



**USS SPRUANCE (DD 963)  
SHELL CONDITION ASSESSMENT SURVEY  
INTERIOR AREAS  
6/4/01 – 6/15/01**

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**USS SPRUANCE (DD 963)  
SHELL CONDITION ASSESSMENT SURVEY  
INTERIOR AREAS  
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## **Summary of Conditions Found Shell Condition Assessment Survey Interior Areas**

A survey of all accessible interior spaces adjacent to the underwater hull was conducted using Hull Structure MRC 1102 and a DELMHORST model BD-2100 moisture meter. The survey was in conjunction with the SEMAT II visit from 6/4/01 – 6/15/01 at Mayport Naval Station. An experimental survey was also conducted to evaluate the effectiveness of using a RAYTHEON model PALMIR 250 Infrared Monitor (IR) to detect moisture levels in shell insulation. The device works well and will have effective use in reducing the amount of insulation removal to troubleshoot a problem. The most serious deficiency is the inability to detect salt or iron deposits in the insulation, indicating an inactive problem. These deposits are visible to the surveyor during detailed shell surface inspection. Common leak points that are inactive during inport periods are deck drain piping and overboard valves above the normal waterline.

The attached list reflects areas found to be historically prone to corrosion on DD 963 class vessels and the conditions found on SPRUANCE during this survey. Based on a review of the levels of corrosion cited on sister hulls, the SPRUANCE is in average or better condition. The NO.2 HPAC ROOM (6-464-3-Q) was the area found to be in the poorest condition. Approximately 38 linear feet of longitudinal and transverse shell stiffener were found thinned or holed and (4) sf of shell around the HPAC SW OVBD is thinned to 50%. The main machinery spaces also had significant amounts of thinned and holed structure. In most of the machinery spaces, insulation has been removed from the shell, reducing the amount of corrosion in these areas. UT readings were not taken in the main engine rooms because the corrosion was either severe or surfaces were clean.

In the Dome Equipment Room, portions of the deck were being UT'd by the shipyard due to leakage from the tank below.

In Auxiliary Machinery Room No. 1, a contractor had the bottom tanks opened and gasfreed and was preparing to repair the perimeter bulkhead of the escape trunk, FR 257, portside, lower/level.

Many of the miscellaneous spaces showed no signs of corrosion at all. All insulated spaces were surveyed with IR and were randomly checked with the moisture meter. Six spaces were found to have saturated insulation. Investigation revealed sources of the leakage and the areas were inspected to ensure the corrosion was confined to the surface. 2K write-ups were developed for the leaks.

The Survey Results and Specific Areas of Corrosion sections provide additional details.

**DD 963 Class Compartments at or below the waterline with Shell Interface, excluding inaccessible voids and tanks**

Compartments	Designation
Chain Locker No 1	2-1/2-10-0-A
Chain Locker No 2	2-1/2-20-0-A
Sonar Equipment Room No. 3	3-28-01-Q
White Phosphorous Magazine No. 1	3-58-1-M
White Phosphorous Magazine No. 2	3-58-2-M
Projectile Magazine No. 1	3-62-01-M
Powder Magazine No. 1	3-76-1-M
Powder Magazine No. 2	3-76-2-M
Void	3-94-1-Q
Void	3-94-2-Q
IC Room No 1	3-127-0-Q
Passage	3-127-2-L
Passage	3-138-3-L
Passage	3-138-6-L
Crew Living Space	3-146-0-L
Supply Dept Storeroom Gen Stores	3-260-01-A
Crew Living Space	3-346-02-L
Supply Dept Storeroom No 1	3-382-2-A
Female Crew WR, WC & SHR	3-382-3-L
Female Crew Living Space	3-394-1-L
Ship's Service Emergency Gen Rm No. 3	3-426-1-E
Storeroom	3-426-2-A
Small Arms Magazine	3-437-2-M
Ammo Strikedown Elevator Trunk No.2	3 1/2-464-0-T
Access Trunk	4-28-0-T
Sonar Equipment Room No. 4	4-34-0-Q
Dome Equipment Room	4-58-0-Q
Void	5-E-0-V
Eductor Room	5-34-0-Q
Tomahawk Computer Rm	5-94-0-C
Vertical Launch Control Room	5-118-0-C
Passage	5-128-0-L
FWD Pump room	5-138-0-Q
Void	5-154-3-V
Void	5-154-4-V
Main Engine Room No. 1	5-174-0-E
Auxiliary Machinery Room No 1	5-220-0-E
Auxiliary Machinery Room No 2	5-260-01-E
Main Engine Room No. 2	5-300-0-E
Cable Trunk	6-8-0-T
Void	6-1/2-11-0-V
Access Trunk	6-28-0-T
Void	6-34-0-V
Cofferdam	6-201-2-V
Cofferdam	6-300-3-V
Shaft Alley/Sewage Plant No. 2	6-346-0-Q
Cofferdam	6-379-2-V

No. 2 HPAC Room	6-464-3-Q
Chemical Warfare Defense Equipment Storeroom	6-464-4-A
Special Clothing Issue Room	6-476-1-A
Storeroom	6-476-2-A
Storeroom	6-482-2-A
Reel Storeroom No. 1	6-488-3-A
Steering Gear Room	6-506-0-E

**DD 963 Compartments - MCA submitted**

<b>Compartment</b>	<b>Designation</b>	<b>SAT</b>	<b>Not assessed</b>
Chain Locker No 1	2-1/2-10-0-A		<b>X</b>
Chain Locker No 2	2-1/2-20-0-A		<b>X</b>
Sonar Equipment Room No. 3	3-28-01-Q	<b>X</b>	
White Phosphorous Magazine No. 1	3-58-1-M	<b>X</b>	
White Phosphorous Magazine No. 2	3-58-2-M	<b>X</b>	
Projectile Magazine No. 1	3-62-01-M	<b>X</b>	
Powder Magazine No. 1	3-76-1-M	<b>X</b>	
Powder Magazine No. 2	3-76-2-M	<b>X</b>	
Void	3-94-1-L	<b>X</b>	
Void	3-94-2-L	<b>X</b>	
Access	3-127-2-L	<b>X</b>	
Access	3-138-3-L	<b>X</b>	
Crew Living Space	3-146-0-L	<b>X</b>	
Supply Dept Storeroom Gen Stores	3-260-01-A	<b>X</b>	
Crew Living Space	3-346-02-L	<b>X</b>	
Crew WR, WC & SHR	3-382-3-L	<b>X</b>	
Crew Living Space	3-394-1-L	<b>X</b>	
Small Arms Magazine	3-437-2-M	<b>X</b>	
Access Trunk	4-28-0-T	<b>X</b>	
Sonar Equipment Room No. 4	4-34-0-Q	<b>X</b>	
Void	5-E-0-V		<b>X</b>
Tomahawk Computer Rm	5-94-0-C	<b>X</b>	
Vertical Launch Control Room	5-118-0-C	<b>X</b>	
Passage	5-128-0-L	<b>X</b>	
Void	5-154-3-V		<b>X</b>
Void	5-154-4-V		<b>X</b>
Cable Trunk	6-8-0-T		<b>X</b>
Void	6-1/2-11-0-V		<b>X</b>
Access Trunk	6-28-0-T	<b>X</b>	
Void	6-34-0-V		<b>X</b>
Cofferdam	6-201-2-V		<b>X</b>
Cofferdam	6-300-3-V		<b>X</b>
Cofferdam	6-379-2-V		<b>X</b>
Special Clothing Issue Room	6-476-1-A	<b>X</b>	
DC Storeroom	6-482-2-A	<b>X</b>	
Reel Storeroom No. 1	6-488-3-A	<b>X</b>	

**DD 963 INTERIOR UNDERWATER HULL STRUCTURAL ASSESSMENT MATRIX  
2ND PLATFORM**

SPACE NUMBER	SPACE ASSESSABLE	INSULATION INSTALLED ON BHD	DATE INSPECTED		HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT	CSMP
			SEMAT I	SEMAT II					
2ND PLAT									
SONAR NO. 3 3-28-01-Q	100%	YES		06/14/01	NO			SAT	
W.P. MAG 3-58-1-M	100%	YES		06/14/01	NO			SAT	
W.P. MAG 3-58-2-M	100%	YES		06/14/01	NO			SAT	
PROJ. MAG 3- 62-01-M	100%	YES		06/14/01	NO			SAT	
POWDER MAG 3- 76-1-M	100%	YES		06/14/01	NO			SAT	
POWDER MAG 3- 76-2-M	100%	YES		06/14/01	NO			SAT	
VOID 3-94-1-Q	100%	YES		06/14/01	NO			SAT	
VOID 3-94-2-Q	100%	YES		06/14/01	NO			SAT	
FWD IC 3-127-0-Q	80%, AREA BEHIND THE BATTERY LOCKER IS INACCESSIBLE	YES		06/14/01	NO	AREA BEHIND BATTERY LOCKER WAS FOUND SATURATED. FCU CONDENSATE DRAIN IS LEAKING. MAF GENERATED TO REPAIR LEAK.	YES	UNSAT	
PASSAGE 3-127-2-L	100%	YES		06/14/01	NO			SAT	
PASSAGE 3-138-3-L	100%	YES		06/14/01	NO			SAT	
PASSAGE 3-138-6-L	100%	YES		06/14/01	NO	FUEL OIL SW COMP. REG. VALVE IS LEAKING. S/F STATES VALVE HAS BEEN REPAIRED PREVIOUSLY AND CONTINUES TO LEAK. SHELL IS NOT CORRODED	YES	UNSAT	
BERTHING 3-146-01-L	50%(RACKS)	YES		06/14/01	NO			SAT	
SD STRM 3-260-01-A	75%(SHELVING )	YES		06/14/01	YES			SAT	
BERTHING 3-346-02-L	50%(RACKS)	YES		06/14/01	NO			SAT	

**DD 963 INTERIOR UNDERWATER HULL STRUCTURAL ASSESSMENT MATRIX  
2ND PLATFORM**

SPACE NUMBER	SPACE ASSESSABLE	INSULATION INSTALLED ON BHD	DATE INSPECTED		HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT	CSMP
AFT AMMO TRUNK 3 1/2-464-0-T	YES	NO		06/14/01	NO	BASE OF TRUNK HAS MEDIUM CORROSION ON THE PERIMETER BULKHEADS	YES	UNSAT	
D STRM 3-382-2-A	100%	YES		06/14/01	NO	INSULATION HAS SALT CRYSTALS AND CORRODED FASTENERS. NO MOISTURE WAS FOUND. SHELL HAS MINIMAL CORROSION. PROBABLE CAUSE IS LEAKS FROM PLUMBING DRAINS IN THE OVHD. LEAKS APPEAR TO HAVE BEEN FIXED. JSN SX01-A001	YES	UNSAT	
FEMALE HEAD 3-382-3-L	100%	YES		06/14/01	NO			SAT	
FEMALE BERTHING 3-394-1-L	50%(RACKS)	YES		06/14/01	NO			SAT	
STRM 3-426-2-A	100%	YES		06/14/01	NO	PLUMBING DRAIN VALVE REPLACED. REPLACE INSULATION. JSN CSG2-A082	YES	UNSAT	
NO. 3 GTG 3-426-1-E	100%	1' AT THE OVHD		06/14/01	YES	SHELL AND BILGES ARE CORRODED BELOW AND OUTBD OF THE GTG. AREAS ARE DIFFICULT TO ACCESS. IT MAY REQUIRE INDUSTRIAL INTERFERENCE REMOVAL.	YES	UNSAT	YES
SMALL ARMS MAG. 3-437-2-M	100%	YES		06/14/01	NO			SAT	

DD 963 INTERIOR UNDERWATER HULL STRUCTURAL ASSESSMENT MATRIX  
3RD PLATFORM

SPACE NUMBER	SPACE ASSESSABLE	INSULATION INSTALLED ON BHD	DATE INSPECTED		HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT	CSMP
			SEMAT I	SEMAT II					
3RD PLAT									
TRUNK 4-28-0-T	YES	NO		06/14/01			NO	SAT	
SONAR NO. 4 4-34-0-Q	YES	YES		06/14/01	NO		NO	SAT	
DOME EQUIP RM 4-58-0-Q	YES	YES		06/14/01	NO	A CONTRACTOR COMPLETED PARTIALLY UTING THE DECK. SOME WELD REPAIRS OF LEAKS FOUND DURING AIRTEST IS IN PROGRESS. VERTICAL STIFFENERS HOLED AT THE DECK. INSULATION IS SATURATED FROM DECK TO 1ST STIFFENER ABOVE THE DECK. JSNs CA01-A002, CA01-A003	YES	UNSAT	
VOID 5-E-0-V	NO				NO				
FWD EDUCTOR 5-34-0-Q	YES	NO		06/14/01	YES	SPACE IS CONSTANTLY WET OR FLOODED. SPACE IS VERY SMALL AND WILL REQUIRE SPECIALIZED EFFORT TO CLEAN AWAY HEAVY CORROSION AND PRESERVE. RECOMMEND THE APPLICATION OF A SW BALLAST TANK COATING SYSTEM	YES	UNSAT	
TOMAHAWK COMP. RM 5-94-0-C	YES	YES		06/14/01	NO			SAT	
VERTICAL LAUNCH CONTROL 5-118-0-C	YES	YES		06/14/01	NO			SAT	
PASSAGE 5-128-0-L	YES/80%	NO		06/14/01	NO	LADDER ON PORT SIDE MAKES SHELL DIFFICULT TO ASSESS. VISUAL INSPECTION SAT.		SAT	

DD 963 INTERIOR UNDERWATER HULL STRUCTURAL ASSESSMENT MATRIX  
3RD PLATFORM

SPACE NUMBER	SPACE ASSESSABLE	INSULATION INSTALLED ON BHD	DATE INSPECTED		HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT	CSMP
FWD PUMP RM 5-138-0-Q	YES	THIS SPACE IS FULLY INSULATED ABOVE THE BILGE AREA. RECOMMEND REMOVING INSULATION TO 1' BELOW OVHD TO MINIMIZE CORROSION		06/14/01	YES	SATURATED INSULATION FROM VALVE LEAK. LEAK HAS BEEN REPAIRED. THE SHELL IS NOT CORRODED. 6' OF INSULATED STIFFENER ON THE PORT SIDE CORRODED. PROBABLE CAUSE IS WICKING OF MOISTURE FROM BILGE AREA.	YES	UNSAT	
VOID 5-154-3-V	NO				NO				
VOID 5-154-4-V	NO				NO				
MER NO. 1 5-174-0-E	YES	1' BELOW I/L OVHD. THERE ARE SOME AREAS OF INSULATION REMAINING ON THE STBD SHELL		06/14/01	YES	SEE ATTACHED LIST. ACCOUSTIC TILE ON TANKTOP IS TRAPPING MOISTURE AND CAUSING CORROSION	YES	UNSAT	(2)
AMR NO. 1 5-220-0-E	YES	1' BELOW OVHD		06/14/01	YES	CONTRACTOR REPAIRING BASE OF ESCAPE TRUNK AT FR 257. CORROSION ALONG JOINT BETWEEN U/L STBD DECK AND SHELL FROM FR 252-260	YES	UNSAT	(2)
AMR NO. 2 5-260-01-E	YES	1' BELOW OVHD		06/14/01	YES	CORROSION AROUND THE ESCAPE TRUNK AT FR 300	YES	UNSAT	
MER NO.2 5-300-0-E	YES	1' BELOW I/L OVHD		06/14/01	YES	SEE ATTACHED LIST. ACCOUSTIC TILE ON TANKTOP IS TRAPPING MOISTURE AND CAUSING CORROSION	YES	UNSAT	(3)

DD 963 INTERIOR HULL STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	INSULATION INSTALLED ON BHD	DATE INSPECTED		HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT	CSMP
			SEMAT I	SEMAT II					
INNER BOTTOM									
WIRING TRK 6-8-0-T	NO	NO			NO				
VOID 6-1/2-11-0-V	NO	NO			NO				
TRUNK 6-28-0-T	YES	NO			NO				
VOID 6-34-0-V	NO	NO			NO				
VOID 6-201-2-V	NO	NO			NO				
VOID 6-300-3-V	NO	NO			NO				
SEWAGE PLANT NO.2 & SHAFT ALLEY 6-346-0-Q	YES	NO		06/14/01	YES	IN PARTIALLY ENCLOSED AREAS OUTBD OF THE SHAFTS, THE PAINT SYSTEM IS FAILING. CORROSION IS SURFACE AND MINIMAL. AREAS ARE DIFFICULT TO GET TO. JSN EA04-A437	YES	UNSAT	(5)
VOID 6-379-2-V	NO	NO			NO				
STOREROOM 6-464-4-A	YES	100%		06/14/01	YES	PLUMBING VALVE REPLACED. REPLACE INSULATION. SAME LEAKAGE AFFECTED 6-476-2-A JSN ER01-A009	YES	UNSAT	
NO.2 HPAC RM 6-464-3-Q	YES	ABOVE BILGES		06/14/01	YES	L7 IS HOLED AND THINNED FROM FR 464 TO 476. UT 6/8. L6 IS THINNED FROM FR 467 THROUGH 472. L5 IS THINNED FROM 467 THROUGH 476 VERTICAL STIFFENERS AT FR 473 AND 467 HOLED AND THINNED FROM THE TANKTOP TO L7. APPROXIMATELY 4 SF OF SHELL AROUND THE OVBD IS THINNED TO 50%. CAUSE IS THE HPAC SW OVBD	YES	UNSAT	

DD 963 INTERIOR HULL STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	INSULATION INSTALLED ON BHD	DATE INSPECTED		HISTORICAL HOT SPOT	COMMENTS	2K	SAT/UNSAT	CSMP
STOREROOM 6-476-1-A	YES	100%		06/14/01	NO			SAT	
STOREROOM 6-476-2-A	YES(MOVE STORES)	100%		06/14/01	NO	PLUMBING VALVE REPLACED. REPLACE INSULATION. SAME LEAKAGE AFFECTED 6-464-4-A JSN EE02-A233	YES	UNSAT	
STOREROOM 6-482-2-A	YES	100%		06/14/01	NO			SAT	
STOREROOM 6-488-3-A	YES	100%		06/14/01	NO	SOME INSULATION IS DETERIORATED FROM A PREVIOUS LEAK. INSULATION IS NOT DAMAGED ENOUGH TO WARRANT REPLACEMENT		SAT	
STEERING 6-506-0-E	YES	ABOVE BILGES		06/14/01	YES	DECK DRAIN LEAKING AT FR 525 STBD. STRUCTURE HAS LIGHT CORROSION. JSN'S - EA04-A429, EA04-A430.	YES	UNSAT	

## CONDITIONS FOUND IN 5-174-0-E

### GENERAL

AREAS ON THE UPPER AND INTERMEDIATE LEVEL ARE IN MODERATE TO GOOD CONDITION. MOST OF THE SHELL INSULATION HAS BEEN REMOVED, WHICH HAS ALLOWED SHIPSFORCE TO MAINTAIN THE SURFACES. SOME AREAS ON THE LOWER LEVEL STILL HAVE SHELL INSULATION. THE TESTING AND IR SURVEYS INDICATE THESE ISOLATED AREAS ARE NOT SATURATED. IN THE BILGES, THE ACCOUSTIC TILE IS DETERIORATED AND PRESUMABLY IS ALLOWING MOISTURE TO BE TRAPPED ON THE TANK TOP, CAUSING CORROSION. THE VARIOUS STRUCTURE IN THE BILGES IS GENERALLY IN FAIR CONDITION. RECOMMEND COMPLETE INDUSTRIAL

### STBD SIDE

1. THE ESCAPE TRUNK AFT BULKHEAD AT FR 177 IS HOLED IN WAY OF THE 2ND AND 3RD LONGITUDINAL STIFFENERS ABOVE THE TANK TOP. APPROXIMATELY 6" DIAMETER AT EACH JOINT. PROBABLE CAUSE: FIRE STATION AT FR 182 AND MASKER AIR COOLER OVBD AT FR 184.
2. THE 3RD, 4TH AND 5TH LONGITUDINAL STIFFENERS ABOVE THE TANK TOP ARE HOLED APPROXIMATELY 20% OF THEIR LENGTH BETWEEN FR 180 AND 188. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN MORE PINHOLES. PROBABLE CAUSE: FIRE STATION AT FR 182 AND MASKER AIR COOLER OVBD AT FR
3. THE 1ST AND 2ND LONGITUDINAL STIFFENERS ABOVE THE TANK TOP ARE HEAVILY CORRODED BETWEEN FR 180 AND 188. THE AREA WAS FLOODED AT THE TIME OF THE SURVEY AND WILL REQUIRE INDUSTRIAL EFFORT TO ACCESS. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN SIGNIFICANT HOLES. PROBABLE CAUSE: FIRE STATION AT FR 182 AND MASKER AIR COOLER OVBD AT FR
4. THE 3RD AND 4TH LONGITUDINAL STIFFENERS ABOVE THE TANK TOP ARE HEAVILY CORRODED AND 30% HOLED BETWEEN FR 190 AND 194. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN MORE PINHOLES. PROBABLE CAUSE: GENERATOR L.O. COOLER SW VALVE AT FR 194.
5. THE 5th LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS MISSING APPROXIMATELY 1 SF OF WEB AT FR 195. CAUSE IS UNKNOWN.
6. THE 7TH LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS HOLED (APPROX. 4" SQUARE) AT FR 204. CAUSE IS UNKNOWN.

7. THE 3RD AND 4TH LONGITUDINAL STIFFENERS ABOVE THE TANK TOP ARE HEAVILY CORRODED AND 20% HOLED BETWEEN FR 204 AND 208. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN MORE PINHOLES. PROBABLE CAUSE: SW PUMP AT FR 208 AND SW OVBD AT FR 205.

8. THE SHELL IS CORRODED IN WAY OF AREAS LISTED ABOVE. HAND TOOL CLEANING DID NOT RESULT IN A SURFACE SMOOTH ENOUGH FOR UT READINGS. DEPTH GAUGE MEASUREMENT OF ACCESSIBLE AREAS INDICATED SHELL IS WITHIN

#### PORT SIDE

9. THE 1ST LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS HEAVILY CORRODED BETWEEN FR 188 AND 204. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN PINHOLES. PROBABLE CAUSE: UNKNOWN

10. THE AREA IN AND AROUND THE AFT STBD CORNER OF THE SPACE IS DIFFICULT TO ACCESS AND FOR SHIPSFORCE TO CLEAN AND PRESERVE. IT IS HEAVILY CONTAMINATED WITH OIL, MINIMIZING CORROSION. IT IS RECOMMENDED THAT AN INDUSTRIAL ACTIVITY BE CONTRACTED TO CLEAN AND PRESERVE THIS BILGE

## CONDITIONS FOUND IN 5-300-0-E

### GENERAL

AREAS ON THE UPPER AND INTERMEDIATE LEVEL ARE IN MODERATE TO GOOD CONDITION. THE SHELL INSULATION HAS BEEN REMOVED, WHICH HAS ALLOWED SHIPSFORCE TO MAINTAIN THE SURFACES. IN THE BILGES THE ACCOUSTIC TILE IS DETERIORATED AND PRESUMABLY IS ALLOWING MOISTURE TO BE TRAPPED ON THE TANK TOP, CAUSING CORROSION. THE VARIOUS STRUCTURE IN THE BILGES IS GENERALLY IN FAIR CONDITION. RECOMMEND COMPLETE INDUSTRIAL CLEANING AND PRESERVATION AFTER COMPLETION OF REPAIRS.

### PORT SIDE

1. THE 1ST LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS HOLED APPROXIMATELY 30% OF ITS LENGTH BETWEEN FR 335 AND 331. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN MORE PINHOLES. PROBABLE
2. THE 3RD LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS 100% HOLED BETWEEN FR 332 AND 322. PROBABLE CAUSE: EMERGENCY SW CLG WATER
3. THE 2ND LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS 25% HOLED BETWEEN FR 316 AND 319. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN MORE PINHOLES. PROBABLE CAUSE: EMERGENCY SW CLG WATER
4. THE 1ST LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS HEAVILY CORRODED BETWEEN FR 316 AND 319. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN HOLES. PROBABLE CAUSE: EMERGENCY SW CLG
5. THE TRANSVERSE MEMBERS AT FR 316 AND 324 ARE HEAVILY CORRODED BETWEEN THE 2ND AND 3RD LONGITUDINAL STIFFENERS ABOVE THE TANK TOP. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN HOLES.
6. THE SHELL IS CORRODED IN WAY OF AREAS LISTED ABOVE. HAND TOOL CLEANING DID NOT RESULT IN A SURFACE SMOOTH ENOUGH FOR UT READINGS. DEPTH GAUGE MEASUREMENT OF ACCESSIBLE AREAS INDICATED SHELL IS WITHIN

### STBD SIDE

7. THE 1ST LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS 100% HOLED BETWEEN FR 318 AND 324. PROBABLE CAUSE: ACCOUSTIC TILE ON THE SHELL

8. THE AREA IN AND AROUND THE AFT PORT CORNER OF THE SPACE IS DIFFICULT TO ACCESS AND FOR SHIPSFORCE TO CLEAN AND PRESERVE. IT IS HEAVILY CONTAMINATED WITH OIL, MINIMIZING CORROSION. IT IS RECOMMENDED THAT AN INDUSTRIAL ACTIVITY BE CONTRACTED TO CLEAN AND PRESERVE THIS BILGE

**DD 963 HISTORICALLY CORRODED AREAS**

LOCATION		AREA	RESULTS
NO. 1 MER (5-174-0-E)	(1)	TANKTOP, IN WAY OF ACOUSTIC TILES	
	(2)	L/L, STBDSIDE,STIFFENERS FROM THE TANKTOP UP TO THE BOTTOM SIDE OF THE U/L GRATINGS	1. L/L, STBDSIDE, FR180-188, S10A, S11A, S13, S14 & S15 CORRODED AND HOLED. 2K 2. L/L, STBDSIDE, FR 190-194, S13, S14 CORRODED AND HOLED. 2K 3. L/L, STBDSIDE, FR 204-208, S13, S14 CORRODED AND HOLED. 2K 4. L/L, PORTSIDE, FR 188-204, S10A IS CORRODED AND HOLED. 2K 5. L/L, STBDSIDE, FR 204, S16 IS HOLED.2K 6. L/L, PORTSIDE, FR 195, S15 IS HOLED. 2K
	(3)	EQUIPMENT FOUNDATIONS IN BILGE AREA	CORROSION, CSMP
	(4)	U/L, IN WAY OF AUX BOILER	AUX BLR HAS BEEN REMOVED
	(5)	JOINT BETWEEN TANK TOP AND SHELL	HEAVY NON-STRUCTURAL CORROSION, CSMP
	(6)	LOWER PORTION OF ESCAPE TRUNK BULKHEADS	L/L, STBDSIDE, FR177, ESC TRK BHD IS HOLED, 2K
NO. 2 MER (5-300-0-E)	(1)	L/L, PORT SIDE,STIFFENERS FROM THE TANKTOP UP TO THE BOTTOM SIDE OF THE U/L GRATINGS	1. L/L, PORTSIDE, FR335-331, S13 CORRODED AND HOLED. 2K 2. L/L, PORTSIDE, FR 332-322,S15A CORRODED AND HOLED. 2K 3. L/L, PORTSIDE, FR 316-319, S13, S14 CORRODED AND HOLED. 2K 4. L/L, PORTSIDE, FR 316 & 324 TRANSVERSE WEB STIFFENERS CORRODED AT BILGE LEVEL 5. L/L, STBDSIDE, FR 318-324, S13 IS HOLED.2K
	(2)	TANKTOP, IN WAY OF ACOUSTIC TILES	
	(3)	EQUIPMENT FOUNDATIONS IN BILGE AREA	CSMP
	(4)	JOINT BETWEEN TANK TOP AND SHELL	CSMP
	(5)	LOWER PORTION OF ESCAPE TRUNK BULKHEADS	SAT
EDUCTOR RM (5-34-0-Q)	(1)	ALL	2K SUBMITTED
FWD PMP RM (5-138-0-Q)	(1)	FOUNDATIONS	2K SUBMITTED
	(2)	PITSPORD, FR 144 PORTSIDE.	SAT
	(3)	SATURATED INSULATION	2K SUBMITTED
AMR NO. 1 (5-220-0-E)	(1)	L/L TANK TOP	SAT
	(2)	U/L UNDER A/Cs	2K SUBMITTED
	(3)	EQUIPMENT FOUNDATIONS IN BILGE AREA	CSMP
	(4)	LOWER PORTION OF ESCAPE TRUNK BULKHEADS	WORK IN PROGRESS
AMR NO. 2 (5-260-01-E)	(1)	LOWER PORTION OF ESCAPE TRUNK BULKHEADS	2K SUBMITTED
	(2)	FOUNDATIONS IN BILGE AREA	SAT
	(3)	ENTIRE TANKTOP, BILGE AREA	SAT
	(4)	JOINT BETWEEN TANK TOP AND SHELL	2K SUBMITTED

**DD 963 HISTORICALLY CORRODED AREAS**

LOCATION		AREA	RESULTS
SHAFT ALLEY (6-346-0-Q)	(1)	PAINT FAILURE, CORROSION AND SATURATED INSULATION IN THE PARTIALLY ENCLOSED AREAS OUTBD OF SHAFTS	PAINT FAILURE NOTED AND 2K SUBMITTED
NO.2 HPAC (6-464-3-Q)	(1)	SHELL & STIFFENERS AROUND HPAC SW OVBD	2-K SUBMITTED/UT UNSAT
	(3)	SATURATED INSULATION	NONE NOTED
STEERING (6-506-0-E)	(1)	STIFFENERS ABV INSULATION	LEAKAGE FROM A DECK DRAIN IDENTIFIED AND 2K's SUBMITTED
FAN ROOM (01-196-1-Q)	(1)	PLENUM, FR 196-220	SAT
FAN ROOM (01-188-1-Q)	(1)	ALL	NONE NOTED
FAN ROOM (01-240-1-Q)	(1)	PLENUM	NONE NOTED
FAN ROOM (01-240-2-Q)	(1)	PLENUM	NONE NOTED
01 LEVEL WEATHER	(1)	BIMETALLIC STRIP	NOT SHELL RELATED
CLNG GR LKR (1-300-2-A)	(1)	DECK	2K SUBMITTED
NO. 2 PMP RM (3-398-0-Q)	(1)	DECK AND PORT BHD AROUND A/C	CSMP
NO. 3 GTG RM (3-426-1-E)	(1)	STBD SHELL AND BILGE AREA	CSMP

**IV.a SHELL CONDITION ASSESSMENT  
SURVEY  
EDUCTOR ROOM  
(5-34-0-Q)**

- 1. 2K submitted: CA01-A004 – Cleaning and preservation**
- 2. Heavy corrosion over the entire space**

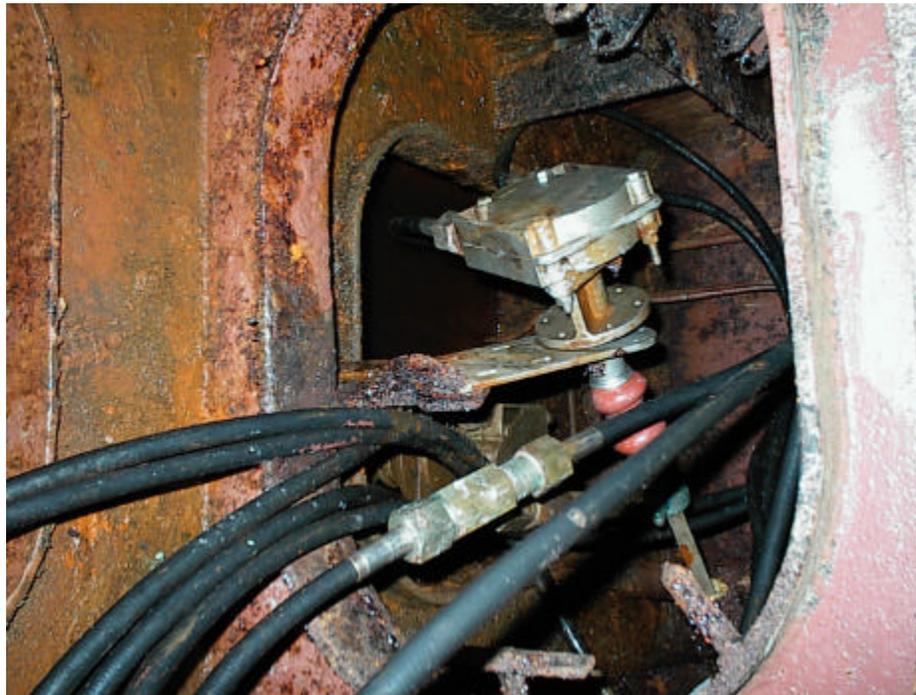
# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>12011</b>	EIC <b>A800</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>BULKHEADS/DECKS</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-34-0-Q</b>	WORK CENTER <b>CA01</b>	JSN <b>A004</b>
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>	
EOC <b>.9</b>					
TYPE AVAILABILITY		WHEN TO BE ACCOMPLISHED		STATUS	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>		1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>		1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	
CAUSE		DEFERRAL REASON			
1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE			
MAN HRS EXPENDED <b>0001</b>		MAN HRS REMAINING <b>1</b>		COMPLETED ACTION TAKEN	
SAFETY HAZARD		COMPLETED ACTION TAKEN		S/F MANHOURS	
1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE <b>4</b>	
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF EDUCTOR RM (5-34-0-Q) THE OVHD, BHDS, DECKS AND STRUCTURE WERE FOUND CORRODED.</b>					
RECOMMENDED REPAIRS <b>REMOVE CORROSION AND PRESERVE APPROX 95 SF OF STRUCTURE.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
EDUCTOR ROOM (5-34-0-Q) STRUCTURE CORRODED				TEST # MRC 1102/1	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.d.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY			COST
FIRST CONTACT <b>VANDERSPIEGEL</b>	RATE <b>STG3</b>	SECOND CONTACT <b>COWHAM</b>	RATE <b>STG2</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.					ON BOARD <b>YES</b> NO
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

DD 963  
SHELL ASSESSMENT SURVEY  
EDUCTOR ROOM (5-34-0-Q)



Looking at the access scuttle from SONAR 4, 4-34-0-Q. Space is only about 4' deep



Looking forward into the space, the extent of corrosion and inaccessibility is apparent.  
(CA01-A004)

**IV.b SHELL CONDITION ASSESSMENT  
SURVEY  
DOME EQUIPMENT ROOM  
(4-58-0-Q)**

- 1. 2K's submitted: CA01-A002, CA01-A003**
- 2. Space appears to have been flooded about 2'. Some of the shell transverse members are corroded through at the deck. The transverse web frames are corroded but not structurally deteriorated. The space has no equipment at all in it.**

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11021</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>4-58-0-Q</b>	WORK CENTER <b>CAO1</b>	JSN <b>A002</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF DOME EQUIP. RM (4-58-0-Q), THE BOTTOM 1' OF THE (4"X 5" TEE) VERTICAL STIFFENERS AT THE FOLLOWING FRAMES IS CORRODED AND HOLED; PORTSIDE- FR 78, 80, 90 &amp; 92. STBDSIDE- FR 60, 62, 66, 74, 78, 80, 84 &amp; 92 CORRODED. THE BOTTOM 6" OF SHELL AND STRUCTURE AROUND THE PERIMETER AND ADJOINING 6" OF TANKTOP IS CORRODED.</b>					
RECOMMENDED REPAIRS <b>CROP OUT AND REPLACE APPROXIMATELY 12 LF OF 4" X5" TEE.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>DOME EQUIPMENT ROOM (4-58-0-Q) STIFFENERS AND SHELL CORRODED</b>				TEST # MRC 1102/1	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>SIMS</b>	RATE <b>EN1</b>	SECOND CONTACT <b>DAVIS</b>	RATE <b>EN1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD <b>YES</b> NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11021</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>4-58-0-Q</b>	WORK CENTER <b>CAO1</b>	JSN <b>A003</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>3</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DE Scription: <b>PER SEMAT II INSPECTION OF DOME EQUIP. RM (4-58-0-Q), THE BOTTOM 2'</b>					
<b>OF SHELL AND STRUCTURE AROUND THE PERIMETER AND ADJOINING 6" OF TANKTOP IS</b>					
<b>CORRODED.</b>					
RECOMMENDED REPAIRS <b>REMOVE THE BOTTOM 2' OF SHELL INSULATION (APPROX. 144 SF)FROM FR 58-94</b>					
<b>PORT AND STBD. REMOVE CORROSION AND PRESERVE THE LOWER 2' OF THE SHELL AND</b>					
<b>STRUCTURE AND ADJOINING 6" OF TANKTOP PLATING. INSTALL NEW SHELL INSULATION. PAINT TO</b>					
<b>MATCH THE SURROUNDING AREAS.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>DOME EQUIPMENT ROOM (4-58-0-Q) STIFFENERS AND SHELL CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.e.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>VANDERSPIEGEL</b>	RATE <b>STG3</b>	SECOND CONTACT <b>COWHAM</b>	RATE <b>STG2</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

DD 963  
SHELL ASSESSMENT SURVEY  
DOME EQUIPMENT ROOM, 4-58-0-Q



Looking aft at the port side. The bottom of some of the transverse stiffeners is 100% wasted



Typical transverse stiffener, port side. Arrow indicates where web is completely wasted.  
(CA01-A002)

**IV.c SHELL CONDITION ASSESSMENT  
SURVEY  
FORWARD PUMP ROOM  
(5-138-0-Q)**

- 1. 2K's submitted: EE02-A171, EE02-A170**
- 2. Space is in good condition. A significant amount of steel has been replaced in the areas around the pit sword. It is recommended that the shell insulation be removed to 1' below the overhead, similar to the other machinery spaces. Some deterioration of the foundations and deckplate structure was noted.**

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>63511</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
SHELL INSULATION		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-138-0-Q</b>	WORK CENTER <b>EE02</b>	JSN <b>A171</b>
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>	
EOC <b>.9</b>		TYPE AVAILABILITY		WHEN TO BE ACCOMPLISHED	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>		1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>		1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	
CAUSE		DEFERRAL REASON			
1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>		1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE			
MAN HRS EXPENDED <b>0001</b>		MAN HRS REMAINING <b>1</b>		COMPLETED ACTION TAKEN	
S/F MANHOURS		PRIORITY			
SAFETY HAZARD		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE <b>4</b>	
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF FWD PUMP ROOM (5-138-0-Q), THE SHELL INSULATION WAS FOUND SATURATED FROM FR 152- 154, STBDSIDE, ON THE 1<sup>ST</sup> STIFFENER ABOVE THE BILGE AREA. THE SHELL AND STIFFENERS WERE NOT CORRODED. LEAK HAS BEEN REPAIRED.</b>					
RECOMMENDED REPAIRS					
<b>REMOVE APPROX. 20 SF OF SATURATED SHELL INSULATION. ENSURE THERE IS NO CORROSION ON STRUCTURE EXPOSED BY REMOVALS. INSTALL INSULATION. PAINT INSULATION TO MATCH SURROUNDING AREAS.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>FWD PUMP ROOM (5-138-0-Q) SHELL INSULATION SATURATED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.e.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>BRANIGAN</b>	RATE <b>EM2</b>	SECOND CONTACT <b>ROHLOFF</b>	RATE <b>EMC</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11021</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL &amp; SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-138-0-Q</b>	WORK CENTER <b>EE02</b>	JSN <b>A170</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF FWD PUMP ROOM (5-138-0-Q), THE 3<sup>RD</sup> STIFFENER FROM THE OVHD, FR 138-144, PORT SIDE, IS CORRODED. NO LEAK WAS FOUND.</b>					
RECOMMENDED REPAIRS					
<b>REMOVE APPROXIMATELY 12 SF OF SHELL INSULATION FROM THE SHELL AND STRUCTURE FR 138-144, PORTSIDE, 3<sup>RD</sup> STIFFENER FROM THE OVHD. CLEAN AND PRESERVE STRUCTURE EXPOSED BY INSULATION REMOVALS. INSTALL NEW INSULATION. PAINT INSULATION TO MATCH SURROUNDING AREAS.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>FWD PUMP ROOM (5-138-0-Q) SEWAGE PLANT STRUCTURE CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.e.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>BRANIGAN</b>	RATE <b>EM2</b>	SECOND CONTACT <b>ROHLOFF</b>	RATE <b>EMC</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

DD 963  
SHELL ASSESSMENT SURVEY  
FWD PUMP ROOM, 5-138-0-Q



View looking outbd to stbd from FR 148. Firemain valve is leaking at FR 145, dripping into insulation. Stiffeners slant aft and moisture collects at FR 154, where arrow is pointed.(EE02-A170)

DD 963  
SHELL ASSESSMENT SURVEY  
FWD PUMP ROOM, 5-138-0-Q



View looking at area indicated by the arrow on the previous page.



Insulation cutaway showing corrosion.

**IV.d SHELL CONDITION ASSESSMENT  
SURVEY  
AUXILIARY MACHINERY ROOM NO. 1  
(5-220-0-E)**

1. 2K submitted: EA04-A459
2. The joint between the shell and the tank top, portside, upper level and the adjoining 1' of tank top and 2' of shell is corroded. Corrosion is the result of the drainage from the A/C units. It is not structural deterioration. The tank top on the upper and lower levels is pitted and probably thinned to replacement or near replacement values, but is not included in this survey. A contractor was replacing the bottom 1' of the perimeter bulkhead on the escape trunk at Fr. 257, lower level. The bulkhead adjoins the tanktop.

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-220-0-E</b>	WORK CENTER <b>EAO4</b>	JSN <b>A459</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DE Scription: <b>PER SEMAT II INSPECTION OF AMR NO. 1 (5-220-0-E), THE BOTTOM 1' OF SHELL AND STRUCTURE AND ADJOINING 1' OF TANKTOP ON THE PORTSIDE AT THE U/L IS CORRODED FROM FR 240-260.</b>					
<b>RECOMMENDED REPAIRS</b>					
<b>REMOVE CORROSION AND PRESERVE THE 1' OF THE SHELL AND STRUCTURE ABOVE AND BELOW THE U/L DECK AND ADJOINING 1' OF TANKTOP PLATING ON THE U/L, PORT SIDE FROM FR 240- 260. (APPROXIMATELY 60 SF)</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
CSMP SUMMARY <b>AMR NO. 1 (5-220-0-E) DECK AND SHELL CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>DAVIS</b>	RATE <b>EN1</b>	SECOND CONTACT <b>LASSANDRO</b>	RATE <b>ENC</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

**IV.e SHELL CONDITION ASSESSMENT  
SURVEY  
MAIN ENGINE ROOM NO. 1  
(5-174-0-E)**

- 1. 2K's submitted: EM01-A170 – A179**
- 2. The starboard side is corroded in the bilge areas from the tank top joint to the U/L gratings, mainly because of saltwater service systems such as the fire station at frame 182 and the Prairie masker cooler. Some of the areas are difficult to access because of piping and equipment. The pictures taken in this area are representative of the overall condition of this area. The stiffeners have several new sections. It will probably be worth considering replacing longer sections to bring the whole area up to clean steel. The rest of the space is well maintained.**

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
<b>SYSTEM</b> <b>HULL STRUCTURE</b>		<b>ESWBS</b> <b>11011</b>	<b>EIC</b> <b>A301</b>	<b>APL</b> <b>XCOMPARTMENT</b>	<b>RIC</b>
<b>EQUIPMENT NAME</b> <b>SHELL&amp;SUPPORTING STRUCTURE</b>		<b>IDENT/SERIAL</b> <b>N/A</b>	<b>LOCATION</b> <b>5-174-0-E</b>	<b>WORK CENTER</b> <b>EM01</b>	<b>JSN</b> <b>A170</b>
<b>EQUIPMENT STATUS</b>		<b>PROBLEM STATUS</b>	<b>CATEGORY</b>		<b>EOC</b>
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
<b>TYPE AVAILABILITY</b>	<b>WHEN TO BE ACCOMPLISHED</b>	<b>STATUS</b>	<b>CAUSE</b>	<b>DEFERRAL REASON</b>	
1. DEPOT <b>1</b> 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL <b>1</b> 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN <b>7</b> 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
<b>MAN HRS EXPENDED</b> <b>0001</b>	<b>MAN HRS REMAINING</b> <b>1</b>	<b>COMPLETED ACTION TAKEN</b>		<b>S/F MANHOURS</b>	<b>PRIORITY</b>
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE <b>4</b>
<b>DISCREPANCY DESCRIPTION: PER SEMAT II INSPECTION OF MER NO. 1 (5-174-0-E), STBD, THE ESCAPE TRUNK</b>					
<b>AFT BULKHEAD AT FR 177 IS HOLED IN WAY OF THE 2<sup>ND</sup> AND 3<sup>RD</sup> LONGITUDINAL STIFFENERS ABOVE THE TANK TOP, APPROXIMATELY 6" DIAMETER AT EACH JOINT. PROBABLE CAUSE: FIRE STATION AT FR 182 AND MASKER AIR COOLER OVBD AT FR 184.</b>					
<b>RECOMMENDED REPAIRS</b>					
<b>CROP OUT AND REPLACE (2) AREAS APPROX. 1 SF EACH OF 1/4" PLATE IN THE ESCAPE TRUNK BULKHEAD AT FR 177. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO1-A170 THROUGH EMO1-</b>					
<b>A179.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
<b>CSMP SUMMARY</b> <b>MER NO. 1 (5-174-0-E) STRUCTURE AND SHELL CORRODED</b>				<b>TEST # MRC 1102/1</b>	
<b>ROOT CAUSE/AMPLIFICATION</b> <b>H1</b>				<b>STEP #</b> <b>2.a.</b>	
<b>SYSTEM LEVEL IMPACT</b>					
<b>PART NO.</b>	<b>NOMENCLATURE</b>	<b>QTY</b>	<b>NSN</b>	<b>COST</b>	
<b>FIRST CONTACT</b> <b>WEAVER</b>	<b>RATE</b> <b>GSM3</b>	<b>SECOND CONTACT</b> <b>O'BRYANT</b>	<b>RATE</b> <b>GSM1</b>	<b>PHONE</b>	
<b>BLUEPRINTS, TECH MANUALS, PLANS, ETC.</b>				<b>ON BOARD</b> <b>YES</b> <b>NO</b>	
<b>ASSESSOR / ACT / TECH ID#</b> <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			<b>TD</b>	<b>TL</b>	<b>LOGISTICIAN</b> <b>TSP</b>

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>XCOMPARTMENT</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-174-0-E</b>	WORK CENTER <b>EM01</b>	JSN <b>A171</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN* 5. L - LIMITED
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II INSPECTION OF MER NO. 1 (5-174-0-E), STBD, THE 3 <sup>RD</sup> , 4 <sup>TH</sup> AND 5 <sup>TH</sup>					
LONGITUDINAL STIFFENERS ABOVE THE TANK TOP ARE HOLED APPROXIMATELY 20% OF THEIR LENGTH BETWEEN FR 180 AND 188. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN MORE PINHOLES. STIFFENERS ARE APPROX. 75% WASTED. PROBABLE CAUSE: FIRE STATION AT FR 182 AND MASKER AIR COOLER OVBD AT FR 184.					
RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROXIMATELY 24 LF OF 10" X 4" TEE ON S13, S14 AND S15 BETWEEN FR 180 -188. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO1-A170 THROUGH EMO1-A179.					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>MER NO. 1 (5-174-0-E) STRUCTURE AND SHELL CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>WEAVER</b>	RATE <b>GSM3</b>	SECOND CONTACT <b>O'BRYANT</b>	RATE <b>GSM1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>XCOMPARTMENT</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-174-0-E</b>	WORK CENTER <b>EM01</b>	JSN <b>A172</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT <b>1</b> 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL <b>1</b> 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF MER NO. 1 (5-174-0-E), STBD, THE 1<sup>ST</sup> AND 2<sup>ND</sup></b>					
<b>LONGITUDINAL STIFFENERS ABOVE THE TANK TOP ARE HEAVILY CORRODED BETWEEN FR 180 AND</b>					
<b>188. THE AREA WAS FLOODED AT THE TIME OF THE SURVEY AND WILL REQUIRE INDUSTRIAL EFFORT</b>					
<b>TO ACCESS. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN SIGNIFICANT HOLES.</b>					
<b>STIFFENERS ARE APPROX. 65% WASTED. PROBABLE CAUSE: FIRE STATION AT FR 182 AND MASKER</b>					
<b>AIR COOLER OVBD AT FR 184.</b>					
<b>RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROXIMATELY 16LF OF 10" X 4" TEE ON S10A &amp; S11A</b>					
<b>BETWEEN FR 180 -188. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO1-A170 THROUGH EMO1-A179.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
CSMP SUMMARY <b>MER NO. 1 (5-174-0-E) STRUCTURE AND SHELL CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>WEAVER</b>	RATE <b>GSM3</b>	SECOND CONTACT <b>O'BRYANT</b>	RATE <b>GSM1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>XCOMPARTMENT</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-174-0-E</b>	WORK CENTER <b>EM01</b>	JSN <b>A173</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE <b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF MER NO. 1 (5-174-0-E), STBD, THE 3<sup>RD</sup> AND 4TH</b>					
<b>LONGITUDINAL STIFFENERS ABOVE THE TANK TOP ARE HEAVILY CORRODED AND 30% HOLED</b>					
<b>BETWEEN FR 190 AND 194. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN</b>					
<b>SIGNIFICANT HOLES. STIFFENERS ARE APPROX. 75% WASTED.</b>					
<b>PROBABLE CAUSE: GENERATOR LO COOLER SW VALVE AT FR 194</b>					
<b>RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROXIMATELY 8LF OF 10" X 4" TEE ON S13 &amp; S14</b>					
<b>BETWEEN FR 190-194. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO1- <b>A170</b> THROUGH EMO1-<b>A179</b>.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
CSMP SUMMARY <b>MER NO. 1 (5-174-0-E) STRUCTURE AND SHELL CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>WEAVER</b>	RATE <b>GSM3</b>	SECOND CONTACT <b>O'BRYANT</b>	RATE <b>GSM1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
<b>SYSTEM</b> <b>HULL STRUCTURE</b>		<b>ESWBS</b> <b>11011</b>	<b>EIC</b> <b>A301</b>	<b>APL</b> <b>XCOMPARTMENT</b>	<b>RIC</b>
<b>EQUIPMENT NAME</b> <b>SHELL&amp;SUPPORTING STRUCTURE</b>		<b>IDENT/SERIAL</b> <b>N/A</b>	<b>LOCATION</b> <b>5-174-0-E</b>	<b>WORK CENTER</b> <b>EM01</b>	<b>JSN</b> <b>A174</b>
<b>EQUIPMENT STATUS</b>		<b>PROBLEM STATUS</b>	<b>CATEGORY</b>		<b>EOC</b>
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED		<b>.9</b>
<b>TYPE AVAILABILITY</b>	<b>WHEN TO BE ACCOMPLISHED</b>	<b>STATUS</b>	<b>CAUSE</b>	<b>DEFERRAL REASON</b>	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION OTHER OR NOT APPLICABLE	
<b>MAN HRS EXPENDED</b> <b>0001</b>	<b>MAN HRS REMAINING</b> <b>1</b>	<b>COMPLETED ACTION TAKEN</b>		<b>S/F MANHOURS</b>	<b>PRIORITY</b>
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF MER NO. 1 (5-174-0-E), STBDSIDE, THE 5<sup>TH</sup></b>					
<b>LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS MISSING APPROX. 1 LF OF WEB AT FR 195</b>					
<b>PROBABLE CAUSE: UNKNOWN</b>					
<b>RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROXIMATELY 2LF OF 10" X 4" TEE ON S15</b>					
<b>BETWEEN FR 194-196. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO1-A170 THROUGH EMO1-A179.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
<b>CSMP SUMMARY</b> <b>MER NO. 1 (5-174-0-E) STRUCTURE AND SHELL CORRODED</b>				<b>TEST # MRC 1102/1</b>	
<b>ROOT CAUSE/AMPLIFICATION</b> <b>H1</b>				<b>STEP #</b> <b>2.a.</b>	
<b>SYSTEM LEVEL IMPACT</b>					
<b>PART NO.</b>	<b>NOMENCLATURE</b>	<b>QTY</b>	<b>NSN</b>	<b>COST</b>	
<b>FIRST CONTACT</b> <b>WEAVER</b>	<b>RATE</b> <b>GSM3</b>	<b>SECOND CONTACT</b> <b>O'BRYANT</b>	<b>RATE</b> <b>GSM1</b>	<b>PHONE</b>	
<b>BLUEPRINTS, TECH MANUALS, PLANS, ETC.</b>				<b>ON BOARD</b> YES NO	
<b>ASSESSOR / ACT / TECH ID#</b> <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			<b>TD</b>	<b>TL</b>	<b>LOGISTICIAN</b> TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>XCOMPARTMENT</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-174-0-E</b>	WORK CENTER <b>EM01</b>	JSN <b>A175</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF MER NO. 1 (5-174-0-E), STBD, THE 7<sup>TH</sup> LONGITUDINAL</b>					
<b>STIFFENER ABOVE THE TANK TOP HAS A 4" HOLE CORRODED THROUGH AT FR 204 AT THE SHELL</b>					
<b>THE STIFFENER IS LIGHTLY CORRODED FORWARD AND AFT OF THE HOLE. PROBABLE CAUSE:</b>					
<b>UNKNOWN. THIS WAS NOT A DRAIN HOLE</b>					
RECOMMENDED REPAIRS: <b>CROP OUT AND REPLACE APPROXIMATELY 2LF OF 8" X 4" TEE ON S16</b>					
<b>BETWEEN FR 203-205. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO1-A170 THROUGH EMO1-A179.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>MER NO. 1 (5-174-0-E) STRUCTURE AND SHELL CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>WEAVER</b>	RATE <b>GSM3</b>	SECOND CONTACT <b>O'BRYANT</b>	RATE <b>GSM1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>XCOMPARTMENT</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-174-0-E</b>	WORK CENTER <b>EM01</b>	JSN <b>A176</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN* 5. L - LIMITED
TYPE AVAILABILITY 1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL		WHEN TO BE ACCOMPLISHED 1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	STATUS 1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	CAUSE 1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	DEFERRAL REASON 1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT II INSPECTION OF MER NO. 1 (5-174-0-E), STBDSIDE, THE 3 <sup>RD</sup> AND 4 <sup>TH</sup>					
LONGITUDINAL STIFFENERS ABOVE THE TANK TOP ARE HOLED APPROXIMATELY 20% OF THEIR LENGTH BETWEEN FR 204 AND 208. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN MORE PINHOLES. STIFFENERS ARE APPROX. 75% WASTED. PROBABLE CAUSE: SW PMP AT FR 208 AND SW OVBD AT FR 205.					
RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROXIMATELY 8LF OF 10" X 4" TEE ON S13, S14 BETWEEN FR 204 -208. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO1-A170 THROUGH EMO1-A179.					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>MER NO. 1 (5-174-0-E) STRUCTURE AND SHELL CORRODED</b>				TEST # MRC 1102/1	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>WEAVER</b>	RATE <b>GSM3</b>	SECOND CONTACT <b>O'BRYANT</b>	RATE <b>GSM1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>XCOMPARTMENT</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-174-0-E</b>	WORK CENTER <b>EM01</b>	JSN <b>A177</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: PER SEMAT II INSPECTION OF MER NO. 1 (5-174-0-E), PORTSIDE, THE 1 <sup>ST</sup>					
LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS HEAVILY CORRODED BETWEEN FR 188 AND 204.					
IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN PINHOLES. STIFFENER					
IS APPROX. 65% WASTED. PROBABLE CAUSE: UNKNOWN					
RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROXIMATELY 16LF OF 10" X 4" TEE ON S10A					
BETWEEN FR 188 AND 204. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO1-A170 THROUGH EMO1-A179.					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY MER NO. 1 (5-174-0-E) STRUCTURE AND SHELL CORRODED				TEST # MRC 1102/1	
ROOT CAUSE/AMPLIFICATION H1				STEP # 2.a.	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>WEAVER</b>	RATE <b>GSM3</b>	SECOND CONTACT <b>O'BRYANT</b>	RATE <b>GSM1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

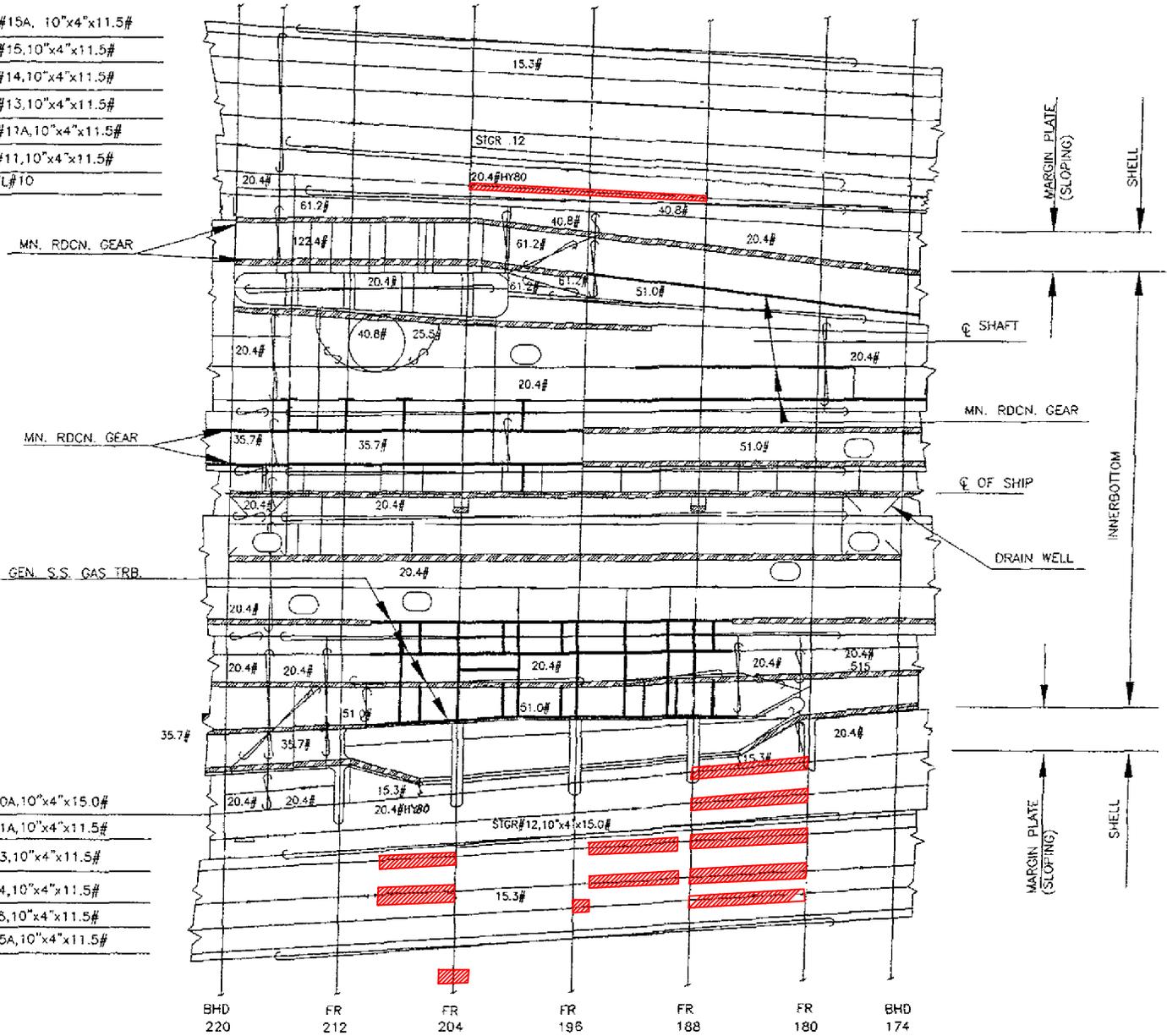
# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>XCOMPARTMENT</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-174-0-E</b>	WORK CENTER <b>EM01</b>	JSN <b>A178</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF MER NO. 1 (5-174-0-E), STBDSIDE, THE BILGE AREA</b>					
<b>IN AND AROUND THE AFT STBD CORNER OF THE SPACE IS DIFFICULT FOR SHIPSFORCE TO ACCESS</b>					
<b>AND CLEAN. IT IS HEAVILY CONTAMINATED WITH OIL, MASKING THE CORROSION.</b>					
<b>PROBABLE CAUSE: INACCESSIBILITY.</b>					
RECOMMENDED REPAIRS: <b>REMOVE CORROSION AND PRESERVE APPROXIMATELY 630 SF OF SHELL AND</b>					
<b>STRUCTURE IN WAY OF AREAS LISTED ABOVE. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO1-</b>					
<b>A170 THROUGH EMO1-A179.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>MER NO. 1 (5-174-0-E) STRUCTURE AND SHELL CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>WEAVER</b>	RATE <b>GSM3</b>	SECOND CONTACT <b>O'BRYANT</b>	RATE <b>GSM1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
<b>SYSTEM</b> <b>HULL STRUCTURE</b>		<b>ESWBS</b> <b>11011</b>	<b>EIC</b> <b>A301</b>	<b>APL</b> <b>XCOMPARTMENT</b>	<b>RIC</b>
<b>EQUIPMENT NAME</b> <b>SHELL&amp;SUPPORTING STRUCTURE</b>		<b>IDENT/SERIAL</b> <b>N/A</b>	<b>LOCATION</b> <b>5-174-0-E</b>	<b>WORK CENTER</b> <b>EM01</b>	<b>JSN</b> <b>A179</b>
<b>EQUIPMENT STATUS</b>		<b>PROBLEM STATUS</b>	<b>CATEGORY</b>		<b>EOC</b>
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED		<b>.9</b>
<b>TYPE AVAILABILITY</b>	<b>WHEN TO BE ACCOMPLISHED</b>	<b>STATUS</b>	<b>CAUSE</b>	<b>DEFERRAL REASON</b>	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
<b>1</b>	<b>06JAN03</b> <b>4</b>	<b>1</b>	<b>7</b>		
<b>MAN HRS EXPENDED</b> <b>0001</b>	<b>MAN HRS REMAINING</b> <b>1</b>	<b>COMPLETED ACTION TAKEN</b>		<b>S/F MANHOURS</b>	<b>PRIORITY</b>
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
<b>DISCREPANCY DESCRIPTION: PER SEMAT II INSPECTION OF MER NO. 1 (5-174-0-E), STBDSIDE, THE SHELL WAS</b>					
<b>CORRODED IN WAY OF VARIOUS AREAS OF STRUCTURAL DETERIORATION FROM FR 177 THROUGH</b>					
<b>203, LOWER LEVEL. PROBABLE CAUSE: SW LEAKAGE.</b>					
<b>RECOMMENDED REPAIRS: REMOVE CORROSION AND PRESERVE APPROXIMATELY 60 SF OF SHELL AND</b>					
<b>STRUCTURE IN WAY OF AREAS LISTED ON JSN'S EMO1-A170 THROUGH EMO1-A179.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
<b>CSMP SUMMARY</b> <b>MER NO. 1 (5-174-0-E) STRUCTURE AND SHELL CORRODED</b>				<b>TEST # MRC 1102/1</b>	
<b>ROOT CAUSE/AMPLIFICATION H1</b>				<b>STEP # 2.a.</b>	
<b>SYSTEM LEVEL IMPACT</b>					
<b>PART NO.</b>	<b>NOMENCLATURE</b>	<b>QTY</b>	<b>NSN</b>	<b>COST</b>	
<b>FIRST CONTACT</b> <b>WEAVER</b>	<b>RATE</b> <b>GSM3</b>	<b>SECOND CONTACT</b> <b>O'BRYANT</b>	<b>RATE</b> <b>GSM1</b>	<b>PHONE</b>	
<b>BLUEPRINTS, TECH MANUALS, PLANS, ETC.</b>				<b>ON BOARD</b> <b>YES NO</b>	
<b>ASSESSOR / ACT / TECH ID# SPORT 221/ D. SMITH/ HUGHES, CDI</b>			<b>TD</b>	<b>TL</b>	<b>LOGISTICIAN TSP</b>

- STGR#15A, 10"x4"x11.5#
- STGR#15, 10"x4"x11.5#
- STGR#14, 10"x4"x11.5#
- STGR#13, 10"x4"x11.5#
- STGR#12A, 10"x4"x11.5#
- STGR#11, 10"x4"x11.5#
- LONG'L#10



PLAN  
SHELL & INNERBOTTOM PLATING  
ENGINE ROOM #1 / 5174OE

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 1, 5-174-0-E



View facing outbd to stbd and forward at FR 174, looking from the throttle flats to the lower level. Note the AFFF drum in the trunk for reference. Also note the firestation and PRAIRIE MASKER cooler at FR 184.

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 1, 5-174-0-E



View looking aft toward FR 177, inside the escape trunk on the stbd side. The AFFF drum is visible in the corner. The watertight bulkhead is holed at the shell on both this stiffener and the next one under it.(EM01-A170)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 1, 5-174-0-E



This area is directly under the PRAIRIE MASKER cooler at FR 185. The stiffeners have been painted but have extreme corrosion and are holed.(EM01- A171 & EM01 A172)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 1, 5-174-0-E



Heavy corrosion and pinholing at FR190 stbd. Note the heavy scaling and blistering on the transverse member and pitting of the shell.(EM01- A173)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 1, 5-174-0-E



The 1<sup>st</sup> through the 4<sup>th</sup> stiffeners show heavy corrosion and pinholing at FR 184.  
Refraction of the image is due to approximately 18" of water in this section of the bilge.  
(EM01-A172)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 1, 5-174-0-E



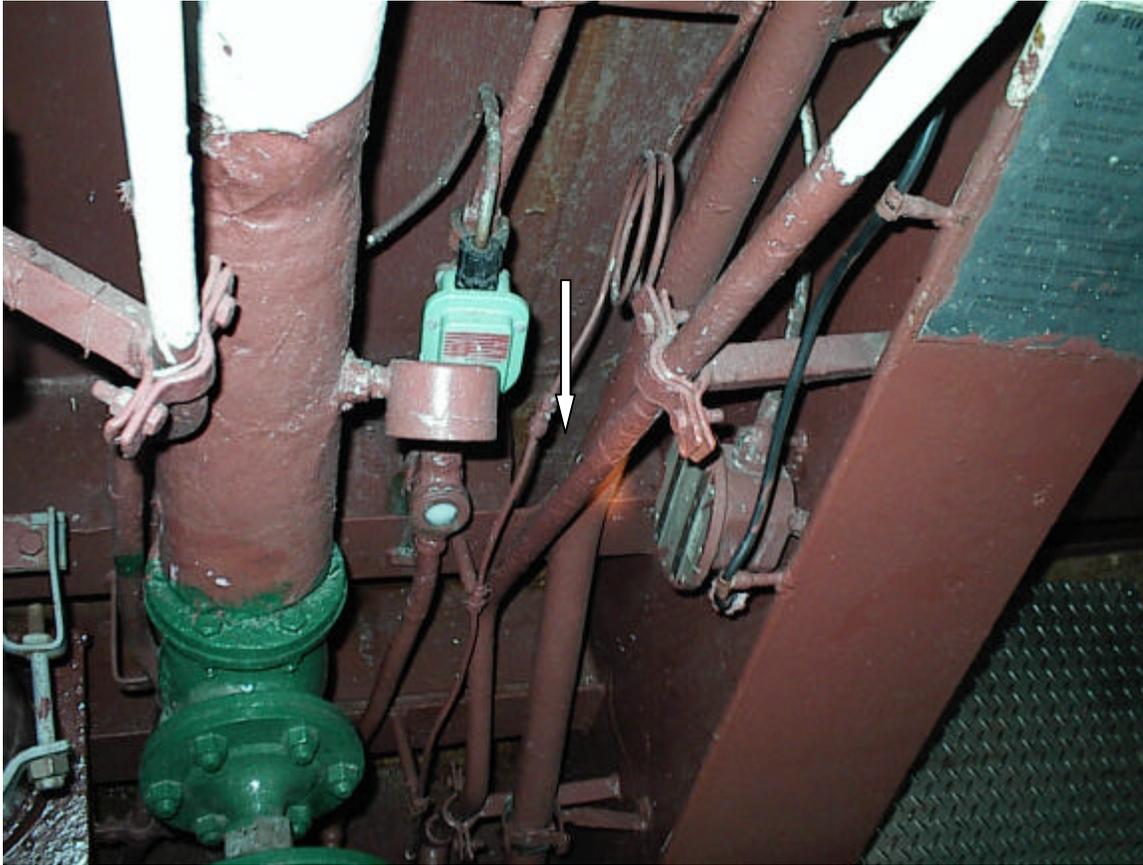
Stiffener at FR194 is holed approximately one linear foot.(EM01-A173)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 1, 5-174-0-E



Hole in the 7<sup>th</sup> stiffener above the tank top at FR 204. This is not weep hole. About 2' of the stiffener is corroded. (EM01-A175)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 1, 5-174-0-E



A 1' section missing from the web of the 5<sup>th</sup> stiffener above the tank top at FR 195.(EM01-A174)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 1, 5-174-0-E



The stiffeners and tanktop joint are heavily corroded and the stiffeners are pinholed under the sw pump and strainers at FR 205 – 208. Deck grates are removed. (EM01-A176)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 1, 5-174-0-E



View facing forward from FR 220, along the port shell, lower level, outboard of the generator. This area has extensive structural corrosion, primarily due to the concentration of seawater service system components. The bilge area is accessible with some difficulty. Because of the limited accessibility, the area is corroded from the tanktop to the U/L gratings

**IV.f SHELL CONDITION ASSESSMENT  
SURVEY  
AUXILIARY MACHINERY ROOM NO. 2  
(5-260-0-E)**

1. 2K submitted: EA04-A463
2. The joint between the shell and the tank top and between the stiffeners and the shell, port and stbd sides is heavily corroded. The corrosion is not presently a structural concern. The area around the escape trunk and adjoining 1' of tank top and 2' of shell is also corroded. There is an existing CSMP item addressing this.

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-260-0-E</b>	WORK CENTER <b>EAO4</b>	JSN <b>A463</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF AMR NO. 2 (5-260-0-E), THE BOTTOM 1' OF ESCAPE TRUNK AND ADJOINING 1' OF TANKTOP IS CORRODED. THE JOINT BETWEEN THE TANK TOP AND BHD 300 IS CORRODED 4' ON BOTH THE INBD AND OUTBD SIDES OF THE ESCAPE TRUNK.</b>					
<b>RECOMMENDED REPAIRS</b>					
<b>REMOVE CORROSION AND PRESERVE THE BOTTOM 1' OF BOTH SIDES OF THE ESCAPE TRUNK BHD AT THE JOINT WITH THE TANKTOP AND THE ADJOINING 1' OF TANKTOP PLATING (42 SF).</b>					
<b>REMOVE CORROSION AND PRESERVE THE 4' INBD AND OUTBD OF THE ESCAPE TRUNK AND THE ADJOINING 1' OF TANKTOP. TRIM BACK ACCOUSTIC COVERING IN WAY OF PRESERVATION.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
CSMP SUMMARY <b>AMR NO. 2 (5-260-0-E) DECK AND BHD CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>DAVIS</b>	RATE <b>EN1</b>	SECOND CONTACT <b>LASSANDRO</b>	RATE <b>ENC</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD <b>YES</b> NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

DD 963  
SHELL ASSESSMENT SURVEY  
AUXILIARY MACHINERY ROOM NO. 2, 5-260-0-E



View, facing aft at FR 300 on the port side. The shell is outbd, where the deck appears to slope down. The arrow indicates the outbd side of the trunk. The pictures taken depict the corrosion typical throughout the area. (EA04-A463)

DD 963  
SHELL ASSESSMENT SURVEY  
AUXILIARY MACHINERY ROOM NO. 2, 5-260-0-E



View looking at area indicated by the arrow on the previous page. Corrosion follows the perimeter of the escape trunk and then the joint between the tank top and shell.

DD 963  
SHELL ASSESSMENT SURVEY  
AUXILIARY MACHINERY ROOM NO. 2, 5-260-0-E



Aft bulkhead of the escape trunk, FR 300, showing corrosion at the edge of the acoustic tile. This is typical of the corrosion at the joint between the tank top and the shell where the tile is installed

**IV.g SHELL CONDITION ASSESSMENT  
SURVEY  
MAIN ENGINE ROOM NO. 2  
(5-300-0-E)**

- 1. 2K's submitted: EM02-A240 – A246**
- 2. The portside is corroded in the bilge areas, mainly because of saltwater service systems such as the emergency cooling water station at FR 317. Some of the areas are difficult to access because of piping and equipment. The pictures taken in this area are representative of the overall condition of this area. This space has a significant amount of acoustic tile installed on the tanktop. At the joint between plates and structure, it would improve drainage and reduce corrosion if the tile was cut back a 1/2". The shipsforce could then see the corrosion as it occurred and correct it.**

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
<b>SYSTEM</b> <b>HULL STRUCTURE</b>		<b>ESWBS</b> <b>11011</b>	<b>EIC</b> <b>A301</b>	<b>APL</b> <b>XCOMPARTMENT</b>	<b>RIC</b>
<b>EQUIPMENT NAME</b> <b>SHELL&amp;SUPPORTING STRUCTURE</b>		<b>IDENT/SERIAL</b> <b>N/A</b>	<b>LOCATION</b> <b>5-300-0-E</b>	<b>WORK CENTER</b> <b>EM02</b>	<b>JSN</b> <b>A240</b>
<b>EQUIPMENT STATUS</b>		<b>PROBLEM STATUS</b>	<b>CATEGORY</b>		<b>EOC</b>
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED		<b>.9</b>
<b>TYPE AVAILABILITY</b>	<b>WHEN TO BE ACCOMPLISHED</b>	<b>STATUS</b>	<b>CAUSE</b>	<b>DEFERRAL REASON</b>	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION OTHER OR NOT APPLICABLE	
<b>MAN HRS EXPENDED</b> <b>0001</b>	<b>MAN HRS REMAINING</b> <b>1</b>	<b>COMPLETED ACTION TAKEN</b>		<b>S/F MANHOURS</b>	<b>PRIORITY</b>
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
<b>DISCREPANCY DESCRIPTION: PER SEMAT II INSPECTION OF MER NO. 2 (5-300-0-E), PORT, THE 1<sup>ST</sup></b>					
<b>LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS HOLED APPROXIMATELY 30% OF ITS</b>					
<b>LENGTH BETWEEN FR 331 AND 335. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD</b>					
<b>RESULT IN MORE PINHOLES. STIFFENER IS APPROX. 75% WASTED. PROBABLE CAUSE: BILGE PUMP</b>					
<b>OVBD AT FR 325.</b>					
<b>RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROXIMATELY 4 LF OF 10" X 4" TEE ON S13</b>					
<b>BETWEEN FR 331 AND 335. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO2-A240 THROUGH</b>					
<b>EMO2-A246.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
<b>CSMP SUMMARY</b> <b>MER NO. 2 (5-300-0-E) STRUCTURE AND SHELL CORRODED</b>				<b>TEST # MRC 1102/1</b>	
<b>ROOT CAUSE/AMPLIFICATION</b> <b>H1</b>				<b>STEP #</b> <b>2.a.</b>	
<b>SYSTEM LEVEL IMPACT</b>					
<b>PART NO.</b>	<b>NOMENCLATURE</b>	<b>QTY</b>	<b>NSN</b>	<b>COST</b>	
<b>FIRST CONTACT</b> <b>BOSVIERT</b>	<b>RATE</b> <b>GSM2</b>	<b>SECOND CONTACT</b> <b>HOWE</b>	<b>RATE</b> <b>GSM1</b>	<b>PHONE</b>	
<b>BLUEPRINTS, TECH MANUALS, PLANS, ETC.</b>				<b>ON BOARD</b> <b>YES</b> <b>NO</b>	
<b>ASSESSOR / ACT / TECH ID#</b> <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			<b>TD</b>	<b>TL</b>	<b>LOGISTICIAN</b> <b>TSP</b>

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
<b>SYSTEM</b> <b>HULL STRUCTURE</b>		<b>ESWBS</b> <b>11011</b>	<b>EIC</b> <b>A301</b>	<b>APL</b> <b>XCOMPARTMENT</b>	<b>RIC</b>
<b>EQUIPMENT NAME</b> <b>SHELL&amp;SUPPORTING STRUCTURE</b>		<b>IDENT/SERIAL</b> <b>N/A</b>	<b>LOCATION</b> <b>5-300-0-E</b>	<b>WORK CENTER</b> <b>EM02</b>	<b>JSN</b> <b>A241</b>
<b>EQUIPMENT STATUS</b>		<b>PROBLEM STATUS</b>	<b>CATEGORY</b>		<b>EOC</b>
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
<b>TYPE AVAILABILITY</b>	<b>WHEN TO BE ACCOMPLISHED</b>	<b>STATUS</b>	<b>CAUSE</b>	<b>DEFERRAL REASON</b>	
1. DEPOT <b>1</b> 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL <b>1</b> 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT <b>7</b> 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
<b>MAN HRS EXPENDED</b> <b>0001</b>	<b>MAN HRS REMAINING</b> <b>1</b>	<b>COMPLETED ACTION TAKEN</b>		<b>S/F MANHOURS</b>	<b>PRIORITY</b>
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE <b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF MER NO. 2 (5-300-0-E), STBD, THE 3<sup>RD</sup></b>					
<b>LONGITUDINAL STIFFENER ABOVE THE TANK TOP IS 100% HOLED BETWEEN FR 322 AND 332.</b>					
<b>STIFFENER IS 100% WASTED. PROBABLE CAUSE: EMERG. SW CLG STATION AT FR 317.</b>					
<b>RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROXIMATELY 10 LF OF 10" X 4" TEE ON S15A</b>					
<b>BETWEEN FR 322-332. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO2-A240 THROUGH EMO2-A246</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
<b>CSMP SUMMARY</b> <b>MER NO. 2 (5-300-0-E) STRUCTURE AND SHELL CORRODED</b>				<b>TEST # MRC 1102/1</b>	
<b>ROOT CAUSE/AMPLIFICATION</b> <b>H1</b>				<b>STEP #</b> <b>2.a.</b>	
<b>SYSTEM LEVEL IMPACT</b>					
<b>PART NO.</b>	<b>NOMENCLATURE</b>	<b>QTY</b>	<b>NSN</b>	<b>COST</b>	
<b>FIRST CONTACT</b> <b>BOSVIERT</b>	<b>RATE</b> <b>GSM2</b>	<b>SECOND CONTACT</b> <b>HOWE</b>	<b>RATE</b> <b>GSM1</b>	<b>PHONE</b>	
<b>BLUEPRINTS, TECH MANUALS, PLANS, ETC.</b>				<b>ON BOARD</b> <b>YES</b> <b>NO</b>	
<b>ASSESSOR / ACT / TECH ID#</b> <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			<b>TD</b>	<b>TL</b>	<b>LOGISTICIAN</b> <b>TSP</b>

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
<b>SYSTEM</b> HULL STRUCTURE		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>XCOMPARTMENT</b>	RIC
<b>EQUIPMENT NAME</b> SHELL&SUPPORTING STRUCTURE		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-300-0-E</b>	WORK CENTER <b>EM02</b>	JSN <b>A242</b>
<b>EQUIPMENT STATUS</b>		<b>PROBLEM STATUS</b>	<b>CATEGORY</b>		<b>EOC</b>
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN* 5. L - LIMITED  <b>.9</b>
<b>TYPE AVAILABILITY</b>	<b>WHEN TO BE ACCOMPLISHED</b>	<b>STATUS</b>	<b>CAUSE</b>	<b>DEFERRAL REASON</b>	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
<b>MAN HRS EXPENDED</b> <b>0001</b>	<b>MAN HRS REMAINING</b> <b>1</b>	<b>COMPLETED ACTION TAKEN</b>		<b>S/F MANHOURS</b>	<b>PRIORITY</b>
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF MER NO. 2 (5-300-0-E), STBD, THE 1<sup>ST</sup> AND 2<sup>ND</sup></b>					
<b>LONGITUDINAL STIFFENERS ABOVE THE TANK TOP ARE HEAVILY CORRODED AND 25% HOLED</b>					
<b>BETWEEN FR 316 AND 319. IT IS EXPECTED THAT POWER TOOL CLEANING WOULD RESULT IN</b>					
<b>SIGNIFICANT HOLES. STIFFENERS ARE APPROX. 65% WASTED.</b>					
<b>PROBABLE CAUSE: EMERG. SW CLG STATION AT FR 317</b>					
<b>RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROXIMATELY 8LF OF 10" X 4" TEE ON S13 AND S14</b>					
<b>BETWEEN FR 316 AND 320. ACCOMPLISH IN CONJUNCTION WITH JSN'S <b>EMO2-A240 THROUGH EMO2-A246.</b></b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
<b>CSMP SUMMARY</b> MER NO. 2 (5-300-0-E) STRUCTURE AND SHELL CORRODED				<b>TEST # MRC 1102/1</b>	
<b>ROOT CAUSE/AMPLIFICATION</b> H1				<b>STEP # 2.a.</b>	
<b>SYSTEM LEVEL IMPACT</b>					
<b>PART NO.</b>	<b>NOMENCLATURE</b>	<b>QTY</b>	<b>NSN</b>	<b>COST</b>	
<b>FIRST CONTACT</b> <b>BOSVIERT</b>		<b>RATE</b> <b>GSM2</b>	<b>SECOND CONTACT</b> <b>HOWE</b>		<b>PHONE</b>
<b>BLUEPRINTS, TECH MANUALS, PLANS, ETC.</b>				<b>ON BOARD</b> YES NO	
<b>ASSESSOR / ACT / TECH ID#</b> SPORT 221/ D. SMITH/ HUGHES, CDI			<b>TD</b>	<b>TL</b>	<b>LOGISTICIAN</b> TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
<b>SYSTEM</b> <b>HULL STRUCTURE</b>		<b>ESWBS</b> <b>11011</b>	<b>EIC</b> <b>A301</b>	<b>APL</b> <b>XCOMPARTMENT</b>	<b>RIC</b>
<b>EQUIPMENT NAME</b> <b>SHELL&amp;SUPPORTING STRUCTURE</b>		<b>IDENT/SERIAL</b> <b>N/A</b>	<b>LOCATION</b> <b>5-300-0-E</b>	<b>WORK CENTER</b> <b>EM02</b>	<b>JSN</b> <b>A243</b>
<b>EQUIPMENT STATUS</b>		<b>PROBLEM STATUS</b>	<b>CATEGORY</b>		<b>EOC</b>
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
<b>TYPE AVAILABILITY</b>	<b>WHEN TO BE ACCOMPLISHED</b>	<b>STATUS</b>	<b>CAUSE</b>	<b>DEFERRAL REASON</b>	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION OTHER OR NOT APPLICABLE	
<b>MAN HRS EXPENDED</b> <b>0001</b>	<b>MAN HRS REMAINING</b> <b>1</b>	<b>COMPLETED ACTION TAKEN</b>		<b>S/F MANHOURS</b>	<b>PRIORITY</b>
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF MER NO. 2 (5-300-0-E), PORTSIDE, THE TRANSVERSE</b>					
<b>WEB STIFFENERS AT FRS 316 AND 324 ARE HEAVILY CORRODED BETWEEN THE 2<sup>ND</sup> AND 3<sup>RD</sup></b>					
<b>LONGITUDINAL STIFFENERS ABOVE THE TANK TOP. IT IS EXPECTED THAT POWER TOOL CLEANING</b>					
<b>WOULD RESULT IN HOLES. THE AREA IS ABOUT 50% WASTED. PROBABLE CAUSE: EMERG. SW CLG</b>					
<b>STATION AT FR 317.</b>					
<b>RECOMMENDED REPAIRS: CROP OUT AND REPLACE (2) 4 SF AREAS OF 5/16" PLT, ONE ON EACH OF</b>					
<b>THE TRANSVERSE WEB STIFFENERS.</b>					
<b>ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO2-A240 THROUGH EMO2-A246.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
<b>CSMP SUMMARY</b> <b>MER NO. 2 (5-300-0-E) STRUCTURE AND SHELL CORRODED</b>				<b>TEST # MRC 1102/1</b>	
<b>ROOT CAUSE/AMPLIFICATION</b> <b>H1</b>				<b>STEP #</b> <b>2.a.</b>	
<b>SYSTEM LEVEL IMPACT</b>					
<b>PART NO.</b>	<b>NOMENCLATURE</b>	<b>QTY</b>	<b>NSN</b>	<b>COST</b>	
<b>FIRST CONTACT</b> <b>BOSVIERT</b>		<b>RATE</b> <b>GSM2</b>	<b>SECOND CONTACT</b> <b>HOWE</b>		<b>PHONE</b>
<b>BLUEPRINTS, TECH MANUALS, PLANS, ETC.</b>				<b>ON BOARD</b> <b>YES</b> <b>NO</b>	
<b>ASSESSOR / ACT / TECH ID#</b> <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			<b>TD</b>	<b>TL</b>	<b>LOGISTICIAN</b> <b>TSP</b>

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
<b>SYSTEM</b> HULL STRUCTURE		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>XCOMPARTMENT</b>	RIC
<b>EQUIPMENT NAME</b> SHELL&SUPPORTING STRUCTURE		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-300-0-E</b>	WORK CENTER <b>EM02</b>	JSN <b>A244</b>
<b>EQUIPMENT STATUS</b>		<b>PROBLEM STATUS</b>	<b>CATEGORY</b>		<b>EOC</b>
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE		4. D - DOWN* 5. L - LIMITED
<b>TYPE AVAILABILITY</b>	<b>WHEN TO BE ACCOMPLISHED</b>	<b>STATUS</b>	<b>CAUSE</b>	<b>DEFERRAL REASON</b>	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
<b>MAN HRS EXPENDED</b> <b>0001</b>	<b>MAN HRS REMAINING</b> <b>1</b>	<b>COMPLETED ACTION TAKEN</b>		<b>S/F MANHOURS</b>	<b>PRIORITY</b>
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF MER NO. 2 (5-300-0-E), STBD, THE 1<sup>ST</sup> LONGITUDINAL</b>					
<b>STIFFENER ABOVE THE TANK TOP IS 100% HOLED FROM FR 318 TO 324. STIFFENER IS 100% WASTED</b>					
<b>BETWEEN THE WEB AND THE SHELL. PROBABLE CAUSE: ACCOUSTIC TILE TRAPPING MOISTURE.</b>					
<b>RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROXIMATELY 6 LF OF 10" X 4" TEE ON S13</b>					
<b>BETWEEN FR 318 AND 324. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO2-A240 THROUGH EMO2-A246.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
<b>CSMP SUMMARY</b> MER NO. 2 (5-300-0-E) STRUCTURE AND SHELL CORRODED				<b>TEST # MRC 1102/1</b>	
<b>ROOT CAUSE/AMPLIFICATION</b> H1				<b>STEP #</b> 2.a.	
<b>SYSTEM LEVEL IMPACT</b>					
<b>PART NO.</b>	<b>NOMENCLATURE</b>	<b>QTY</b>	<b>NSN</b>	<b>COST</b>	
<b>FIRST CONTACT</b> BOSVIERT		<b>RATE</b> GSM2	<b>SECOND CONTACT</b> HOWE		<b>PHONE</b>
<b>BLUEPRINTS, TECH MANUALS, PLANS, ETC.</b>					<b>ON BOARD</b> YES NO
<b>ASSESSOR / ACT / TECH ID#</b> SPORT 221/ D. SMITH/ HUGHES, CDI			<b>TD</b>	<b>TL</b>	<b>LOGISTICIAN</b> TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
<b>SYSTEM</b> <b>HULL STRUCTURE</b>		<b>ESWBS</b> <b>11011</b>	<b>EIC</b> <b>A301</b>	<b>APL</b> <b>XCOMPARTMENT</b>	<b>RIC</b>
<b>EQUIPMENT NAME</b> <b>SHELL&amp;SUPPORTING STRUCTURE</b>		<b>IDENT/SERIAL</b> <b>N/A</b>	<b>LOCATION</b> <b>5-300-0-E</b>	<b>WORK CENTER</b> <b>EM02</b>	<b>JSN</b> <b>A245</b>
<b>EQUIPMENT STATUS</b>		<b>PROBLEM STATUS</b>	<b>CATEGORY</b>		<b>EOC</b>
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED		<b>.9</b>
<b>TYPE AVAILABILITY</b>	<b>WHEN TO BE ACCOMPLISHED</b>	<b>STATUS</b>	<b>CAUSE</b>	<b>DEFERRAL REASON</b>	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
<b>1</b>	<b>06JAN03</b> <b>4</b>	<b>1</b>	<b>7</b>		
<b>MAN HRS EXPENDED</b> <b>0001</b>	<b>MAN HRS REMAINING</b> <b>1</b>	<b>COMPLETED ACTION TAKEN</b>		<b>S/F MANHOURS</b>	<b>PRIORITY</b>
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
<b>DISCREPANCY DESCRIPTION: PER SEMAT II INSPECTION OF MER NO. 2 (5-300-0-E), STBDSIDE, THE BILGE AREA</b>					
<b>IN AND AROUND THE AFT STBD CORNER OF THE SPACE IS DIFFICULT FOR SHIPSFORCE TO ACCESS AND CLEAN. IT IS HEAVILY CONTAMINATED WITH OIL, MASKING THE CORROSION.</b>					
<b>PROBABLE CAUSE: INACCESSIBILITY.</b>					
<b>RECOMMENDED REPAIRS: REMOVE CORROSION AND PRESERVE APPROXIMATELY 630 SF OF SHELL AND STRUCTURE IN WAY OF AREAS LISTED ABOVE. ACCOMPLISH IN CONJUNCTION WITH JSN'S EMO2-A240 THROUGH EMO2-A246.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
<b>CSMP SUMMARY</b> <b>MER NO. 2 (5-300-0-E) STRUCTURE AND SHELL CORRODED</b>				<b>TEST # MRC 1102/1</b>	
<b>ROOT CAUSE/AMPLIFICATION</b> H1				<b>STEP #</b> 2.a.	
<b>SYSTEM LEVEL IMPACT</b>					
<b>PART NO.</b>	<b>NOMENCLATURE</b>	<b>QTY</b>	<b>NSN</b>	<b>COST</b>	
<b>FIRST CONTACT</b> <b>BOSVIERT</b>	<b>RATE</b> <b>GSM2</b>	<b>SECOND CONTACT</b> <b>HOWE</b>	<b>RATE</b> <b>GSM1</b>	<b>PHONE</b>	
<b>BLUEPRINTS, TECH MANUALS, PLANS, ETC.</b>				<b>ON BOARD</b> YES NO	
<b>ASSESSOR / ACT / TECH ID#</b> SPORT 221/ D. SMITH/ HUGHES, CDI			<b>TD</b>	<b>TL</b>	<b>LOGISTICIAN</b> TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>XCOMPARTMENT</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>5-300-0-E</b>	WORK CENTER <b>EM02</b>	JSN <b>A246</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT <b>1</b> 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL <b>1</b> 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN <b>7</b> 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE <b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF MER NO. 2 (5-300-0-E), PORTSIDE, THE SHELL WAS</b>					
<b>CORRODED IN WAY OF VARIOUS AREAS OF STRUCTURAL DETERIORATION FROM FR 316 THROUGH</b>					
<b>332, LOWER LEVEL. PROBABLE CAUSE: SW LEAKAGE.</b>					
RECOMMENDED REPAIRS: <b>REMOVE CORROSION AND PRESERVE APPROXIMATELY 60 SF OF SHELL AND</b>					
<b>STRUCTURE IN WAY OF AREAS LISTED ON JSN'S EMO2-A240 THROUGH EMO2-A246.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>MER NO. 2 (5-300-0-E) STRUCTURE AND SHELL CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>BOSVIERT</b>	RATE <b>GSM2</b>	SECOND CONTACT <b>HOWE</b>	RATE <b>GSM1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

S15A 10" x 4" x 11.5# I-T  
 2ND PLATFORM  
 S14 10" x 4" x 11.5# I-T  
 S13 10" x 4" x 11.5# I-T

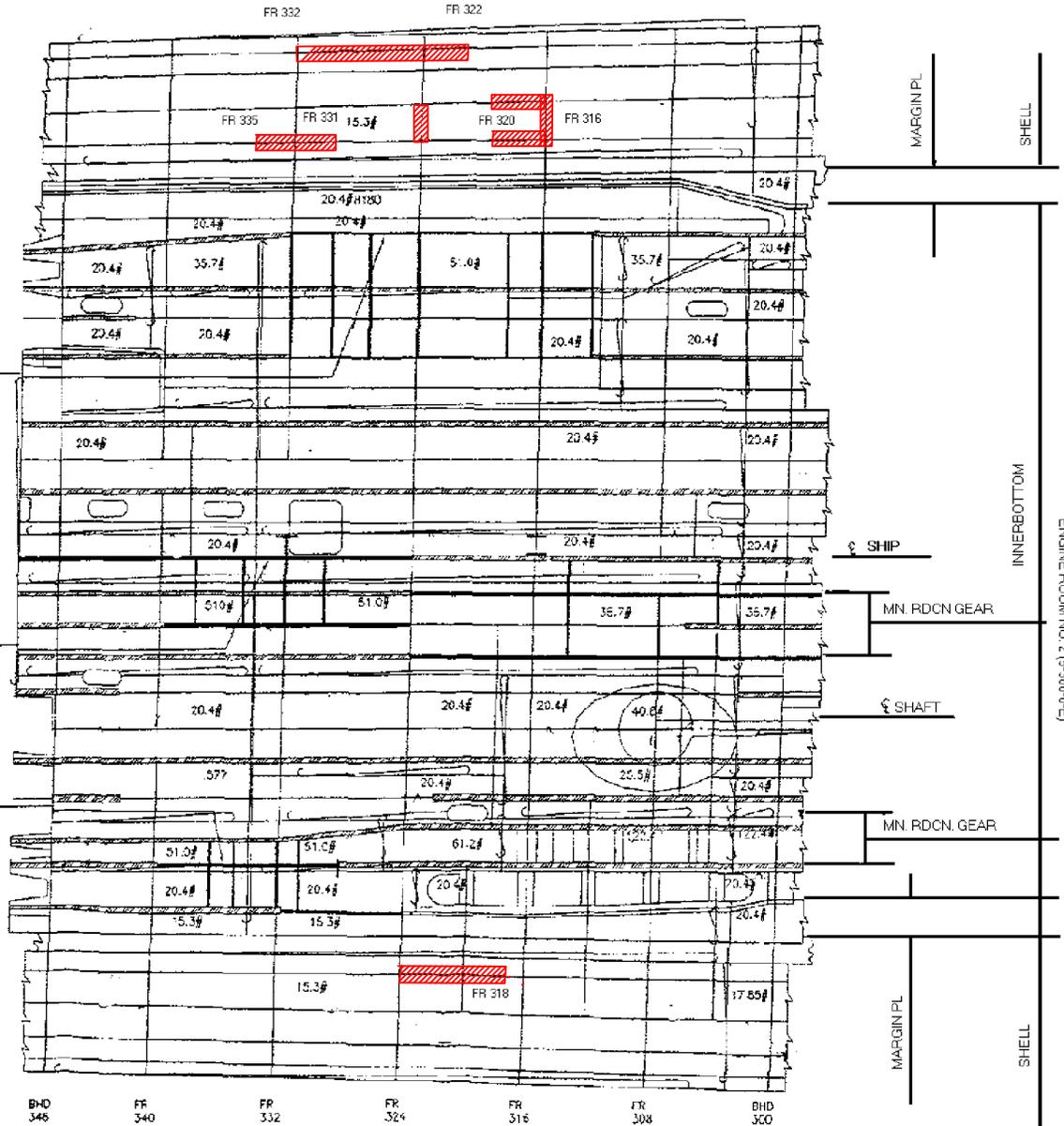
S.S. EMERG. STOP  
 GEN. NO.2 & L.O. COOLER FDN

HATCHING INDICATES  
 AREAS RECOMMENDED  
 FOR REPLACEMENT

MN. RDCN GEAR FDN

MN. RDCN GEAR FDN

S13 10" x 4" x 11.5# T  
 S14 10" x 4" x 11.5# T  
 2ND PLATFORM  
 S15A 10" x 4" x 11.5# T



PLAN  
 SHELL & INNERBOTTOM PLATING  
 ENGINE ROOM #2 (5-300-0-E)

DD 983  
 SHELL ASSESSMENT SURVEY  
 ENGINE ROOM NO. 2 (5-300-0-E)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 2, 5-300-0-E



View facing forward from FR 330 along the port shell at the L/L. Notes the seawater reducing station, pump and strainers. These units contribute to seawater leakage into the structure, resulting in corrosion.

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 2, 5-300-0-E



Facing aft from FR 324 at the Bilge pump overboard valve. Arrows indicate valve and S13, which is 100% wasted under the CO2 bottles.(EM02-A240 & A241)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 2, 5-300-0-E



Closer view of bilge ovbd at FR 325. Note holes and heavy corrosion on stiffener. Valve was not leaking, but the system was not in operation.(EM02-A240 & A241)

DD 963  
SHELL ASSESSMENT SURVEY  
ENGINE ROOM NO. 2, 5-300-0-E



View of stiffener S13 from bilge area at FR 318, portside facing forward at FR 316. (EM02-A242). Note corrosion and paint failure at tanktop joint. This is covered by an existing CSMP item.

**IV.i SHELL CONDITION ASSESSMENT  
SURVEY  
SHAFT ALLEY AND SEWAGE PUMP ROOM  
NO. 2  
(6-346-0-Q)**

- 1. 2K submitted: EA04-A437**
- 2. The paint system inside the partially enclosed areas outbd of the shafts on the port and stbd sides is failing. Currently the corrosion is minimal. The shell insulation has been removed from all but the top 1' of the space**

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>					
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A800</b>	APL <b>N/A</b>		RIC	
EQUIPMENT NAME <b>SHELL &amp; SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>6-346-0-Q</b>	WORK CENTER <b>EAO4</b>	JSN <b>A437</b>		
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY			EOC	
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>			<b>.9</b>	
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON			
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE			
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY		
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE <b>4</b>		
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF SHAFT ALLEY &amp; SEWAGE PLANT NO. 2</b>							
<b>(6-346-0-Q) THE PAINT SYSTEM IS FAILING IN THE PARTIALLY ENCLOSED AREAS AROUND THE PORT AND STBD STERN TUBES AND OUTBD TO THE SHELL FROM FR 346 TO 366 PORT &amp; STBD.</b>							
RECOMMENDED REPAIRS <b>REMOVE CORROSION AND PRESERVE APPROX 1800 SF OF SHELL</b>							
<b>&amp; STRUCTURE.</b>							
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI							
<b>SHAFT ALLEY &amp; SEWAGE PLANT NO. 2 (6-346-0-Q) STRUCTURE CORRODED</b>					TEST # MRC 1102/1		
ROOT CAUSE/AMPLIFICATION <b>H1</b>					STEP # <b>2.a.</b>		
SYSTEM LEVEL IMPACT							
PART NO.	NOMENCLATURE		QTY			COST	
FIRST CONTACT <b>DAVIS</b>	RATE <b>EN1</b>	SECOND CONTACT <b>LASSANDRO</b>		RATE <b>ENC</b>	PHONE		
BLUEPRINTS, TECH MANUALS, PLANS, ETC.					ON BOARD YES NO		
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>				TD	TL	LOGISTICIAN TSP	

DD 963  
SHELL ASSESSMENT SURVEY  
SHAFT ALLEY AND SEWAGE PLANT NO. 2, 6-346-0-Q



Due to the constrictive nature of the structure in this space, an overall view is not practical. This view is on the port side, in the aft section of the outbd area. Paint failure is visible where the drainage collects.

DD 963  
SHELL ASSESSMENT SURVEY  
SHAFT ALLEY AND SEWAGE PLANT NO. 2, 6-346-0-Q



View looking aft toward FR 370, inside the enclosed area on the port side. The valve has been replaced, but the corrosion caused by the leakage was not repaired. In the ovhd, insulation damaged during the installation is visible.

DD 963  
SHELL ASSESSMENT SURVEY  
SHAFT ALLEY AND SEWAGE PLANT NO. 2, 6-346-0-Q



Inside the enclosed areas outside of the shaft. The insulation has been removed and this is a relatively low traffic area due to inaccessibility. The paint system has failed over approximately 40% of the surface area, similar to areas shown.

**IV.j SHELL CONDITION ASSESSMENT  
SURVEY  
HPAC ROOM NO. 2  
(6-464-3-Q)**

1. 2K submitted: EA04-A620
2. The joint between the shell and the tank top, portside, around the escape trunk and adjoining 1' of tank top and 2' of shell is corroded.

**LEGEND FOR STRUCTURE ON UT SURVEY**

1. S6, S7 & S10 – 12 X 4 X 16.5# TEE, *WEB - .250, MIN .187, FLG - .265, MIN .199*
2. S13 & S15 – 10 X 4 X 15# TEE, *WEB - .250, MIN .187, FLG - .250, MIN .187*
3. Transverse stiffeners at Frs 467 & 473 – 5 x 4 x 5.75# TEE, *WEB - .190, MIN .142, FLG - .210, MIN .158*
4. Shell - .500 HTS plate, *MIN .375*

# MATERIAL ASSESSMENT FORM \*\*\* REVISED\*\*\*\*

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>6-464-3-Q</b>	WORK CENTER <b>EA04</b>	JSN <b>A620</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF NO.2 HPAC ROOM(6-464-3-Q), STIFFENERS L5, L6 &amp; L7 (10"X 7" TEE) WERE FOUND CORRODED &amp; HOLED FROM FR 468-476. THE VERTICAL STIFFENERS (4"X 5"TEE) AT FRS 467 &amp; 473 FROM L7 TO L5 IS HOLED AND CORRODED. THE SHELL AROUND THE HPAC OVBD AT FR 472 BETWEEN L6 AND L7 IS THINNED.</b>					
RECOMMENDED REPAIRS: <b>CROP OUT AND REPLACE APPROXIMATELY 20 LF OF 10" X 7" TEE AND 10 LF OF 4" X 5" TEE. CROP OUT AND REPLACE APPROXIMATELY 4SF OF SHELL PLATING IN WAY OF HPAC OVBD.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>NO.2 HPAC ROOM(6-464-3-Q) STIFFENERS AND SHELL CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>SIMS</b>	RATE <b>EN1</b>	SECOND CONTACT <b>DAVIS</b>	RATE <b>EN1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

DD 963  
SHELL ASSESSMENT SURVEY  
NO. 2 HPAC ROOM, 6-464-3-Q

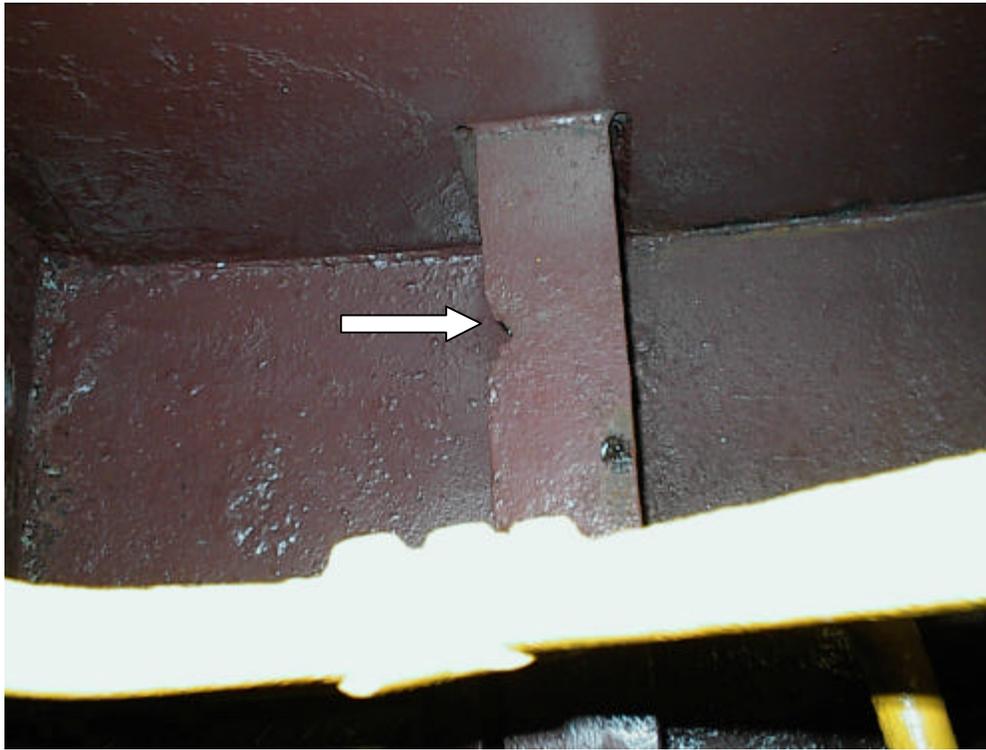


Standing at FR 471 facing outbd to stbd. Wastage of shell is visible.(EA04-A620)



Underside of the stiffener immediately above the ovbd in the picture above. Note insulation visible through wasted area. (EA04-A620)

DD 963  
SHELL ASSESSMENT SURVEY  
NO. 2 HPAC ROOM, 6-464-3-Q



A hole in the flange on the stiffener directly under the ovbd, FR 470. (EA04-A620)



Areas of the shell that are 50% wasted. See UT grid. (EA04-A620)

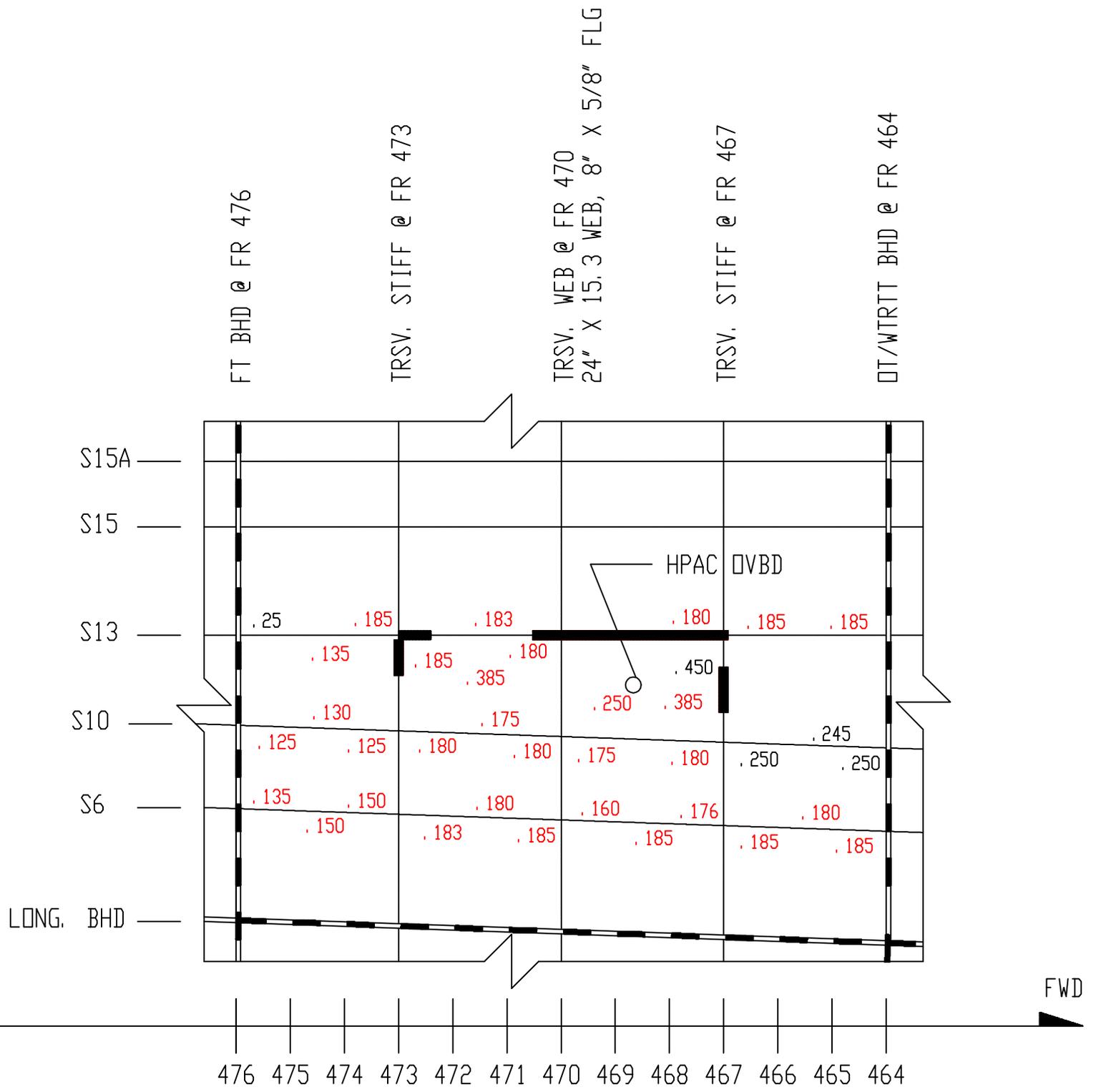
DD 963  
SHELL ASSESSMENT SURVEY  
NO. 2 HPAC ROOM, 6-464-3-Q



Shell is corroded under shell insulation at FR 473. Insulation is not saturated. (EA04-A620)



Corroded stiffener at FR 467, behind Degaussing Conn. Box. (EA04-A620)



UT SURVEY RESULTS  
 ELEVATION , FACING INBOARD TO C/L FROM PORT.  
 NO. 2 HPAC ROOM 6-464-3-Q  
 HATCHING INDICATES HOLED AREAS

## **IV.i SHELL CONDITION ASSESSMENT SURVEY MISCELLANEOUS SPACES**

- 1. 2K's submitted.**
  - a. Forward Ammo Handling Area, 2-58-0-M, CSG2-A081**
  - b. No. 1 IC Room, 3-127-0-Q, JSN EE05-A014**
  - c. Passage 3-138-6-L, JSN's CSE1-A005 and CSE1-A006**
  - d. Storeroom, 3-382-2-A, JSN SX01-A001**
  - e. Storeroom 3-426-2-A, JSN CSG2-A082**
  - f. No.2 Ammunition Elevator Trunk, 3 ½ -464-0-Q, JSN CSG2-A083**
  - g. Storeroom 6-464-4-A, JSN ER01-A009**
  - h. Storeroom 6-476-2-A, JSN EE02-A233**
  - i. Steering Gear Room, 6-506-0-E, JSNs EA04-A429 and EA04-A430**

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11021</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL &amp; SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>2-58-0-M</b>	WORK CENTER <b>CSG2</b>	JSN <b>A081</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF FWD STAGING AREA (2-58-0-M), THE 2<sup>ND</sup> AND 3<sup>RD</sup> STIFFENERS FROM THE DECK, FR 58-64, STBD SIDE, ARE HOLED AND CORRODED. LEAKAGE THAT CAUSED THE DAMAGE HAS BEEN FIXED. INSULATION HAS BEEN REMOVED.</b>					
<b>RECOMMENDED REPAIRS</b>					
<b>REMOVE APPROXIMATELY 12 LF OF 4"X 7" TEE SHELL STIFFENER FROM FR 58-64, STBDSIDE.</b>					
<b>INSTALL 12 LF OF NEW STIFFENER. INSTALL 50 SF OF NEW INSULATION. PAINT INSULATION TO MATCH SURROUNDING AREAS.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
<b>CSMP SUMMARY</b> FWD AMMO HANDLG ROOM (2-58-0-M) STRUCTURE CORRODED				<b>TEST # MRC 1102/1</b>	
<b>ROOT CAUSE/AMPLIFICATION</b> H1				<b>STEP # 1.a</b>	
<b>SYSTEM LEVEL IMPACT</b>					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
<b>FIRST CONTACT</b> ZELLANDER		<b>RATE</b> GM2	<b>SECOND CONTACT</b> LITTLES		<b>PHONE</b>
<b>BLUEPRINTS, TECH MANUALS, PLANS, ETC.</b>				<b>ON BOARD</b> YES NO	
<b>ASSESSOR / ACT / TECH ID#</b> SPORT 221/ D. SMITH/ HUGHES, CDI			<b>TD</b>	<b>TL</b>	<b>LOGISTICIAN</b> TSP

DD 963  
SHELL ASSESSMENT SURVEY  
FWD STAGING AREA, 2-58-0-M



Looking forward at the port side, FR 58-62. Shipsforce removed the original firestation and discovered the stiffener is 100% wasted. Probable cause is a combination of leakage from the firestation and inaccessibility.

(CSG2-A081)

DD 963  
SHELL ASSESSMENT SURVEY  
FWD STAGING AREA, 2-58-0-M



Second stiffener from the deck, port side FR 50-62. Arrow indicates where web is completely wasted. Ships force attempted repair, then decided it should be a SIMA job. Ships force reinstalled temporary firestation.  
(CSG2-A081)

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL &amp; SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>3-127-0-Q</b>	WORK CENTER <b>EE05</b>	JSN <b>A014</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF I.C. ROOM NO. 1, (3-127-0-Q), THE SHELL INSULATION WAS FOUND SATURATED AND THE SHELL AND 1<sup>ST</sup> STIFFENER ABOVE THE DECK STBDSIDE, FR 136 - 138 WAS FOUND CORRODED. CAUSE IS CONDENSATE DRAIN LEAK.</b>					
<b>RECOMMENDED REPAIRS</b>					
<b>REMOVE APPROX. 8 SF OF SATURATED SHELL INSULATION. REMOVE CORROSION ON STRUCTURE EXPOSED BY REMOVALS. PRIME AND PRESERVE SHELL AND INSTALL INSULATION. PAINT INSULATION TO MATCH SURROUNDING AREAS.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
CSMP SUMMARY <b>I.C. ROOM NO. 1 (3-127-0-Q) SHELL INSULATION SATURATED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>BAILEY</b>	RATE <b>IC2</b>	SECOND CONTACT <b>FRANKLIN</b>	RATE <b>IC2</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

DD 963  
SHELL ASSESSMENT SURVEY  
NO. 1 IC ROOM, 3-127-0-Q



View looking outbd to stbd at FR 130. The FCU condensate drain line is leaking onto the lagging, saturating it behind the battery locker.  
(EE05-A014)

DD 963  
SHELL ASSESSMENT SURVEY  
NO. 1 IC ROOM, 3-127-0-Q



View looking outbd and aft of the FCU See the arrow on the previous page. The thin arrow indicates stained area. Heavier arrow is condensate drain line leak.  
(EE05-A014)

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>63511</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL INSULATION</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>3-138-6-L</b>	WORK CENTER <b>CSE1</b>	JSN <b>A005</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF PASSAGE, (3-138-6-L), THE SHELL</b>					
<b>INSULATION WAS FOUND SATURATED. THE SHELL AND STIFFENERS WERE NOT CORRODED.</b>					
RECOMMENDED REPAIRS					
<b>REMOVE APPROX. 60 SF OF SATURATED SHELL INSULATION. ENSURE THERE IS NO CORROSION</b>					
<b>ON STRUCTURE EXPOSED BY REMOVALS. INSTALL INSULATION. PAINT INSULATION TO MATCH</b>					
<b>SURROUNDING AREAS. ACCOMPLISH CONCURRENTLY WITH JSN CSE1-A006</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
CSMP SUMMARY <b>PASSAGE (3-138-6-L) SHELL INSULATION SATURATED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.d.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>HEFLIN</b>	RATE <b>ET1</b>	SECOND CONTACT <b>BOYD</b>	RATE <b>ET1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM **\*\*\*\*REVISED\*\*\*\***

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>52111</b>	EIC <b>A905</b>	APL <b>882191715</b>	RIC
EQUIPMENT NAME <b>FIREMAIN PIPING</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>3-138-6-L</b>	WORK CENTER <b>CSE1</b>	JSN <b>A006</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF PASSAGE, (3-138-6-L), THE 1 1/4" NPS SEAWATER PRESSURE REGULATING VALVE IN THE OVHD AT FR 141 IS LEAKING FROM THE PACKING GLAND. THE LEAKAGE IS SATURATING THE SHELL INSULATION BELOW IT, CAUSING CORROSION.</b>					
RECOMMENDED REPAIRS					
<b>REQUEST REPAIR ACTIVITY REPAIR LEAK ON VALVE (APL 882191715).</b>					
<b>ACCOMPLISH CONCURRENTLY WITH JSN CSE1-A005.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>PASSAGE (3-138-6-L) VALVE LEAKING</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.d.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>HEFLIN</b>	RATE <b>ET1</b>	SECOND CONTACT <b>BOYD</b>	RATE <b>ET1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

DD 963  
SHELL ASSESSMENT SURVEY  
PASSAGE, 3-138-3-L



Looking forward at the stbd shell, FR 140-144. Shipsforce replaced the insulation after the valve was overhauled. The valve is still leaking and the insulation is saturated. Shell does not appear corroded. The hose in the foreground is part of the piping to the fuel fill line. Ships force does not know why it is so long.(CSE1-A005)

DD 963  
SHELL ASSESSMENT SURVEY  
PASSAGE, 3-138-3-L



Facing fwd and stbd from FR 146. Fuel oil compensating system sw regulating valve is leaking at the packing. Valve has been rebuilt previously and the packing gland was probably never adjusted when it was pressurized. (CSE1-A006)

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>63511</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL INSULATION</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>3-382-2-A</b>	WORK CENTER <b>SX01</b>	JSN <b>A001</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DE Scription: <b>PER SEMAT II INSPECTION OF STOREROOM, (3-382-2-A), THE SHELL</b>					
<b>INSULATION WAS FOUND SALT ENCRUSTED FROM FR 390-406. THE SHELL AND STIFFENERS WERE</b>					
<b>NOT CORRODED. THE LEAK HAS BEEN REPAIRED.</b>					
<b>RECOMMENDED REPAIRS</b>					
<b>REMOVE APPROX. 64 SF OF SATURATED SHELL INSULATION FROM TOP OF THE 2<sup>ND</sup> STIFFENER TO</b>					
<b>BELOW THE 4<sup>TH</sup> STIFFENER FROM FR 390-406. ENSURE THERE IS NO CORROSION ON STRUCTURE</b>					
<b>EXPOSED BY REMOVALS. INSTALL INSULATION. PAINT INSULATION TO MATCH SURROUNDING</b>					
<b>AREAS.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
CSMP SUMMARY <b>STOREROOM (3-382-2-A) SHELL INSULATION SALT ENCRUSTED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.e.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>AVANT</b>	RATE <b>SK2</b>	SECOND CONTACT <b>KRIEHN</b>	RATE <b>SK1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD <b>YES</b> NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>63511</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL INSULATION</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>3-426-2-A</b>	WORK CENTER <b>CSG2</b>	JSN <b>A082</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF STOREROOM, (3-426-2-A), THE SHELL</b>					
<b>INSULATION WAS FOUND SATURATED FROM FR 426-437. THE SHELL AND STIFFENERS WERE NOT</b>					
<b>CORRODED. THE LEAK HAS BEEN REPAIRED.</b>					
RECOMMENDED REPAIRS					
<b>REMOVE APPROX. 22 SF OF SATURATED SHELL INSULATION FROM 1' ABOVE AND BELOW THE 2<sup>ND</sup></b>					
<b>STIFFENER ABOVE THE DECK FROM FR 426-437. ENSURE THERE IS NO CORROSION ON THE</b>					
<b>STRUCTURE EXPOSED BY REMOVALS. INSTALL INSULATION. PAINT INSULATION TO MATCH</b>					
<b>SURROUNDING AREAS.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH/HUGHES, CDI</b>					
CSMP SUMMARY <b>STOREROOM (3-426-2-A) SHELL INSULATION SATURATED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.d.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>ZELLANDER</b>	RATE <b>GM2</b>	SECOND CONTACT <b>LITTLES</b>	RATE <b>GM1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A800</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL &amp; STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>3 1/2 -464-0-Q</b>	WORK CENTER <b>CSG2</b>	JSN <b>A083</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DESCRIPTION: <b>PER SEMAT II INSPECTION OF NO. 2 AMMO. ELEV. TRUNK (3 1/2-464-0-Q) THE LOWER 6" OF THE BULKHEADS AND DECK WERE FOUND CORRODED.</b>					
RECOMMENDED REPAIRS <b>REMOVE CORROSION AND PRESERVE APPROX 65 SF OF BULKHEAD AND DECK.</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
<b>NO. 2 AMMO. ELEV. TRUNK (3 1/2-464-0-Q) BHDS &amp; DECKS CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.d.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY			COST
FIRST CONTACT <b>ZELLANDER</b>	RATE <b>GM2</b>	SECOND CONTACT <b>LITTLES</b>	RATE <b>GM1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.					ON BOARD <b>YES</b> NO
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>				
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>63511</b>	EIC <b>A301</b>	APL <b>N/A</b>		RIC
EQUIPMENT NAME <b>SHELL INSULATION</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>6-464-4-A</b>	WORK CENTER <b>ER01</b>	JSN <b>A009</b>	
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY			EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>			<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON		
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE		
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY	
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE <b>4</b>	
DISCREPANCY DE Scription: <b>PER SEMAT II INSPECTION OF STOREROOM, (6-464-4-A), THE SHELL</b>						
<b>INSULATION WAS FOUND SATURATED FROM FR 464-476. THE SHELL AND STIFFENERS WERE NOT</b>						
<b>CORRODED. THE LEAK HAS BEEN REPAIRED.</b>						
<b>RECOMMENDED REPAIRS</b>						
<b>REMOVE APPROX. 48 SF OF SATURATED SHELL INSULATION FROM ABOVE THE 2<sup>ND</sup> STIFFENER TO</b>						
<b>BELOW THE 4<sup>TH</sup> STIFFENER FROM FR 464-476. ENSURE THERE IS NO CORROSION ON STRUCTURE</b>						
<b>EXPOSED BY REMOVALS. INSTALL INSULATION. PAINT INSULATION TO MATCH SURROUNDING</b>						
<b>AREAS.</b>						
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>						
CSMP SUMMARY <b>STOREROOM (6-464-4-A) SHELL INSULATION SATURATED</b>					TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>					STEP # <b>2.e.</b>	
SYSTEM LEVEL IMPACT						
PART NO.	NOMENCLATURE	QTY	NSN	COST		
FIRST CONTACT <b>KNIGHT</b>	RATE <b>DC1</b>	SECOND CONTACT <b>JAMES</b>		RATE <b>HT1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.					ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN	TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>63511</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL INSULATION</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>6-476-2-A</b>	WORK CENTER <b>EEO2</b>	JSN <b>A233</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DE Scription: <b>PER SEMAT II INSPECTION OF STOREROOM, (6-476-2-A), THE SHELL</b>					
<b>INSULATION WAS FOUND SATURATED FROM FR 476-482. THE SHELL AND STIFFENERS WERE NOT</b>					
<b>CORRODED. THE LEAK HAS BEEN REPAIRED.</b>					
RECOMMENDED REPAIRS					
<b>REMOVE APPROX. 24 SF OF SATURATED SHELL INSULATION FROM ABOVE THE 2<sup>ND</sup> STIFFENER TO</b>					
<b>BELOW THE 4<sup>TH</sup> STIFFENER FROM FR 476-482. ENSURE THERE IS NO CORROSION ON STRUCTURE</b>					
<b>EXPOSED BY REMOVALS. INSTALL INSULATION. PAINT INSULATION TO MATCH SURROUNDING</b>					
<b>AREAS.</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
CSMP SUMMARY <b>STOREROOM (6-476-2-A) SHELL INSULATION SATURATED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.d.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>BARANGAN</b>	RATE <b>EM2</b>	SECOND CONTACT <b>JENKINS</b>	RATE <b>EM2</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD YES NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>11011</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>SHELL&amp;SUPPORTING STRUCTURE</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>6-506-0-E</b>	WORK CENTER <b>EA04</b>	JSN <b>A430</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DE Scription: <b>PER SEMAT II INSPECTION OF STEERING GEAR ROOM (6-506-0-E), THE SHELL INSULATION WAS DAMP AND THE SHELL AND STRUCTURE WAS CORRODED FROM FR 524-529, STBD SIDE. THE DECK DRAIN PIPING AT FR 526 IS LEAKING</b>					
RECOMMENDED REPAIRS <b>REMOVE APPROXIMATELY 7 1/2 SF OF INSULATION FROM FRAME 524- 529 FROM THE BILGE AREA UP 18". REMOVE CORROSION AND PRESERVE APPROXIMATELY 20 SF OF SHELL AND STRUCTURE. INSTALL NEW INSULATION. PAINT TO MATCH SURROUNDING AREAS. ACCOMPLISH IN CONJUNCTION WITH JSN EA04- A429</b>					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI					
CSMP SUMMARY <b>STEERING GEAR RM (6-506-0-E) STIFFENERS AND SHELL CORRODED</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.a.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>SIMS</b>	RATE <b>EN1</b>	SECOND CONTACT <b>DAVIS</b>	RATE <b>EN1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD <b>YES</b> NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS SPRUANCE DD 963</b>			
SYSTEM <b>HULL STRUCTURE</b>		ESWBS <b>52611</b>	EIC <b>A301</b>	APL <b>N/A</b>	RIC
EQUIPMENT NAME <b>DECK DRAINS</b>		IDENT/SERIAL <b>N/A</b>	LOCATION <b>6-506-0-E</b>	WORK CENTER <b>EA04</b>	JSN <b>A429</b>
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY		EOC
1. SAT - SATISFACTORY <b>2</b> 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED* 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. S - SHIPS FORCE* *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN* 5. L - LIMITED <b>3</b>		<b>.9</b>
TYPE AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL <b>1</b>	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY <b>06JAN03</b> <b>4</b>	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE <b>1</b>	1. ABNORMAL ENVIROMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE OR SKILL 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 8. NOT APPLICABLE <b>7</b>	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FO S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED <b>0001</b>	MAN HRS REMAINING <b>1</b>	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
<b>SAFETY HAZARD</b> 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 2-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			<b>4</b>
DISCREPANCY DE Scription: <b>PER SEMAT II INSPECTION OF STEERING GEAR ROOM (6-506-0-E),</b>					
<b>THE 2" IPS DECK DRAIN PIPING IN THE OVHD AT FR 526 STBD SIDE IS LEAKING AT THE UNION</b>					
<b>BETWEEN THE GATE VALVE AND CHECK VALVE.</b>					
RECOMMENDED REPAIRS <b>MECHANICALLY DISASSEMBLE THE DRAIN PIPING AT THE UNIONS.</b>					
<b>CLEAN THE UNION SURFACES AND INSTALL A NEW ORING. ASSEMBLE AND TEST PIPING.</b>					
<b>ALLOWABLE LEAKAGE: NONE. ACCOMPLISH IN CONJUNCTION WITH JSN EA04- A430</b>					
<b>SSPORT C221 POC: J. BRUCKNER (757) 396-4001, TPOC: D. SMITH /HUGHES, CDI</b>					
CSMP SUMMARY <b>STEERING GEAR RM (6-506-0-E) DECK DRAIN LEAKING</b>				TEST # <b>MRC 1102/1</b>	
ROOT CAUSE/AMPLIFICATION <b>H1</b>				STEP # <b>2.e.</b>	
SYSTEM LEVEL IMPACT					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
FIRST CONTACT <b>SIMS</b>	RATE <b>EN1</b>	SECOND CONTACT <b>DAVIS</b>	RATE <b>EN1</b>	PHONE	
BLUEPRINTS, TECH MANUALS, PLANS, ETC.				ON BOARD <b>YES</b> NO	
ASSESSOR / ACT / TECH ID# <b>SPORT 221/ D. SMITH/ HUGHES, CDI</b>			TD	TL	LOGISTICIAN TSP