



INSURV INSIGHT!

News for Steering you Toward Success!

WELCOME! We at INSURV are continuing our voyage to publish a more light-hearted, fun-to-read, electronic newsletter with tips and tidbits from all aspects of the inspection process! **HOLD ON!** Just because it says INSURV doesn't mean it's bad! On the contrary! On a bi-monthly basis we will provide tips from the deck plates, highlights of successful inspections and good things happening in the Fleet with relation to inspections or trials. We will provide expert advice from the inspectors and a column called "Advice from a Crusty Old Salt" which will be past experiences, humorous stories, or just some great advice to the younger sailors from the guys who have been around for a while! Read through it, share it with your shipmates, and let us know what you think!

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Celebrating Victories!

Submitted by:
CAPT David Owen, INSURV COS
SI – USS LASSEN – Inspected 9/23-25/2014



BZ to the USS LASSEN!!

The underway demonstrations performed during a Material Inspection are a true indicator of how prepared a ship is to do its' mission and go into harm's way. So much, that an entire day at sea, and in some cases overnight, is dedicated to their performance. The grading of these evolutions is intense with numerous trip wires and single points of failure. Throw in that Murphy's Law contributes to the problem many times which results in many of these demonstrations being scored out degraded or even unsatisfactory. Recently the USS LASSEN accomplished the rare feat of scoring Satisfactory in **all** the demonstration areas. Out of the eight graded demonstrations five of them scored 99 or 100! This was not just plain luck, for the only luck during an MI is normally bad luck. It is a reflection of maintaining systems and equipment in proper operating order. Additionally, it takes expert operators to perform in such an Above Average manner. **BZ to the crew of LASSEN!** You have clearly shown that you are deserving of being at the tip of the spear and ready to answer the call to arms at any given moment. **WAY TO GO LASSEN!!**

"A good Navy is not a provocation to war. It's the surest guarantee of peace!"

President Theodore Roosevelt – 2 December 1902 – second annual message to Congress.

Download an INSURV Handbook: [HTTP://WWW.PUBLIC.NAVY.MIL/FLTFOR/INSURV/](http://www.public.navy.mil/fltfor/insurv/) -> Inspection Resources -> Getting Started -> INSURV Handbook (far right column)

Need EXTRA Handbooks mailed to you? Contact us at: INSURV_LTLC_COMMUNICATION_OPERATIONS@NAVY.MIL
 Include the number of Handbooks you want, your Name, Title, Ship's Name and Hull Number and Mailing Address.



RDML Mike Smith

Aloha,

I am honored to assume the duties as the 64th President of the Board of Inspection and Survey. There is no doubt that Warfighting must be our first priority. None of us know when our ships and Sailors will be called upon to engage an enemy at sea. But when that time arrives our nation trusts that we will be ready to immediately respond wherever and whenever required. That immediate response will not be possible unless we maintain our systems at the highest standard of material readiness. INSURV inspections allow all of us to work together to identify existing material readiness challenges so they can either be immediately resolved or taken to subject matter experts who will work to develop a final resolution. We at INSURV are committed to working with the ships, the Systems Commands, Type Commanders, Fleet Commanders and, when required, the CNO to improve the material readiness of our fleet and ensure our deployed forces are always ready to execute their assigned missions. I look forward to working with all of you on this critical task.

IT'S ALL ABOUT THE DECK!

Some Plain Talk about Engineering

Submitted by INSURV DC Inspectors

Khaki involvement is critical! Uniformed officers need to be involved in zone inspections to ensure discrepancies found are documented, placed into the workload, and quality assurance is properly applied. They need to be involved with the Planned Maintenance System (PMS) and spot check programs. The PMS ships are using to check material condition of their equipment needs to be technically correct, executable, with all uncompleted discrepancies documented for future action. If the PMS cannot be done step-by-step in accordance with the Maintenance Requirement Card (MRC), then a PMS feedback report shall be submitted.

Set points highlighted in the MRC should be followed verbatim. If all you do is "close enough" during your practice INSURV, then most likely your results during an actual INSURV inspection will be less than satisfactory. If the parameters have moved from the center setting to the edge of the acceptable settings, you can assume that something is driving it out of specification and will probably be out of specification during your demo. If you determine feedback is required, INSURV will be happy to assist in the process. We have a separate process to help the ship highlight problems so the feedback report gets the proper attention in a timely manner. Lastly, your leaders need to be involved with the Engineering Operational Sequencing System (EOSS) and Tag-Out process. Make sure you and senior leadership create a culture of EOSS compliance and proper use of Tag-out. Ensure systems are aligned in accordance with Emergency Operating Procedures (EOP) and proper Machinery Light Off Checks (MLOCS) and are conducted prior to every underway. A questioning attitude is paramount and a good engineering practice, reviewing MLOC results with that attitude will often reveal hidden issues before they come to fruition. EOSS and EOCC *always* apply; not just during the inspection.

Heavy reliance on technical assistance alone will not get you to a successful INSURV. In many instances, Ship's Force state that outside tech assist recently completed a groom so they don't understand why the equipment is failing the test. When we asked what checks were performed by the techs and who among Ship's Force were present during the tech visit, the most common answer is "we don't know." Engineering personnel must be the driver during every tech assist visit. That is the only way they will know the true material condition of their equipment.

Engineering should be the easiest area for a ship to excel because INSURV does not have its own standard. We inspect to the Navy standards utilizing PMS, Tech Manuals, Naval Ships Technical Manual (NSTM), and EOSS. If we were to choose the top five issues Engineering Inspectors encounter most often, that list would include the following:

1 – Air Conditioning Systems. Auxiliary Inspectors have found that conditioning systems are one of ships' biggest problems, mainly due to a lack of maintenance. If the ship's technicians follow the PMS schedule, INSURV Auxiliary Inspectors feel the majority of air conditioning issues will go away.

2 – Damage Control. Inspectors have found Relief Valves, Air Booster Pump Assemblies (ABPA) and High Pressure Filter Assemblies (HPFA), were not usually Safety Wired IAW the MRC 36M-1. They recommend Ship's (...continued on page 3)

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Force conduct proper QA to ensure Safety Wiring is completed IAW PMS, especially when the Relief Valves are set by an outside repair activity.

3 – Watertight Doors. Watertight Doors are not watertight (Failed Chalk Test). Three-year trend average shows 27 percent of inspected doors fail the Chalk Test (1671-008 S-1). INSURV is finding sailors are not knowledgeable in the proper maintenance and leadership fails to provide proper quality assurance. Proper training, schooling, and quality assurance should be applied to watertight door maintenance in order to reduce the current trend.

4 – ASCO Automatic Bus Transfers (ABTS). Electrical Inspectors are discovering more issues with ASCO ABTS, specifically with the fuse blocks on the exterior of the ABT. Loose fuse blocks are found on many more ships during the inspection, especially in areas of high personnel traffic. Loose fuse blocks could short circuit the ABT and make contact with sailors. INSURV recommends that during regular maintenance, Ship's Force electrical personnel check exterior fuse blocks for tightness and integrity.

5 – Steering Demo. INSURV is hard; but we have tried recently to create a smarter inspection. We made changes to the steering demo, conducting it at replenishment speed vice full power. This will allow the ship to test steering at a safer speed and allow for the accomplishment of the steering test even when the ship cannot attain full power speed.

Your Chain of Command is your best avenue for answers, but INSURV is always ready to help! Guide sheets, references, and best practices can be found at: http://public.navy.mil/fltfor/insurv/Pages/Inspection_Resources.aspx

INSURV PLAIN TALK!



LINKAGES, LINKAGES, LINKAGES! We're getting smarter! And we're changing! It's now easier to schedule an INSURV; it's safer, less costly, and does not compromise the integrity of the inspection! Time savings will be used to provide more thoughtful readiness, analysis, and better work with SYSCOMs and others to identify and correct root causes of material issues. Our goals and changes include:

Enhanced Risk Management—Material Inspections will commence on Tuesdays and the ship will not get underway before 0700 to enhance risk management with recommended briefings at 0800 where practical. At sea events will be coordinated to ensure completion by approximately 2200.

Reduced Redundancy—INSURV will no longer conduct astern steering checks, and countermeasure washdown testing will be certified by the TYCOM within 60 days of the Material Inspection. We will have improved scheduling of events and elimination of redundant and outdated requirements. Surface ship MIs will be reduced to a three-day event rather than five days through elimination of redundant/unnecessary events.

Exploit Linkages—Utilizing linkage events such as TSRA, INSURV will expand data collection and look at material readiness over a broader spectrum of time. Other linkages such as TYCOM/Training/Certification events may be used to certify other demos (the anchor drop test or BMD demo) with the approval of INSURV. Using approved linkages the material inspection may be as short as two days. If no events are linked the MI will be a three day inspection.

Provide Better Analysis—INSURV will enhance linkages to other FRTP events such as total ship readiness assessments (TSRA), thereby increasing trend data while collecting trend data while allowing more time to examine fleet trends. We will also collect data from the mid-cycle assessment and will maintain its independence by participating in these readiness assessments and by use of auditing techniques.

The Bottom Line?—The changes mentioned above will make INSURV more relevant and effective while allowing for better risk management, more data collection and more trend analysis. These changes will consolidate the material inspection process making it both more concise and safer without sacrificing or limiting its integrity or usefulness.



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ADVICE FROM A CRUSTY OLD SALT!

Learn From Your Elders; Mentor the Youngsters

Submitted by Greg Sanford, INSURV Deputy

As my 42-year naval career (30 years in uniform and 12 years as a gov't servant) comes to an end, two important points constantly ring out in my head.

First, learn from your elders. There's a saying – the older you get, the smarter your parents become. I fortunately recognized that early on. Whether it's your parents, a teacher, a CO, or a shipmate; take the time to listen to them carefully and apply their lessons learned to your life – both professionally and personally. Another saying is, the older you get the more you forget, so write the lessons learned down. I have electronic files for almost all the events of the past in hopes that they can help me solve future problems. In today's electronic age, keeping files should be easy for everyone.

As you gain experience, professionally and personally, share it with others by mentoring those younger than you. 'Youngsters' can be individuals younger in years or younger in experience than you. Take the time to talk with them. Help them not make the mistakes you made in your career. They will have plenty of time to make their own, new errors in life; they don't need to repeat the problems we have already experienced.

As a young, red-headed (it got me into lots of trouble back then!) ensign in the early '70s, I needed lots of mentoring. I unfortunately received poor mentoring from a few of my superiors; but the majority of my shipmates and COs helped me out immensely. Sometimes each of us just needs a swift kick in the butt, sometimes a kind and encouraging word; but in every case we need direction. If you are in a supervisory position ... take it seriously. My personal goal was to always help those who worked for me to someday exceed my accomplishments. That is truly a delightful situation to find yourself in! **(...continued on page 5)**



Did you know?

BOOT CAMP

During the Spanish-American War, sailors wore leggings called boots, which came to mean a Navy (or Marine), recruit. These recruits trained in "boot" camps. And now you know!

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ADVICE FROM A CRUSTY OLD SALT CONTINUED....

Mentoring can take many forms. When I was at INSURVLANT in the '90s I used to tell my team of 10 engineers that we were going to inspect with 'two eyes'. One 'I' was for inspect; the other 'I' was for instruct. We ten engineers had over 200 years' experience; some of the sailors we were inspecting had less than 200 days of sea time. Why not help them learn how to not make the same mistakes we have made?



Be willing to take risks for your people; realize that personal and professional satisfactions are linked. My favorite story follows. The setting - Puget Sound Naval Shipyard, Friday afternoon on a fall day in 1993, the yard is just recovering from a rogue 100 mph storm that had ripped the Yard apart in the morning. I was C/300, the Operations Officer; CAPT (now retired RADM) George Yount, was the S/Y Commander. Although we had recovered gracefully (a leaking dry-dock repaired, two dead subs re-moored after breaking loose, etc.), there were still loose ends. Still, RADM Yount told me to go see my son's high school football game being played an hour north in Port Angeles that evening. Lance, my son, was normally a substitute, but the starting receiver broke his arm in warm-ups. Lance caught a TD, three first downs, and had another short reception. An experience I will always remember, and one only created by RADM Yount's willingness to take a small risk to provide me a valuable lifetime memory.

To summarize, never stop learning from your elders, and realize as you get older some of your 'elders' are younger in years than you are! And whenever the opportunity presents itself to help someone not make the same mistakes in life that you already have experienced - then take the opportunity and mentor them, instruct them, help them to be even better than you. That's true success!



Would YOU like to contribute to this newsletter? Do you have a story, a lesson learned, maybe a success you want to brag about? What about some good advice to share with your shipmates and the Fleet?

Let us know! We can take what you write or even help you write an article for inclusion in our next newsletter! We will be looking for articles going forward so don't be shy!

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