

CHAPTER SIX

ENGINEERING

1. Pre-Deployment Preparations

On 23 May 1977, the BURTON ISLAND began a training assist in San Diego. All Engineering personnel were involved in either Repair Parties or Engine Room Watches. Approximately 71% of the men were new to the ship and there was very little experience or organization in the Repair Parties and Engine Rooms. By the time BURTON ISLAND departed San Diego on 3 June, all Repair Parties and Engine Rooms were working as teams in their respective areas. In the short time of training all hands worked hard at learning their new positions and handling casualties that might possibly occur on a ship.

The enthusiasm and improvement was continually noted by Fleet Training Group Personnel.

Preparation for AWS-77 came in two phases for the BURTON ISLAND. From 7 April to 22 May, the BURTON ISLAND underwent a dockside availability at the Naval Support Activity, Long Beach. Among the Maintenance and Repair Items accomplished during this period were the following; a thorough cleaning and testing of the evaporator, hydrostatic testing of all pressure vessels, and maintenance on main generators. Additionally, #3 Main Generator, which had developed short circuits in the field windings during Deep Freeze 77, was overhauled. During the last days prior to departure from San Diego, a water leak in fuel tank B-906F was discovered, the casue being wasted main overboard discharge piping which passed through the tank. The wasted areas were patched in place by an outside contractor, after the tank had been drained, cleaned, and certified as gas free.

The second phase of pre-deployment preparations took place at BURTON ISLAND's new home port, Oakland, California, at the Oakland Naval Supply Center. With the exception of a day's run up to Concord for explosives, the BURTON ISLAND was moored at NSC Oakland from 6 June to departure for AWS-77 on 9 July. During this time maintenance not completed during the stay in Long Beach was accomplished. The services of the Fleet Maintenance Assist Center, Naval Air Station Alameda, proved very helpful in diagnosing problems with the Evaporator and the Pit Log - DRT System. Failure of the Evaporator to perform adequately during Deep Freeze 77 was attributed to leaks in the tube nest wrapper plates and by ship's force in Long Beach, and overhaul of the air ejectors was accomplished by an outside contractor just prior to sailing for AWS-77.