

# The FMSB Newsletter

## CERTIFICATION SIGNATURE REQUIREMENTS

For many years the Nuclear Planners Course (NPC) taught that the appropriate certification signature requirement (CSR) statement (for the \* or \*\* condition) was required to be on each page that had a single or double asterisk verification signature block (VSB). The governing NAVSEA instruction required that a statement had to be "included" on each page that contained a \* or \*\* VSB. The type commander (TYCOM) instructions also reiterated that NAVSEA requirement. Requiring appropriate statements on each page was a cumbersome practice that made it necessary for the procedure planner/writer to spend a great deal of attention and time with the format of procedure pages.

The governing NAVSEA instruction has been changed and only requires the \* or \*\* statement to be "referenced" on each page that has a \* or \*\* VSB. Now a planner/writer can define the \* and \*\* statements in an early part of the locally developed formal work package (FWP) (e.g., in the "B. GENERAL INFORMATION:" section) and use the \* or \*\* later at each VSB to "reference" the corresponding statement. The local Naval Shipyard uses this method and NPC recommends using this "reference" method to students. The upcoming Change 4 to the Joint Fleet Maintenance Manual (JFMM) has updated the CSR addendum to agree with the governing NAVSEA instruction. Commands should apply the governing NAVSEA instruction and the JFMM for incorporating the requirements for CSRs and VSBs into their technical work documents (TWDs).

## QAOC AND NPC COURSES

The 00-1 Nuclear Planners Course graduated 16 students on February 29, 2000. The NPC graduates went to CVNs (9), SIMA (1), Submarine Tenders (2), and NSSF New London (2). QAOC 00-2 started 25 April with a full class of 10 students. NPC 00-2 will start 1 August. Contact your detailer early to obtain a billet. The proposed schedule for FY 01 classes is provided below. (POC Hod Verble).

### Nuclear Planners Course

NPC 00-2 01 Aug - 01 Sep 2000

\*NPC 01-1 24 Jan - 27 Feb 2001

\*NPC 01-2 31 Jul - 31 Aug 2001

### Quality Assurance Officers Course

\*QAOC 01-1 17 Oct - 16 Nov 2000

\*QAOC 01-2 24 Apr - 23 May 2001

### Trade Skills Course

TSC 00-4 11 Jul - 18 Aug 2000

\*TSC -01-1 11 Oct - 17 Nov 2000

\*TSC -01-2 09 Jan - 16 Feb 2001

\*TSC -01-3 03 Apr - 10 May 2001

\*TSC -01-4 10 Jul - 16 Aug 2001

\* PROPOSED SCHEDULE

## NNSY GALLEY QUALITY OF LIFE

The NNSY galley will be closed for renovation until 09/00. As with all construction projects, this is subject to change. Students attending NNSY courses will be authorized COMRATS. There are limited eating facilities within walking distance of NNSY during class hours. There are no eating facilities within walking distance of NNSY after hours. It is recommended that a rental car be authorized for students until the galley is opened. (POC Jim Null)

## OPERATING UNIT TRAINING (OUT)

**N**AVSEA 08 and the Type Commanders agreed in September 1999 that the FMSB should conduct periodic training for operating units (SSN, SSBN, and CVNs). FMSB has completed several of these sessions. Here is an overview of the completed training. SUBRON 20 in Kings Bay (22 attendees) in April: technical work document (TWD) format, nuclear/non-nuclear interface, SUBSAFE, technical research, source documents, and steam plant cleanliness. CSS-11 in San Diego (16 attendees) in April: SUBSAFE, system testing requirements, primary and steam plant cleanliness, and low pressure valve repair using the carbide seat cutter and counterbore kits. OUT visits are being planned for the Norfolk area (10-14 July 2000) and Pearl Harbor (date TBD). If your command desires on-site training in Propulsion Plant maintenance, contact FMSB. (POC Jim Null)

## STEAM VALVE PACKING

**W**hen repacking (NAVSEA 0948-LP-012-5000) carbon steel valves, the packing should be the corrosion inhibited type. This type is recognizable by a dull gray powdery finish in lieu of a shiny black appearance exhibited by non-corrosion inhibited packing. The applicable component technical manual must be reviewed carefully for the proper torque values, installation procedures, and material requirements. (POC Phil Doyle, John Henderson)



LEFT NON-CORROSION INHIBITED  
RIGHT CORROSION INHIBITED

## PRIMARY VALVE PACKING

**T**here has been some confusion concerning the torque values to be used when adjusting packing, since there are basically two types of packing in use for NAVSEA 0989-150-0000 valves, graphitic and Teflon-asbestos. The confusion stems from the fact that each type of packing uses a different installation torque (maximum or consolidation torque). However, after the packing is installed, the component technical manual only specifies one value for packing adjustment. This is the value to be used regardless of the type of packing installed. (POC Phil Doyle, John Henderson)

## VALVE PACKING CAML

**B**echtel Plant Apparatus Division (PAD) and Standard Navy Valve Yard (SNVY), in a joint venture, recently completed a *standardized* procedure for installing graphitic packing into valves and other components used in Naval applications. These instructions have been incorporated into NAVSEA technical manuals for applicable components. Graphitic packing is being used to replace the long-time utilized Teflon-asbestos packing material, and is available in the Navy Supply System. To provide more interactive technical guidance for using the graphitic packing, PAD and FMSB are developing a computer-aided maintenance lesson (CAML). The graphitic packing CAML will be issued as part of future revisions to technical manual NAVSEA 0989-150-0000 and 0948-LP-012-5000, and is also planned to be issued as a stand-alone CD. The two technical manual revisions will be provided on CD, and the CAML will consist of a series of links within the text of the electronic technical manuals that will open various still-frame and narrated video files. The CAML is designed to aid the reader in understanding the proper techniques for installing graphitic packing, terminology, and show examples of various applications. (POC John Henderson)

## ACID BRUSHES

**N**NSY recently issued a Quality Control (QC) alert concerning the use of acid brushes (7920-00-514-2417). The QC alert explains that these acid brushes failed to meet the detrimental material limits per MIL-STD-2041 for sulfur and chlorides. Based on analysis results at NNSY, these acid brushes should not be used for Reactor Plant Clean work. Until more details are known, NNSY suggests using cotton swabs or the applicator brush from a bottle of MIL-L-24131 (Neolube). (POC Hod Verble)

## TRADE SKILLS INSTRUCTORS ARE MOVING

**T**he Trade Skills Instructors are moving back to Building 276. The exact date of the move is not known at this time. Their phone numbers will change after the move. If you cannot contact them at the "old" number, contact anyone else in the FMSB and we will transfer the call. (POC Jim Null)

## FUTURE ARTICLES

**I**f you have a question or article of interest for the FMSB Newsletter, please let us know. If the question/article would be of interest to others, we will conduct the research. E-mail, write or call FMSB. (POC Jim Null)

## DETAILERS

**D**etailer information is provided to assist in obtaining billets for FMSB courses.  
Trade Skills Course: MMC (SS) MARTIN, p403cg@persnet.navy.mil, (901) 874-3628, DSN 882-3628.  
QAOC: Pat Bell, p422s@persnet.navy.mil, (901)874-3936, DSN 882-3936, Fax (901)874-2648.  
NPC: ETCM (SS) Walker, p403cd@persnet.navy.mil, (901) 874-3627, DSN 882-3627.

## CUTTING TOOL ELECTRIC DRIVE

**R**ecently the new electric motor for driving RNAVSEA supplied cutting machines was demonstrated to an East Coast FMA. The presentation was geared toward the deckplate level and was received with much enthusiasm. The many advantages of a constant torque and constant speed were readily recognized by the mechanics who operated the cutting machine with the electric drive system. The choice of 10 speeds ranging from 1 to 1000 rpms (supplied air motors run at 500 RPM) without changing the program was another feature that was well received. This allows a mechanic to adjust the machine to the speed that suits their expertise and the different situations at the job site. The drive system has a straight or right angle gear reducer which allows interference to be successfully negotiated. This was another well received feature. Included in the presentation were discussions pertaining to cost, availability and technical support.

Some of the other advantages noted were, low noise level, no moisture condensate or wet absorbents in controlled spaces, no oily exhaust, instant stop, reverse direction with full torque and no maintenance required. This last advantage was particularly well taken as the manufacturer claims an average Mean Time Between Failures (MTBF) to be 38,000 hours. Air motors will fail after a very short period of use without lubricant or if there is any type of contamination in the air or lubricant supplied to them.

The totally enclosed and brushless motor does not present an explosion hazard and the heat generated is not high enough to cause discomfort when handling the unit after extended use. The electric drive unit is designed with an adapter and shaft coupling to the same specifications as the air motor, therefore switching from one unit to the other is a simple changeout.

Anyone interested in learning more about this new and versatile method of driving cutting machines should contact FMSB. (POC Ken Korpanty).

## **NNSY CODE 138 WELDING & NDT**

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**Jim McNabb - NDT (757) 396-5510/5579-**

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Chris Wray - NDT (757) 396-5510/5579-

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## **NNSY CODE 2380.3 TRADES SKILLS COURSE**

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**Mark Rice (757) 396-1281 Pager (888) 380-3470**

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## **NORFOLK NAVAL SHIPYARD**

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John Hancock - Cutting Tools and Lifting and Handling, Plant  
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**W. T. Mitchell - Basic Trade Skill Lesson Plans (757) 393-**

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**Beverly Verble - Course Scheduling (757) 393-7144**

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Hod Verble - Reactor Plant/ Steam Plant Cleanliness, Material  
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**Tom Wunder - Testing, SubSafe (757) 393-7134**

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