Ship/HULL NO.	Ship/HULL NAME	JON:	ICN:	Rev:	Key Op:
YON-285	BARGE		89MVA11001		A01

TITLE:

Underwater Hull and Freeboard; repair and preserve

JOB SPECIFICATION

Anticipated Award Date: 7/31/2026	**Production Completion Date:** 02/02/2027	PREPARING ACTIVITY:
POP Start Date: 9/28/2026	**POP End Date:** 4/30/2027	**SASEBO**

PREPARED BY: **K. MATSUMOTO**	CODE **H_MK**	DATE **2/9/2026**
APPROVED BY: **S. MURAKAMI**	CODE **S225**	
CONCURRED BY: **S. MOROOKA**	CODE **S231**	
ASSIST PLANNER'S NAME:	CODE	
ASSIST PLANNER'S NAME:	CODE	
ASSIST PLANNER'S NAME:	CODE	

WORK TO BE DONE IN DRY-BERTHING

DESCRIPTION:

JSN(S): **CASREP #**

S/F CONTACT: **CWP #** **CCNS # YON285-001-27**

Approved by S300/S900 T. ESCRITOR-YAMADA PM S320 **Date:** 2/10/2026 **AVL:** ~~7B1~~ 6B1

LWC:

Work Completed

S/Force: **Rate:** **Date:**

SHIPSUPT: **Date:** **SRF CONTROL NO.:** 1301348511

WORK CERTIFICATION SIGNATURES

COMPLETION OF WORK REVIEW:	BADGE NO.:	SHOP/CODE:	PHONE:	DATE:

1. **SCOPE**:

1.1 Title: Underwater Hull and Freeboard; repair and preserve

1.2 Location of Work:

1.2.1 Throughout the Barge

1.3 Identification:

1.3.1 Quantity (One EA), Fuel Oil Barge, Principal Dimension as Follows

Length Overall: 165 Feet
Beam (Max): 40 Feet
Depth: 11 Feet 6 Inch

1.3.2 Quantity (6 EA), Void as Follows, Located in 1.2.1

Compartment ID	Capacity
Void No. 1	N/A
Void No. 2	N/A
Void No. 3	N/A
Void No. 4	N/A
Void No. 5	N/A
Void No. 6	N/A

1.3.3 A Total of (300 SF) of Shell Plate, Located in 1.2.1

1.3.4 A Total of (100 LF) of Existing Seam and Butt on Shell Plate, Located in 1.2.1

1.3.5 A Total of (10 SF) of Pitted Surface on Shell Plate, Located in 1.2.1

1.3.6 A Total of (15,000 SF) of Preservation Area for Underwater Hull, Boottop, and Freeboard, Including Steel Pipe Fender Exterior Surface with Synthetic Rubber Fender Foundation on the Shell, Located in 1.2.1 **"CRITICAL COATED AREA"**

2. **REFERENCES**:

2.1 Standard Items (~~FY27~~ FY26)

2.2 S9086-DA-STM-010/CH-100/Rev 4, Hull Structures

2.3 631-8970259 Rev A, Paint Schedule Incidental Barge Conversion

2.4 S2804-921819 Rev C, Distinguishing Figures for Miscellaneous Vessels

3. **REQUIREMENTS**:

3.1 After the barge is in dry dock or marine railway, remove marine growth and clean entire underwater hull using fresh water for visual inspection and preservation work on this work item. (See NOTE 4.2)

3.2 Accomplish the requirements of ENCLOSURE (T) for cleaning of each void listed in 1.3.2.

3.2.1 Steam clean each area where the removal of preservative is required.

3.2.1.1 Upon completion of the repair and preservation work, preserve each existing steel pipe fender interior surface with new rust preventive compound conforming to MIL-PRF-16173, Grade One or 3, by completely filling and draining.

3.3 Remove each existing synthetic rubber fender for preservation work. Upon completion of the work, install each existing synthetic rubber fender to original position with each new CRES fastener where missing or damaged.

(V) "REPORT"

3.4 Submit one legible copy of Marine Chemist certificate to SUPERVISOR including certified location.

3.5 Accomplish a visual inspection of entire shell plate for deterioration, pitting, crack and damage of distortion for structural integrity to determine the section of shell plate to be replaced in accordance with 100-2.8 of 2.2.

(V) "REPORT"

3.5.1 Submit one legible copy of a report listing the results of requirement of 3.5, including each repair area sketch of the exact location and size for the repair recommendation to SUPERVISOR.

3.6 Accomplish the requirements for each repair of shell plate listed in 1.3.3 through 1.3.5 as follows determined by visual inspection in 3.5.

3.6.1 Remove each damaged existing, template, fabricate and install new shell plate listed in 1.3.3 out of new 3/8 inch thick mild steel plate conforming to ABS Grade A.

3.6.2 Vee out and weld each damaged welding seam and butt listed in 1.3.4.

3.6.3 Grind out and build up weld each pitted surface listed in 1.3.5.

3.6.4 Accomplish the requirements of **009-12** of 2.1, including Table 4, Column A, Lines One through 7 for welding. (See NOTE 4.5)

(V) "REPORT"

3.6.4.1 Ensure to notify which welding standard has been selected to SUPERVISOR.

3.6.4.2 Accomplish nondestructive testing in accordance with Line 9.

3.6.5 Accomplish the requirements of **009-25** of 2.1 for a local air hose test of each new welded joint of watertight boundary. Allowable leakage: None.

3.7 Accomplish the requirements of **009-32** of 2.1, including Table One, Line 5, Columns A, B, E, F and G for the area of underwater hull and boottop including draft mark, Table 2, one system out of Line One, 1A, 2 or 4, Columns A, B, C and G, or Line 3, Columns A, B and G for the area of freeboard, using 2.3 and 2.4 for guidance.

3.7.1 Power tool clean each narrow area to SSPC-SP-11 where blast nozzle cannot reach.

3.7.1.1 Power tool clean each narrow area to SSPC-SP-3 where power tool in 3.7.1 cannot reach.

3.7.1.2 Hand tool clean each narrow area to SSPC-SP-2 where power tool in 3.7.1.1 cannot reach.

3.7.2 Apply each new hull designation where directed area on 2.3 and 2.4.

3.7.2.1 Grind out each existing unnecessary hull designation on each side shell plate on the barge.

3.7.2.2 Accomplish the requirements of **009-12** of 2.1, including Table 4, Column A, Lines One through 7 for welding. (See NOTE 4.5)

3.8 Accomplish the requirements of **009-32** of 2.1 for cleaning and preservation of each new and disturbed surface to match surrounding area.

3.9 Record each data in relation to requirements of underwater hull and freeboard preservation work in ENCLOSURE (A), including major hull or outer shell renewals using supplementary sheet.

(V) "REPORT"

3.9.1 Submit one legible copy of a report listing results of the requirement of 3.9 to SUPERVISOR.

4. **NOTES:**

4.1 Initial condition - YON-285 underwater hull and freeboard are required to be repaired and preserved.

4.2 Docking and undocking of the barge will be conducted by ICN 89MVA86301_A01.

4.3 The contractor is responsible to dispose all waste generated by this work item in accordance with Japanese Environmental Governing Standards (JEGS).

4.4 SRF tool room will issue pressure gauge, torque wrench, depth gauge when required.

4.5 OPTION A) of Table 4 of 009-12 of 2.1 has been allowed to utilize under ELM-255171.

4.6 Cleaning work of each cargo oil tank number One through 8 will be covered by ICN 89MVA12301_A01.

4.7 This ICN's marine chemist inspection will be included for all related YON-285 ~~7B1~~ 6B1 jobs.

5. **GOVERNMENT FURNISHED MATERIAL (GFM):**

5.1 Government Furnished Material are as follows:

MATERIAL LIST

ITEM NO.	PC NO.	REF NO.	M/C	DESCRIPTION	STOCK NUMBER	HAZ MAT	DOC NO.	QTY REQD/ UNIT	PARA NO.
001			M	CORK AND,RUBBER, SHEET, SAE-AMS-C-6183, TYPE-II CLASS-1, GRADE-B SIZE; 0.188"THK X 36"W X 36"L	9B 5330 SA6894411	N		12/SH	3.2
002			M	ELECTROD,WELDING ROD, 7018M, 1/8"DIA X 14"L, MIL-E-22200/10, P/N; 255014110, 10LB/CN, NO TEST IS REQUIRED	9G 3439 SA4742863	N		10/CN	3.6
003			M	PLATE,ME,STEEL, ABS GR A, 0.3750 IN THK, 48 IN W X 6 FT L	9B 9515 002336263	N		4/PM	3.6
004			C	ELECTROD,WELDING ROD, 7018M, 3/32"DIA X 14"L, MIL-E-22200/10, P/N; 255014102, 10LB/CN, NO TEST IS REQUIRED	9G 3439 SA4742861	N		20/CN	-
005			C	ELECTROD,WELDING ROD, 7018M, 1/8"DIA X 14"L, MIL-E-22200/10, P/N; 255014110, 10LB/CN, NO TEST IS REQUIRED	9G 3439 SA4742863	N		20/CN	-

Ship/HULL NO.	Ship/HULL NAME	JON:	ICN:	Rev:	Key Op:
YON-285	BARGE		89MVA11001		A01

TITLE:

Underwater Hull and Freeboard; repair and preserve

MATERIAL LIST

ITEM NO.	PC NO.	REF NO.	M/C	DESCRIPTION	STOCK NUMBER	HAZ MAT	DOC NO.	QTY REQD/ UNIT	PARA NO.
006			M	ELECTROD,WELDING ROD, 7018M, 5/32"DIA X 14"L, MIL-E-22200/10, P/N; 255014128, 10LB/CN, NO TEST IS REQUIRED	9G 3439 SA4742865	N		20/CN	3.7
007			C	PLATE,ME,STEEL, ABS GR A, 0.1875 IN THK, 60 IN W X 20 FT L	9B 9515 002375333	N		4/PM	-
008			C	PLATE,ME,STEEL, MIL-S-22698, GRADE A, 0.2500 IN THK, 60 IN W X 20 FT L	9B 9515 001533184	N		4/PM	-
009			C	PLATE,ME,STEEL, ABS GR A, 0.3125 IN THK, 60 IN W X 20 FT L	9B 9515 001533217	N		2/PM	-
010			C	PLATE,METAL,STEEL, ABS GR A, 0.3750 IN THK, 60 IN W X 20 FT L	9B 9515 001533223	N		2/PM	-
011			C	PLATE,METAL,STEEL, ABS GR A, 0.4375 IN THK, 60 IN W X 20 FT L	9B 9515 001533230	N		2/PM	-
012			C	PLATE,ME,STEEL, ABS GR A, 0.5000 IN THK, 60 IN W X 20 FT L	9B 9515 001533236	N		2/PM	-
013			C	PLATE,METAL,STEEL, ABS GR A, 0.5625 IN THK, 60 IN W X 20 FT L	9B 9515 001533243	N		1/PM	-
014			C	PLATE,METAL,STEEL, ABS GR B, 0.6250 IN THK, 60 IN W X 20 FT L	9B 9515 001533248	N		1/PM	-
015			C	PLATE,METAL,STEEL, MIL-S-22698 GR B, 0.7500 IN THK, 48 IN W X 6 FT L	9B 9515 002336268	N		2/PM	-
016			C	PIPE,METALLIC,8 NPS SCH 80, ASTM A106 GR B	9B 4710 010139601	N		22/FT	-
017			C	PIPE,METALLIC,8 NPS SCH 80, ASTM A106 GR B	9B 4710 010139601	N		22/FT	-
018			M	CHEMICAL CORROSION,WATER DISPLACING, 55 GL/DR, MIL-PRF-16173 GR3	9B 6850 013871065	N		1/DR	3.2

General Requirements
For Tank, Void and/or Cofferdam Cleaning

Ver.05012021(YON)

1. REQUIREMENTS:

1.1 Open, ventilate, conduct gas free, empty, clean, render dry, and maintain each tank, void and/or cofferdam throughout the work item performance period.

1.1.1 Ensure that each harmful vapor, fume, and mist is ventilated to the exterior of the vessel.

(V) "REPORT"

1.1.1.1 Submit one legible copy of a report listing the location, origin, and quantity of each manhole cover removed in 1.1 with respect to its tank, ship's frame and distance off centerline to SUPERVISOR after the inspection.

1.1.2 Remove and dispose of waste liquid that is not being stored for reuse to a Contractor provided waste liquid conveyance.

1.1.2.1 Contact the SRF-JRMC Detachment Sasebo ESH Division, Environmental Branch, S106.3 prior to transfer of waste liquid to the conveyance.

1.1.2.2 Provide watches and following spill kits (absorbent pads, booms, etc. for oil or chemical spill containment) at each affected area where waste liquid is being transferred to ensure that each liquid is not released to any shipboard compartment or the sea. In case of a spill, take immediate action to contain the spill, and contact S106.3.

1.1.2.3 Identify each transfer hose to the conveyance by affixing the company's name and tank/space location pumping from on each hose.

1.1.2.4 Establish and maintain communication between the pumping station and the conveyance when the waste liquid is being transferred.

(V) "INSPECT PIPING AND HOSE ALIGNMENT"

1.1.2.5 Inspect alignment of each hose, valve and piping in the flow path prior to the start of pumping, purging, or flushing.

1.1.2.6 Accomplish a periodic walkthrough of the piping, hose, and valve alignments for leaks at least once an hour.

1.1.2.7 Pumping after sunset is not authorized unless approved by SUPERVISOR.

1.1.3 Coordinate the off-loading or transferring of each fluid through the ship's Damage Control Assistant (DCA), via SHIPSUPT, to maintain ship's stability and to prevent flooding.

(V) (G) "VISUAL INSPECTION"

1.2 Inspect each tank, void and/or cofferdam for cleanliness, prior to final closing. Document the personnel who were present during the inspection and confirm that they have exited the space prior to closure of each tank, void, and cofferdam. Designate one person to account for personnel who may have entered the space. **-S130**

1.2.1 Install each manhole cover for each tank, using each new gasket and fastener.

2. NOTES:

2.1 Booklet of General Plans and Tank Sounding Tables are available for review at the office of the SUPERVISOR.

2.2 See additional CHT/sewage tanks disinfection requirements of Local Standard Item 099-901YO for SRF-JRMC Sasebo availabilities.

DOCKING REPORT

NAVSEA REPORT 9997-1
NAVSEA S9086-7G-STM-010/CH-997

FROM:			DATE:
TO: COMMANDING OFFICER, U.S.S.			
SHIP NAME:	HULL NUMBER:	DOCKMASTER NAME:	ASST DOCKMASTER NAME:
PLACE DOCKED (ACTIVITY):	DOCK NAME:	DOCKING DATE:	UNDOCKING DATE:
PLAN NUMBERS FOR ZINCS OR CATHODIC PROTECTION:			REASON FOR DOCKING:

- **BEFORE ENTERING DATA INTO THIS FORM, READ THE INSTRUCTIONS ON PAGES 8 & 9** -

SHIP DOCKING AND DRY DOCK DATA

SHIP CONDITION FOR DOCKING			
DISPLACEMENT: LONG TONS	MEAN DRAFT: FT	LIST: PORT / STBD (*Circle one*) DEGREES	TRIM: FWD / AFT (*Circle one*) INCHES
DRAFT FWD FT / DRAFT AFT FT	LONGITUDINAL CENTER OF GRAVITY: FT	CALCULATED MAXIMUM BLOCK LINE LOAD: LONG TONS/FT	
METACENTRIC HEIGHT (GM): FT		HEIGHT OF CENTER OF GRAVITY ABOVE KEEL WHEN WATERBORNE (KG): FT	

DOCKING ARRANGEMENT*			
DOCKING DRAWING NO. AND REVISION:	DOCKING POSITION:	SHIP ORIENTATION:	DISTANCE S.R.P. TO AFTMOST KEEL BLOCK FT
DISTANCE AFTMOST KEEL BLOCK TO SILL OF DOCK: FT		DISTANCE CENTERLINE KEEL BLOCK TO DOCK CENTERLINE: FT – PORT / STBD (*Circle one*) OF DOCK CENTERLINE	
OMMITTED KEEL AND SIDE BLOCKS (*Continue on separate sheet if necessary*):			
**DOCKING PLAN MAY BE ATTACHED TO SHOW ALL VALUES*			

SHAFTS & BEARINGS (AS-ARRIVED CONDITIONS)

SHAFT (DESIGN PARAMETERS)		
DESIGN DIAMETER:	DESIGN CLEARANCE:	MAXIMUM ALLOWANCE CLEARANCE:

CONDITION OF SHAFTING AND MATERIAL	
NO 1 OR STBD OUTBD	
NO 2 OR STBD INBD	
NO 3 OR PORT INBD	
NO 4 OR PORT OUTBD	

RECORD SHAFT SECTION SERIAL NUMBERS, SHAFT-TO-STAVE RETAINER MEASUREMENT (STSR) AND SHAFT SLEEVE DIAMETER

READINGS TAKEN BY	STERN TUBE			INTERMEDIATE STRUT			MAIN STRUT		
	SERIAL NO.	STSR – AFT END OF AFT BEARING	SHAFT SLEEVE DIA	SERIAL NO.	STSR – AFT END	SHAFT SLEEVE DIA	SERIAL NO.	STSR – FWD END	SHAFT SLEEVE DIA
NO 1 OR STBD OUTBD									
NO 2 OR STBD INBD									
NO 3 OR PORT INBD									
NO 4 OR PORT OUTBD									

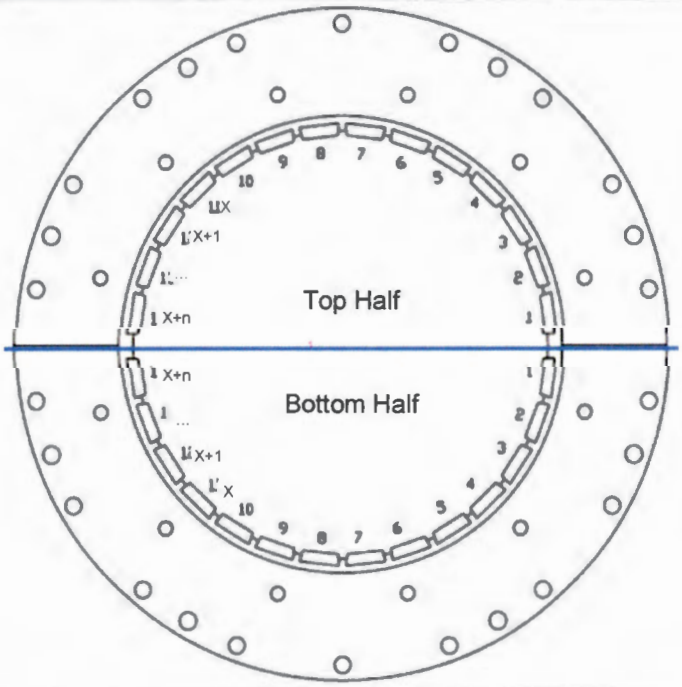
RECORD AVERAGE BEARING LAND INTERNAL DIAMETER (ID), AVERAGE BEARING BUSHING OUTER DIAMETER (OD) AND THE CLEARANCE BETWEEN THEM (BEARING LAND ID – BEARING BUSHING OD)

NO 1 OR STBD OUTBD

LOCATION	BEARING LAND ID	BEARING BUSHING OD	CLEARANCE
FWD STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
AFT STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
INTERMEDIATE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
MAIN STRUT BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4.			
5.			
6.			
7. (AFT BEARING LAND)			
NO 2 OR STBD INBD			
LOCATION	BEARING LAND ID	BEARING BUSHING OD	CLEARANCE
FWD STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
AFT STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
INTERMEDIATE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
MAIN STRUT BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4.			
5.			
6.			
7. (AFT BEARING LAND)			
NO 3 OR PORT INBD			
LOCATION	BEARING LAND ID	BEARING BUSHING OD	CLEARANCE
FWD STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
AFT STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
INTERMEDIATE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
MAIN STRUT BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4.			
5.			
6.			
7. (AFT BEARING LAND)			
NO 4 OR PORT OUTBD			
LOCATION	BEARING LAND ID	BEARING BUSHING OD	CLEARANCE
FWD STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			

4. (AFT BEARING LAND)			
AFT STERN TUBE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
INTERMEDIATE BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4. (AFT BEARING LAND)			
MAIN STRUT BEARING			
1. (FWD BEARING LAND)			
2.			
3.			
4.			
5.			
6.			
7. (AFT BEARING LAND)			

STAVE & BEARING READINGS
***NOTE: N/A THE LINES FOR SYSTEMS WITH FEWER BEARINGS THAN LISTED.**



BEARING CLEARANCES AT EACH INDIVIDUAL STAVE						
NO 1 OR STBD OUTBD						
	FWD STERN TUBE	AFT STERN TUBE	FWD INTERMEDIATE STRUT	AFT INTERMEDIATE STRUT	FWD MAIN STRUT	AFT MAIN STRUT
	TOP HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
	BOTTOM HALF					
1						
2						
3						
4						

5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
NO 2 OR STBD INBD						
	FWD STERN TUBE	AFT STERN TUBE	FWD INTERMEDIATE STRUT	AFT INTERMEDIATE STRUT	FWD MAIN STRUT	AFT MAIN STRUT
	TOP HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
	BOTTOM HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
NO 3 OR PORT INBD						
	FWD STERN TUBE	AFT STERN TUBE	FWD INTERMEDIATE STRUT	AFT INTERMEDIATE STRUT	FWD MAIN STRUT	AFT MAIN STRUT
	TOP HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
	BOTTOM HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
NO 4 OR PORT OUTBD						
	FWD STERN TUBE	AFT STERN TUBE	FWD INTERMEDIATE STRUT	AFT INTERMEDIATE STRUT	FWD MAIN STRUT	AFT MAIN STRUT

	TOP HALF					
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
	BOTTOM HALF					
1						
2						
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11						
12						
13						
14						

PROPELLERS (AS-ARRIVED CONDITIONS)

*ATTACH RESULTS OF VISUAL TECHNICAL INSPECTION (VTI)

PROPELLERS	INB'D ____ OUTB'D ____		
INBD. DIA.	PITCH	INB'D PLAN NO. AND REVISION	NUMBER OF BLADES
OUTBD. DIA.	PITCH	OUTB'D	MATERIAL

RUDDERS AND DIVING PLANES

RUDDERS AND DIVING PLANES (DESIGN PARAMETERS)	
POST DESIGN DIAMETER IN.	DESIGN BEARING CLEARANCE (UPPER/LOWER) IN.
BEARING MANUFACTURER	

RUDDERS AND DIVING PLANES (AS-ARRIVED CONDITIONS)			
POST DIAMETER	PORT ACTUAL IN.	STARBOARD ACTUAL IN.	CENTERLINE ACTUAL IN.
BEARING CLEARANCE	PORT (UPPER/LOWER) IN.	STARBOARD (UPPER/LOWER) IN.	CENTERLINE (UPPER/LOWER) IN.
IF RUDDER REMOVED, REPORT PERCENT CONTACT OF BLUE CHECK ON TAPER	PORT %	STARBOARD %	CENTERLINE %
CONDITION OF RUDDERS/DIVING PLANES			
CONDITION OF BEARINGS (GREASED, RUST PRESENT, ETC)			

RUDDERS AND DIVING PLANES (AS-RELEASED CONDITIONS)

POST DIAMETER (N/A IF NO WORK ACCOMPLISHED)	PORT IN.	STARBOARD IN.	CENTERLINE IN.
BEARING CLEARANCE	PORT (UPPER/LOWER) IN.	STARBOARD (UPPER/LOWER) IN.	CENTERLINE (UPPER/LOWER) IN.
IF RUDDER REMOVED, REPORT PERCENT CONTACT OF BLUE CHECK ON TAPER	PORT %	STARBOARD %	CENTERLINE %
INFLATABLE BOOT REPLACED (N/A IF SHIP DOES NOT HAVE INFLATABLE BOOT) YES ☐ NO ☐ N/A ☐			

SONAR

SONAR REMOVED THIS DOCKING

DOME TYPE	SERIAL

SONAR EXISTING AT UNDOCKING DOME TYPE	SERIAL	WORK DONE – INCLUDE PAINTING

REMARKS *(Continue on separate sheet, if necessary)*

SELECT HULL & APPENDAGES COATING APPLICATIONS ACCOMPLISHED THIS DOCKING
– N/A TO SUBMARINES –

NAVSEA SI 009-32 FY ' ' APPLICABLE								
LOCATION	a.) Table '#' b.) Line '#'	SURFACE PREPARATION	COATINGS DATA			100% RECOAT	TOUCH-UP AND OVER-COAT	SPOT TOUCH-UP ONLY
			# COATS	MIL-SPEC	MANUFACTURER & TRADE NAME			
UNDERWATER HULL (Keel to top of boottop, including propulsion shaft outboard bearing voids)	a.) b.)							
RUDDERS AND STRUTS (If different than underwater hull coating system above)	a.) b.)							
SEA CHESTS (List by Hull Opening '##' in this block.)	a.) b.)							
FIN STABILIZERS (Not Applicable to Aircraft Carriers)	a.) b.)							
DIELECTRIC SHIELDS	a.) b.)							
EXPOSED AREAS OF OUTBOARD SHAFTING COVERED BY GRP	a.) b.)							
EXTERIOR SURFACES ABOVE BOOTTOP (Freeboard surfaces only)	a.) b.)							
OTHER: For surface preparation and / or coating applications which differ from those above, for systems not listed above, or for more room for systems listed above, enter the data below or use similar format to report the data on a supplementary page.								
OTHER	a.) b.)							
OTHER	a.) b.)							
OTHER	a.) b.)							

INSTRUCTIONS

GENERAL:

1. **From**: Enter reporting activity.
2. **Date**: Enter date of report.
3. **To**: Commanding Officer of the ship drydocked.
4. **Ship Name**: Name of ship drydocked
5. **Hull Number**: Hull number of ship drydocked
6. **Dockmaster Name**: Docking Officer for Naval Shipyard or station; NAVSEA Approved Facility Operations Supervisor (FOS) per MIL-STD-1625 for industrial activity.
7. **Asst Dockmaster Name**: Person in assistant FOS role for industrial activity (MIL-STD-1625).
8. **Place Docked (Activity)**: Naval Shipyard, station, industrial activity name.
9. **Dock Name**: Dry dock name and/or number.
10. **Docking Date**: Enter date ship drydocked.
11. **Undocking Date**: Enter date ship is undocked.
12. **Plan Numbers for Zinc or Cathodic Protection**: Indicate applicable plan number for installation.
13. **Reason for Docking**: State major reason for drydocking, i.e., propeller repairs, sonar dome and hoist replacement, hull damage, regular overhaul, etc.

SHIP DOCKING AND DRY DOCK DATA:

1. **Displacement**: Enter displacement at time of docking.
2. **Mean Draft**: Enter mean draft at time of docking. Measured from
3. **List**: Enter list of ship at time of docking (if any).
4. **Trim:** Enter trim and circle attitude.
5. **Draft FWD**: Enter forward draft reading at time of docking, measured from baseline.
6. **Draft AFT**: Enter aft draft reading at time of docking, measured from baseline.
7. **Longitudinal Center of Gravity**: Enter LCG used to calculate ship block loads per NSTM 997.
8. **Calculated Maximum Block Line Load**: Enter value determined per NSTM 997
9. **Docking Drawing Number and Revision**: Enter SRD docking drawing number and revision employed to drydock the ship
10. **Docking Position**: Enter position number employed for drydocking the ship
11. **Ship Orientation**: Enter end of ship entering the dock first.
12. **Distance SRP to Aftmost Keel Block**: Enter distance from Stern Reference Point to aftmost keel block
13. **Distance Aftmost Keel Block to Sill of Dock**: Enter distance of aftmost keel block to sill (entrance of dock).
14. **Distance Centerline Keel Block to Dock Centerline**: Enter the distance of the keel block centerline to dry dock centerline, and attitude. To determine attidute, assume sill of dock is aft.
15. **Ommitted Keel and Side Blocks**: Enter all keel and side blocks omitted, and reason for omission if not required per docking drawing.

SHAFTS & BEARINGS (AS-ARRIVED CONDITION):

1. Enter shaft design diameter, design clearance and maximum allowed clearance from information provided by ship, manufacturers instructions and Naval Ships Technical Manual.
2. Record as-arrived condition of shafting covering system. Report exposed metal surfaces, condition (i.e., good condition, cracks, scored, corroded, etc) and adherence.
3. Record shaft serial number, STSR measurement, and shaft sleeve diameter. Enter name of personnel taking readings.
   Note: STSR (shaft-to-stave retainer) measurement is the distance between the bearing stave retainer ring and the shaft sleeve at the 6 o'clock position. See Naval Ships Technical Manual S9086-HN-STM-010, Chapter 244 or Underwater Ship Husbandry Manual S0600-AA-PRO-180, Chapter 18 for additional details.
4. Record average bearing land inner-diameter, average bearing bushing outer-diameter and the clearance at each land location.
5. Record as-arrived bearing clearances at each individual stave.

PROPELLERS (AS-ARRIVED CONDITION):

1. Attach results of as-arrived Visual Technical Inspection (VTI).
2. Enter propeller data for each propeller as determined by examination of hub stamping. List the propeller material as follows:
   M - Manganese Bronze
   N - Nickel Aluminum Bronze
   A - Manganese Nickel Aluminum Bronze
   S - Stainless Steel
   P - Special (If special materials other than above are used, note under remarks)

RUDDER AND DIVING PLANE DATA (AS-ARRIVED & AS-RELEASED CONDITIONS):

1. Enter post design diameter, design bearing clearance (upper and lower) and bearing manufacturer.
2. Record Post Diameter and bearing Clearance for each rudder and diving plane as determined by measurement at time of docking for as-arrived conditions. Take such rudder bearing clearances as are practicable without unshipping the rudder. Use R for rudder and D for diving planes. Use F and A to designate forward and aft where necessary. Divide port and starboard columns where necessary. Check rudder nut lock.
3. Record as-arrived condition of rudders. Report coating deterioration, structural defects and overall condition, i.e., good condition, cracks, scored, corroded, etc.
4. Record as-arrived condition of rudder bearings. Report if the bearings have been greased, if rust is present, etc.
5. Record Post Diameter and bearing Clearances for each rudder and diving plane as determined by measurement at time of undocking for as-released conditions (if any repairs/replacements have been made). Take such rudder bearing clearances as are practicable without unshipping the rudder. Use R for rudder and D for diving planes. Use F and A to designate forward and aft where necessary. Divide port and starboard columns where necessary. Check rudder nut lock.
6. Record percent contact of blue check on taper (if rudders are removed).
7. Record whether the inflatable boot has been replaced. Check "Yes" or "No", leave blank if ship does not have inflatable boot.

SONAR: Report dome type and serial number. The serial appears on the skirt and in the shipping orders.

REMARKS: Note when extensive repair or replacement of plates, seams, rivets, etc., is accomplished, including data concerning locations, actions and description of conditions which necessitated actions. Include any other information considered desirable for reference purposes, such as special block heights or other departures from docking plan. Attach additional sheets if required.

COATING APPLICATIONS ACCOMPLISHED (AS-RELEASED):

1. Record NAVSEA Standard Item 009-32 fiscal year (in Table title).
2. Record Table and Line numbers of Standard Item 009-32 followed for preservation.
3. Record NACE/SSPC method of preparation (SSPC-SP 1, SP 3, SP 11, SP 10, etc.) in sufficient detail; for example, SSPC-SP 1, "detergent-wash", or "solvent-wash", or "water-wash".
4. Record number of coats for each type of coating (1, 2, etc.).
5. Record MIL-SPEC for each type of coating.
6. Record Manufacture &Trade Name(s) for each coating (both primer/anticorrosive and antifouling)
7. Record the scope of the preservation work accomplished as follows:
   - For 100% Recoat, place an "X" in the appropriate block.
   - For Touch up and Overcoat, estimate zone worked by recording frame numbers.
   - For Spot touch up Only, note spot repair areas by recording frame numbers.

SEE NEXT PAGE FOR CONTINUATION OF INSTRUCTIONS FOR SUPPLEMENTARY FORMS (to be filled out in addition to 9997/1, if criteria listed for each form is met)

INSTRUCTIONS - CONTINUED

SUPPLEMENTARY FORMS (to be filled out in addition to 9997/1, if criteria listed for each form is met):

1. **Propellers**: Submit a supplementary form NAVSEA 9997/2 PROPELLER REPORT and/or NAVSEA 9997/3 PROPELLER REPORT – DETACHABLE BLADE DATA *ONLY*-if repairs are accomplished, or propellers or blades are replaced.
2. **Shafts, Bearings, Fairwaters, Ropeguards and Stern Tube Seals**: Submit supplementary form NAVSEA 9997/4, *ONLY* when repairs or replacements are made or when corrosion or wear is extensive or severe.
   a. Use one form sheet for each line of shafting.
   b. The sketch should be modified by crossing out excess bearings for systems with fewer bearings than sketched.
   c. Clearance readings; identification of material; condition of material; and work accomplished on Bearings, Fairwaters, Ropeguards, Journals, Shaft Covering, Packing, and Stern Tube Seals should be indicated in each applicable box provided for the recording of the condition and work accomplished by entering the proper symbols. If the symbol "O" (Other) is used to indicate information, an Arabic number may be used, such as "2", to refer to an explanatory footnote "2".
   d. Record shaft serial number, STSR measurement, and shaft sleeve diameter. Enter name of personnel taking readings.
   e. Record average bearing land inner-diameter, average bearing bushing outer-diameter and the clearance at each land location.
   f. Record As-Released Shaft-to- Stave Readings (bearing clearances at each individual stave). List size (oversized/undersized) of stave, whether the rubber or backing was over/undersized, manufacturer used (Duramax, etc.) and material for each stave. Enter appropriate symbol for type of bearing material in each box.
      W – Wood
      PP – Phenolic Plastic
      R – Rubber
      F - Fiberglass
      O – Other (specify type)
   g. List rotating coupling cover repairs and o-ring information.
   h. Record Mil-Spec for shaft coating system applied.

SHIP CLASS SPECIFIC SUPPLEMENTARY FORMS:

AIRCRAFT CARRIERS ONLY:

1. **Rudders:** Submit supplementary form NAVSEA 9997/6, for all aircraft carrier dockings,for as-arrived and as-released Rudder Bearing Measurements and Conditions.
2. **Underwater Hull & Appendages Fairing Compound:** Submit supplementary form NAVSEA 9997/7, ONLY when Fairing Compound Repairs are accomplished. Record Underwater Hull & Appendages Fairing Compound Repairs and list type and amount for each of the locations.