DEPARTMENT OF THE NAVY
NAVAL SEA SYSTEMS COMMAND
WASHINGTON, DC 20362-5101

IN REPLY REFER TO
NAVSEAINST 4130.11A CH-1
OPR 56X34
19 October 1988

NAVSEA INSTRUCTION 4130.11A CHANGE TRANSMITTAL 1

From: Commander, Naval Sea Systems Command

Subj: JOINT CONFIGURATION MANAGEMENT OF MARINE GAS TURBINE EQUIPMENT, AND GAS TURBINE SHIP ENGINEERING CONTROL SYSTEM EQUIPMENT

Encl: (1) New pages 3-3, 4-1, 4-2, 7-1, 7-2, 7-5, and 7-6

1. Action. Destroy old pages and insert new pages of enclosure (1).

M. MACKINNON III
Vice Commander

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501-K17/K34 MARINE GAS TURBINE JCB MEMBERSHIP ORGANIZATION

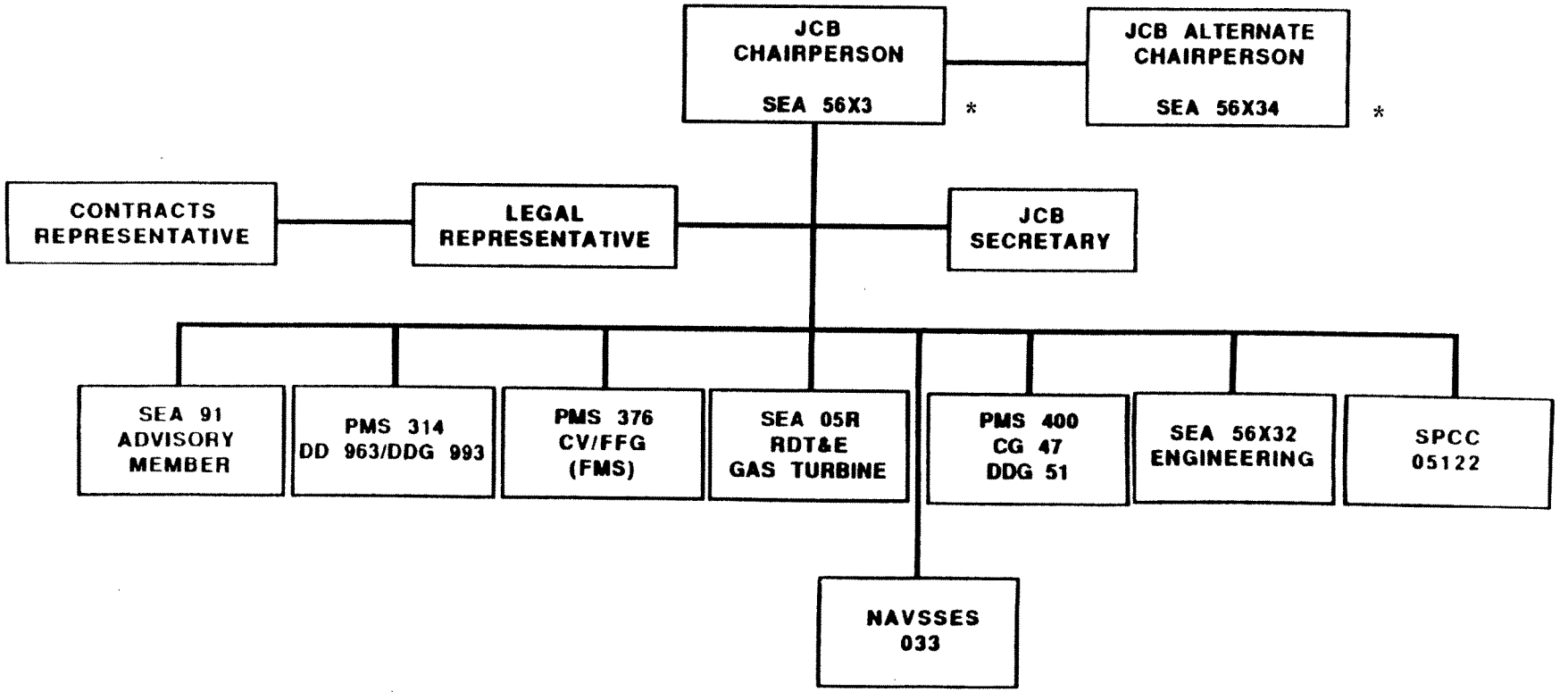

FIGURE 3-2

SECTION IV

IM/ME831-800A MARINE GAS TURBINE

4.1 CM Identification

4.1.1 Gas Turbine Components. The IM/ME831-800A MGT consist of two components, the turbine power unit and the power section assembly, which are identified as the IM/ME831-800A PBL and have been brought under joint CM.

4.1.2 Use/Organization. The IM/ME831-800A MGT is produced by Garrett Auxiliary Power Division of Allied Signal, Phoenix, Arizona, for the ship's service power unit in the PHM 1/3 Classes. The Navy also procures IM/ME831-800A assemblies directly from Garrett as stock rotating spares. (*

4.1.3 PBL Definition. The PBL was established in May 1979. The current PBL consists of the basic APLs of May 1979, plus all outstanding Change APLs derived from approved ECPs (TDs) against the IM/ME831-800A equipment. Ship class and Navy stock rotating spare acquisitions shall contractually invoke the IM/ME831-800A PBL.

4.2 CM Control - IM/ME831-800A CIs. All CIs outlined in the IM/ME831-800A PBL shall be strictly controlled through the IM/ME831-800A JCB established by this instruction (reference Figure 1-1 of Section I and Figure 4-1 of this section.)

IM/ME831-800A MARINE GAS TURBINE JCB MEMBERSHIP ORGANIZATION

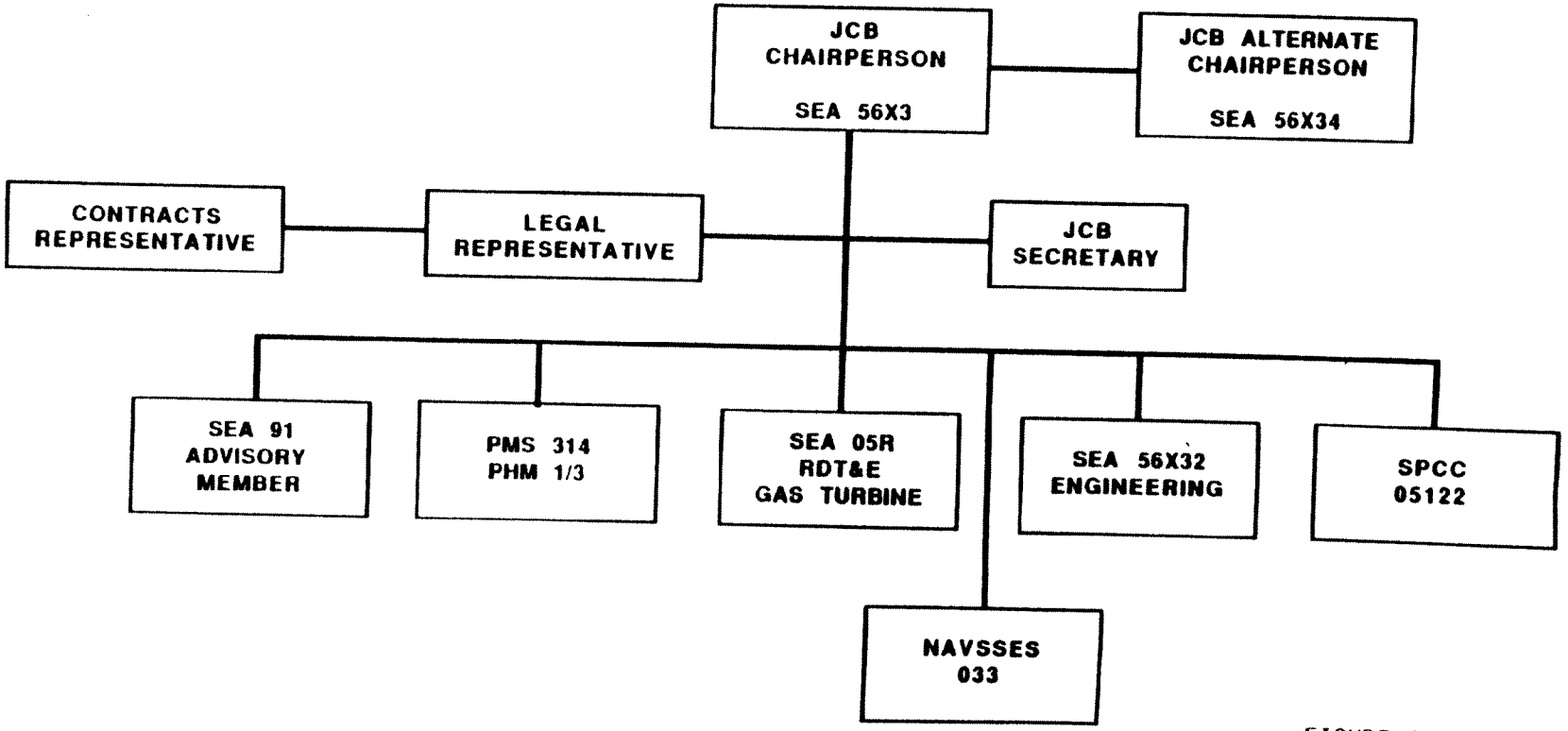

FIGURE 4-1

SECTION VII

GAS TURBINE SHIP ENGINEERING CONTROL SYSTEM EQUIPMENT

7.1 CM Identification

7.1.1 Gas Turbine Ship ECSE. The ECSE has been identified by various ship class PBLs and has been brought under joint configuration control. The various class systems/subsystems are identified in Figures 7-1, 7-2, 7-3, and 7-4 of this section.

7.1.2 Use/Organization. The various ECSE functions are basically the same. However, because of different manufacturers, they are physically different. The DD 963, DDG 993 and CG 47 Class systems are manufactured by Litton Guidance and Control Systems, Woodland Hills, California, and by Litton, Amecom Division, College Park, Maryland. The FFG 7 and DDG 51 Class system is manufactured by General Electric, Daytona Beach, Florida, and Technical Associates of New Orleans (TANO), New Orleans, Louisiana. The LCAC and PHM 1/3 Class systems are manufactured by ELDEC, Lynnwood, Washington. (D (A

7.1.3 PBL Definition. The PBLs for the DD 963, DDG 993, FFG 7, PHM 1/3, CG 47 and DDG 51 Classes have been established as previously discussed herein. The PBL for the LCAC was planned for establishment in 1988. The PBLs for AOE 6 and AE 36 will be established during construction of the ships. (D

7.2 CM Control

7.2.1 ECSE CIs. All CIs outlined in the PBLs shall be strictly controlled through the JCB established by this instruction (reference Figure 1-1 of Section I and Figures 7-1, 7-2, 7-3, 7-4, and 7-5 of this section).

7.2.2 JCB Membership. A JCB has been established for the DD 963/DDG 993/CG 47 Classes, FFG 7 Class, PHM 1/3 Classes, AE 36 Class, AOE 6 Class, and LCAC Class. The cognizant DDG 51 PMS shall be a member of the specific JCB.

GAS TURBINE SHIP ENGINEERING CONTROL SYSTEM EQUIPMENT DD 963/DD 993/CG 47/DDG 51 CLASSES

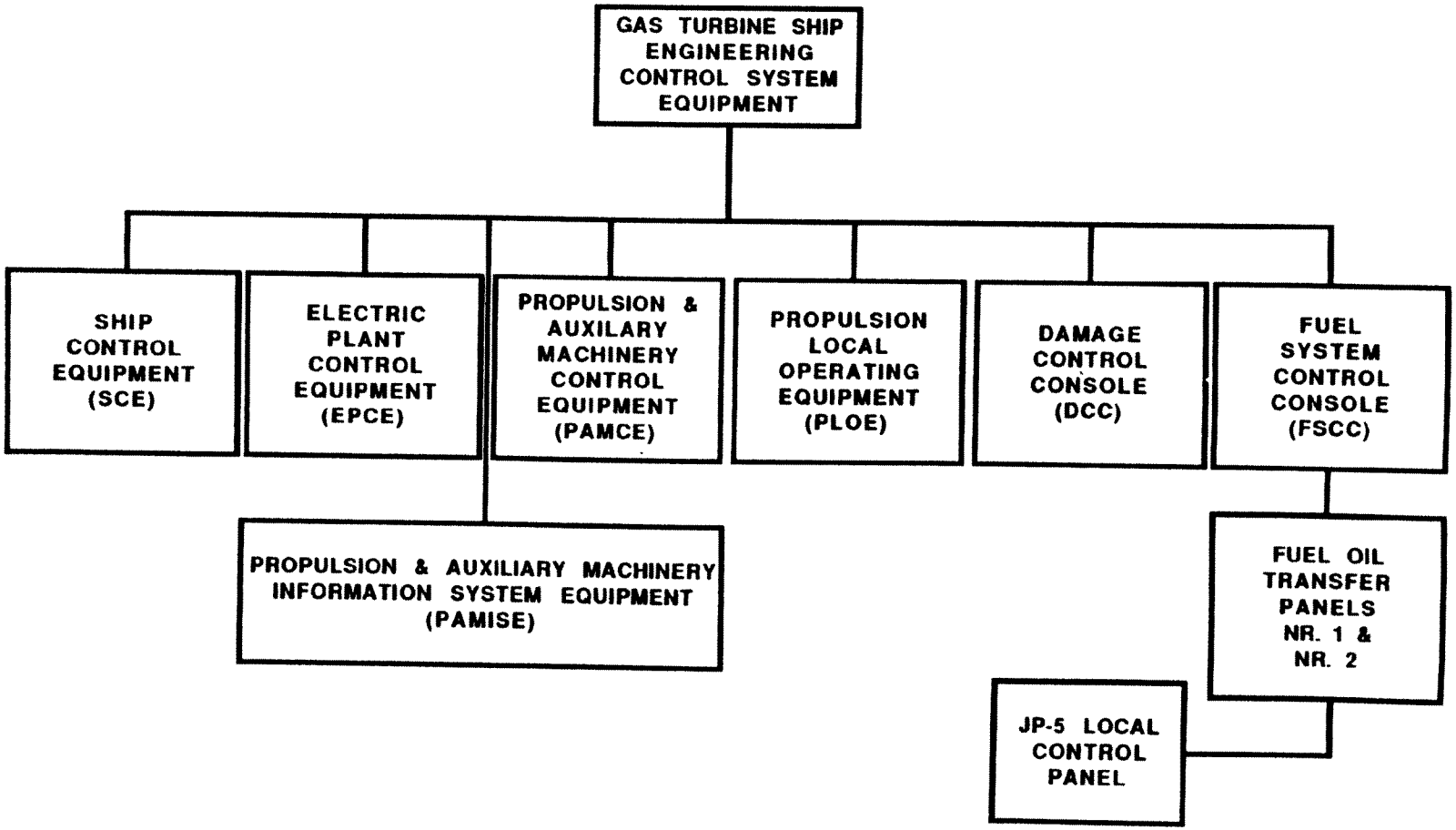

FIGURE 7-1

GAS TURBINE SHIP ENGINEERING CONTROL SYSTEM JCB MEMBERSHIP ORGANIZATION

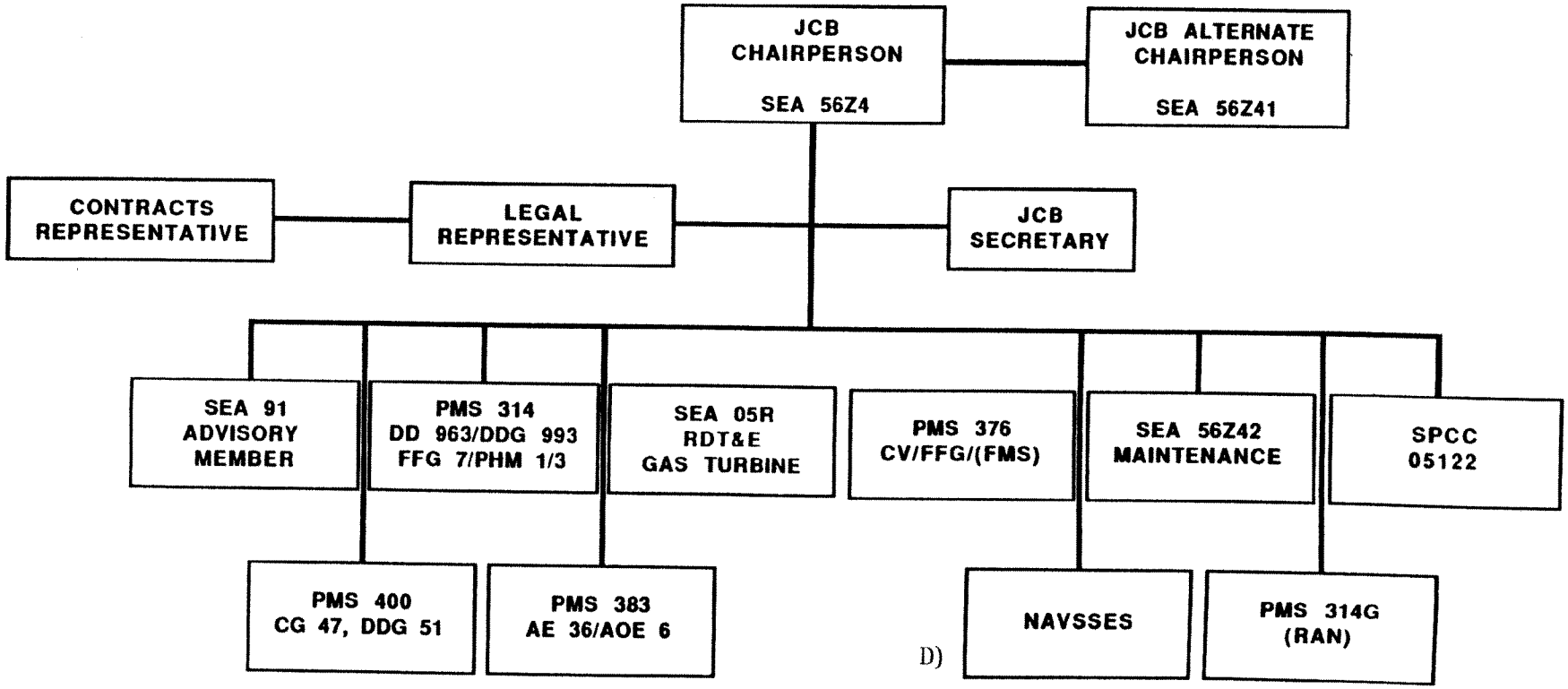

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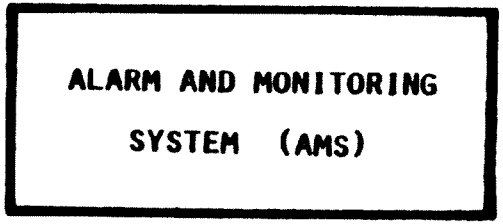
FIGURE 7-5

ENGINEERING CONTROL SYSTEM EQUIPMENT

LCAC CLASS



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29 March 1988

FIGURE 7-4