

BAE Systems
San Francisco Ship Repair
P.O. Box 7644
San Francisco, CA 94120-7644
Ph 415-861-7447
Fax 415-558-8466

BAE SYSTEMS

August 29, 2016
BAE SFSR# 018-16

From: Justin Gleaton (Dockmaster)
BAE Systems San Francisco Ship Repair

To: Mr. Jason Borman
Department of the Navy
Naval Sea Systems Command (SEA 04XQ)
1333 Isaac Hull Avenue SE Stop 4051
Washington Navy Yard, DC 20376-4051

Subject: BAE SYSTEMS SAN FRANCISCO SHIP REPAIR'S DRYDOCK #2
DEVIATION FOR DOCKING DOCK, UNDERWATER HULL
SURVEY, PERIODIC GAUGING OF PONTOON DECK AND OTHER
DOCK PLATING

Ref:

- a) MIL-STD-1625D(SH) 5.1.6.5.1 Underwater hull survey
- b) MIL-STD-1625D(SH) 5.1.6.5.3.1 Periodic gauging of pontoon deck
- c) MIL-STD-1625D(SH) 5.1.6.5.3.2 Periodic gauging of other dock plating
- d) BAE Letter #010-16 dated May 10, 2016 BAE SYSTEMS SAN FRANCISCO SHIP REPAIR'S DRYDOCK #2 UT THICKNESS READINGS OF 1/3RD STRUCTURAL MEMBERS
- e) NAVSEA ltr 11420 Ser 04XQ2/010 of 30 Jan 13

Enclosures:

- a) DRS Report dated January 5, 2016 Divers Report on the screen cleaning of Dry Dock #2
- b) DRS Report dated July 19, 2016 Dry Dock 2 ULTRA SONIC Thickness Gauging (Underwater Hull Survey Included in this Report)
- c) C & W Diving Services, Inc BAE San Francisco Dry Dock 2 UT Readings Inspection Report dated August 3, 2016
- d) BSR Dry Dock No. 2 Finite Element Analysis Dated August 17, 2016

1. Dry Dock #2 is unable to be dry docked due to its size and lack of a suitable docking facilities located in San Francisco Bay. Due to construction and political reasons, Dry Dock #2 cannot be ocean towed to a suitable docking facility. For environmental reasons, careening is not allowed in any part of San Francisco Bay. This being said, BAE Systems San Francisco has conducted UT readings, inspections, and a FEA analysis to support and requests a deviation from the dry docking hull inspection requirement for Dry Dock #2.

BAE Systems
San Francisco Ship Repair
P.O. Box 7644
San Francisco, CA 94120-7644
Ph 415-861-7447
Fax 415-558-8466

BAE SYSTEMS

2. DRS Marine conducted cleaning of flood valve intake screens on January 5, 2016 (see enclosure a) and conducted a visual underwater hull survey on July 19, 2016 (see page 1 of enclosure b).
3. UT readings for all topside shell plating were conducted by C & W (see enclosure c). International Inspectors conducted UT readings on belts every 40' transversely on shell plating from internally (see Ref d). Instead of a full 5' grid pattern on the bottom, BSR determined and directed that only a 5' grid pattern along the center 50' of the dock's bottom was required for the FEA. C & W conducted readings internally from the buoyancy chamber and DRS conducted readings from outside with the use of divers to complete the 5' centerline grid (see enclosures b & c)
4. The FEA produced by BSR with current UT readings and the readings of 1/3rd structural members show the dock's structural members and bottom steel thicknesses are in better shape than previously modeled in 2012. Request upon next certification the dock be upgraded from 54,800 LT to 56,160 LT IAW enclosure d) page #25.

Please feel free to contact me with any question via email
justin.gleaton@baesystems.com or cell phone 415-309-2286.

Sincerely,

Justin Gleaton
Dockmaster
BAE Systems San Francisco Ship Repair

Cc: Frank Langford (NAVSEA Programs Field Officer)