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R 131918Z MAR 12

FM COMNAVSURFLANT NORFOLK VA

TO NAVSURFLANT SHIPS

INFO COMUSFLTFORCOM NORFOLK VA

COMNAVSURFPAC SAN DIEGO CA

NAVSHIPYD NORFOLK VA

COMAFLOATRAGRU NORFOLK VA

COMAFLOATRAGRU MAYPORT FL

SHIPSUPPACT NORFOLK VA

SHIPSUPPACT NORFOLK DET BAHRAIN

SOUTHEAST RMC MAYPORT FL

NAVCRANECEN PORTSMOUTH VA

COMNAVSURFLANT NORFOLK VA

BT

UNCLAS

SECINFO/U/-//

MSGID/GENADMIN/COMNAVSURFLANT NORFOLK VA/017/APR//

SUBJ/7 METER RIB ADVISORY 2012//

REF/A/MSGID:MSG/NAVSURFWARCEN DET NORFOLK VA/051327ZMAR2012/-/NOTAL//

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GENTEXT/REMARKS/1. REF A, QUOTED BELOW, ON OPERATIONAL CONCERNS FOR 7 METER RIBS IS FORWARDED FOR YOUR ACTION.

QUOTE

R 051327Z MAR 12 ZYB

FM NAVSURFWARCEN DET NORFOLK VA

TO COMNAVAVIRLANT NORFOLK VA

COMNAVSURFLANT NORFOLK VA

COMNAVSURFPAC SAN DIEGO CA

COMNAVAVIRPAC SAN DIEGO CA

INFO NAVSURFWARCEN DET NORFOLK VA

MSGID/GENADMIN,USMTF,2008/NAVSURFWARCEN DET NORFOLK VA/

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GENTEXT/REMARKS/1. THIS MESSAGE PROVIDES GUIDANCE TO ALL FORCE COMMANDERS AND 7 METER RIB CUSTODIANS. THIS ADVISORY ADDRESSES OPERATIONAL AND MAINTENANCE ISSUES ON 7 METER RIBS DEPLOYED ON SURFACE SHIPS AND AIRCRAFT CARRIERS. ALL SHIPBOARD STANDARD 7 METER RIBS ASSIGNED TO SURFACE SHIPS AND AIRCRAFT CARRIERS ARE AFFECTED BY THIS ADVISORY. MANY OF THE FOLLOWING ISSUES ARE ALSO APPLICABLE TO SHIPBOARD 11 METER RIBS AND SHORE BASED ASSETS WITH SIMILAR COMPONENTS. THIS MESSAGE ALSO INCORPORATES AND CANCELS 7 METER RIB ADVISORY DTG 101155Z DEC 09 AND SMALL CRAFT ENGINE SAFETY ADVISORY DTG 071640Z AUG 07.

2. PRIOR TO 9/11/2001 SHIPS 7 METER RIBS WERE HOISTED WITH A MAXIMUM OF 6 PERSONS. DUE TO DAVIT LIMITATIONS AND THE INSTALLATION OF FORCE PROTECTION

BOATALTS, THE HOISTING CAPACITY WAS REDUCED FROM 6 PERSONS TO 5 PERSONS. PLEASE NOTE THAT THE CURRENT MAXIMUM HOISTING CAPACITY OF SHIPBOARD STANDARD 7 METER RIBS IS 5 PERSONS.

REFER TO NSTM CHAPTER 583, VOLUME 1, SECTION 4.1.3 (INCLUDING THE CAUTION).

3. HOISTING SLINGS SHOULD BE INSPECTED PRIOR TO EACH USE AND RETESTED EVERY 18 MONTHS AS REQUIRED BY THE APPLICABLE MIPS.

4. SEVEN METER RIBS 2004 AND NEWER AND 11 METER RIBS 2003 AND NEWER HAVE CUMMINS QSB ENGINES WITH HIGH PRESSURE COMMON RAIL FUEL INJECTION SYSTEMS. THESE SYSTEMS OPERATE AT EXTREMELY HIGH PRESSURES (EXCEEDING 20,000 PSI), WHICH COULD BE HAZARDOUS TO UNTRAINED PERSONNEL. CUMMINS Q-SERIES ENGINES HAVE AN ELECTRIC LIFT PUMP THAT PROVIDES PRIMING PRESSURE TO THE FUEL SYSTEM ELIMINATING THE NEED TO ATTEMPT TO OPEN ANY INJECTORS OR BLEED FITTINGS.

TRADITIONAL METHODS OF PRIMING FUEL SYSTEMS BY OPENING INJECTORS ARE NOT AUTHORIZED AND COULD EXPOSE PERSONNEL TO EXTREMELY HAZARDOUS CONDITIONS. CARE SHALL BE TAKEN AND ALL CURRENT MANUFACTURERS SAFETY REQUIREMENTS STRICTLY FOLLOWED WHEN WORKING ON THE CUMMINS Q SERIES COMMON RAIL FUEL SYSTEMS.

5. CUMMINS Q-SERIES ENGINES HAVE ELECTRONIC CONTROL SYSTEMS INCLUDING SYSTEM INTEGRATION MODULES (SIM), DIESEL VIEW/VESSEL VIEW DISPLAYS, AND ENGINE CONTROL MODULES (ECM) INSTALLED. THESE COMPONENTS HAVE TO BE COMPATIBLE WITH EACH OTHER IN ORDER FOR THE ENGINE AND MONITORING SYSTEM TO FUNCTION PROPERLY AS A UNIT. FAILURE TO ORDER CORRECT PART NUMBERS MAY RESULT IN INOPERABLE ENGINE(S). BOAT CUSTODIANS ARE INSTRUCTED TO CONTACT COMBATANT CRAFT DIVISION TPOCS TO ENSURE CORRECT PART NUMBERS ARE VALIDATED PRIOR TO ORDERING ANY OF THE FOLLOWING CUMMINS ENGINE PARTS: SYSTEM INTEGRATION MODULE (SIM), DIESEL VIEW/VESSEL VIEW DISPLAYS, ENGINE CONTROL MODULES (ECM), AND ENGINES. WHEN CONTACTING COMBATANT CRAFT POC PLEASE INDICATE HULL NUMBER OF CRAFT IN QUESTION, SERIAL NUMBERS FOR ENGINES AND ALL PARTS LISTED ABOVE. IF CRAFT IS A TWIN ENGINE APPLICATION PLEASE LIST ABOVE INFORMATION FOR BOTH ENGINES INSTALLED. WHEN ORDERING A REPLACEMENT ENGINE PLEASE PROVIDE SERIAL NUMBERS FOR OLD ENGINE, SIM, DIESEL VIEW/VESSEL VIEW, ECM, AND SECOND ENGINE IF APPLICABLE.

6. THE MAJORITY OF 7 METER RIBS ARE EQUIPPED WITH MERCURISER SHAFTING AND BRAVO OUTDRIVES. NSWCCD HAS SEEN FREQUENT FAILURES OF THE SUPPORT BEARING AT THE AFT END OF THE DRIVESHAFT AND THE GIMBAL BEARING INSIDE THE OUTDRIVE TRANSOM ASSEMBLY DUE TO SALTWATER INTRUSION AND LACK OF LUBRICATION. 7 METER CUSTODIANS ARE ADVISED TO KEEP BILGE WATER AT MINIMUM LEVELS TO PREVENT WATER FROM ENTERING AND DAMAGING BEARINGS. PLEASE REFER TO APPLICABLE MAINTENANCE REQUIREMENTS FOR GREASING.

7. SHIPBOARD RIBS ARE EQUIPPED WITH INFLATABLE SPONSONS THAT PROVIDE FLOTATION AND HULL PROTECTION DURING DOCKING AND VBSS/MIO OPERATIONS. THESE SPONSONS ARE REQUIRED TO BE INFLATED TO 3PSI FOR NORMAL OPS. FAILURE TO MAINTAIN PROPER SPONSON INFLATION COULD RESULT IN HULL AND SPONSON DAMAGE DURING OPS. CUSTODIANS ARE ADVISED TO USE AIR PRESSURE GAGES (WING INFLATABLES PART #1630001, NSN 6685-01-507-0600) TO ASSURE SPONSONS ARE CHECKED AND INFLATED TO 3PSI AS REQUIRED AND STATED IN THE PRE-OPERATION CHECKLISTS LISTED IN THE BOAT INFORMATION BOOKS .

8. DEPLOYED RIBS OPERATE IN A VERY HARSH AND CORROSIVE ENVIRONMENT. MANY FAILURES ARE CAUSED BY CORROSION OF ELECTRICAL CONNECTIONS AND COMPONENTS. 7 METER RIBS INSPECTED ABOARD SHIPS ARE ROUTINELY FOUND TO HAVE EXCESSIVE WATER IN BILGES AND HEAVY SALT DEPOSITS ON CONSOLE COMPONENTS. CUSTODIANS ARE ADVISED TO REMOVE BILGE PLUGS WHEN POSSIBLE OR DEWATER BILGES TO MINIMIZE CORROSIVE ENVIRONMENT. RIB EXTERIORS AND MACHINERY SPACES SHOULD BE WASHED AND RINSED WITH FRESH WATER AND MILD DETERGENT PERIODICALLY TO REMOVE SALT RESIDUE BUILD UP. CONSOLE COVERS ARE PROVIDED WITH EACH RIB AND SHOULD BE UTILIZED TO PROTECT

CONSOLE COMPONENTS. CORROSION INHIBITIVE PRODUCTS SIMILAR TO FLUID FILM CARRIED IN THE STOCK SYSTEM UNDER NSN 8030013816357 SHOULD BE SPRAYED ON ALL ELECTRICAL CONNECTIONS MONTHLY TO HELP PREVENT CORROSION.

9. WHEN RIBS ARE TO BE LEFT WATERBORNE, SHIPS ARE REMINDED TO ENSURE THE BILGES ARE PUMPED PRIOR TO DISEMBARKING AND ENSURE THAT THE BILGE PUMP CONTROL SWITCH IS IN THE AUTO POSITION. ALSO ENSURE THE BATTERY BANK DISCONNECT SWITCH, MAIN 24 VOLT BREAKER AND BILGE PUMP CIRCUIT BREAKER ARE IN THE ON POSITION. BILGE PUMPS WILL NOT OPERATE WITH POWER SECURED. FAILURE TO FOLLOW THESE PROCEDURES COULD RESULT IN SWAMPING OF THE RIB. ALL OTHER CIRCUITS MAY BE CUT OFF. REFER TO RIB BOAT INFORMATION BOOKS FOR ADDITIONAL GUIDANCE.

10. NAVAL DISTILLATE FUEL, NATO CODE F-76 (FORMALLY KNOWN AS DIESEL FUEL, MARINE OR DFM) IS THE REQUIRED FUEL FOR 7 METER RIBS.

JP-5 FUEL IS NOT AUTHORIZED AS AN ALTERNATE FUEL FOR 7 METER RIBS UNLESS SUPPLEMENTAL LUBRICANTS ARE ADDED. USE OF JP-5 FUELS WITHOUT ADDITIONAL LUBRICANTS MAY RESULT IN PREMATURE FAILURE OF MAJOR COMPONENTS OF THE FUEL SYSTEM INCLUDING INJECTION PUMPS AND INJECTORS. A BOTTLED LUBRICITY ENHANCER ADDITIVE "CUMMINS FLEET-TECH ASPHALTENE CONDITIONER" MAY BE MANUALLY ADDED (POURED) INTO THE FUEL TANK TO PROVIDE THE REQUIRED LUBRICITY. THIS PRODUCT CAN BE PURCHASED BY THE CASE (12 QUARTS) FROM THE STOCK SYSTEM UNDER NSN 6850-01-5716236 (CUMMINS PART # CC2597). CAUTION: TO PROVIDE THE REQUIRED LUBRICITY, TWO TIMES THE MANUFACTURER RECOMMENDED DOSE OF CONDITIONER IS REQUIRED TO BE ADDED PRIOR TO OPERATING WITH JP-5 FUEL AS STATED IN THE APPLICABLE MRC.

CONSIDERING THIS INCREASED DOSAGE AMOUNT, ONE QUART OF ADDITIVE TREATS 125 GALLONS OF JP-5.

NOTE: 7 METER RIBS 2008 AND NEWER HAVE INSTALLED LUBRICITY DOSERS AND DO NOT REQUIRE ADDITIVES FOR USING JP-5 IF DOSERS ARE REPLACED AS REQUIRED BY NORMAL PMS.

11. JP-8 IS CONSIDERED RELATIVELY UNSAFE AND IS NOT AUTHORIZED FOR SHIPBOARD NAVY BOATS.

12. CASREPS ON SEVERAL RIBS INDICATE ENGINE FAILURES AS A RESULT OF OPERATING Q-SERIES ENGINES WITH THE FUEL RETURN VALVES IN THE CLOSED POSITION. OPERATING THE ENGINES WITH THE FUEL RETURN VALVES CLOSED WILL RESULT IN DAMAGING THE ENGINES, FUEL LIFT PUMPS, HIGH PRESSURE PUMPS, INJECTORS, FUEL COOLERS AND MAY FLOOD THE ENGINE LUBRICATING OIL SYSTEM WITH FUEL. SHIPS FORCE IS REQUESTED TO ENSURE THAT THE FUEL RETURN VALVES REMAIN IN THE OPEN POSITION AT ALL TIMES UNLESS THE FUEL RETURN LINE HAS TO BE REMOVED OR REPAIRED.

13. CUMMINS QSB ENGINES 2008 AND OLDER ARE EQUIPPED WITH FIVE IN-LINE FUSES WITHIN THE ENGINE VESSEL HARNESS. FAILURE OF ANY OF THESE FUSES CAN RESULT IN A FAILURE OF THE ENGINE TO CRANK AND/OR FAILURE OF THE DIESEL/VESSEL VIEW TO POWER UP. THIS HARNESS IS PLUGGED INTO THE ECM AND RUNS UNDER THE ENGINE. EACH FUSE HOLDER IS IDENTIFIED WITH A RED WATERPROOF CAP. NSWC CCD POC WITHIN CAN PROVIDE AN ELECTRONIC COPY OF THE QSB 5.9 MARINE CM850 ELECTRONIC CONTROL MODULE WIRING DIAGRAM IF REQUESTED.

14. RIB FUEL TANKS AND WATER SEPARATORS ARE FREQUENTLY FOUND TO BE CONTAMINATED WITH WATER AND SEDIMENTS. CUSTODIANS ARE REMINDED FUEL TANKS ARE TO BE STRIPPED DAILY, BEFORE RUNNING ENGINES AND PRIOR TO FUELING OPERATIONS AS REQUIRED BY THE BOAT IN FORMATION BOOK. SHIPS ARE ALSO REMINDED THAT ANY FUEL USED IN RIBS IS TO BE PROCESSED BY THE SHIPS PURIFYING SYSTEM PRIOR TO USE.

15. RIB BATTERIES ARE OFTEN FOUND TO BE DRAINED BELOW REQUIRED VOLTAGE FOR STARTING AND NORMAL OPERATIONS. SHIPBOARD RIBS SHOULD BE CONNECTED TO SHOREPOWER AND BATTERY CHARGES ENERGIZED TO MAINTAIN BATTERY VOLTAGE. ENGINE PRE-HEATERS

SHOULD BE ENERGIZED WHEN TEMPERATURE IS EXPECTED TO DROP BELOW 60 DEGREES FAHRENHEIT.

RIBS ARE PROVIDED WITH SHOREPOWER CABLES.

16. ALL US NAVY CRAFT CUSTODIANS ARE REMINDED THAT NSWC CCD IS THE PLANNING YARD AND LIFE CYCLE MANAGER FOR USN SHIPS BOATS. PLEASE CONTACT BELOW POCS FOR ANY CRAFT TECHNICAL, PARTS OR IN-SERVICE ISSUES, COMMENTS OR CONCERNS. NSWC CCD REPS ARE LOCATED: NORFOLK, MIKE NIERMAN, MICHAEL.NIERMAN(AT)NAVY.MIL, SAN DIEGO: KIM SAGE, KIM.SAGE(AT)NAVY.MIL, JAPAN: JOHN MAHONY, JOHN.MAHONY(AT)SRF.NAVY.MIL 17. RECOMMEND WIDEST DISSEMINATION. FORWARD COMMENTS/QUESTIONS TO NSWC CCD TPOC FOR BOATS IN SERVICE: MIKE NIERMAN, NSWC CCD MICHAEL.NIERMAN(AT)NAVY.MIL OR GO TO HTTP:(DOUBLE SLANT) BOATS.DT.NAVY.MIL (DOUBLE SLANT) 18. ACTIONS: 1. NSWC CCD TO RESOLVE STOCK SYSTEM ISSUES WITH QSB ENGINE CONTROL COMPONENTS. 2. NSWC CCD WILL UPDATE LOGISTICS TO INCLUDE MAINTENANCE LISTED FOR ITEM EIGHT ABOVE. 3. NSWC CCD TO UPDATE LOGISTICS TO PROVIDE LUBRICITY ADDITIVE TO DEPLOYED RIBS. 4. NSWC CCD TO DEVELOP BOATALTS TO INSTALL LUBRICITY FILTER SYSTEMS 5. NSWC CCD WILL CREATE AND DISTRIBUTE A SHIPBOARD 11 METER RIB SPECIFIC ADVISORY. UNQUOTE//

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ACTION:

CNSL_SDO COMNAVSURFLANT, SDO

BAILEY, TIMOTHY D CMDCM COMNAVSURFLANT, N142A THOMAS, DAVID M JR RADM
COMNAVSURFLANT, N00