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ZNR UUUUU

R 212254Z APR 14 ZYB

FM COMNAVSURFOR SAN DIEGO CA

TO ALNAVSURFOR

INFO COMNAVSEASYS COM WASHINGTON DC

COMPACFLT PEARL HARBOR HI

COMNAVSURFPAC SAN DIEGO CA

COMNAVSURFLANT NORFOLK VA

PRESINSURV VIRGINIA BEACH VA

COMAFLOATRAGRUPAC SAN DIEGO CA

AFLOATRAGRUMIDPAC PEARL HARBOR HI

AFLOATRAGRUPACNORWEST EVERETT WA

AFLOATRAGRUWESTPAC YOKOSUKA JA

COMNAVSURFGRU MIDPAC

COMNAVAIRFOR SAN DIEGO CA

COMNAVSAFECEN NORFOLK VA

NAVSHIPREPFAC AND JAPAN RMC DET SASEBO JA NAVSHIPREPFAC AND JAPAN RMC YOKOSUKA JA

SOUTHWEST RMC SAN DIEGO CA NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA NAVSEALOGCEN

MECHANICSBURG PA SWOSCOLCOM NEWPORT RI COMNAVSUPSYSCOM MECHANICSBURG PA COMSC

WASHINGTON DC NAVSEA TWO ONE PMR EVERETT WA NAVSEA TWO ONE PMR YOKOSUKA JA NAVSEA

TWO ONE PMR PEARL HARBOR HI NAVSEA TWO ONE PMR SAN DIEGO CA NAVSHIPYD AND IMF PEARL

HARBOR HI NAVSHIPYD AND IMF PUGET SOUND WA COMNAV RMC NORFOLK VA FWD SHIPSUSACT DET

BAHRAIN BT UNCLAS MSGID/GENADMIN/COMNAVSURFOR SAN DIEGO CA/0887/APR// SUBJ/APC

RANGEGUARD SYSTEM ADVISORY// REF/A/GENADMIN/COMNAVSEASYS COM

SEA21/211545ZDEC2012// REF/B/GENADMIN/COMNAVSURFPAC/042204ZJAN2013//

REF/C/PMS/MIP 5556 MRC LU-1 808MNW/-//

REF/D/NAVSUP P-486/-/JAN2010//

AMPN/REF A IS NAVSEA GUIDANCE FOR MAINTENANCE AND COMPONENT REPLACEMENT FOR APC FIRE

EXTINGUISHING SYSTEMS. REF B IS COMNAVSURFPAC READDRESSAL OF NAVSEA GUIDANCE FOR

MAINTENANCE AND COMPONENT REPLACEMENT FOR APC FIRE EXTINGUISHING SYSTEMS. REF C IS APC

SYSTEMS LAY UP MAINTENANCE FOR TYPE A AND TYPE B LEGACY SYSTEMS.

REF D IS NAVSUP P-486, FOOD SERVICE MANUAL// POC/RON ROLLER/CIV/CNSP N43DCO/SAN DIEGO

CA/619-437-0743/ RONALD.ROLLER(AT)NAVY.MIL// POC/STEVEN GILBERT/LCDR/CNSL

N43C1/NORVA/757-444-0626/ STEVEN.D.GILBERT(AT)NAVY.MIL// POC/DUANE WRIGHT/CIV/NAVSUP

N41/MECHANICSBURG PA/717-605-7453/ DUANE.WRIGHT(AT)NAVY.MIL// POC/MARK

GEER/DCCM/CNSP N43/SAN DIEGO CA/619-437-3790/ MARK.GEER(AT)NAVY.MIL// POC/JAMES

ULMER/HTC/CNSL N43/NORVA/757-444-0622/ JAMES.ULMER(AT)NAVY.MIL// GENTEXT/REMARKS/1.

THIS IS A JOINT CNSP/CNSL MESSAGE TO PROVIDE GUIDANCE ON THE SHIPBOARD AQUEOUS

POTASSIUM CARBONATE (APC) DEEP FAT FRYER (DFF) FIREFIGHTING SYSTEM.

2. TO DATE, A SHIP CHANGE DOCUMENT (SCD) HAS NOT BEEN DEVELOPED TO SUPPORT INSTALLATION OF THE REF A REPLACEMENT SYSTEM. IT IS BECOMING INCREASINGLY DIFFICULT TO CONTRACT FOR INSTALLATION OF THE COMMERCIAL FIRE EXTINGUISHING SYSTEM WITHOUT AN AUTHORIZED SCD. ADDITIONALLY, NEITHER PMS OR APL SUPPORT HAS BEEN DEVELOPED FOR THE REPLACEMENT COMMERCIAL SYSTEM. NSW CARDEROCK DIVISION IS FAST TRACKING AN SCD, PLANNED MAINTENANCE, AND LOGISTICAL SUPPORT FOR THE COMMERCIAL SYSTEM REPLACEMENT.

3. REF B AUTHORIZING INSTALLATIONS OF COMMERCIAL SUBSTITUTES FOR THE APC SYSTEM IS HEREBY CANCELED. EFFECTIVE IMMEDIATELY AND UNTIL AN AUTHORIZED SCD IS IN PLACE FOR THE COMMERCIAL APC SYSTEM UPGRADE, ALL CNSF SHIPS WITH DEEP FAT FRYERS AND ASSOCIATED APC SYSTEM INSTALLED SHALL TAKE THE FOLLOWING ACTIONS:

- A. FOR SHIPS WITH A LEGACY TYPE A OR TYPE B SYSTEM WHICH MEETS ALL PMS REQUIREMENTS, NO FURTHER ACTION IS REQUIRED AND THE DEEP FAT FRYER SYSTEM CAN BE OPERATED WITH NO RESTRICTIONS UNTIL THE SYSTEM FAILS TO MEET PMS STANDARDS.
  - B. FOR SHIPS WITH A COMBI-OVEN AND THE LEGACY TYPE A OR TYPE B APC SYSTEM AND THE APC BOTTLE IS NO LONGER SERVICEABLE, LEAKS OR DOES NOT PASS HYDROSTATIC TEST REQUIREMENTS, REMOVE FROM SERVICE IAW REF C AND DANGER TAG ALL COMPONENTS. THE DEEP FAT FRYER CAN NO LONGER BE OPERATED AND SHALL BE DANGER TAGGED.
  - C. FOR SHIPS WITHOUT A COMBI-OVEN AND THE LEGACY TYPE A OR TYPE B APC SYSTEM AND THE APC BOTTLE IS NO LONGER SERVICEABLE, LEAKS OR DOES NOT PASS HYDROSTATIC TEST REQUIREMENTS, REMOVE FROM SERVICE IAW REF C AND DANGER TAG ALL COMPONENTS. THE DEEP FAT FRYER CAN NO LONGER BE OPERATED AND SHALL BE DANGER TAGGED. IF DAILY MENU CYCLE TURNAROUND TIMES CANNOT BE SUPPORTED, CONTACT NAVSUP POC LISTED IN THIS MESSAGE FOR MENU GUIDANCE.
  - D. FOR SHIPS WITH THE COMMERCIAL SYSTEM INSTALLED AS OUTLINED IN REF A, REMOVE FROM SERVICE BY DANGER TAGGING THE APC SYSTEM AND THE DEEP FAT FRYER. SHIP CAN OPT TO HAVE SCHEDULED MAINTENANCE ACCOMPLISHED BY THE MANUFACTURER AND MAY RETURN THE SYSTEM TO FULL OPERATION UNTIL EXPIRATION OF MAINTENANCE EITHER BY PERIODICITY, SYSTEM DEGRADATION OR ACTIVATION, AT WHICH TIME THE APC AND DFF MUST BE DANGER TAGGED UNTIL MAINTENANCE IS SATISFACTORILY ACCOMPLISHED AND RECORDED. IF DAILY MENU CYCLE TURNAROUND TIMES CANNOT BE SUPPORTED, CONTACT NAVSUP POC LISTED IN THIS MESSAGE FOR MENU GUIDANCE. SYSTEM SHALL REMAIN DANGER TAGGED UNTIL LOGISTICS AND PMS ARE IMPLEMENTED TO SUPPORT SAFE OPERATION.
4. THE REQUIREMENTS OF THIS MESSAGE WILL REMAIN IN PLACE UNTIL TECHNICAL SPECIFICATIONS, MAINTENANCE PROCEDURES AND LOGISTICAL SUPPORT HAVE BEEN PROVIDED FOR A REPLACEMENT SYSTEM OR THE SYSTEMS ARE REMOVED.//

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