

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Weapons:

Check Line	Hit Rate Area	Discrepancy
C1C0	41.4% Weapons	All lights, including battle lanterns, were not operative and in good condition with water tight covers in place. REF: NAVSEA OP-4 3-12.12.2h NAVSEA S9AA0-AB-GOS-010/GSO SEC
C1A0	32.9% Weapons	Ready service lockers were not in good repair. REF: NAVSEA OP 4 3-12.12.2 NSTM 700 5.14.1 PMS MIP 7631/010 Q-1 PMS MIP 7631/010 A-2
D5A0	31.0% Weapons	Housekeeping and order in magazines was not satisfactory. REF: NAVSEA OP-4 3-12.4
D1S0	25.7% Weapons	Ammunition containers in magazines/lockers were not marked as to their true contents. REF: NAVSEA OP-4 3-12.11
A4B0	25.4% Weapons	Proper ammunition safety precautions were not posted at required locations. REF: NAVSEA S6340-AA-MMA-010 B NAVSEA OP-4 2-19 3-12.2, APPENDI
A2A0	25.0% Weapons	Non-skid treads or deck covering were in need of replacement in working areas of magazines, handling rooms, and ready service areas. REF: NAVSEA OP-4 5-5.1R NSTM 634 2.1 TABLE 634-2.1D
A2B0	24.1% Weapons	There was not an outline for portable rubber matting, and/or it was not available at the mount. Appropriate stencil/placard was not inside or near the outline. REF: NAVSEA S9AA0-AB-GOS-010 GSO CH 634 (C) (2) NSTM 634 -3.12.2.2 NSTM 634 TABLE 634-2.1D
A3H0	22.4% Weapons	Danger circles were not properly painted around power driven armament installations (mounts/launchers) and there were no danger markings on the launcher decks. REF: NAVSEA OP-4 APPENDIX D-4.1, D-4.2

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

D1H0	21.1% Weapons	Ammunition was not stored in proper locations and configurations. REF: NAVSEA OP 4 2-10 NAVSEA OP 4 3-13 NAVSEA OP 4 5-5
D1Q0	20.0% Weapons	Stowage chart for ammunition was not posted in magazine. REF: NAVSEA OP-4 3-12.11

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Combat Systems

Check Line	Hit Rate Area	Discrepancy
A3J0	77.8% Combat Systems	<p>Combat systems portable electric equipment was not safety checked and maintained IAW current directives.</p> <p>REF: PMS MIP 3000/001 NSTM 300 -2.7 OPNAVINST 5100.19 Series B0707</p>
A3H0	72.2% Combat Systems	<p>Combat systems routine housekeeping was not adequate to preclude hazardous clutter, obstructions and/or slippery deck conditions.</p> <p>REF: OPNAVINST 5100.19 Series C0102.D</p>
A2A0	70.8% Combat Systems	<p>The following signs, placards, and instructions were not posted in all spaces containing electronic equipment;</p> <ul style="list-style-type: none"> (A) Electrical and electronic safety precautions (B) Equipment operating instructions (C) CPR resuscitation procedures (D) Danger high voltage signs <p>REF: GSO 070 H NSTM 300 -2.9.4 NSTM 400 -3.2.2</p>
B4D0	63.2% Combat Systems	<p>Combat systems equipment coolant pump and supplied equipment did not show evidence of routine PMS accomplishment (I. E. Temp and pressure gauges in calibration, absence of leaks, general overall, good preservation, etc).</p> <p>REF: PMS MIP 5321 PMS MIP 5362 NSTM 505 -1.4.2 MSTM 532 -4.3</p>
B1P0	61.4% Combat Systems	<p>Computer surge suppressors were not approved for shipboard use. ADP equipment did not reflect the proper electrical safety PMS.</p> <p>REF: NSTM 300 2.7.3.5 PMS MIP 3000/001 A-4R</p>
A1C0	55.7% Combat Systems	<p>Tag-out procedures did not comply with current directives.</p> <p>REF: TAG-OUT USERS MANUAL (TUMS) VER 6</p>
B1D0	52.1% Combat Systems	<p>Not all portable electronic test equipment had an up-to-date safety tag.</p> <p>REF: PMS MIP 4911/001 18M-1R Step 1.b. NSTM 300 -2.7</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

B1A0	50.0% Combat Systems	Approved safety shorting probes were not IAW PMS and/or were not provided in all spaces containing major electronic equipment. REF: PMS MIP 3000/001 S-6R NSTM 400 -3.20.3
B5M0	48.8% Combat Systems	The ship did not have the required number of Dome Diver's IAW PMS. REF: PMS MIP 1651/005 18M-1 NOTE 10 (D NAVMED P-117 ART 15-102.5.A PMS MIP 1651/006 18M-4 NOTE 9 (CR
A3G0	45.8% Combat Systems	Safety harnesses, working lanyards, safety lanyards, and climber safety sleeves were not IAW PMS. REF: OPNAVINST 5100.19 Series CH 0802A PMS MIP 6231/002 S-2R PMS MIP 6231/002 S-1R PMS MIP 6231/001 S-1R

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Deck

Check Line	Hit Rate Area	Discrepancy
L1N0	45.3% Deck	Pilot's ladder was not rigged IAW ship's drawings. REF: NAVSHIPS DWG 804-5000900 PMS MIP 6232
B1C0	44.4% Deck	Life preserver material condition was unsatisfactory. REF: NSTM 077 PMS MIP 5832
D8A0	41.4% Deck	There was inadequate UNREP station night lighting available. REF: OPNAVINST 5100.19 Series C0302.P
E4E0	38.9% Deck	Anchor Windlass gypsy and/or capstan heads were not clean and free of gouges, paint, and rust. REF: OPNAVINST 5100.19 Series C0602.U.
B4G0	38.9% Deck	There were no towing and being towed safety placards posted on the fos'cle and fantail. REF: GSO 602 G
B1B0	38.5% Deck	Life preserver stowage lockers were not labeled with the quantity and type of life preservers stowed. REF: GSO 602 J NAVSHIPS DWG 2803-980209
G7A0	37.3% Deck	Boat gripe take up devices were not marked to indicate limit of tensioning. REF: NSTM 583 13.7.2F GSO 583 B
L3H0	35.8% Deck	The PMS accomplishment and material condition of the lifeline system was unsatisfactory. REF: PMS MIP 6121 NAVSEADWG 804 5184155

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

E3C0	35.0% Deck	Sounding Platform lifelines were not plastic coated Cres A151 300. REF: GSO 611 G
O4G0	33.8% Deck	Rescue swimmer kit had LP 28 Type or SAR-1 life vests with whistle not attached/ blue strobe light not attached. REF: NTPP 3.50.1A 5.2.6 NAVAIR 13-1-6.5 PMS MIP 5832/022

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

NAVOSH

Check Line	Hit Rate Area	Discrepancy
J2B0	55.9% NAVOSH	<p>Flammable/hazardous storerooms had the following deficiencies (specify - incompatible material, leaking containers, containers not secured for sea, ventilation exhaust terminals were blocked, containers were stacked such that they crushed lower containers, aisles were not maintained free of HM, access to exits/safety equipment/alarms was blocked).</p> <p>REF: OPNAVINST 5100.19 Series C2302.E NSTM 670 -1.6.3 NSTM 670 -1.6.5 NSTM 670 -1.6.6 NSTM 670 -1.6.10</p>
J2D0	52.7% NAVOSH	<p>In-use flammable lockers were not NAVSEA approved and/or were not painted yellow (specify). Lockers were not self-closing and lockable and or the amount of HAZMAT in the locker exceeded the 7-day and/or the 30 gallon limit. The lockers was not properly posed and did not have a current inventory posted on the door.</p> <p>REF: OPNAVINST 5100.19 Series c2302.E NSTM 670 4.3.2, NSTM 670 TABLE 670-4-3, NSTM 670 4.3.2.5, NSTM 670 4.3.2.1, PMS MIP 6641/003 Q-36R</p>
J1N1	50.0% NAVOSH	<p>Hazardous material dispensed from the original to a secondary container were not properly labeled (specify deficiencies).</p> <p>REF: OPNAVINST 5100.19 Series C2302D(</p>
D6F0	42.3% NAVOSH	<p>The supply valve on plumbed eyewash/shower stations were not locked open with a metal, tamper-proof lanyard and marked as a "W: (or circle "W") fitting (specify locations).</p> <p>REF: OPNAVINST 5100.19 Series B0508A(</p>
J2D3	42.1% NAVOSH	<p>In-use flammable lockers were located in unauthorized spaces (specify), was not welded, was not at least six inches from a bulkhead, and/or did not have a PKP dry chemical extinguisher installed in the vicinity of the locker. In-use flammable lockers were located in unauthorized spaces (specify), was not welded, was not at least six inches from a bulkhead, and/or did not have a PKP dry chemical extinguisher installed in the vicinity of the locker.</p> <p>REF: NSTM 670 -4.3.2.2.A/B/E/G/H/J</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

J2B8	41.7% NAVOSH	Corrosive cabinets were damages, contained excessive spillage, and/or were not properly labeled. REF: NSTM 670 -2.1.3.3 PMS MIP 6600/002 S-2
J2B9	40.4% NAVOSH	Corrosive cabinets were not NAVSEA approved (specify unapproved types and locations), did not have self-closing doors, and or were not blue or white. Bottles were not cushioned against shock. REF: E , , REF: OPNAVINST 5100.19 Series C2305D(NSTM 670 -6.3.2.1 NSTM 670 TABLE 670-6.2
B2C0	37.1% NAVOSH	Dry Bulb Thermometers (NSN 9G-6685-00-243-9964) were not properly installed at watch/workstations representative of the watch, were not two feet from a supply ventilation opening, were mounted metal to metal, and were not aligned at 32 degrees F. REF: OPNAVINST 5100.19 Series B0204B
D6C0	36.6% NAVOSH	The self contained eyewash station did not meet the minimum flow rate of 0.4 gal/min for 15 minutes or the self contained eyewash station water velocity (pressure) was to strong and could cause injury if used. or The self-contained eyewash station does not deliver tepid flushing water between 60-100 degrees F (specify locations). REF: OPNAVINST 5100.19 Series B0508A
J2A0	34.3% NAVOSH	Statement: Flammable/hazardous storerooms were not properly marked with the required placards (specify signs missing). REF: OPNAVINST 5100.19 Series C2302.E NSTM 670 -2.1.1.3

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Safety Admin

Check Line	Hit Rate Area	Discrepancy
B6D0	75.0% Safety Administration	Individual personnel from the command have not all completed Individual managing your risk training. REF: OPNAVINST 3500.39 Series 3.A
A3A1	60.9% Safety Administration	The Safety Officer did not evaluate all submitted safety hazard reports and provide interim or final response in writing to the originator of the reported condition within 10 working days of report receipt. REF: OPNAVINST 5100.19 Series A0307.E
B6C0	60.0% Safety Administration	The command supervisors (WCS, LPO, LCPO, DLCPO, DIVO, DEPARTMENT HEADS) did not complete required supervisor managing your team's risk training. REF: OPNAVINST 3500.39 Series 3.A
B4D4	56.3% Safety Administration	The command had not established a motorcycle mentorship program to promote rider education, safety, and training. The Motorcycle Safety Representative (MSR) did not serve as the command motorcycle mentorship program coordinator. REF: OPNAVINST 5100.12 Series 6.J (17) OPNAVINST 5100.12 Series 6.L (6)
A2A2	56.2% Safety Administration	Division Safety Petty Officers did not inspect division spaces and submit safety hazard reports on identified deficiencies. REF: OPNAVINST 5100.19 Series A0203.G
A3D0	55.9% Safety Administration	Interim responses to safety hazard reports did not include an expected date for a final response. There was no documentation to show that the Safety Officer approved interim controls in effect for more than 60 days. REF: OPNAVINST 5100.19 Series A0307.E OPNAVINST 5100.19 Series A0405.A
A1N0	54.8% Safety Administration	The Master-At-Arms (MAA) force and all roving security patrols were not being effectively used to identify and report hazards that could result in injury to personnel or damage to equipment, and did not enforce the use of Safety devices and protective equipment. Hazards not corrected on the spot were not documented on a safety hazard report. REF: OPNAVINST 5100.19 Series A0203.F OPNAVINST 5100.19 Series A0302.B

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

B4C2	54.4% Safety Administration	<p>The Motorcycle Safety Representative (MSR) did not maintain current information for the command's motorcycle riders. The Motorcycle Safety Representative's records did not include one or all of the following items for each rider:</p> <ul style="list-style-type: none">-An accurate listing of motorcycle riders-Type of motorcycle ridden or owned-State driver's license information-Vehicle registration-Proof of insurance-BRC completion card, and when applicable, military sport bike riders course (MSRC) card and experienced riders course (ERC) card <p>REF: OPNAVINST 5100.12 Series 6.L (3)</p>
B4C1	47.1% Safety Administration	<p>The Traffic Safety Coordinator (TSC) does not provide the Commanding Officer with a quarterly traffic safety training status report. The quarterly traffic safety training status report did not include one or all of the following items:</p> <ul style="list-style-type: none">-Names of those individuals who are required but have not completed training-Reason(s) why training was not completed-Projected training completion date-List of individuals who were scheduled for but failed to attend training (no show list). <p>REF: OPNAVINST 5100.12 Series 6.K (4)</p>
A1P0	45.2% Safety Administration	<p>The safety council had not been meeting quarterly and/or minutes were not maintained. The minutes did not reflect all or one of the following:</p> <ul style="list-style-type: none">- Review of statistics from mishaps, hazard and inspection reports, safety or health related messages, and related reports from the medical representative.- Establishment of mishap prevention goals and plans.- Establishment of program improvement plans based on mishap experience, program deficiencies and other information.- Review issues and recommendations submitted by the enlisted safety committee.- Review compliance with ORM implementation in all applicable operations and evolutions. <p>REF: OPNAVINST 5100.19 Series A0203.I</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Damage Control

Check Line	Hit Rate Area	Discrepancy
E1O0	76.5% Damage Control	<p>Airflow alarms were not set properly, did not indicate normal air flow. Airflow alarm logs were not maintained as required.</p> <p>REF: GSO 437 D PMS MIP 4361/002 NAVSHIP DWG 815-1853145 NSTM 593 593-4.4.3</p>
H1D0	73.5% Damage Control	<p>The CHT personnel protective gear locker was not stocked with all items required by the AEL. The CHT personnel protective gear locker required to be installed near the entrance to the CHT Pump Rooms was missing.</p> <p>REF: NSTM 593 593-4.3.2 J AEL 2-360044010 SEWAGE CHT SYSTEM AEL 2-360044011 SEWAGE SYSTEM CHT</p>
E1G0	71.4% Damage Control	<p>Explosion-proof lighting fixtures had loose globes.</p> <p>REF: DOD-HDBK-289 PMS MIP 3301/008 S-1 PMS MIP 3301/008 18M-1</p>
E2H0	69.4% Damage Control	<p>PMS was not being accomplished properly on portable CO2, AFFF, and PKP cylinders.</p> <p>REF: PMS MIP 6641/004 Q-10R / A-1R PMS MIP 6641/004 M-2R / Q-7R / A- PMS MIP 6641/004 M-9R / Q-9R / 24</p>
D4A0	63.2% Damage Control	<p>Correct stowage racks were not provided.</p> <p>REF: OPNAVINST 5100.19 Series C1102 (d GSO 671 C NAVSEA DWG 5184287 REV A NSTM 550 2.11.2.G</p>
E1H0	61.2% Damage Control	<p>Explosion-proof lighting fixtures were missing lead wire seals.</p> <p>REF: DOD-HDBK-289 PMS MIP 3301/008 18M-1</p>
H1M2	58.7% Damage Control	<p>Ship's Force could not produce the required H2S detector system log book with dates when new sensors were installed.</p> <p>REF: PMS MIP 4361/015 36M-1 PMS MIP 4361/015 4M-1</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

H1F0	58.2% Damage Control	<p>There were no wash up facilities located in spaces containing sewage pumps, comminutors, and/or receiving stations.</p> <p>REF: OPNAVINST 5100.19 Series C1502 NSTM 593 593-4.3.2.G</p>
B1R1	57.1% Damage Control	<p>AFFF station solenoid operated pilot valves had a continuous stream from drain line. There was weeping discharge from the tell-tail hole. The SOPV base plate electrical connections were not intact. Non-ferrous plugs were not installed in extra electrical connection holes.</p> <p>REF: SOPV TECH MANUAL S6435-B1-MM0-010 PMS MIP 5551/029 Q-1 PMS MIP 5551/029 D-1</p>
E3S1	55.6% Damage Control	<p>SCBA face pieces were cracked and deteriorated.REF:</p> <p>REF: PMS MIP 5519/016 M-1R PMS MIP 5519/016 M-2 SCBA TECHNICAL MANUAL (REV 3) 2.5</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Electrical

Check Line	Hit Rate Area	Discrepancy
J1C0	87.7% Electrical	<p>Portable and mobile electric equipment were not being safety checked IAW current directives.</p> <p>REF: PMS MIP 3000/001 R-6 PMS MIP 3000/001 Q-1R OPNAVINST 5100.19 Series B0702e2 PMS MIP 3000/001 Q-2R PMS MIP 3000/001 R-5</p>
J1F0	79.5% Electrical	<p>The electrical repair kit in the repair locker (s) were not being maintained IAW the AEL.</p> <p>REF: AEL 2-880044243 AEL 2-880044244</p>
K1C0	75.9% Electrical	<p>Off/On toggle switch guard for meat slicing machine was not set up to prevent inadvertent starting.</p> <p>REF: OPNAVINST 5100.19 Series C1905a5 OPNAVINST 5100.19 Series C1905f5</p>
A7A3	74.0% Electrical	<p>Equipment was not properly tagged out for maintenance or repair of equipment.</p> <p>REF: NSTM 300 -G.5.3 TAG-OUT USER'S MANUAL APPENDIX F OPNAVINST 5100.19 Series C1302a9</p>
J1G0	69.9% Electrical	<p>Repair locker rubber gloves were not being properly maintained in original boxes or protective enclosures.</p> <p>REF: PMS MIP 6641/006 R-12</p>
G1H0	66.7% Electrical	<p>The battery shop was missing battery water and soda water containers. (5-gal polyethylene bottles NSN 8125-00-888-7069)</p> <p>REF: GSO 313 F NSTM 313 -2.5.5.6</p>
G1I0	63.5% Electrical	<p>Battery locker PPE (rubber apron, rubber boots, chemical rubber gloves and full face shield) were not present and/or in good condition.</p> <p>REF: OPNAVINST 5100.19 SERIES C0904n3 NSTM 313 -2.5.5.4</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

I110	63.4% Electrical	<p>Safety precaution signs including: artificial respiration instructions and instructions which give an approved method of rescuing personnel in contact with energized circuits were not posted in the vicinity of the bench.</p> <p>REF: NSTM 300 APPENDIX H.5.C GSO 665 F</p>
F1H0	62.0% Electrical	<p>There was evidence of either nickel-plated fuses, under-fusing, COTS fuses or over-fused electrical circuits.</p> <p>REF: NSTM 300 -2.5.3.1 NSTM 320 -1.7.4 GSO 303H PMS MIP 3301/002 18M-1 PMS MIP 3240/002 24M-3 PMS MIP 3311/002 24M-2</p>
F1A0	61.1% Electrical	<p>Fuse panels were not clean, dry, free of debris or free of excessive corrosion.</p> <p>REF: NSTM 300 -4.8.1 NSTM 320 -3.2.1 PMS MIP 3202/009 24M-4 PMS MIP 3301/002 18M-1 PMS MIP 3240/002 24M-3 PMS MIP 3311/002 24M-2 COMNAVSEASYS COM WASH DC MSG 1014</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

General Engineering

Check Line	Hit Rate	Area	Discrepancy
X8B0	100.0%	General Engineering	<p>Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID.,hose type/size, system pressure and installation date.</p> <p>REF: NAVSEA S6430-AE-TED-010 VOL.1 (S PMS MIP 5000/009</p>
Z2C0	100.0%	General Engineering	<p>The oil spill contingency plan had not been tailored to the ship. Oil spill kits were not inspected monthly and replenished as required.</p> <p>REF: OPNAVINST 5100.19 Series b0302 OPNAVINST 5100.19 Series b0304 OPNAVINST 5100.19 Series b0304 OPNAVINST 5090.1 Series chapter</p>
X1A0	100.0%	General Engineering	<p>Noise hazard signs were not posted IAW the industrial hygiene survey.</p> <p>REF: OPNAVINST 5100.19 Series B0406</p>
Z0D0	100.0%	General Engineering	<p>Metal tags were not provided to indicate ship name, hull number, and date of lift test, lifting pressure and valve number.</p> <p>REF: GSO 505 (H)</p>
X7C0	100.0%	General Engineering	<p>Coupling guards installed were not (red) on rotating machinery.</p> <p>REF: GSO 070 (H) OPNAVINST 5100.19 Series C0104 (I OPNAVINST 5100.19 Series C1302 (I</p>
Y9E0	100.0%	General Engineering	<p>There was evidence of non-flammable liquid system leaks.</p> <p>REF: NSTM 505 -8.3.</p>
Y7B0	100.0%	General Engineering	<p>Valve hand wheels were not properly secured and/or labeled.</p> <p>REF: GSO 507 F NSTM 505 -7.8.2.2 NAVSEA S0400-AD-URM-010/TUM (TAC</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Y7A0	0.0% General Engineering	Remote operated valves were not operational and/or properly attached. Floating ball check valves for fuel tank sounding tubes were not installed. REF: GSO 505 (e) (4) (b) NSTM 505 -1.8.2
Z1A0	0.0% General Engineering	Bilge drainage suction did not have strainers installed. REF: GSO 529 (j) NSTM 505 -10.7.3
X7D0	0.0% General Engineering	Equipment operating instructions and safety precautions were not posted. REF: GSO 602 (H) NSTM 090 -2.4.1 NAVSHIPS DWG 804-1640412
Y0D0	0.0% General Engineering	Escape trunks were not well lit and have emergency lighting. REF: GSO 332 E GSO 332 G
X8A0	0.0% General Engineering	Flexible hose assemblies were not properly installed; free of twist between fittings, properly supported against resiliently mounted equipment to prevent chafing, free of excessive sag or undue stress. REF: NAVSEA S6430-AE-TED-010 VOL.1 PMS MIP 5000/009
Z2H0	0.0% General Engineering	Chemicals were not properly stored. REF: NSTM 220 -28.23.
X3B0	0.0% General Engineering	Where practical, the number of fastener threads protruding should not exceed five. In no case shall thread protrusion exceed ten threads. REF: NSTM 075 -7.5.1 GSO 075 (b)
X9C0	0.0% General Engineering	Rubber expansion joints in the system were not free of paint. REF: NSTM 631 VOL3 (8.22.1.z)
Y7C0	0.0% General Engineering	Hand wheels were not of the proper material. REF: GSO 505 C2 NAVSHIPS DWG 803-1385620.

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

X5B0	0.0% General Engineering	All hazardous material containers were not clearly labeled with material name, manufactures name and address, stock number, hcc and the nature of the hazard presented by the hm including the target organ. Hazardous materials were not properly stowed. REF: NSTM 670 -4.3.2 NSTM 670 -4.3.2.1 NSTM 670 -4.3.2.2 NSTM 670 -4.3.2.5 OPNAVINST 5100.19 Series c2302 OPNAVINST 5100.19 Series c2302 PMS MIP 6641
Z2A0	0.0% General Engineering	The required number of Mark II oil spill cleanup kits were not on board. REF: AEL 2-550024006
Z2B0	0.0% General Engineering	Mark II Oil Spill kits was not fully stocked and/or accessible for quick use. REF: NSTM 593 -3.6.6.2
Z2I0	0.0% General Engineering	Mercuric nitrate reagents used in Oil Lab testing were not disposed of properly. REF: OPNAVINST 5100.19 Series APPENDIX HMUG GROUP 17, PAGE 75.
X6B0	0.0% General Engineering	Liquid column sight glass protective guards were not properly installed for glass tubes. REF: GSO 504 (k)
Y9D0	0.0% General Engineering	The Fuel oil service/transfer system had evidence of flammable liquid leaks. REF: NSTM 505 -8.3.1.
Y9B0	0.0% General Engineering	Piping systems were not properly color coded. REF: NSTM 505 -7.8.2 NSTM 505 table 505-7

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

X1C0	0.0% General Engineering	Heat stress thermometers were not hung with non-heat conducting material such as plastic tie-wrap or string (never hung with metal wire). Thermometers were not positioned to minimize the influence of any adjacent or local heat or cold source. Thermometers were not validated by aligning the etch mark with the freezing point (32 degrees Fahrenheit). REF: OPNAVINST 5100.19 Series B0204(F
X3C0	0.0% General Engineering	Threaded fasteners did not conform to MILSPECS. REF: GSO 075 (b) (e) table 1 NSTM 075 -1.2.1.2 NSTM 075 -2.4.2 NSTM 075 -2.4.3.1 NSTM 075 -2.4.4(a) (b) (1) (2) NSTM 075 -2.1
X4B0	0.0% General Engineering	Identification plates indicating maximum allowable loads or test data were not installed by lifting pads over heavy equipment. REF: GSO 602 (g)
Y1B0	0.0% General Engineering	Lagging/insulation was torn or missing. REF: NSTM 635 -2.9.1(5) PMS MIP 6300/001
Z1H0	0.0% General Engineering	Bilges were contaminated with oil, fuel and/or debris. REF: EDORM SECTION 4502
Y0A0	0.0% General Engineering	There were obstructions at the escape trunks. REF: OPNAVINST 5100.19 Series c0102 OPNAVINST 5100.19 Series c0102
Z0A0	0.0% General Engineering	Relief valves did not appear to be in good working order, free of broken springs, leaking, bent stems, or corroded. REF: NSTM 505 -9.18.2.
Z2G0	0.0% General Engineering	Chemicals exceeded their shelf life. REF: NSTM 220 -28.24

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Z2F0	0.0% General Engineering	The Oil Lab had no acid locker for the storage of acids. REF: NSTM 220 -28.23
Z1G0	0.0% General Engineering	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)
X7B0	0.0% General Engineering	Machinery foundations were not in satisfactory condition. The base metal was cracked, deteriorated from corrosion and/or mechanical joints were not tightened. REF: GSO 100 F PMS MIP 6300/001
Z0C0	0.0% General Engineering	Relief valves were not equipped with a tail pipe that does not stress the valve body and discharge where it does not create a hazard to personnel or equipment. REF: NSTM 505 -9.17.3 GSO 505 (E) (1)
Y8C0	0.0% General Engineering	There was not a pressure gage installed in the steam or air pressure supply line for the sea chest blow out. REF: NSTM 505 -10.3.1.9, GSO 253 (D) (2)
Y5E0	0.0% General Engineering	L/O strainers were not provided with vent/drain valves. REF: NSTM 505 -10.3.1.6
X5A0	0.0% General Engineering	Toxic or highly flammable materials (flash point 200 degrees and below) were stowed in machinery spaces. REF: OPNAVINST 5100.19 Series c2302 OPNAVINST 5100.19 Series c2302 NSTM 670 -4.3.2 NSTM 670 -4.3.2.1 NSTM 670 -4
X3E0	0.0% General Engineering	Ferrous (carbon steel) fasteners were present in sea water or in other systems (fresh water, feed, etc) where non-ferrous piping was installed. REF: GSO 075 table 1 NSTM 075 -3.3.3.2 (warning note)

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

X3D0	0.0% General Engineering	Black oxide coated brass fasteners were being used on steam systems and stored in storage lockers. REF: GSO 070 (f)
Y2C0	0.0% General Engineering	The vent fog precipitators were not in satisfactory condition and did not have a warning plate inscribed with "WARNING HIGH VOLTAGE". REF: GSO 262 C NSTM 241 -2.3.14 NSTM 262 -3.1.2 I PMS MIP 6650/002 NAVSEA STD DWG 803-2145504
Z1F0	0.0% General Engineering	Eductor suction cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL VACUUM IS INDICATED ON GAGE". REF: GSO 529 (H)
Y1A0	0.0% General Engineering	Lagging/insulation was not adequate. REF: NSTM 635 (SECTIONS 2 AND 3) GSO 508 (B)
Z0B0	0.0% General Engineering	Relief valves were not properly labeled. REF: GSO 505 (E) (1) .
X6C0	0.0% General Engineering	Critical and non-critical gages and indicators were not calibrated and/or in good condition. REF: GSO 504 (Q) NSTM 504 -3.7.1 PMS MIP 9802 SHIP CRL
Y2B0	0.0% General Engineering	All Main Reduction Gear accesses were not protected from unauthorized entry. REF: NSTM 241 -4.2.4 c

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

X4A0	0.0% General Engineering	Required warning, caution operating, and instruction plates and charts were not posted to minimize the possibility of injury to personnel or damage machinery, equipment or systems due to faulty operation resulting from the lack of posted instructions or where special precautions must be exercised. REF: GSO 602 (h) NSTM 090 -2.4.1 NAVSHIPS DWG 805-1640412
Y5C0	0.0% General Engineering	The lube oil storage and settling tank did not have overflow and drain connections leading to the oily water drain or waste collecting system. REF: GSO 262 (C) (2)
X6A0	0.0% General Engineering	Gages and indicators were not properly mounted. REF: GSO 504 (b) (d) (e) (g) (k) (1) NSTM 504 -3.5.5
Y5B0	0.0% General Engineering	The Lube Oil purifier drain was not piped to the oily waste drain or waste collecting system. REF: GSO 534 (C) (3) GSO 262 (c) (3)
X9A0	0.0% General Engineering	Rubber expansion joints in the system were not properly installed and aligned. REF: NSTM 505 -3.3 (table 505-3-1)
Y7D0	0.0% General Engineering	Valve hand wheels were not properly color coded. REF: NSTM 505 -7.8.2.2
X1D0	0.0% General Engineering	Proper eye/face wash units were not available where required as identified in the baseline and/or recent industrial hygiene survey. REF: OPNVAINST 5100.19 SERIES B0508
Y2D0	0.0% General Engineering	Installed reduction gear dehumidifiers did not maintain MRG casing humidity at less than 35% relative humidity. REF: NSTM 241 -3.5.2.4 EOSS

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Y9F0	0.0% General Engineering	Warning plates inscribed "warning ensure that the isolation valves on each side of the pressure regulator are closed before opening the by-pass valve", were not installed on reducer bypass valves in high pressure, toxic, steam or otherwise hazardous fluid systems. REF: GSO 505 -b7
Y6B0	0.0% General Engineering	Flange shields were not properly installed. REF: NSTM 505 -7.9.4.2 GSO 505 (E) (7)
Y2A0	0.0% General Engineering	Medium or high security padlocks were not installed. IAW ISEA advisory number 006-01, S&G model 833 high security locks should have been changed out with Abloy model PL655 or PL656. REF: ISEA ADVISORY NR 006-01 NSTM 241 -4
Y8A0	0.0% General Engineering	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and/or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d) (2)
Z1D0	0.0% General Engineering	Oil pollution act were not posted at overboard discharge valves, deck risers, and pumps capable of discharging oily waste. REF: NSTM 593 -3.7.5 GSO 593 (D)
Y0B0	0.0% General Engineering	Ladder rungs were not continuous around two bulkheads in escape trunks. REF: NAVSEA DWG 804-5184093 GSO 622 C
Y8B0	0.0% General Engineering	There was not a relief valve set at 40 PSI and a connection for bleeding steam or air pressure installed in the sea chest blow out system. REF: NSTM 505 -10.3.1.9 GSO 253 (d) (2)

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Y0C0	0.0% General Engineering	<p>Balance joiner doors have two closing speeds and door should travel through initial closing arc at a reasonably fast rate and slow during final 8 to 10" of closing so door does not slam. The door was not in compliant to close within 5 to 10 sec.</p> <p>REF: PMS MIP 6241/002 S-1 STEP 4 PMS MIP 6241/002 S-2 NOTE 8 PMS MIP 6241/002 S-3 NOTE 8 PMS MIP 6241/002 S-4 NOTE 13 GSO 624 J NAVSEA DWG 804-5184129</p>
X2B0	0.0% General Engineering	<p>Deck plates and ladders were not fabricated of proper material. (Aluminum or CRES).</p> <p>REF: GSO 622 (c) (d) NAVSEA STD DWG 803-1340709</p>
X1E0	0.0% General Engineering	<p>Required eye wash station location signs were not posted and potable water supply valve locked open with a metal tamper-proof lanyard. The supply valve was not marked as a "W" (or circle "W") fitting.</p> <p>REF: OPNAVINST 5100.19 SERIES B0508</p>
Z1B0	0.0% General Engineering	<p>There were not a minimum of one space suction valve which is operable from the damage control deck.</p> <p>REF: GSO 529 (J)</p>
Y6A0	0.0% General Engineering	<p>Lube oil and fuel oil piping flange shields were not of the correct material.</p> <p>REF: NSTM 505 -7.9.4.1 NSTM 505 FIG 505-7-15 NSTM 233 -7.9 GSO 502 B GSO 505 E NAVSEA DRAWING 803-2145518</p>
X1B0	0.0% General Engineering	<p>Personnel working in or entering designated hazardous noise areas and utilizing hazardous tools or equipment were not wearing hearing protective. Personnel wearing hearing protective devices without consideration of the duration of the exposure.</p> <p>REF: OPNAVINST 5100.19 Series B0406 (2)</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Y9G0	0.0% General Engineering	
Y5A0	0.0% General Engineering	<p>Locking devices were not installed on all main lube oil pump suction and discharge valves to prevent inadvertant operation.</p> <p>REF: GSO 262 -C3 EDORM SEC 4407 (b) (3)</p>
X8C0	0.0% General Engineering	<p>Flexible hoses were painted in excess of 10%.</p> <p>REF: NAVSEA S6430-AE-TED-010 VOL.1 (S NSTM 631 VOL. 3 (8.22.1.Z) PMS MIP 5000/009</p>
Z2D0	0.0% General Engineering	<p>Eyewash station was not installed in the Oil Lab.</p> <p>REF: OPNAVINST 5100.19 Series B0508 (F</p>
X2A0	0.0% General Engineering	<p>Deck plates were not firmly fastened with 1.25 fasteners per square foot of deck plate but no less than two fasteners. Access ladders were not securely fixed in place.</p> <p>REF: GSO 622 (c) (d) NAVSEA DWG 803-1340709 note (1)</p>
X8D0	0.0% General Engineering	<p>Flexible hoses were excessively soft.</p> <p>REF: NAVSEA S6430-AE-TED-010 VOL.1 PMS MIP 5000/009</p>
Y9C0	0.0% General Engineering	<p>Piping support devices were not properly maintained.</p> <p>REF: NSTM 505 -7.5 NAVSHIPS DWG 804-1385781 GSO 505 (c) (4)</p>
Z1C0	0.0% General Engineering	<p>Eductors and bilge drainage system operating instructions were not posted.</p> <p>REF: NSTM 505 -10.7.2 NSTM 505 -10.7.6 NSTM 505 -10.7. GSO 529 (h)</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Y5D0	0.0% General Engineering	L/O strainers were not provided with spray deflectors. REF: NSTM 505 -10.3.1.2 NSTM 079 -46.5.3.1 GSO 505 (E) (7)
Y6C0	0.0% General Engineering	Flange shields were missing. REF: NSTM 505 -7.9.4.5 GSO 505 (e) (7)
X3A0	0.0% General Engineering	Threaded fasteners installed and tightened did not protrude a distance of at least one (1) thread beyond the top of the nut or plastic insert. REF: NSTM 075 -7.5.1 GSO 075 (b)
X4C0	0.0% General Engineering	The Engineering Operational Sequence System (EOSS) was not in use. REF: EDORM
X4D0	0.0% General Engineering	Current Tag out procedures were not in use. REF: OPNAVINST 3120.32 SERIES 630.1 NAVSEA S0400-AD-URM-010/TUM (Tag)
Z2E0	0.0% General Engineering	Oil Lab portable electrical laboratory equipment was not tested for electrical safety in accordance with PMS. REF: PMS MIP 3000/001
X9B0	0.0% General Engineering	Rubber expansion joints in the system were not free of cracks and cuts. REF: NSTM 505 -3.3.3
Z1E0	0.0% General Engineering	Eductor actuating pressure and suction pressure gages were not installed. REF: GSO 529 -h NSTM 505 figure 505-10.2
Y0E0	0.0% General Engineering	Label plates were not installed on top of escape scuttles inscribed with 1-inch red letters that state "escape scuttle do not obstruct or block". REF: GSO 602 J

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Y9A0	0.0% General Engineering	Piping systems were not adequately labeled. REF: NSTM 505 -7.8.3 NSTM 505 table 505-7-1
Y5F0	0.0% General Engineering	Lube oil system strainers were not provided with drip pans. REF: GSO 262 (C) (1) NSTM 505 -10.3.1.6.1 (12)
Y1C0	0.0% General Engineering	Lagging/insulation was water and oiled soaked. REF: NSTM 635 -2.9.1 (6) PMS MIP 6300/001

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Auxiliary

Check Line	Hit Rate Area	Discrepancy
X7C0	76.4% Auxiliary	<p>Coupling guards installed were not painted (red) on rotating machinery.</p> <p>REF: OPNAVINST 5100.19 Series C0104 (A) OPNAVINST 5100.19 Series C1302 (A) GSO 070 (H)</p>
I1A0	70.8% Auxiliary	<p>"PREVENT LAUNDRY DRYER FIRES" placards (FORM 0118-LF-981-6600) were not posted on the front of each dryer.</p> <p>REF: GSO 655 B</p>
X6C0	63.0% Auxiliary	<p>Critical and non-critical gages and indicators were not calibrated and/or in good condition.</p> <p>REF: NSTM 504 -3.7.1 PMS MIP 9802 SHIP CRL GSO 504 (Q)</p>
X8B0	61.6% Auxiliary	<p>Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID., hose type/size, system pressure and installation date. Flexible hose were Permanently lagged.</p> <p>REF: NAVSEA S6430-AE-TED-010 VOL.1 (SE PMS MIP 5000 S-1, A-1, A-2</p>
A7A4	60.9% Auxiliary	<p>Refrigerant bottles were not stored in storage racks provided.</p> <p>REF: GSO 671 C NAVSEA DWG 5184287 REV A NSTM 550 2.11.2.G OPNAVINST 5100.19 Series C1102 (D)</p>
I1E0	60.3% Auxiliary	<p>Secondary lint filters were not provided between laundry dryers and ships ventilation exhaust ducting.</p> <p>REF: NSTM 655 -2.5.3 (10) NSTM 655 -2.5.4 (1)</p>

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

H1E0	58.0% Auxiliary	Dishwashing machine thermometers were not calibrated. REF: SHIPS CRL
G2I0	54.1% Auxiliary	Vertical Package Conveyor system operability test (SOT II) was not completed with blanks filled in on the MRC. The completed MRC was not maintained within the 43P1. REF: PMS MIP 5721 PMS MIP 5731 NSTM 572 -3.4.1
H2D0	45.6% Auxiliary	Steam kettle relief valve levers were not equipped with release chains, mounted so personnel did not have to reach over or between/behind hot kettles and allowed activation of relief valves from a safe distance. Kettles relief valves test dates was expired. Kettles hydrostatic test was expired REF: OPNAVINST 5100.19 Series C1905 (4 PMS MIP 6520/001 A-2 FOR ELECTRIC PMS MIP 6520/001 A-1 FOR STEAM
G2A0	42.9% Auxiliary	Vertical Package Conveyor doors and controllers were not locked when not in use. REF: NSTM 572 -2.2.5.1 NSTM 572 -2.3.6.6 NSTM 572 -2.3.6.12 Appendix B and

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Main Propulsion (Gas Turbine)

Check Line	Hit Rate Area	Discrepancy
X7C1	79.6% Main Propulsion (Gas Turbine)	Coupling/belt guards were not painted red for rotating machinery. REF: OPNAVINST 5100.19 Series C0104(A)
X8B0	75.5% Main Propulsion (Gas Turbine)	Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID.,hose type/size, system pressure and installation date. REF: PMS MIP 5000/009 S-1/A-1/A-2 NAVSEA S6430-AE-TED-010 VOL.1 (S)
X6C0	73.5% Main Propulsion (Gas Turbine)	Critical and non-critical gages and indicators were not calibrated and/or in good condition. REF: PMS MIP 9802 GSO 504 (Q) NSTM 504 -3.7.1 SHIP CRL
X8A0	61.2% Main Propulsion (Gas Turbine)	Flexible hose assemblies were not properly installed. REF: NAVSEA S6430-AE-TED-010 VOL.1 (PMS MIP 5000/009 S-1/A-1/A-2)
M1A1	58.7% Main Propulsion (Gas Turbine)	HOPM (hydraulic oil power module) gauges were not calibrated. REF: NSTM 504 -3.71 NSTM 556 -11.3
Y8A0	58.3% Main Propulsion (Gas Turbine)	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d) (2) PMS MIP 1631 18M-1
Y9F0	54.3% Main Propulsion (Gas Turbine)	Warning plates inscribed "WARNING - ENSURE THAT THE ISOLATION VALVES ON EACH SIDE OF THE PRESSURE REGULATOR ARE CLOSED BEFORE OPENING THE BY-PASS VALVE", were not installed on reducer bypass valves in high pressure, toxic, steam or otherwise hazardous fluid systems. REF: GSO 505 -b7
X4B1	46.9% Main Propulsion (Gas Turbine)	Chain falls or monorail hoists were not weight tested and test data tags attached to equipment. REF: PMS MIP 6645 A-1 PMS MIP 6645 60M-1R

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Y6C0	46.9% Main Propulsion (Gas Turbine)	Flange shields were missing. REF: NSTM 505 -7.9.4.5 GSO 505 (e) (7)
X6B0	38.8% Main Propulsion (Gas Turbine)	Liquid column sight glass protective guards were not properly installed for glass tubes. REF: GSO 504 (k)
Y9D0	38.8% Main Propulsion (Gas Turbine)	The Fuel oil service/transfer system had evidence of flammable liquid leaks. REF: NSTM 505 -8.3.1.
Y1B0	38.8% Main Propulsion (Gas Turbine)	Lagging/insulation was torn or missing. REF: NSTM 635 -2.9.1 (5)

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Main Propulsion (Diesel)

Check Line	Hit Rate Area	Discrepancy
X2CO	100.0% Main Propulsion (Diesel)	REF: NSTM 505 -10.7.3
X6CO	83.3% Main Propulsion (Diesel)	Critical and non-critical gages and indicators were not calibrated and/or in good condition. REF: PMS MIP 9802 GSO 504 (Q) NSTM 504 -3.7.1 SHIP CRL
X7C1	75.0% Main Propulsion (Diesel)	Coupling/belt guards were not painted red for rotating machinery. REF: OPNAVINST 5100.19 Series C0104 (OPNAVINST 5100.19 Series C1302 (
Z2B0	58.3% Main Propulsion (Diesel)	Mark II Oil Spill kits was not fully stocked and/or accessible for quick use. REF: NSTM 593 -3.6.6.2
X6B0	58.3% Main Propulsion (Diesel)	Liquid column sight glass protective guards were not properly installed for glass tubes. REF: GSO 504 (k)
Y9D0	54.5% Main Propulsion (Diesel)	The Fuel oil service/transfer system had evidence of flammable liquid leaks. REF: NSTM 505 -8.3.1.
X1C0	50.0% Main Propulsion (Diesel)	Heat stress thermometers were not hung with non-heat conducting material such as plastic tie-wrap or string (never hung with metal wire) nor were they positioned to minimize the influence of any adjacent or local heat or cold source. REF: OPNAVINST 5100.19 Series B0204 (
Z1F0	50.0% Main Propulsion (Diesel)	Eductor suction cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL VACUUM IS INDICATED ON GAGE". REF: GSO 529 (H)
Z1G0	50.0% Main Propulsion (Diesel)	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Z2C0

50.0% Main Propulsion (Diesel)

The oil spill contingency plan had not been tailored to the ship.

REF: OPNAVINST 5100.19 Series b0302
OPNAVINST 5090.1 Series chapter
OPNAVINST 5100.19 Series b0304
OPNAVINST 5100.19 Series b0304

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Main Propulsion (Steam)

Check Line	Hit Rate Area	Discrepancy
X7C1	100.0% Main Propulsion (Steam)	Coupling/belt guards were not painted red for rotating machinery. REF: OPNAVINST 5100.19 Series C1302 (A) OPNAVINST 5100.19 Series C0104 (A)
Z1E0	63.6% Main Propulsion (Steam)	Eductor actuating pressure and suction pressure gages were not installed. REF: NSTM 505 figure 505-10.2 GSO 529 -H MIP 5291 A-9
X6C0	54.5% Main Propulsion (Steam)	Critical and non-critical gages and indicators were not calibrated and/or in good condition. REF: PMS MIP 9802 SHIP CRL GSO 504 (Q) NSTM 504 -3.7.1
X6B0	54.5% Main Propulsion (Steam)	Liquid column sight glass protective guards were not properly installed for glass tubes. REF: GSO 504 (k)
X8B0	45.5% Main Propulsion (Steam)	Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID., hose type/size, system pressure and installation date. REF: PMS MIP 5000/009 NAVSEA S6430-AE-TED-010 VOL.1 (SE)
Y2D0	44.4% Main Propulsion (Steam)	Installed reduction gear dehumidifiers did not maintain MRG casing humidity at less than 35% relative humidity. REF: EOSS NSTM 241 -3.5.2.4
Y0C0	44.4% Main Propulsion (Steam)	Balance joiner doors did not have two closing speeds and door should travel through initial closing arc at a reasonably fast rate and slow during final 8 to 10" of closing so door does not slam. The door was not in compliant to close within 5 to 10 sec. REF: NAVSEA DWG 804-5184129 PMS MIP 6241/002 S-3 PMS MIP 6241/002 S-1 GSO 624 J PMS MIP 6241/002 S-4

Top 10 Checklist Items Between 10/1/2013 And 10/1/2014

Z1G0	36.4% Main Propulsion (Steam)	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)
Y9E0	36.4% Main Propulsion (Steam)	There was evidence of non-flammable liquid system leaks. REF: NSTM 505 -8.3.
X5B1	36.4% Main Propulsion (Steam)	Hazardous materials were not properly stowed. REF: NSTM 670 -4.3.2.2 NSTM 670 -4.3.2 OPNAVINST 5100.19 Series c2302 (d OPNAVINST 5100.19 Series c2302 (a NSTM 670 -4.3.2.1 NSTM 670 -4.3.2.5
Y1B0	36.4% Main Propulsion (Steam)	Lagging/insulation was torn or missing. REF: NSTM 635 -2.9.1 (5)