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From:

Posted At: Wednesday, October 05, 2011 9:17

Posted To: NRFK\_SAFE All Messages

Conversation: R 041900Z OCT 11 LPD 17 CLASS ADVISORY NR 07-11 - CALEY RESCUE BOAT  
DAVIT PEO SHIPS WASHINGTON DC

Subject: R 041900Z OCT 11 LPD 17 CLASS ADVISORY NR 07-11 - CALEY RESCUE BOAT  
DAVIT PEO SHIPS WASHINGTON DC

Importance: Low

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RRTUZYUW RULSDMA0114 2761656-UUUU--RHMCSUU.

ZNR UUUUU

R 041900Z OCT 11 ZYB

FM PEO SHIPS WASHINGTON DC//PMS 317//

TO COMNAVSURFLANT NORFOLK VA//N434/43/431/N43AD/N43T13/N6/N8//

COMNAVSURFOR SAN DIEGO CA//N43/N43AP/N43T/N43T1/N431/N43121/N434/N6/N7/N8//

COMNAVSURFPAC SAN DIEGO CA//N43/N43AP/N43T/N43T1/N4632/N4681/N6/N7/N8//

COMUSFLTFORCOM NORFOLK VA//N43//

INFO CENNAENGINEERING NORFOLK VA//JJJ// CMC WASHINGTON DC//ASM/AVN/LP/PPO// CNO

WASHINGTON DC//N85/N853// COMAFLOATRAGRU ATLANTIC NORFOLK VA//N82//

COMAFLOATRAGRUPAC SAN DIEGO CA//N82// COMEXSTRIKGRU FIVE COMEXSTRIKGRU SEVEN

COMEXSTRIKGRU THREE COMFIFTHFLT//N43// COMLOG WESTPAC COMMARFORCOM//G3/G4//

COMMARFORPAC//G3/G4// COMMARFORRES//G3/G4// COMNAVAIRSYSCOM PATUXENT RIVER MD

COMNAVSAFECEN NORFOLK VA COMNAVSEASYSYSCOM WASHINGTON

DC//SEA05D/SEA05M/SEA05N/SEA05P/SEA05Z/SEA21/SEA62/SEA91//

COMNAVSUPSYSCOM MECHANICSBURG PA

COMPACFLT PEARL HARBOR HI//N43//

COMPHIBRON FIVE

COMPHIBRON FOUR

COMPHIBRON TWO

COMSECONDFLT//N43//

COMSEVENTHFLT//N43//

COMSPAWARSYSCOM SAN DIEGO CA//PMW157/PMW160// COMTHIRDFLT//N43// EWTGLANT NORFOLK

VA EWTGPAC SAN DIEGO CA NAVSUP WEAPON SYSTEMS SUPPORT MECHANICSBURG PA

NAVMEDIACEN WASHINGTON DC//MC41// NAVSEALOGCEN MECHANICSBURG PA NAVSHIPREPFAC AND

JAPAN RMC DET SASEBO JA//S340/S1202// NAVSHIPREPFAC AND JAPAN RMC YOKOSUKA JA

NAVSHIPYD AND IMF PEARL HARBOR HI//100/200// NAVSHIPYD AND IMF PUGET SOUND

WA//100/200// NAVSURFWARCEN CARDEROCKDIV BETHESDA MD//23/24// NAVSURFWARCEN

SHIPSYSSENGSTA PHILADELPHIA PA//913/92/97/9421// NAVSURFWARCENDIV CRANE IN

NAVSURFWARCENDIV DAHLGREN VA NAVSURFWARCENDIV PANAMA CITY FL NAVSURFWARCENDIV

PORT HUENEME CA PEO C4I SAN DIEGO CA PEO IWS WASHINGTON DC//IWS2/IWS6// PEO LCS

WASHINGTON DC PEO SHIPS WASHINGTON

DC//FL/FT/FT22/PMS317/PMS470/PMS470RC4/SHIPSF//

PRESINSURV VIRGINIA BEACH VA

RSO SAN DIEGO CA

SOUTHWEST RMC SAN DIEGO CA//40/45//

SUPSHIP GULF COAST MS//100/101/117/157/200// USS MESA VERDE USS NEW ORLEANS USS

SAN ANTONIO USS GREEN BAY USS NEW YORK SWOSCOLCOM NEWPORT RI SHIPSUPPACT NORFOLK

DET BAHRAIN SHIPSUPPACT NORFOLK DET NAPLES IT SHIPSUPPACT NORFOLK VA COMPHIBRON

EIGHT COMPHIBRON FIVE COMPHIBRON FOUR COMPHIBRON ONE COMPHIBRON SIX PRECOMUNIT

SAN DIEGO AFLOATRAGRUEWESTPAC YOKOSUKA JA COMNAVNETWARCOM VIRGINIA BEACH VA  
COMPHIBRON THREE SPAWARSYSNEN ATLANTIC CHARLESTON SC SPAWARSYSNEN PACIFIC SAN  
DIEGO CA COMEXPSTRKGRU TWO PRECOMUNIT ANCHORAGE PRECOMUNIT ARLINGTON BT UNCLAS  
//N04700// SECINFO/-/-// MSGID/GENADMIN,USMTF,2007/PEO SHIPS PMS 317// SUBJ/LPD  
17 CLASS ADVISORY NR 07-11 - CALEY RESCUE BOAT DAVIT /ELECTRICAL SHOCK HAZARD TO  
PERSONNEL// POC/DAN MAHER/CIV/UNIT:PMS 317C/-/TEL:202-781-2909  
/EMAIL:DANIEL.MAHER@NAVY.MIL// GENTEXT/REMARKS/1. THE PURPOSE OF THIS CLASS  
ADVISORY IS TO ALERT ALL LPD 17 CLASS CREWS OF A POTENTIAL ELECTRICAL HAZARD TO  
PERSONNEL CAUSED BY CHAFFED CALEY RESCUE BOAT DAVIT ELECTRICAL POWER CABLES  
LOCATED AT THE BASE OF THE DAVIT. THIS CLASS ADVISORY ALSO PROVIDES INSPECTION  
AND REPAIR GUIDANCE FOR THE DAVIT SLEW CABLES THAT ARE NOT ELECTRICAL LOCATED ON  
THE TOP OF THE DAVIT ARM.

## 2. BACKGROUND:

2.1 INSPECTIONS OF SEVERAL CALEY RESCUE BOAT DAVIT INSTALLATIONS ON LPD 17 CLASS  
SHIPS HAVE REVEALED TWO SEPARATE AREAS OF CABLE CHAFFING.

2.1.1 THE FIRST CHAFFING ISSUE CONCERNS THE ELECTRIC CABLES THAT SUPPLY POWER AND  
CONTROL SIGNALS TO THE DAVIT; ONE OF WHICH IS 440V ELECTRICAL POWER. THESE CABLES  
ARE LOCATED ON THE AFT SIDE OF THE DAVIT PEDESTAL AND RUN FROM THE DECK TO THE  
DAVIT PEDESTAL. CHAFFING BETWEEN THE POWER CABLES AND DECK STRUCTURE CAN OCCUR  
DURING DAVIT OPERATION AS THE DAVIT ARM SLEWS BETWEEN THE INBOARD AND OUTBOARD  
POSITIONS.

2.1.2 THE SECOND CHAFFING ISSUE IS ON THE TWO SLEW CABLES THAT CONTROL ROTATION  
OF THE DAVIT ANTI-PENDULATION APPARATUS LOCATED ON THE END OF THE DAVIT ARM.  
THESE CABLES ARE NOT ELECTRICAL. CHAFFING CAN OCCUR BETWEEN THE WINCH WIRE ROPE  
AND THE SLEW CABLE CONDUIT JACKET FOR THE PORTION OF THE SLEW CABLE RUN ON THE  
TOP OF THE DAVIT ARM. CHAFFING OCCURS BETWEEN THE WINCH WIRE ROPE AND THE SLEW  
CABLES WHEN THERE IS AN EXCESSIVE AMOUNT OF CABLE BETWEEN CABLE SECURING  
BRACKETS.

## 3. ACTIONS: ALL LPD 17 CLASS CREWS SHALL:

3.1 ELECTRICALLY AND HYDRAULICALLY TAG-OUT THE DAVIT IN ACCORDANCE WITH (IAW)  
SHIPBOARD TAG-OUT PROCEDURES AND CONDUCT A VISUAL INSPECTION OF THE FOLLOWING:

3.1.1 INSPECT ALL ELECTRICAL CABLES BETWEEN THE DECK AND THE DAVIT PEDESTAL FOR  
DAMAGE TO THE CABLE EXTERNAL INSULATION. IF DAMAGE IS DISCOVERED, LEAVE THE  
DAVIT TAGGED OUT AND DETERMINE THE EXTENT OF DAMAGE TO THE EXTERNAL CABLE JACKET.  
COSMETIC DAMAGE TO THE CABLE JACKET (LIGHT SCUFFING) CAN BE REPAIRED IAW  
SHIPBOARD REPAIR PRACTICES. ANY OTHER DAMAGE SUCH AS SIGNIFICANT ABRASION THAT  
COMPROMISES THE INSULATION AND PROTECTION PROVIDED BY THE EXTERNAL JACKET  
REQUIRES CABLE REPLACEMENT. SECURE DAVIT FROM OPERATION.

SCHEDULE REPLACEMENT OF ANY DAMAGED CABLES. ENSURE ALL REPLACEMENT CABLES ARE  
INSTALLED IAW ACCEPTED SHIPBOARD PRACTICES.

3.1.2 INSPECT THE AREA AROUND THE DAVIT PEDESTAL AND ELECTRICAL CABLES;  
COVER/PROTECT/REMOVE ROUGH EDGES AND CORNERS, AS REQUIRED, TO REDUCE/ELIMINATE  
CHAFFING.

3.2 INSPECT THE PORTION OF THE TWO SLEW CABLES LOCATED ON THE TOP OF THE DAVIT  
ARM FOR CHAFFING AND DAMAGE CAUSED BY THE HOIST WIRE ROPE.

IF DAMAGE TO ONLY THE CABLES' VINYL JACKET IS NOTED, AND NONE TO THE METAL  
INTERNAL CONDUIT, THEN A TEMPORARY SHIPBOARD REPAIR TO THE VINYL JACKET CAN BE  
ACCOMPLISHED. IF DAMAGE EXISTS TO THE INTERNAL METAL CONDUIT, THEN SCHEDULE  
REPLACEMENT OF ANY DAMAGED SLEW CABLES.

3.3 INSPECT SLEW CABLE RUN ON TOP OF THE DAVIT ARM. ENSURE CABLE RUN IS STRAIGHT  
AND THAT NO EXCESS CABLE EXISTS BETWEEN CABLE HARNESSSES; LOOSEN HARNESSSES AND  
REMOVE EXCESS SLACK, AS REQUIRED.

3.4 REMOVE TAGS AND PERFORM OPERATIONAL TEST.

3.4.1 DURING DAVIT OPERATION A SAFETY OBSERVER SHALL BE POSTED TO OBSERVE MOVEMENT OF ELECTRIC CABLES AS THE DAVIT SLEWS BETWEEN THE INBOARD AND OUTBOARD POSITIONS. ENSURE THAT CABLES DO NOT CHAFF ON ANY OBSTRUCTION.

3.5 REPORT ANY CHAFFING DISCOVERED AND/OR REPAIRS NEEDED/COMPLETED TO THE IN SERVICE ENGINEERING AGENT (ISEA) AND REGIONAL MAINTENANCE CENTER.

4. NAVSEA 05/ISEA SHALL DEVELOP A DESIGN SOLUTION THAT WILL PERMANENTLY CORRECT THESE CHAFFING ISSUES. TECHNICAL DOCUMENTATION SHALL BE REVISED TO REFLECT INSTALLATION UPGRADES.

5. PMS317/470 SHALL ENSURE THAT IDENTIFIED INSTALLATION UPGRADES ARE IMPLEMENTED ON NEW CONSTRUCTION AND IN SERVICE SHIPS.

6. FOR COMUSFLTFORCOM/COMNAVSURLANT AND COMNAVSURFPAC: RECOMMEND ALL LPD 17 CLASS SHIPS BE TASKED TO ADHERE TO THIS CLASS ADVISORY.

7. THIS CLASS ADVISORY SHALL REMAIN IN EFFECT UNTIL INSTALLATION UPGRADES ARE INSTALLED ON ALL LPD 17 CLASS SHIP RESCUE BOAT DAVITS.

8. SHIP'S FORCE SHALL REPORT COMPLETION OF INSPECTIONS REQUIRED BY THIS MESSAGE TO THE ORIGINATOR.

9. THE NAVSEA TECHNICAL POINT OF CONTACT IS JOHN BEDNAREK (NAVSEA 05Z) TEL: 202-781-3675, EMAIL JOHN.BEDNAREK AT NAVY.MIL AND THE ISEA IS WALTER NOWAK NSWCCD PHILADELPHIA, TEL: 215-897-7328, EMAIL: WALTER.NOWAK AT NAVY.MIL.//

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