

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Weapons:

Check Line	Hit Rate Area	Discrepancy
A4B0	58.0% Weapons	<p>Proper ammunition safety precautions were not posted at required locations.</p> <p>REF: NAVSEA S6340-AA-MMA-010 B NAVSEA OP-4 2-19 3-12.2, APPENDI</p>
C1A0	45.7% Weapons	<p>Ready service lockers were not in good repair.</p> <p>REF: NAVSEA OP 4 3-12.12.2 NSTM 700 5.14.1 PMS MIP 7631/010 Q-1 PMS MIP 7631/010 A-2</p>
A2B0	45.5% Weapons	<p>There was not an outline for portable rubber matting, and/or it was not available at the mount. Appropriate stencil/placard was not inside or near the outline.</p> <p>REF: NAVSEA S9AA0-AB-GOS-010 GSO CH 634 (C) (2) NSTM 634 -3.12.2.2 NSTM 634 TABLE 634-2.1D</p>
A4A0	39.8% Weapons	<p>Magazines/lockers were not properly identified with the contents.</p> <p>REF: NAVSEA OP-4 3-12.11 NAVSEA OP-4 3-14.3.2</p>
C1C0	39.8% Weapons	<p>All lights, including battle lanterns, were not operative and in good condition with water tight covers in place.</p> <p>REF: NAVSEA OP-4 3-12.12.2h NAVSEA S9AA0-AB-GOS-010/GSO SEC</p>
C1L2	34.4% Weapons	<p>The MHE instructor had not completed an approved instructor course.</p> <p>REF: NAVSEA SW023-AH-WHM-010 3-5A</p>
D1S0	32.1% Weapons	<p>Ammunition containers in magazines/lockers were not marked as to their true contents.</p> <p>REF: NAVSEA OP-4 3-12.11</p>
D1J0	31.6% Weapons	<p>Personal protective equipment was not available in the immediate vicinity of the WP stowage to handle a "leaker".REF CH</p> <p>REF: NAVSEA OP-4 3-14-10.1 B</p>
A4H0	31.1% Weapons	<p>HERO warning labels were not affixed to all portable radios.</p> <p>REF: OP 3565 Vol 2 1-8.2 FIGURES 1-4</p>

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

B2C0

30.1% Weapons

Various pressure gages in the sprinkler system were not properly mounted and/or calibrated. Fire main pressure was not adequate for type system installed.

REF: NAVSEA S9522-AA-HBK-010 APPENDIX
NSTM 504

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Combat Systems

Check Line	Hit Rate Area	Discrepancy
A3J0	81.4% Combat Systems	<p>Combat systems portable electric equipment was not safety checked and maintained IAW current directives.</p> <p>REF: PMS MIP 3000/001 NSTM 300 -2.7 OPNAVINST 5100.19 Series B0707</p>
A2A0	79.0% Combat Systems	<p>The following signs, placards, and instructions were not posted in all spaces containing electronic equipment; (A) Electrical and electronic safety precautions (B) Equipment operating instructions (C) CPR resuscitation procedures (D) Danger high voltage signs</p> <p>REF: GSO 070 H NSTM 300 -2.9.4 NSTM 400 -3.2.2</p>
B1P0	75.6% Combat Systems	<p>Computer surge suppressors were not approved for shipboard use. ADP equipment did not reflect the proper electrical safety PMS.</p> <p>REF: NSTM 300 2.7.3.5 PMS MIP 3000/001 A-4R</p>
B1A0	75.2% Combat Systems	<p>Approved safety shorting probes were not IAW PMS and/or were not provided in all spaces containing major electronic equipment.</p> <p>REF: PMS MIP 3000/001 S-6R NSTM 400 -3.20.3</p>
A3G0	74.1% Combat Systems	<p>Safety harnesses, working lanyards, safety lanyards, and climber safety sleeves were not IAW PMS.</p> <p>REF: OPNAVINST 5100.19 Series CH 0802A PMS MIP 6231/002 S-2R PMS MIP 6231/002 S-1R PMS MIP 6231/001 S-1R</p>
A1C0	73.6% Combat Systems	<p>Tag-out procedures did not comply with current directives.</p> <p>REF: TAG-OUT USERS MANUAL (TUMS) VER 6</p>
B1D0	63.7% Combat Systems	<p>Not all portable electronic test equipment had an up-to-date safety tag.</p> <p>REF: PMS MIP 4911/001 18M-1R Step 2 f NSTM 300 -2.7</p>

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

B5Q0	62.6% Combat Systems	Combat Systems rubber and stainless steel flexible hoses were not accesible for PMS accomplishment. REF: PMS MIP 5000/009 A-1, A-2, S-1 NAVSEA S6430-AE-TED-010 VOL 1
B5M0	61.4% Combat Systems	The ship did not have the required number of Dome Diver's IAW PMS. REF: PMS MIP 1651/005 18M-1 NOTE 9 (DE NAVMED P-117 ART 15-102.5.A PMS MIP 1651/006 18M-4 NOTE 8 (CR
B6A0	55.8% Combat Systems	The Nixie equipment room was not equipped with; (A) electrically safe matting in front of enclosure and winch (B) mat warning (if matting is not bonded to deck) (C) shorting probe (D) multiple power source label (E) operating and streaming procedures REF: NSTM 634 -3.12.2 GSO 602 H GSO 400 C

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Deck

Check Line	Hit Rate Area	Discrepancy
L1J0	54.8% Deck	Rigging safety placards were not posted. REF: GSO 602 H
B1C0	51.2% Deck	Life preserver material condition was unsatisfactory. REF: NSTM 077 PMS MIP 5832
B4G0	43.5% Deck	There were no towing and being towed safety placards posted on the forecastle and fantail. REF: GSO 602 G
I2D0	41.5% Deck	Life raft operating/releasing instruction label plates were not posted at each abandon ship station. REF: GSO 583 G
G7A0	40.9% Deck	Boat gripe take up devices were not marked to indicate limit of tensioning. REF: NSTM 583 13.7.2F GSO 583 B
A5D0	38.5% Deck	The Towing bill did not contain a rigging arrangement diagram. REF: OPNAVINST 3120.32 Series 600 NSTM 582 6
D6B0	36.9% Deck	There were no replenishment and refueling at sea safety and operating placards posted at each UNREP station. REF: GSO 570 GSO 602 H NSTM 571 -1.5
B1B0	36.7% Deck	Life preserver stowage lockers were not labeled with the quantity and type of life preservers stowed. REF: GSO 602 J NAVSHIPS DWG 2803-980209

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

B4E0 36.5% Deck

There were no Men Working Over the Side placards posted at all deck levels.

REF: GSO 602 G

DWG 805-1640412

B3C0 35.0% Deck

There were ____ distress marker lights attached to the ring buoy with four feet ¼ in. diameter polyethylene line (NSN) 4020-00-710-2074) and ____ missing a 2 in. wide strip of reflective tape around the light case.

REF: NSTM 077 -2.6.2.1

NSTM 077 -2.6.2.2

PMS MIP 5832

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

NAVOSH

Check Line	Hit Rate Area	Discrepancy
J2B0	66.2% NAVOSH	<p>Flammable/hazardous storerooms had the following deficiencies (specify - incompatible material, leaking containers, containers not secured for sea, ventilation exhaust terminals were blocked, containers were stacked such that they crushed lower containers, aisles were not maintained free of HM, access to exits/safety equipment/alarms was blocked).</p> <p>REF: OPNAVINST 5100.19 Series C2302.E NSTM 670 -1.6.3 NSTM 670 -1.6.5 NSTM 670 -1.6.6 NSTM 670 -1.6.10</p>
J2D0	61.2% NAVOSH	<p>In-use flammable lockers were not NAVSEA approved and/or were not painted yellow (specify). Lockers were not self-closing and lockable and or the amount of HAZMAT in the locker exceeded the 7-day and/or the 30 gallon limit. The lockers was not properly posed and did not have a current inventory posted on the door.</p> <p>REF: OPNAVINST 5100.19 Series c2302.E NSTM 670 4.3.2, NSTM 670 TABLE 670-4-3, NSTM 670 4.3.2.5, NSTM 670 4.3.2.1, PMS MIP 6641/003 Q-36R</p>
J2B9	60.0% NAVOSH	<p>Corrosive cabinets were not NAVSEA approved (specify unapproved types and locations), did not have self-closing doors, and or were not blue or white. Bottles were not cushioned against shock. REF: E , ,</p> <p>REF: OPNAVINST 5100.19 Series C2305D(NSTM 670 -6.3.2.1 NSTM 670 TABLE 670-6.2</p>
J1N1	56.3% NAVOSH	<p>Hazardous material dispensed from the original to a secondary container were not properly labeled (specify deficiencies).</p> <p>REF: OPNAVINST 5100.19 Series C2302D(</p>
D2B0	52.3% NAVOSH	<p>Not all eye hazardous areas were properly marked with both deck striping and caution signs (specify location and what was missing striping or signs or both).</p> <p>REF: OPNAVINST 5100.19 Series B0504B</p>

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

D6F0	52.2% NAVOSH	<p>The supply valve on plumbed eyewash/shower stations were not locked open with a metal, tamper-proof lanyard and marked as a "W: (or circle "W") fitting (specify locations).</p> <p>REF: OPNAVINST 5100.19 Series B0508A(</p>
J2A0	50.3% NAVOSH	<p>Statement: Flammable/hazardous storerooms were not properly marked with the required placards (specify signs missing).</p> <p>REF: OPNAVINST 5100.19 Series C2302.E NSTM 670 -2.1.1.3</p>
J2D3	49.3% NAVOSH	<p>In-use flammable lockers were located in unauthorized spaces (specify), was not welded, was not at least six inches from a bulkhead, and/or did not have a PKP dry chemical extinguisher installed in the vicinity of the locker. In-use flammable lockers were located in unauthorized spaces (specify), was not welded, was not at least six inches from a bulkhead, and/or did not have a PKP dry chemical extinguisher installed in the vicinity of the locker.</p> <p>REF: NSTM 670 -4.3.2.2.A/B/E/G/H/J</p>
J2B8	46.4% NAVOSH	<p>Corrosive cabinets were damaged, contained excessive spillage, and/or were not properly labeled.</p> <p>REF: NSTM 670 -2.1.3.3 PMS MIP 6600/002 S-2</p>
E411	45.0% NAVOSH	<p>There is not documentation to show that personnel assigned to issue respiratory protective equipment that have not attended the RPPM course had been trained on respiratory selection, care, and maintenance prior to assignment and annual thereafter.</p> <p>REF: OPNAVINST 5100.19 Series B0612.C</p>

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Safety Admin

Check Line	Hit Rate Area	Discrepancy
B4C1	76.2% Safety Administration	<p>The Traffic Safety Coordinator (TSC) does not provide the Commanding Officer with a quarterly traffic safety training status report. The quarterly traffic safety training status report did not include one or all of the following items:</p> <ul style="list-style-type: none"> -Names of those individuals who are required but have not completed training -Reason(s) why training was not completed -Projected training completion date -List of individuals who were scheduled for but failed to attend training (no show list). <p>REF: OPNAVINST 5100.12 Series 6.K (4)</p>
A1P0	60.7% Safety Administration	<p>The safety council had not been meeting quarterly and/or minutes were not maintained. The minutes did not reflect all or one of the following:</p> <ul style="list-style-type: none"> - Review of statistics from mishaps, hazard and inspection reports, safety or health related messages, and related reports from the medical representative. - Establishment of mishap prevention goals and plans. - Establishment of program improvement plans based on mishap experience, program deficiencies and other information. - Review issues and recommendations submitted by the enlisted safety committee. - Review compliance with ORM implementation in all applicable operations and evolutions. <p>REF: OPNAVINST 5100.19 Series A0203.I</p>
B4D4	59.1% Safety Administration	<p>The command had not established a motorcycle mentorship program to promote rider education, safety, and training. The Motorcycle Safety Representative (MSR) did not serve as the command motorcycle mentorship program coordinator.</p> <p>REF: OPNAVINST 5100.12 Series 6.J (17); OPNAVINST 5100.12 Series 6.L (6)</p>
B6B0	58.4% Safety Administration	<p>The command did not have at least one officer and one senior enlisted designated as ORM assistants and/or had completed one of the following courses:</p> <ul style="list-style-type: none"> -ORM Application and Integration Course -Aviation Safety Officer Course -Aviation Safety Command Course -Surface Warfare Officer School <p>REF: OPNAVINST 3500.39 Series 6.H (2) OPNAVINST 3500.39 Series 6.H (2)</p>
B6F0	56.6% Safety Administration	<p>The ship did not maintain a log of ORM program and evolution evaluations.</p> <p>REF: OPNAVINST 3500.39 Series ENCL (4)</p>

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

B6C0	55.8% Safety Administration	<p>ORM assistants were not training command personnel using resources such as ORM assessments, general military training (GMT), ORM training, videos, and lesson guides and materials provided by the ORM model manager, school houses, or other sources.</p> <p>REF: OPNAVINST 3500.39 Series 6.H.(2)</p>
A2A1	54.4% Safety Administration	<p>S/F was unable to provide documentation to show that self-assessments of all safety programs applicable to the afloat unit had been conducted at least annually and/or that the safety officer retained copies of the assessment results for at least two years. S/F was unable to provide proof that the safety council had been briefed by the safety officer on the results of the self-assessments.</p> <p>REF: OPNAVINST 5100.19 Series A0303</p>
A6E1	52.5% Safety Administration	<p>There was no documentation to show that at least two safety briefs had been given to each division at quarters or muster each month.</p> <p>REF: OPNAVINST 5100.19 Series A0503.E</p>
B4D3	52.4% Safety Administration	<p>The Motorcycle Safety Representative (MSR) does not provide the Commanding Officer with a quarterly motorcycle safety training status report. The quarterly motorcycle safety training status report did not include one or all of the following items?</p> <ul style="list-style-type: none"> -Names of those individuals who are required but have not completed training -Reason(s) why training was not completed -Projected training completion date -List of individuals who were scheduled for but failed to attend training (no show list) <p>REF: OPNAVINST 5100.12 Series 6.L (6)</p>
A2H1	51.9% Safety Administration	<p>Zone inspection deficiencies that were not immediately corrected were not documented on the CSMP and tracked to completion.</p> <p>REF: COMNAVSURFORINST 3120.1 Series 6 OPNAVINST 3120.32 Series 6.2.12.I</p>

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Damage Control

Check Line	Hit Rate Area	Discrepancy
E1G0	83.0% Damage Control	Explosion-proof lighting fixtures had loose globes. REF: DOD-HDBK-289 PMS MIP 3301/008 S-1 PMS MIP 3301/008 18M-1
E1O0	75.8% Damage Control	Airflow alarms were not set properly, did not indicate normal air flow. Airflow alarm logs were not maintained as required. REF: GSO 437 D PMS MIP 4361/051 NAVSHIP DWG 815-1853145
E1H0	74.7% Damage Control	Explosion-proof lighting fixtures were missing lead wire seals. REF: DOD-HDBK-289 PMS MIP 3301/008 18M-1
D4A0	66.4% Damage Control	Correct stowage racks were not provided. REF: OPNAVINST 5100.19 Series C1102 (d GSO 671 C NAVSEA DWG 5184287 REV A NSTM 550 2.11.2.G
E2S1	60.0% Damage Control	Watertight closures were not being maintained in accordance with PMS. REF: PMS MIP 1671/001 NSTM 600
E1B0	54.0% Damage Control	Safety Nets had the following discrepancies: Weight test tags were missing, width opening was not 24 +/- 2.5 inches, length opening was not 16 +5/-0 inches, and sag was not between 4 and 9 inches, net was excessively torn, all net clips were not attached to bulkhead staples. REF: NAVSEA DWG 804-5184163 REV (A) PMS MIP 6122/001 S-2 GSO 612 E NSTM 600 VOL 3 -18.4.5 COMNAVSURFOR 120304Z MAR 04 NAVSEA MSG 030510Z JUN 04

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

B1R1	53.5% Damage Control	<p>AFFF station solenoid operated pilot valves had a continuous stream from drain line. There was weeping discharge from the tell-tail hole. The SOPV base plate electrical connections were not intact. Non-ferrous metal plugs were not installed in extra electrical connection holes.</p> <p>REF: SOPV TECH MANUAL S6435-B1-MM0-010 PMS MIP 5551/029 Q-1</p>
H1M2	51.4% Damage Control	<p>Ship's Force could not produce the required H2S detector system log book with dates when new sensors were installed.</p> <p>REF: PMS MIP 4361/015 36M-1 STEP 1.e(1</p>
D6H0	50.3% Damage Control	<p>Gas Free Engineering certificates were not properly issued or posted.</p> <p>REF: NSTM 074 VOL 3 074-20.5</p>
E2H0	49.7% Damage Control	<p>PMS was not being accomplished properly on portable CO2, AFFF, and PKP cylinders.</p> <p>REF: PMS MIP 6641/004 Q-9R PMS MIP 6641/004 Q-10R PMS MIP 6641/004 M-2R PMS MIP 6641/004 24M-4 PMS MIP 6641/004 Q-7R PMS MIP 6641/004 M-9R</p>

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Electrical

Check Line	Hit Rate Area	Discrepancy
J1C0	80.0% Electrical	<p>Portable and mobile electric equipment were not being safety checked IAW current directives.</p> <p>REF: PMS MIP 3000/001 R-6 PMS MIP 3000/001 Q-1R OPNAVINST 5100.19 Series B0702e2 PMS MIP 3000/001 Q-2R PMS MIP 3000/001 R-5</p>
J1F0	67.3% Electrical	<p>The electrical repair kit in the repair locker (s) were not being maintained IAW the AEL.</p> <p>REF: AEL 2-880044243 AEL 2-880044244</p>
K1F0	65.3% Electrical	<p>Galley garbage grinder was not in a safe operating condition with safety cleanout interlock and indicating lights functioning properly.</p> <p>REF: MANUFACTURER'S TECH MANUAL PMS MIP 6517/004 A-2 OPNAVINST 5100.19 Series C1902o</p>
E1B0	64.7% Electrical	<p>Controllers with electrical components rated at 30 volts AC/DC or greater mounted on the controller door did not have grounding straps connected between the door and the main body of the controller.</p> <p>REF: PMS MIP 3001/002 U-2 NSTM 300 -2.2.1.2 MIL-E-2036 D (3.1.8.1.4), P PMS MIP 3001/002 18M-1 PMS MIP 3001/002 S-1</p>
K1D0	60.8% Electrical	<p>"DANGER SHOCK HAZARD" sign was not posted on all galley electrical equipment (where voltages were between 30 volts and 500 volts).</p> <p>REF: GSO 070 H</p>
A7A4	59.6% Electrical	<p>The ship (non carriers) did not maintain an emergency dive bill to include manually pre-prepared tag out record sheets and danger tags.</p> <p>REF: COMNAVSURFORINST 3300.1B</p>
J1G0	55.8% Electrical	<p>Repair locker rubber gloves were not being properly maintained in original boxes or protective enclosures.</p> <p>REF: PMS MIP 6641/006 R-12</p>

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

F1H0	54.7% Electrical	<p>There was evidence of either nickel-plated fuses, under-fusing, COTS fuses or over-fused electrical circuits.</p> <p>REF: NSTM 300 -2.5.3.1 NSTM 320 -1.7.4 GSO 303H PMS MIP 3301/002 18M-1 PMS MIP 3240/002 24M-3 PMS MIP 3311/002 24M-2</p>
A7A3	54.2% Electrical	<p>Equipment was not properly tagged out for maintenance or repair of equipment.</p> <p>REF: NSTM 300 -G.5.3 TAG-OUT USER'S MANUAL APPENDIX F OPNAVINST 5100.19 Series C1302a9</p>
I110	53.4% Electrical	<p>Safety precaution signs including: artificial respiration instructions and instructions which give an approved method of rescuing personnel in contact with energized circuits were not posted in the vicinity of the bench.</p> <p>REF: NSTM 300 APPENDIX H.5.C GSO 665 F</p>

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

General Engineering

Check Line	Hit Rate	Area	Discrepancy
Y8A0	85.0%	General Engineering	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and/or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d) (2)
Z1F0	78.3%	General Engineering	Eductor suction cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL VACUUM IS INDICATED ON GAGE". REF: GSO 529 (H)
X7C0	73.9%	General Engineering	Coupling guards installed were not (red) on rotating machinery. REF: GSO 070 (H) OPNAVINST 5100.19 Series C0104 (i) OPNAVINST 5100.19 Series C1302 (i)
X8B0	73.9%	General Engineering	Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID., hose type/size, system pressure and installation date. REF: NAVSEA S6430-AE-TED-010 VOL.1 (i) PMS MIP 5000/009
Z1G0	73.9%	General Engineering	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)
Y0C0	72.7%	General Engineering	Balance joiner doors have two closing speeds and door should travel through initial closing arc at a reasonably fast rate and slow during final 8 to 10" of closing so door does not slam. The door was not in compliant to close within 5 to 10 sec. REF: PMS MIP 6241/002 S-1 STEP 4 PMS MIP 6241/002 S-2 NOTE 8 PMS MIP 6241/002 S-3 NOTE 8 PMS MIP 6241/002 S-4 NOTE 13 GSO 624 J NAVSEA DWG 804-5184129

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

X4B0	66.7% General Engineering	Identification plates indicating maximum allowable loads or test data were not installed by lifting pads over heavy equipment. REF: GSO 602 (g)
Y9F0	61.1% General Engineering	Warning plates inscribed "warning ensure that the isolation valves on each side of the pressure regulator are closed before opening the by-pass valve", were not installed on reducer bypass valves in high pressure, toxic, steam or otherwise hazardous fluid systems. REF: GSO 505 -b7
Z1H0	56.5% General Engineering	Bilges were contaminated with oil, fuel and/or debris. REF: EDORM SECTION 4502
X2A0	56.5% General Engineering	Deck plates were not firmly fastened with 1.25 fasteners per square foot of deck plate but no less than two fasteners. Access ladders were not securely fixed in place. REF: GSO 622 (c) (d) NAVSEA DWG 803-1340709 note (1)

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Auxiliary

Check Line	Hit Rate Area	Discrepancy
X8B0	58.1% Auxiliary	<p>Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID., hose type/size, system pressure and installation date. Flexible hose were Permanently lagged.</p> <p>REF: NAVSEA S6430-AE-TED-010 VOL.1 (SE PMS MIP 5000 S-1, A-1, A-2</p>
A7A4	54.8% Auxiliary	<p>Refrigerant bottles were not stored in storage racks provided.</p> <p>REF: GSO 671 C NAVSEA DWG 5184287 REV A NSTM 550 2.11.2.G OPNAVINST 5100.19 Series C1102 (D</p>
X7C0	54.0% Auxiliary	<p>Coupling guards installed were not painted (red) on rotating machinery.</p> <p>REF: OPNAVINST 5100.19 Series C0104(A) OPNAVINST 5100.19 Series C1302(A) GSO 070(H)</p>
Y8A0	52.6% Auxiliary	<p>Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and/or operating instructions were not installed between the needle valve and hose valve for the sea chest.</p> <p>REF: GSO 602 H NSTM 090-2.4.1 GSO 253 (d) (2) PMS MIP 1631/004 18M-1</p>
H1E0	52.3% Auxiliary	<p>Dishwashing machine thermometers were not calibrated.</p> <p>REF: PMS MIP 6512 A-9</p>
A7A3	40.2% Auxiliary	<p>parasense refrigerant monitoring system was not operational.</p> <p>REF: PMS MIP 4361/028 M-1</p>

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

I1A0	35.6% Auxiliary	"PREVENT LAUNDRY DRYER FIRES" placards (FORM 0118-LF-981-6600) were not posted on the front of each dryer. REF: GSO 655 B
G2A0	34.8% Auxiliary	Vertical Package Conveyor doors and controllers were not locked when not in use. REF: NSTM 572 -2.2.5.1 NSTM 572 -2.3.6.6 NSTM 572 -2.3.6.12 Appendix B and
G2I0	32.8% Auxiliary	Vertical Package Conveyor system operability test (SOT II) was not completed with blanks filled in on the MRC. The completed MRC was not maintained within the 43P1. REF: PMS MIP 5721 PMS MIP 5731 NSTM 572 -3.4.1
X4B0	32.6% Auxiliary	Identification plates indicating maximum allowable loads or test data were not installed by lifting pads over heavy equipment. Chain hoist, monorail weight test dates was expired. REF: GSO 602 (g) PMS MIP 6645/004 60M

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Main Propulsion (Gas Turbine)

Check Line	Hit Rate Area	Discrepancy
Y8A0	78.0% Main Propulsion (Gas Turbine)	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d) (2) NSTM 090 -2.4.1 GSO 602 H
Y9F0	55.7% Main Propulsion (Gas Turbine)	Warning plates inscribed "WARNING - ENSURE THAT THE ISOLATION VALVES ON EACH SIDE OF THE PRESSURE REGULATOR ARE CLOSED BEFORE OPENING THE BY-PASS VALVE", were not installed on reducer bypass valves in high pressure, toxic, steam or otherwise hazardous fluid systems. REF: GSO 505 -b7
X8B0	52.6% Main Propulsion (Gas Turbine)	Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID., hose type/size, system pressure and installation date. REF: PMS MIP 5000/009 S-1/A-1/A-2 NAVSEA S6430-AE-TED-010 VOL.1 (S
X7C1	50.0% Main Propulsion (Gas Turbine)	Coupling/belt guards were not painted red for rotating machinery. REF: OPNAVINST 5100.19 Series C0104(A) GSO 070 (H)
X4B1	45.6% Main Propulsion (Gas Turbine)	Chain falls or monorail hoists were not weight tested and test data tags attached to equipment. REF: PMS MIP 6645 A-1 PMS MIP 6645 60M-1R
X6C0	44.6% Main Propulsion (Gas Turbine)	Critical and non-critical gages and indicators were not calibrated and/or in good condition. REF: PMS MIP 9802 GSO 504 (Q) NSTM 504 -3.7.1 SHIP CRL
Z1G0	42.1% Main Propulsion (Gas Turbine)	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Y2D0	38.9% Main Propulsion (Gas Turbine)	Installed reduction gear dehumidifiers did not maintain MRG casing at less than 35% relative humidity. REF: NSTM 241 -3.5.2.4 EOSS
Z2B0	36.3% Main Propulsion (Gas Turbine)	Mark II Oil Spill kits was not fully stocked and/or accessible for quick use. REF: NSTM 593 -3.6.6.2
X2A0	33.3% Main Propulsion (Gas Turbine)	Deck plates were not firmly fastened with 1.25 fasteners per square foot of deck plate but no less than two fasteners. REF: GSO 622 (d) NAVSEA DWG 803-1340709 note (1)

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Main Propulsion (Diesel)

Check Line	Hit Rate Area	Discrepancy
Y8A0	40.0% Main Propulsion (Diesel)	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and/or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d) (2)
X2A0	39.5% Main Propulsion (Diesel)	Deck plates were not firmly fastened with 1.25 fasteners per square foot of deck plate but no less than two fasteners. REF: GSO 622 (c) (d) NAVSEA DWG 803-1340709 note (1)
Z1G0	39.5% Main Propulsion (Diesel)	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)
X7C1	37.5% Main Propulsion (Diesel)	Coupling/belt guards were not painted red for rotating machinery. REF: OPNAVINST 5100.19 Series C0104 (OPNAVINST 5100.19 Series C1302 (GSO 070 (H).
X8B0	34.2% Main Propulsion (Diesel)	Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID.,hose type/size, system pressure and installation date. REF: PMS MIP 5000/009 S-1/A-1/A-2 NAVSEA S6430-AE-TED-010 VOL.1 (
Z1F0	34.2% Main Propulsion (Diesel)	Eductor suction cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL VACUUM IS INDICATED ON GAGE". REF: GSO 529 (H)
Y0C0	32.0% Main Propulsion (Diesel)	Balance joiner doors have two closing speeds and door should travel through initial closing arc at a reasonably fast rate and slow during final 8 to 10" of closing so door does not slam. The door was not in compliant to close within 5 to 10 sec. REF: PMS MIP 6241/002 S-3 PMS MIP 6241/002 S-1 GSO 624 J NAVSEA DWG 804-5184129 PMS MIP 6241/002 S-4

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

X6B0	31.6% Main Propulsion (Diesel)	Liquid column sight glass protective guards were not properly installed for glass tubes. REF: GSO 504 (k)
X6C0	28.9% Main Propulsion (Diesel)	Critical and non-critical gages and indicators were not calibrated and/or in good condition. REF: PMS MIP 9802 GSO 504 (Q) NSTM 504 -3.7.1 SHIP CRL
X4B1	26.7% Main Propulsion (Diesel)	Chain falls or monorail hoists were not weight tested and test data tags attached to equipment. REF: PMS MIP 6645 60M-1R PMS MIP 6645 A-1

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Main Propulsion (Steam)

Check Line	Hit Rate Area	Discrepancy
Z2B0	72.7% Main Propulsion (Steam)	Mark II Oil Spill kits was not fully stocked and/or accessible for quick use. REF: NSTM 593 -3.6.6.2
X7C1	71.4% Main Propulsion (Steam)	Coupling/belt guards were not painted red for rotating machinery. REF: OPNAVINST 5100.19 Series C1302 (A) OPNAVINST 5100.19 Series C0104 (A) GSO 070 (H)
Z1G0	45.5% Main Propulsion (Steam)	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)
Z1F0	45.5% Main Propulsion (Steam)	Eductor suction cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL VACUUM IS INDICATED ON GAGE". REF: GSO 529 (H)
Y8A0	45.5% Main Propulsion (Steam)	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and/or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d) (2)
X8B0	45.5% Main Propulsion (Steam)	Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID.,hose type/size, system pressure and installation date. REF: PMS MIP 5000/009 NAVSEA S6430-AE-TED-010 VOL.1 (SE
Y0C0	44.4% Main Propulsion (Steam)	Balance joiner doors did not have two closing speeds and door should travel through initial closing arc at a reasonably fast rate and slow during final 8 to 10" of closing so door does not slam. The door was not incompliant to close within 5 to 10 sec. REF: NAVSEA DWG 804-5184129 PMS MIP 6241/002 S-3 PMS MIP 6241/002 S-1 GSO 624 J PMS MIP 6241/002 S-4

Top 10 Checklist Items Between 10/1/2011 And 10/31/2013

Y2B0	40.0% Main Propulsion (Steam)	All Main Reduction Gear accesses were not protected from unauthorized entry. REF: NSTM 241 -4.2.4 c
Y2D0	37.5% Main Propulsion (Steam)	Installed reduction gear dehumidifiers did not maintain MRG casing humidity at less than 35% relative humidity. REF: EOSS NSTM 241 -3.5.2.4
X2A0	36.4% Main Propulsion (Steam)	Deck plates were not firmly fastened with 1.25 fasteners per square foot of deck plate but no less than two fasteners. REF: NAVSEA DWG 803-1340709 note (1) GSO 622 (c) (d)
Y7A0	36.4% Main Propulsion (Steam)	Remote operated valves were not operational and/or properly attached. Floating ball check valves for fuel tank sounding tubes were not installed. REF: NSTM 505 -1.8.2 GSO 505 (e) (4) (b)
X4B0	36.4% Main Propulsion (Steam)	Identification plates indicating maximum allowable loads or test data were not installed by lifting pads over heavy equipment. REF: GSO 602 (g)