

NAVSEA
STANDARD ITEM

FY-15

ITEM NO: 009-66
DATE: 17 JAN 2013
CATEGORY: II

1. SCOPE:

1.1 Title: Light-Off Assessment (LOA) Support for Diesel Propulsion System; provide

2. REFERENCES:

2.1 None.

3. REQUIREMENTS:

3.1 Complete work in the main propulsion machinery spaces, steering gear room, shaft alleys, pump rooms, auxiliary machinery rooms, and designated fuel tanks prior to the scheduled Light-Off Assessment (LOA). For availabilities in excess of 120 days (140 days for forward deployed CVNs), Propulsion Plant Production Completion Date (PCD) will be scheduled 14 days prior to the LOA. For availabilities 120 days or less (140 days for forward deployed CVNs), PCD will be scheduled between 4-14 days prior to propulsion plant light-off. Repairs, installations, testing, and adjustments of auxiliary machinery, systems, and equipment outside those spaces which support the main propulsion system directly, indirectly, or for emergencies shall also be completed.

3.1.1 The term complete is defined to mean the accomplishment of all contractor responsible work, testing, and certification that is possible without lighting off the main propulsion diesel engines until after a successful Light-Off Assessment.

3.1.2 The following work shall be complete:

3.1.2.1 Repair and installation of machinery, equipment, blowers, piping systems, gages, thermometers, meters, operating instructions and warning plates, protective guards, flange shields, remote shutdown devices, strainer shields, valves and handwheels, insulation and lagging, check valves, steam traps and orifices, regulators and reducing valves, remote operating gear and pull cables, valve reach rods, pipe hangers and braces, valve locking devices, valve position indicators, indicators, gage lines, label plates, relief valves and hand lifting levers, sight glasses and guards, fuel strainers, firefighting systems and equipment, handrails, ladders, access doors and scuttles, ventilation systems, supply and exhaust vent screens, lighting systems (incandescent, fluorescent, and emergency

battle lanterns), electric cables and runs, cable straps, cable packing, cable tags, alarm systems, ground straps, flex hoses, resilient mounts, safety devices, stenciling, interior communication systems, tachometers, and resiliently-mounted pipe hangers.

3.1.2.2 Calibration of gages, thermometers, tachometers, pyrometers, and meters.

3.1.2.3 Cold setting of relief valves, diesel engine governors, overspeed trips, piping spring hangers, regulators and reducing valves, high temperature alarms and switches, high and low pressure control switches, and low lube oil pressure alarms.

3.1.2.4 Painting.

3.1.2.5 Filling of lube oil, fuel oil, and freshwater tanks.

3.1.2.6 Bilges shall be clean and gas free, "Safe for Workers."

3.1.3 Complete portions of required test procedures that can be completed without diesel engine light-off.

3.2 Correct contractor responsible preliminary LOA discrepancies prior to the turnover of engineering spaces to Ship's Force. The time period after PCD and prior to the LOA is reserved for Ship's Force preparation for LOA. Contractor work will not be allowed in the engineering spaces during this period unless specifically authorized by the SUPERVISOR.

3.2.1 Submit one legible copy, in approved transferrable media, of a weekly report on the status of completion of preliminary LOA discrepancies. Notify the SUPERVISOR immediately upon determination of any discrepancies that cannot be corrected prior to the scheduled LOA, giving the reason and expected completion date.

3.3 Provide the services of a contractor quick response team during the LOA to correct Government and contractor discrepancies.

3.3.1 Coordinate the correction of discrepancies as they are discovered at the direction of the SUPERVISOR.

3.3.2 The quick response team members shall have with them (or readily accessible), the tools of their trade for immediate use in the correction of discrepancies.

4. NOTES:

4.1 The LOA is a comprehensive assessment of the ship in the key areas of: The level of knowledge and firefighting capability of propulsion plant personnel; the adequacy of Engineering Department administrative programs and procedures; the material readiness of the propulsion plant; and the state of cleanliness and preservation of main propulsion and auxiliary machinery spaces. The LOA will be accomplished by the Immediate Superior in Command (ISIC), Afloat Training Group (ATG) or the Type Commander Staff. The assessment will be conducted immediately prior to scheduled diesel engine light-off and it must be concluded successfully prior to diesel engine light-off. The material assessment portion usually takes less than 12 hours. If restrictive discrepancies are identified, those discrepancies must be corrected prior to diesel engine light-off.

4.2 The SUPERVISOR will establish an inspection team and accomplish a preliminary LOA inspection in conjunction with Ship's Force 4 to 8 weeks prior to the LOA to determine and record discrepancies which would impact upon the LOA. The pre-LOA will be about 4 days in duration and will result in the identification of discrepancies and incomplete work considered necessary to support a successful Light-Off Assessment. Each discrepancy noted in the inspection will be described in simple terms on a 4-part, serialized form. The form will identify the general location of the discrepancy and the associated work Item number, if applicable. The fourth copy of the form, made of hard card with an attachment wire, will be hung by the SUPERVISOR'S inspection team in the immediate proximity of the discrepancy (on the deficient item itself, when practical). Upon completion of the pre-LOA the SUPERVISOR will identify contractor responsible discrepancies to the contractor. Deficient items identified that are the responsibility of the Government will be screened for accomplishment by the Ship's Force. That portion of this work that cannot be accomplished by the Ship's Force will be considered for accomplishment by the contractor.

4.2.1 Any time after completion of the pre-LOA inspection that additional discrepancies are discovered, they will be similarly identified and screened.