

SIO Shipyard Representative Bi-Weekly Progress Report

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Project: AGOR 28	Contract No.: N00014-12-C-0305	Shipyard: Dakota Creek Industries
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1. Meetings:

- Attended weekly conference call

2. The following Shipyard Question Submittals reviewed and commented on:

No questions this reporting period

3. Logistics:

- Continuing to work on initial outfitting lists for Sally Ride.
- Hospital/Medical Supplies on order.

4. Operator Concerns:

- Blue Drive Shore-based Spares – ALM, AIM and Propulsion Motor drives are critical components with long lead times. The recent failure and repairs highlighted a need for spares.
- Ballast Tank Coatings – Monitoring GDR's for coating issues on Armstrong. Several tanks have been selected for open and inspect prior to Ride's delivery. No. 1 Center was inspected after the uncontaminated sea chest relocation work. The yard fixed several small holidays and areas of corrosion in the tank and will enlarge an opening around a pipe penetration where contact was found.
- **Anchor Windlass** – Chain wrap test completed. The government is working on the "Ulster" plan.
- **Aft Deck Noise Levels** – RFW in the works.
- **Steering Hydraulics** – Reports from Armstrong indicate that the system hydraulics over heat during DP operations. There are also reports that while in tropical conditions and while in autopilot, the hydraulic oil temperatures are warmer than expected. The OEM recommends a normal maximum operating temperature of 125-degrees F. A cooler may be necessary to correct this issue.
- Uncontaminated Sea Chest – Sea chest relocated. Functional test yet to be performed.
- **Sanitary Construction Cert** – DCI was not able to obtain the FDA Certificate of Sanitation for Armstrong because the sewage discharge is ahead of the water maker suction.
- Ride Anti-Fouling Paint – Affected areas prepped, primed and coated with two coats anti-fouling. Remainder of underwater hull received one coat of red AF. Cleared
- **Condensate Drains** – Condensate from SCU's, Fan Coil Units and Freeze Box drain to bilge pockets. Change order quote received and under review.
- **Fire Pump Sea Chest Vent** – Vent terminates in traction winch room overhead and burps seawater into the space while the vessel is underway. Change order quote received and under review.
- Anchor Pocket Shims – Shims installed.
- **Wet Lab Flooding** – The two roller doors do not keep boarding seas out of the wet lab. Water tight boundaries need to be installed to prevent this.

5. Sally Ride Progress:

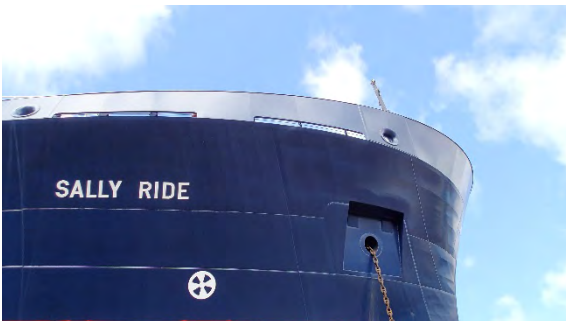
- Underwater Coating – Failed areas prepped, primed and two coats of AF applied. Entire underwater hull received one coat of red AF. All markings painted in white. One coat AF to all transducers except for the three ADCP windows.



- Freeboard Coating – Hull above the waterline cleaned, prepped and painted as needed. Name, draft marks and plimsol lines painted white.
- Bilge Keel Mod – Work complete. Affected area faired in and painted.



- Uncontaminated Sea Chest – Work completed. Welds and piping inspected and tested.
- Anchor Pocket Shims – Work completed and anchors shipped.



- SES – All transducers and transceivers installed. Vent lines installed and hydro tested. Transceiver room racks installed.

Figure 1EK80 Single Beam Transducers This is prior to the yard adding a light coat of AF.



Figure 2EM712 With fairing and AF applied.



- HiPAP Installation – The HiPAP has been installed. Yard continues to make the interconnects and is currently installing the hydraulic lines to the sea valve actuator. The actual installation went very smoothly.

Figure 3 HiPap Install 28 April





- Anti-Fouling System – DCI installed the controls and anodes for the Port, Starboard and Fire Pump sea chests. All penetrations and welds inspected and tested with ABS in attendance.



- Propeller Tips -
The local Hundested vendor and a technician from Norway were on site. They broke the edges on the blade tips on both props. The tech had half a dozen machined gauges that he used to ensure that the final profile was correct. The blade tips now have a more rounded profile compared to the original flat end with sharp 90-degree angles on the suction and trailing edges.



Captain Desjardin's Observations:

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GOOD

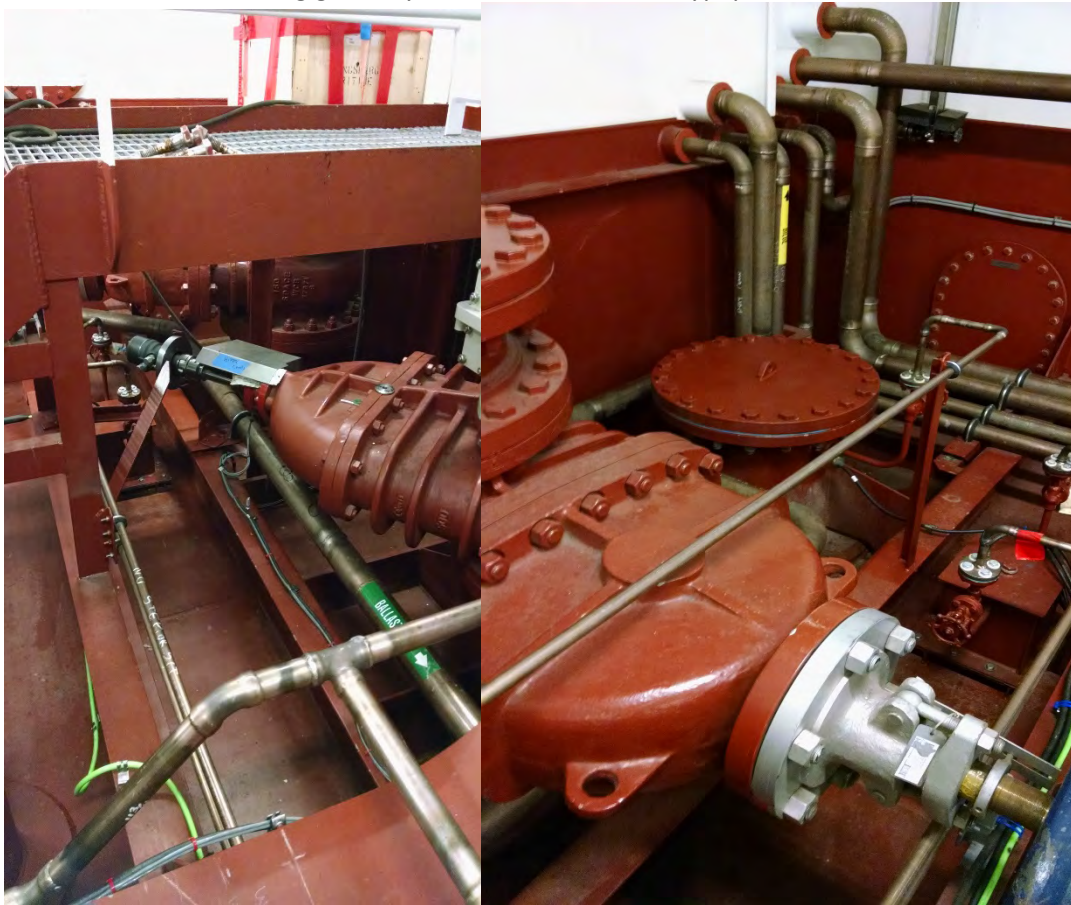
Launch scheduled for Tuesday. Phase III work requiring ship out of the water completed. Pleased to note all docking blocks are all flat topped. Ship does not require complicated double angle side blocks. Docking plan seems to be very simple. This should simplify future drydockings. Paint looking good. New hull sensors flush to hull and where required nicely faired in







Transducer Room looking good, hydro-electric valve for Hypap .





Hydraulic Power pack for Hipap





Mounting plate for MRU



Upper Transducer Room



Hundested began work

“shaping” the outer edge of the propeller tips. Stbd side completed in approx. 3 hrs, the port will be finished this afternoon. The shaping process consists of rounding the sharp edge of each blade tip.

Bad Phase III about to end and work not all contracted completed. Instrument racks not installed in computer lab. No check valve installed in piping for uncontaminated sea water system, (was not included in spec for sea chest move job)

UGLY Nothing to report

WTD Have received several exorbitant quotes for potential configuration changes. Believe this is due to yards reluctance to disturb already completed spaces. Since the ship is for all intents and purposes finished, changes aren't being reasonably priced.

Tom