according to SRF-JRMC Ship Superintendent Chief Gas Turbine Systems Technician Mechanical Lyman Mahilum.

A RTN Engineer, CAPT. Varanon Puingvichar, with four members from the Sattahip Naval Dockyard in Bangkok, traveled to Yokosuka to assist with this mission.

Puingvichar said, “We came here to replace blades on two propellers and fix the sonar dome. We brought the same type of blades from my dockyard as the damaged ones. If we order new ones, it would take more time and money to complete repairs.”

Bekanan has served in the Royal Thai Navy for 18 years and has experience being on board many navy ships and has seen dry-dock evolutions during his career. “Japanese and Americans work together and they showed us their professionalism during my ship’s dry-docking. It sounds like both nations are family members and united as a whole, which impressed me a lot.”

SRF-JRMC is providing support services to repair Chaophraya including enclosures, scaffolding, rigging services to remove blades, draining oil from

the controllable pitch propeller, and much more including the structural repairs to the sonar dome and port rudder. Thai mechanics replaced the ten propeller blades. Together, it was a great team effort.

Bekanan expressed, “Safety is a key element for completion of his ship repairs. A small mishap leads to delay of the planned schedule and I am also responsible for the safety of my crew.”

Chaophraya is scheduled to undock 25 May 2010.



### CNSF Hot Wash Newsletter Survey

*Please take a moment to provide feedback regarding this Hot Wash Newsletter!*

<http://www.surveymonkey.com/s/F3G569Z>

### Questions? Comments? Feedback?

For more information on the hot wash feedback process or to send comments or input for future newsletters, contact LCDR Hannah Kriewaldt ([hannah.kriewaldt@navy.mil](mailto:hannah.kriewaldt@navy.mil)) or Sarah Gibson ([sgibson@mckean-defense.com](mailto:sgibson@mckean-defense.com)).

The next CNSF Hot Wash Newsletter is scheduled for November 2010.

### RMC Feedback Coordinators

*Each RMC has a designated feedback coordinator who manages local hot wash activity.*

HRMC:	Mr. Neil Copeland, <a href="mailto:william.copeland@navy.mil">william.copeland@navy.mil</a>
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NWRMC:	LCDR Craig Sylvester, <a href="mailto:craig.sylvester@navy.mil">craig.sylvester@navy.mil</a>
SERMC:	LCDR Andy Hunt, <a href="mailto:andrew.r.hunt@navy.mil">andrew.r.hunt@navy.mil</a>
SWRMC:	Ms. Cassandra Eichner, <a href="mailto:cassandra.eichner.ctr@navy.mil">cassandra.eichner.ctr@navy.mil</a>