April 9, 2003

Standard Statement Status Report

This report provides progress status, a projected rate of production, a plan to complete the first iteration of standard statement development and ideas for future development.

Progress By System: There are 184 HM&E systems recognized by FTSCLANT. 50 of those systems are not in use as indicated by having less than 20 JSNs for the last three years. 63 systems have been approved or submitted for approval and 71 systems have not yet been worked. This equates to 47% of systems in use have been approved or submitted.

Progress By Percent JSNs: There are 129,698 total HM&E JSNs in the VAC for the past three years. 104,716 JSNs have APLs with components. 95,405 JSNs have APLs with components that have standard statements. Standard statements have been developed for 91% of the components identified in the visit analysis center assuming that a component's standard statements are independent of system. However, the same component often has significantly different standard statements across different systems therefore it is difficult to estimate how many of the components identified in the visit analysis center have standard statements but a rough estimate would be 50% to 70%. Additionally, many of the system to component combinations found in the visit analysis center are not recognized by FTSCLANT has valid combinations. This prohibits a method to automate matching existing component standard statements to new systems until a table is developed to define valid system to component combinations.

Progress By Standard Statement to SCLSIS compatibility: Standard statements currently relate to SCLSIS via the component field and a supporting component to APL table. The STOUT agenda was ran through the standard statement database and the following results were obtained:

- **Results based on total number of Records**: The Stout Agenda of 1709 records was run through the standard statement database and 75% of the records were matched to standard statements at the component level. The records that did not match were either too obscure to develop a component or were matched to components that have not yet had standard statements developed.

1709	Initial records
- 117	Records that were unable to be matched to a component
1592	Records that were matched to components
- 318	Records that were matched to components that had no standard statement
1274	Records that were matched to at least one standard statement at the component level

- **Results based on number of unique APLs**: The Stout baseline of 1709 records consisted of 705 unique APLs. 523 (74%) of these were already in the standard statement database and matched to a component. 92 APLs were matched to existing components by using an automated word matching routine. 62 records were manually matched to components (either pre-existing components or newly

created components). 28 APLs were considered too obscure to match to any component. It took about 4 hours to do the manual matching.

- **General Comments Concerning the Stout Test**: These are good results. There are many components that still need standard statements developed and when those components are completed the percent of matched records will increase. One concern is that after the HSC – system table is integrated to the database their will be some system to component referential integrity issues due to the adoption of a new method to determine system to component relationships. However, this is a necessary evil associated with developing a more formal and accurate method to identify system to component relationships.

Projected Rate of Production For Writing New Standard Statements: FTSCLANT brought an additional person on site to assist in standard statement development and this brings the total number of people involved in writing standard statements to two. 12 new systems were submitted and 6 systems corrected during March and it is believed that production will increase in the weeks ahead as the additional help reaches full proficiency. Additionally, minor changes have been made to the routing and approval process and the over all production rate is estimated to be about 20 systems a month in the weeks ahead. At 20 systems a month (5 systems a week) it will take about 3.5 months to complete the first iteration of standard statements.

Plan of Attack For Writing New Standard Statements: The plan to finish the remaining systems is at the end of this report. This plan identifies components with out standard statements that have the highest occurrence of JSNs in the VAC and targets systems associated with those components. This method ensures that the greatest number of predicted assessment deficiencies would have statements and continues to make progress toward finishing all the systems.

Creation & Implementation of the HSC to FTSCLANT System Table: AMS is currently developing a table to automate assigning SCLSIS records to FTSCLANT systems. The structure will be implemented and populated with information for DDGs by April 18th. Information in the table will continue to be updated for the DDG class and all remaining classes in accordance with a timeline that supports implementation of the MAI-Maximo visit process. Currently this time line will have the DDG, CG, MCM and MHC classes completed by August 2003.

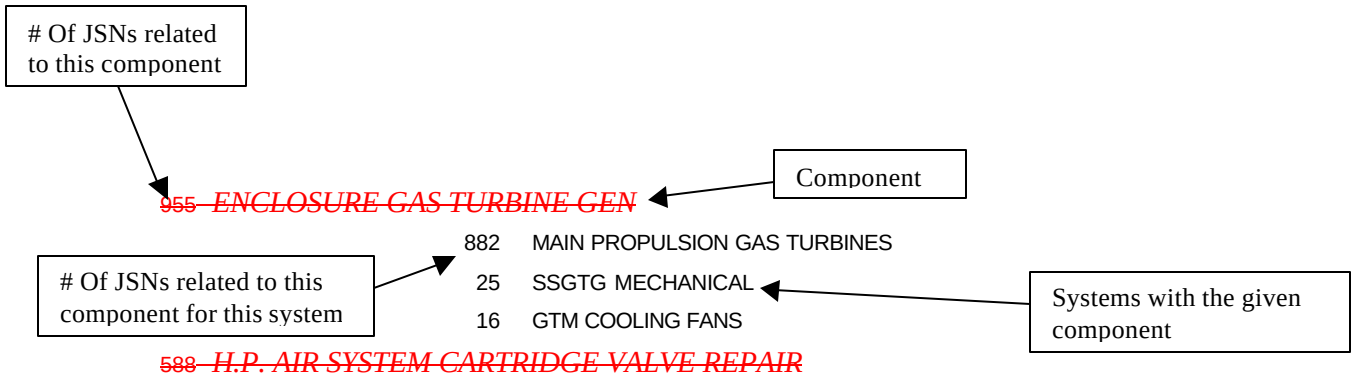
Future Improvements & Second Generation Statements: Standard statements are currently developed to address failures unique to a system-component combination. The addition of the HSC table to the standard statement database and to the visit analysis center will allow us to develop second-generation statements unique to the *application* of a component with in a system. In other words we can have statements for *drain* valves and *bulk head isolation* valves instead of just having valve statements.

Tech Codes have been resistant to the standard statement program because they see it as having no direct impact on them. When the use of hand held devices becomes a reality the tech-codes will want to and should control their own standard statements and we

should develop some automated process that allows the tech-codes in conjunction with a centralized standard statement controlling authority to manage their own standard statements.

Remaining Components

1. Components and Systems lined out in black have been submitted or approved
2. A Component lined out in red needs additional refinement to differentiate it from other components. This refinement is being deferred until the first iteration of standard statement development is complete.



~~955~~ ~~*ENCLOSURE GAS TURBINE GEN*~~

882 MAIN PROPULSION GAS TURBINES
25 SSGTG MECHANICAL
16 GTM COOLING FANS

~~588~~ ~~*H.P. AIR SYSTEM CARTRIDGE VALVE REPAIR*~~

575 HP AIR SYSTEM

401 ~~*VALVE SCUP*~~

~~237 REMOTE OPERATING GEAR~~
~~134 SEA VALVES~~

~~395~~ ~~*GTG MODULE*~~

222 MAIN PROPULSION GAS TURBINES
109 SSGTG MECHANICAL
46 SSGTG ELECTRICAL

385 ~~*FREQUENCY CHANGER*~~

382 ~~400 HZ POWER~~

303 *PADEYE SLIDING*

157 KINGPOST
144 RAS

298 *WINDLASS ELHYD*

297 ANCHOR WINDLASS

~~284~~ ~~*GAS GENRATOR ASSEMBLY*~~

275 MAIN PROPULSION GAS TURBINES

225 ~~*CIRCUIT BREAKER*~~

101 ~~POWER DISTRIBUTION~~
22 ~~SSGTG ELECTRICAL~~
18 ~~400 HZ POWER~~

218 ~~*VALVE PLT TEMP CONT*~~

109 ~~LESLIE REGULATING VALVES~~
30 ~~SSDG MECHANICAL~~
25 ~~WASTE HEAT HOT WATER PUMPS~~

	16	~~WASTE HEAT BOILERS~~
200	~~*SWITCHBOARD*~~	
	60	~~DEGAUSSING~~
	52	~~POWER DISTRIBUTION~~
	21	~~SSGTG ELECTRICAL~~
	19	~~400 HZ POWER~~
	18	~~STEERING SYSTEM~~
186	~~*ICAS*~~	
	183	~~ICAS/CBM~~
185	~~*CAPSTAN ELEC*~~	
	182	~~MOORING CAPSTAN~~
184	*BOILER*	
	123	~~WASTE HEAT BOILERS~~
	50	AUXILIARY BOILERS
170	~~*CONSOLE CONTROL PRPLN*~~	
	160	~~CONSOLES~~
165	~~*MOTOR GENERATOR*~~	
	155	~~400 HZ POWER~~
145	*CONSOLE INDICATION*	
	43	HP AIR COMPRESSORS
	40	MINESWEEPING WINCHES
	33	STEERING SYSTEM
123	~~*FIN SUBSYSTEM / STBLR*~~	
	122	~~FIN STABILIZER~~
117	*CHILLER RFG WTR*	
	115	AIR CONDITIONING
	112	BALLAST/DEBALLAST CONTROL SYSTEM
115	~~*POWER TURBINE ASSY*~~	
	93	MAIN PROPULSION GAS TURBINES
109	~~*TURBINE STM GEN*~~	
	78	SSTG MECHANICAL
	22	SSTG ELECTRICAL
96	~~*TURBINE STM MN*~~	
	25	MAIN FEED PUMPS
	23	MAIN PROPULSION STEAM TURBINES
88	*PROPELLER ASSY*	
	81	CONTROLLABLE PITCH PROPELLERS
	78	CONSOLES
82	*MODULE HYDRAULIC OIL POWER*	
	41	MAIN PROPULSION GAS TURBINES
	31	CONTROLLABLE PITCH PROPELLERS
77	*DAMAGE CONTROL CONSOLE/PANEL*	
	73	CONSOLES

30 REMOTE OPERATING GEAR

21 SDPS

75 *CARGO MONORAIL SYSTEM*

74 MONORAIL CRANE

72 ANCHOR WINDLASS

74 *BRAKE ELEC DRUM*

29 ANCHOR WINDLASS

19 ~~CARGO/WEAPONS ELEVATORS~~

73 *STRIKEDOWN LIFT SYSTEM*

73 TORPEDO STRIKEDOWN

61 MAIN PROPULSION SHAFTING

72 *SDRW PRESSURIZATION SYSTEM*

72 SDPS

26 CATHODIC PROTECTION

69 *CONTROL VALVE POSITIONER*

39 LESLIE REGULATING VALVES

16 SSDG MECHANICAL

66 *SHAFT SEAL*

60 MAIN PROPULSION SHAFTING

44 DISTILLING PLANTS

25 OILY WASTE TRANSFER PUMPS

64 *TRANSMITTER*

22 FIN STABILIZER

17 STEERING SYSTEM

60 *PANEL MONITOR*

41 HESS

59 *BOX ASSY OIL DIST*

56 CONTROLLABLE PITCH PROPELLERS

52 CONSOLES

21 POWER DISTRIBUTION

56 *SEAL STERN TUBE*

56 MAIN PROPULSION SHAFTING

46 MOORING CAPSTAN

52 *FUSE BOX*

23 POWER DISTRIBUTION

20 LIGHTING DISTRIBUTION

51 *WNDLS AHR ELEC*

51 ANCHOR WINDLASS

48 COLLECTIVE PROTECTION SYSTEM CPS

50 *GROUNDING ASSY SHFT CTOD PRTC*

49 CATHODIC PROTECTION

26 POWER DISTRIBUTION

48 *CONTROL UNIT DEGUSG*

48 DEGAUSSING

46 *C-10924(V)/STC-2(V) CONTROL*

45 IVCS

16 SEA VALVES

45 *SDRW AIR CONTROL*

45 SDPS

43 MAIN PROPULSION GAS TURBINES

44 *CONSOLE CONTROL FUEL SYSTEM*

42 CONSOLES

27 OILY WASTE TRANSFER PUMPS

43 *CONTROL PANEL MOTOR GENERATOR*

43 400 HZ POWER

41 CONSOLES

40 *TRANSDUCER DIFF PRESS*

23 CONSOLES

39 *STRAINER SGL*

19 OILY WASTE TRANSFER PUMPS

38 *CONTROL UNIT PALLET ELVR*

33 CARGO/WEAPONS ELEVATORS

23 CARGO/WEAPONS ELEVATORS

19 SSDG ELECTRICAL

37 *CIRCUIT CARD*

30 CONSOLES

28 UPS

36 *CONTROLLER MOTOR*

23 CARGO/WEAPONS ELEVATORS

35 *SDRW SYSTEM*

34 SDPS

34 HP AIR COMPRESSORS

27 REMOTE OPERATING GEAR

34 *INDICATOR TEMP MONITOR*

29 HP AIR COMPRESSORS

33 *POWER UNIT ELHYD MN BLST VL*

26 BALLAST/DEBALLAST CONTROL SYSTEM

22 CONSOLES

32 *REEL MACHINE CABLE*

26 MINESWEEPING WINCHES

31 *JACK BOX*

22 IVCS

29 *POWER PLANT*

22 MMGTG MECHANICAL

28 *LOCAL OPERATING STATION*

25 CONSOLES

27 *STERN GATE ASSEMBLY*

- 27 STERN GATE
- 19 UPS

25 *ANODE ASSY*

- 25 CATHODIC PROTECTION
- 24 CONTROLLABLE PITCH PROPELLERS
- 23 CONSOLES

24 *FUEL OIL LOCAL PANEL*

- 24 CONSOLES
- 23 SSDG ELECTRICAL

23 *DIFFERENTIAL CONTROL ASSY*

- 23 STEERING SYSTEM
- 23 DEGAUSSING
- 23 BALLAST/DEBALLAST AIR COMPRESSORS
- 23 STEERING SYSTEM
- 16 DRY AIR SYSTEM

22 *POSITIONER ASSY-EMERGENCY PITCH*

- 22 CONTROLLABLE PITCH PROPELLERS
- 22 BALLAST/DEBALLAST CONTROL SYSTEM
- 20 MAIN PROPULSION GAS TURBINES

21 *CONTROL PANEL DOME*

- 21 SDPS
- 21 CONTROLLABLE PITCH PROPELLERS
- 20 SDPS
- 19 MMGTG MECHANICAL
- 16 AIR CONDITIONING

20 *CONTROL STATION OPERATOR DAVITBOAT*

- 20 BOAT DAVIT
- 20 SDPS
- 18 OILY WASTE TRANSFER PUMPS

19 *COOLER LIQUID*

- 19 ELECTRONIC COOLING WATER
- 18 FIN STABILIZER

18 *CONSOLE ASSY DAVIT SYS SLEWING ARM*

- 18 BOAT DAVIT
- 18 MAIN PROPULSION SHAFTING
- 17 MAIN REDUCTION GEARS
- 17 MINESWEEPING WINCHES
- 16 ELECTRONIC COOLING WATER

17 *RAMP ACCESS HNG VEH*

- 17 VEHICLE RAMP
- 17 FUEL OIL SERVICE PUMPS

16 *SEWAGE MACERATOR TRANSF PMP SYS*

16 CHT

16 ELECTRONIC COOLING WATER

16 MONORAIL CRANE